AGENDA

ALISO VIEJO CITY COUNCIL REGULAR MEETING
WEDNESDAY, APRIL 1, 2015
7:00 P.M. PUBLIC MEETING / PUBLIC HEARINGS

City Hall
Council Chambers
12 Journey
Aliso Viejo, CA

Mayor William A. Phillips
Mayor Pro Tem Mike Munzing
Councilmember Ross Chun
Councilmember David C. Harrington
Councilmember Phillip B. Tsunoda

WELCOME to the City of Aliso Viejo City Council meeting. Those persons wishing to address the City Council are requested to complete and submit to the City Clerk a "Request to Address City Council" form available at the entrance to the City Council Chambers. Speakers will be called at the appropriate time as their interested matter is heard. COMMENTS WILL BE LIMITED TO THREE MINUTES PER SPEAKER. Council proceedings are recorded.

It is the City's intention to comply with the Americans with Disabilities Act (ADA). If you need special assistance to participate in the meeting, the City will make reasonable arrangements to ensure accessibility and/or accommodations. [28 CFR 35.102-35.104 ADA Title II] Please contact the City Clerk's Office at (949) 425-2505 at least 48 hours prior to the meeting.

Regular meetings of the City Council are held on the first and third Wednesday of the month at the City Hall Council Chambers, 12 Journey, Aliso Viejo. Copies of the agenda are available in the lobby at City Hall on the Thursday preceding a regularly scheduled City Council meeting. Supplemental documents relating to specific agenda items are available for review in the City Clerk's office, 12 Journey, Aliso Viejo. For more information, please contact City Hall at (949) 425-2505.

DAVID A. DOYLE	SCOTT C. SMITH	MITZI ORTIZ
CITY MANAGER	CITY ATTORNEY	CITY CLERK

PLEASE SILENCE ALL CELL PHONES AND OTHER
ELECTRONIC EQUIPMENT WHILE CITY COUNCIL IS IN SESSION

CALL TO ORDER: Convene Meeting to Open Session and Roll Call - 7:00 p.m.

PRESENT:
ABSENT:

PLEDGE OF ALLEGIANCE:

SPECIAL PRESENTATIONS

A. COUNCIL PROCLAMATION FOR DMV/DONATE LIFE CALIFORNIA MONTH

B. COUNCIL RECOGNITION OF ALEX TRIESTMAN FOR LAUNCHING BRICKSHARE TO BENEFIT OTHER CHILDREN

C. COUNCIL RECOGNITION TO WOOD CANYON ELEMENTARY SCHOOL TEACHER OF THE YEAR SHERI HUGHES

ADDITIONS, DELETIONS, REORDERING TO THE AGENDA

CONSENT CALENDAR NOTICE: Any member of the public who wishes to discuss a Consent Calendar item should complete and submit to the City Clerk a "Request to Address City Council" form available at the entrance to the City Council Chambers. Speakers will be called at the appropriate time as their interested matter is heard. COMMENTS ARE LIMITED TO THREE MINUTES PER SPEAKER.

CONSENT CALENDAR ITEMS NOS. 1-13

All matters listed on the Consent Calendar will be acted upon by one vote unless members of the City Council, staff, or the public request a matter to be discussed and/or removed from the Consent Calendar for separate action. Items removed from the Consent Calendar will be discussed and voted upon immediately following City Council action on the remainder of the Consent Calendar.

1. WAIVE THE READING OF ALL ORDINANCES AND RESOLUTIONS

RECOMMENDED ACTION: Approve the reading by title only of all ordinances and resolutions wherein the titles appear on the public agenda; said titles shall be determined to have been read by title, and further reading is waived.

2. APPROVAL OF MINUTES – MARCH 18, 2015 REGULAR MEETING

RECOMMENDED ACTION: Approve the subject Minutes as submitted.

3. ADOPT ORDINANCE CONFIRMING EXISTING PROHIBITION OF SHORT-TERM RENTALS IN RESIDENTIAL DISTRICTS

RECOMMENDED ACTION: Conduct second reading and adopt Ordinance entitled:

AN ORDINANCE OF THE CITY COUNCIL OF ALISO VIEJO, CALIFORNIA AMENDING TITLE 15 OF THE ALISO VIEJO MUNICIPAL CODE BY AMENDING TABLE 15.10.020 OF SECTION 15.10.020, ADDING SECTION 15.14.165, AND AMENDING SECTION 15.94.020 TO PROHIBIT SHORT-TERM RENTALS IN RESIDENTIAL DISTRICTS – PA 15-002 (ZCA).

4. ACCOUNTS PAYABLE

RECOMMENDED ACTION:
1. Ratify accounts payable checks issued March 12, 2015 in the amount of $302,755.12; and
2. Ratify accounts payable checks issued March 19, 2015 in the amount of $641,772.16.

5. TREASURER'S STATEMENT – FEBRUARY 2015

RECOMMENDED ACTION: Approve the February 2015 Treasurer's Statement.

6. AGREEMENT WITH GRANICUS, INC. FOR STREAMING MEDIA SOLUTIONS

RECOMMENDED ACTION:
1. Approve an Agreement with Granicus, Inc. for streaming media solutions and authorize the City Manager to execute said agreement; and
2. Authorize a 2014-15 budget adjustment in the amount of $9,350 representing the upfront cost to implement Granicus' streaming media solutions.

7. AGREEMENT WITH WINTER VISUALS FOR VIDEO OPERATOR SERVICES

RECOMMENDED ACTION:
1. Approve an Agreement with Winter Visuals for video operator services; and
2. Authorize the City Manager to execute the Agreement with Winter Visuals.

8. FIRST AMENDMENT TO AGREEMENT WITH TOWNSEND PUBLIC AFFAIRS FOR GRANT WRITING AND LOBBYIST SERVICES

RECOMMENDED ACTION:
1. Approve the First Amendment to Agreement with Townsend Public Affairs for grant writing and lobbyist services; and
2. Authorize the City Manager to execute the First Amendment to Agreement with Townsend Public Affairs.

9. AMENDMENT TO AGREEMENT FOR GEOGRAPHIC INFORMATION SYSTEM SERVICE – DIGITAL MAP PRODUCTS

RECOMMENDED ACTION:

1. Approve a Sixth Amendment to the Agreement with Digital Map Products for access to a Geographic Information System web application; and
2. Authorize the City Manager to execute the Sixth Amendment to the Agreement in an amount not to exceed $101,000, for a total contract amount of $252,500, and extend the contract term by three years to June 30, 2018.

10. SECOND AMENDMENT TO AGREEMENT FOR TRAFFIC ENGINEERING SERVICES FOR TRAFFIC SIGNAL OPERATIONS – HARTZOG & CRABILL, INC.

RECOMMENDED ACTION:

1. Approve a Second Amendment to the Agreement with Hartzog & Crabill, Inc. to perform traffic engineering services of traffic signal operations that extends the term one year and increases the contract amount by $25,000; and
2. Authorize the City Manager to execute the Second Amendment to the Agreement.

11. SECOND AMENDMENT TO AGREEMENT FOR ON-CALL GEOTECHNICAL AND MATERIALS TESTING SERVICES – GMU GEOTECHNICAL, INC.

RECOMMENDED ACTION:

1. Approve a Second Amendment to the Agreement with GMU Geotechnical, Inc. to perform geotechnical and materials testing services that extends the term one year and increases the contract amount by $25,000; and
2. Authorize the City Manager to execute the Second Amendment to the Agreement.

12. 800 MHZ COUNTYWIDE COORDINATED COMMUNICATION SYSTEM (CCCS)

RECOMMENDED ACTION: Approve and authorize the City Manager to execute the Amendment to the Joint Use Agreement for operation, maintenance and financial management of the Orange County 800 MHz CCCS.

13. RESOLUTION RELATED TO INCREASING ADMINISTRATIVE FINE AMOUNTS

RECOMMENDED ACTION: Staff recommends the City Council approve the Resolution entitled:

> A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALISO VIEJO, CALIFORNIA, ADOPTING ADMINISTRATIVE FINE AMOUNTS FOR CERTAIN VIOLATIONS OF THE ALISO VIEJO MUNICIPAL CODE AND ADOPTED CODES.

END OF CONSENT CALENDAR

PUBLIC HEARING ITEM NO. 14

14. REQUEST TO APPROVE AND ADOPT AN ADDENDUM TO THE CITY OF ALISO VIEJO GENERAL PLAN ENVIRONMENTAL IMPACT REPORT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR PLANNING APPLICATION PA15-003 (SDP/AUP/CUP/EP) WHICH INCLUDES A 205,460 SQUARE FOOT BUILDING; 822 SPACE, FIVE-LEVEL PARKING STRUCTURE; ESTABLISHMENT OF A SPECIALIZED RESEARCH AND DEVELOPMENT FACILITY WITH WET LABORATORIES; AND REDUCTION IN BUILDING SETBACK; AND ISSUE A SITE DEVELOPMENT PERMIT, AN ADMINISTRATIVE USE PERMIT, A CONDITIONAL USE PERMIT AND AN EXCEPTION PERMIT RELATED TO PLANNING APPLICATION PA15-003 AT 35 AND 37 ENTERPRISE IN ALISO VIEJO

RECOMMENDED ACTION: Adopt a Resolution to approve and adopt an addendum to the City of Aliso Viejo General Plan EIR and subsequent addendums under the California Environmental Quality Act for Planning Application PA15-003 (SDP/AUP/CUP/EP) which includes a 205,460 square foot building; 822 space, five-level parking structure; establishment of a specialized research and development facility with wet laboratories; and a reduction in building setback and issue a site development permit, an administrative use permit, a conditional use permit and exception permit related to Planning Application PA15-003 at 35 & 37 Enterprise.

DISCUSSION ITEMS NO. 15

15. COMMUNITY ASSISTANCE GRANT REQUEST – WOUNDED WARRIOR AMPUTEE SOFTBALL TEAM

RECOMMENDED ACTION: The Council should determine if Community Assistance Grant monies shall be allocated to pay for the transient occupancy tax related to the Wounded Warrior Amputee Softball Team's stay at the Renaissance ClubSport.

COMMUNITY INPUT

Members of the public wishing to address the City Council are requested to complete and submit to the City Clerk a "Request to Address City Council" form available at the entrance to the City Council Chambers. **IN COMPLIANCE WITH THE BROWN ACT, NO DISCUSSION OR ACTION MAY BE TAKEN ON COMMENTS RECEIVED AT THIS TIME, EXCEPT THE CITY COUNCIL MAY BRIEFLY RESPOND TO STATEMENTS MADE OR QUESTIONS POSED.** Comments are limited to three (3) minutes per speaker.

CITY MANAGER'S REPORT

ANNOUNCEMENTS / COUNCIL COMMENTS / COMMITTEE UPDATES

ADJOURNMENT: The next regularly scheduled meeting is April 15, 2015.

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Kelly Tokarski, KT Community Relations

SUBJECT: COUNCIL PROCLAMATION FOR DMV/DONATE LIFE CALIFORNIA MONTH

Recommended Action:

Proclaim the month of April 2015 as DMV/Donate Life California Month in the City of Aliso Viejo and present a proclamation to a representative from OneLegacy, a Donate Life organization.

Summary:

Donate Life California is a nonprofit organ and tissue donor registry dedicated to saving the lives of individuals awaiting life-saving transplants. According to the organization, more than 123,000 people nationwide and more than 21,000 Californians are waiting for an organ transplant. Sadly, a person dies every 90 minutes while waiting for a transplant due to the shortage of donated organs.

Organ, tissue and blood donations are life-giving acts recognized worldwide as an expression of compassion to those in need. Millions of lives are saved and improved each year by donors of organs, tissues and blood. People can help others by signing up to the Donate Life California Registry when applying for or renewing their driver's license or ID card at the California Department of Motor Vehicles.

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David Doyle
City Manager

Proclamation

WHEREAS, organ, tissue, marrow and blood donation are life-giving acts recognized worldwide as expressions of compassion to those in need;

WHEREAS, more than 123,000 individuals nationwide and more than 21,000 in California are currently on the national organ transplant waiting list, and every 90 minutes, one person dies while waiting due to the shortage of donated organs;

WHEREAS, the need for donated organs is especially urgent in Hispanic and African American communities;

WHEREAS, more than 600,000 units of blood per year are needed to meet the need in California and at any given time, 6,000 patients are in need of marrow donors;

WHEREAS, a single individual's donation of the heart, lungs, liver, kidneys, pancreas and small intestine can save up to eight lives; donation of tissue can save and heal up to 50 others; and a single blood donation can help three people in need;

WHEREAS, the spirit of giving and decision to donate are not restricted by age or medical condition, resulting each year in millions of lives saved and healed by donors of organs, tissues, marrow and blood;

WHEREAS, nearly 12 million Californians have signed up with the state-authorized Donate Life California Registry to ensure their wishes to be donors are honored;

WHEREAS, California residents can sign up with the Donate Life California Registry when applying for or renewing their driver's licenses or ID cards at the California Department of Motor Vehicles;

NOW, THEREFORE, BE IT RESOLVED on behalf of the City Council of the City of Aliso Viejo, I do hereby proclaim the Month of April as **"DMV/Donate Life California Month"** in the City of Aliso Viejo, and in doing so, encourage all Californians to check "YES!" when applying for or renewing their driver's license or I.D. card or by signing up at www.donateLIFEcalifornia.org or www.doneVIDAcalifornia.org

Dated this 1st day of April 2015

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William A. Phillips, Mayor

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Kelly Tokarski, KT Community Relations

SUBJECT: COUNCIL RECOGNITION TO ALEX TRIESTMAN FOR LAUNCHING BRICKSHARE TO BENEFIT OTHER CHILDREN

Recommended Action:

Present Alex with a certificate of appreciation.

Summary:

For the past 6 years, 13-year-old Aliso Viejo resident Alex Triestman has been collecting extra pieces of Lego toys to share with kids who cannot afford their own sets. He came up with the idea for his organization, Brickshare, when he realized how expensive toys are and that every Lego set comes with extra pieces. He began collecting those extra bricks from friends, classmates and others to make into "Brickbots" -- robot-looking toys -- for needy children to enjoy.

An eighth grader at Don Juan Avila Elementary School, Alex has organized several Lego brick donation sessions where students can bring spare bricks and build Brickbots. He has also coordinated with several Orange County nonprofit organizations to distribute them. Brickshare helps military children whose parents are deployed overseas to bring them joy; children whose families can barely afford the cost of food; and orphans abroad who don't have the money to buy a Lego set. Alex, who plays the trumpet, is also working on the Broncos Annual Stop Homelessness (BASH) event on April 18 at Don Juan Avila Elementary School to make a difference in the lives of others.

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David Doyle
City Manager

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Kelly Tokarski, KT Community Relations

SUBJECT: COUNCIL RECOGNITION TO WOOD CANYON ELEMENTARY SCHOOL TEACHER OF THE YEAR SHERI HUGHES

Recommended Action:

Present Sheri with a certificate of appreciation.

Summary:

Sheri Hughes, a 15-year teaching veteran, was recently named Wood Canyon Elementary School's Teacher of the Year. She began her career in the Capistrano Unified School District 15 years ago, teaching for seven years at Foxborough Elementary and before spending the last eight years at Wood Canyon. She has taught kindergarten through second grade. First grade is her passion.

Sheri is one of two teachers at Wood Canyon who serve as a lead teacher. She trains school staff on the Common Core state standards and enjoys mentoring student teachers.

Sheri prides herself on creating a classroom environment that promotes respect, responsibility and a high level of learning. Her students are her "flock" and she watches them closely and does all she can to lead them on a path toward success.

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David Doyle
City Manager

CITY OF ALISO VIEJO
CITY COUNCIL MINUTES
REGULAR MEETING
MARCH 18, 2015, 7:00 P.M.
Council Chambers, City Hall, 12 Journey
Aliso Viejo, California

CALL TO ORDER: Mayor Phillips called the Regular Meeting of the City Council of the City of Aliso Viejo to order at 7:00 p.m.

PRESENT: MAYOR WILLIAM A. PHILLIPS
MAYOR PRO TEM MIKE MUNZING
COUNCILMEMBER ROSS CHUN
COUNCILMEMBER DAVID C. HARRINGTON
COUNCILMEMBER PHILLIP B. TSUNODA

ABSENT: NONE

STAFF PRESENT: DAVID A. DOYLE, CITY MANAGER
SCOTT SMITH, CITY ATTORNEY
MITZI ORTIZ, CITY CLERK
GLENN YASUI, ADMINISTRATIVE SERVICES DIRECTOR
KAREN CROCKER, COMMUNITY SERVICES DIRECTOR
GINA THARANI, FINANCE DIRECTOR
SHAUN PELLETIER, PUBLIC WORKS DIRECTOR / CITY ENGINEER
ALBERT ARMIJO, PLANNING DIRECTOR
ERICA ROESS, SENIOR PLANNER
LT. JOHN MACPHERSON, CHIEF OF POLICE SERVICES

PLEDGE OF ALLEGIANCE: Led by Sergeant Ray Ulmer.

SPECIAL PRESENTATIONS

A. COUNCIL RECOGNITION TO CANYON VISTA ELEMENTARY SCHOOL TEACHER OF THE YEAR JULIE ROBERTSON

Mayor Phillips presented Julie Robertson with a Certificate of Recognition.

B. SOUTH ORANGE COUNTY RELIABILITY ENHANCEMENT PRESENTATION BY SAN DIEGO GAS & ELECTRIC

Duane Cave, External Relations Manager, gave the presentation. By consensus, the City Council directed the City Manager to issue a letter of support.

C. PRESENTATION AND REQUEST FOR CITY PARTICIPATION IN UPCOMING EVENT BY RELAY FOR LIFE

Lydia Lockhart, Relay for Life Senior Manager, gave the presentation. Ms. Lockhart responded to questions regarding the event schedule and opportunities to participate and support the event.

ADDITIONS, DELETIONS, REORDERING TO THE AGENDA

Councilmember Tsunoda requested to reorder Consent Calendar Item No. 6 to follow Public Hearing Item No. 7.

CONSENT CALENDAR ITEMS NOS. 1-4

Mayor Phillips asked if any member of the City Council, staff or the public wished to remove an item from the Consent Calendar. Councilmember Chun requested to pull Item No. 5. There were no additional requests to remove items from the Consent Calendar.

MOTION: MAYOR PRO TEM MUNZING MOVED AND COUNCILMEMBER HARRINGTON SECONDED TO APPROVE CONSENT CALENDAR ITEMS 1 – 4, AS PRESENTED.

1. WAIVE THE READING OF ALL ORDINANCES AND RESOLUTIONS

   Approved the reading by title only of all ordinances and resolutions wherein the titles appear on the public agenda; said titles shall be determined to have been read by title, and further reading is waived.

2. APPROVAL OF MINUTES – MARCH 4, 2015 REGULAR MEETING AND MARCH 6, 2015 SPECIAL MEETING

   Approved the subject Minutes as submitted.

3. ACCOUNTS PAYABLE

   1. Ratified accounts payable checks issued February 26, 2015 in the amount of $106,498.79; and
   2. Ratified accounts payable checks issued March 5, 2015 in the amount of $77,454.46.

4. AGREEMENT WITH PSG PROPERTY MANAGEMENT LLC FOR PROPERTY MANAGEMENT SERVICES AT 12 JOURNEY

1. Approved the Agreement with PSG Property Management LLC for property management services at 12 Journey; and
2. Authorized the City Manager to execute the agreement with PSG Propperty Management LLC

MOTION CARRIED UNANIMOUSLY

END OF CONSENT CALENDAR

REMOVED FROM CONSENT CALENDAR

5. THIRD AMENDMENT TO AGREEMENT FOR PROFESSIONAL CONSULTANT SERVICES - FORMA

Staff responded to questions regarding scope of work.

MOTION: COUNCILMEMBER CHUN MOVED AND MAYOR PRO TEM MUNZING SECONDED TO APPROVE A THIRD AMENDMENT TO THE PROFESSIONAL SERVICES AGREEMENT WITH FORMA FOR PLANNING CONSULTANT SERVICES PERTAINING TO ALISO VIEJO TOWN CENTER.

MOTION CARRIED UNANIMOUSLY

PUBLIC HEARING ITEM NO. 7

7. ORDINANCE CONFIRMING EXISTING PROHIBITION OF SHORT-TERM RENTALS IN RESIDENTIAL DISTRICTS

City Manager David Doyle presented the staff report. Staff responded to questions regarding investigation, enforcement and homeowners associations. Mayor Phillips opened the public hearing. There were no speakers. Mayor Phillips closed the public hearing.

MOTION: COUNCILMEMBER TSUNODA MOVED AND MAYOR PHILLIPS SECONDED TO INTRODUCE AND APPROVE FOR FIRST READING AN ORDINANCE ENTITLED:

AN ORDINANCE OF THE CITY COUNCIL OF ALISO VIEJO, CALIFORNIA AMENDING TITLE 15 OF THE ALISO VIEJO MUNICIPAL CODE BY AMENDING TABLE 15.10.020 OF SECTION 15.10.020, ADDING SECTION 15.14.165, AND AMENDING SECTION 15.94.020 TO PROHIBIT SHORT-TERM RENTALS IN RESIDENTIAL DISTRICTS – PA 15-002 (ZCA).

MOTION CARRIED UNANIMOUSLY

REMOVED FROM CONSENT CALENDAR

6. RESOLUTION RELATED TO INCREASING ADMINISTRATIVE FINE AMOUNTS

City Attorney Scott Smith presented the staff report. Staff responded to questions regarding the increase in fine amounts.

MOTION: COUNCILMEMBER TSUNODA MOVED AND MAYOR PRO TEM MUNZING SECONDED TO CONTINUE THE MATTER TO APRIL 1, 2015.

MOTION CARRIED UNANIMOUSLY

PUBLIC HEARING ITEM NO. 8

8. RESOLUTION AUTHORIZING THE CITY OF ALISO VIEJO'S FISCAL YEAR 2015-2016 COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) ALLOCATION MAXIMUM OF $214,814 TO BE UTILIZED FOR AMERICAN DISABILITY ACT (ADA) IMPROVEMENTS AT FIFTY-FOUR (54) CURB RAMPS WITHIN ALISO VIEJO

City Manager David Doyle presented the staff report. Staff responded to questions regarding proposed project and source of funding. Mayor Phillips opened the public hearing. There were no speakers. Mayor Phillips closed the public hearing.

MOTION: COUNCILMEMBER CHUN MOVED AND COUNCILMEMBER HARRINGTON SECONDED TO ADOPT RESOLUTION NO. 2015-10 DECLARING THE CITY'S INTENT TO UTILIZE FISCAL YEAR 2015-2016 CDBG PROGRAM FUNDING FOR ADA IMPROVEMENTS AT FIFTY-FOUR (54) CURB RAMPS WITHIN ALISO VIEJO.

MOTION CARRIED UNANIMOUSLY

DISCUSSION ITEMS NOS. 9-12

9. ALISO VIEJO AQUATIC MANAGEMENT SERVICES AGREEMENT – PREMIER AQUATIC SERVICES

Community Services Director Karen Crocker presented the staff report. Staff responded to questions regarding contract retention, termination clause and equity between parties.

MOTION: COUNCILMEMBER CHUN MOVED AND COUNCILMEMBER HARRINGTON SECONDED TO APPROVE MANAGEMENT SERVICES AGREEMENT WITH PREMIER AQUATIC SERVICES FOR THE MANAGEMENT AND OPERATIONS OF THE CITY'S AQUATIC CENTER, IN THE AMOUNT OF $100,000 ANNUAL MANAGEMENT FEE AND NOT TO EXCEED $50,000 FOR THE AQUATIC CENTER OPERATIONAL EXPENSES, AS AMENDED TO INCLUDE A 60-DAY TERMINATION CLAUSE AND TERM OF THREE YEARS WITH TWO ONE-YEAR EXTENSIONS.

MOTION CARRIED UNANIMOUSLY

10. ANNUAL BUDGET DISCUSSION FOR FY 2015-16

City Manager David Doyle introduced Finance Director Gina Tharani, who presented the staff report. Staff responded to questions regarding decrease in gas tax, increase in law enforcement services contract, revenue generating opportunities and increased efficiencies. No further action was taken.

11. COUNCIL APPOINTMENTS TO STANDING COMMITTEES

City Manager David Doyle presented the staff report. Staff responded to questions regarding location of meetings and attendance of additional Councilmembers. Mayor Phillips opened for public comment and the following person spoke:

1. Jim Martin (Aliso Viejo Community Association President) expressed support for the establishment of the committees.

There were no other speakers.

BY CONSENSUS, THE CITY COUNCIL APPROVED THE ESTABLISHMENT OF STANDING COMMITTEES WITH CAPISTRANO UNIFIED SCHOOL DISTRICT AND ALISO VIEJO COMMUNITY ASSOCIATION AND APPOINTED COUNCILMEMBER CHUN AND COUNCILMEMBER HARRINGTON TO SERVE ON BOTH STANDING COMMITTEES.

12. AB 201: LOCAL ORDINANCES RELATING TO SEX OFFENDERS - SUPPORT

Councilmember Harrington presented the report. Staff provided additional information regarding municipal law enforcement in private parks. Mayor Phillips opened for public comment and the following person spoke:

1. Ray DeLeon requested clarification regarding municipal law enforcement in private parks.

There were no other speakers.

MOTION: COUNCILMEMBER CHUN MOVED AND COUNCILMEMBER HARRINGTON SECONDED TO APPROVE LETTER OF SUPPORT FOR AB 201: LOCAL ORDINANCES RELATING TO SEX OFFENDERS.

MOTION CARRIED UNANIMOUSLY

COMMUNITY INPUT

1. Nancy Conley expressed concern with attendance costs for Meet the Mayor event and State of the City event.

2. Dan Berzansky extended an invitation to the Orange County Drowning Prevention Coalition event.

CITY MANAGER'S REPORT

None.

ANNOUNCEMENTS / COUNCIL COMMENTS / COMMITTEE UPDATES

Councilmember Chun:
- Attended TCA Joint Toll Operations Meeting
- Attended TCA Meeting
- Attended California Women's Leadership Association Reception
- Attended Eagle Scouts Ceremony
- Attended Girl Scouts Gold Award Ceremony
- Attended Capistrano Unified School District Board of Trustees Meeting
-

Councilmember Harrington:
- Attended OC Watershed Executive Committee Meeting
- Attended Eagle Scouts Ceremony
- Attended Girl Scouts Gold Award Ceremony
- Participated in Meals On Wheels deliveries

Councilmember Tsunoda:
- Attended Meet the Mayor event
- Attended Boys & Girls Club Youth of the Month event
- Provided an update on Orange County Ambulance Services RFP

Mayor Pro Tem Munzing:
- Attended SCAG Meeting
- Attended Meet the Mayor event

Mayor Phillips: None.

ADJOURNMENT: Mayor Phillips adjourned the meeting at 9:15 p.m. to the next regularly scheduled meeting of April 1, 2015.

Respectfully submitted:

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MITZI ORTIZ, MMC
CITY CLERK

Approved by:

_____
WILLIAM A. PHILLIPS
MAYOR

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Mitzi Ortiz, City Clerk

SUBJECT: ADOPT ORDINANCE CONFIRMING EXISTING PROHIBITION OF SHORT-TERM RENTALS IN RESIDENTIAL DISTRICTS

Recommendation:

Conduct second reading and adopt Ordinance entitled:

> **AN ORDINANCE OF THE CITY COUNCIL OF ALISO VIEJO, CALIFORNIA AMENDING TITLE 15 OF THE ALISO VIEJO MUNICIPAL CODE BY AMENDING TABLE 15.10.020 OF SECTION 15.10.020, ADDING SECTION 15.14.165, AND AMENDING SECTION 15.94.020 TO PROHIBIT SHORT-TERM RENTALS IN RESIDENTIAL DISTRICTS – PA 15-002 (ZCA)**

Summary:

On March 18, 2015, the City Council unanimously approved the introduction and first reading of the subject Ordinance. No public comments were received for this item. The Ordinance will take effect 30 days after adoption.

Mitzi Ortiz, MMC
City Clerk

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attachment: Ordinance

ORDINANCE NO. 2015-_____

AN ORDINANCE OF THE CITY COUNCIL OF ALISO VIEJO, CALIFORNIA AMENDING TITLE 15 OF THE ALISO VIEJO MUNICIPAL CODE BY AMENDING TABLE 15.10.020 OF SECTION 15.10.020, ADDING SECTION 15.14.165, AND AMENDING SECTION 15.94.020 TO PROHIBIT SHORT-TERM RENTALS IN RESIDENTIAL DISTRICTS – PA 15-002 (ZCA)

WHEREAS, the proliferation of online vacation rental websites such as Airbnb.com and Homeaway.com have encouraged and enabled City of Aliso Viejo ("City") property owners, tenants, and occupants to rent their local, residential properties on a short-term basis to travelers or transients; and

WHEREAS, these short-term rentals, generally numbering less than 30 days, are often associated with excessive noise, parking problems, trash, and degradation of a neighborhood's residential character; and

WHEREAS, the City has received numerous complaints from residents about the negative secondary effects of short-term rental uses in their residential neighborhoods; and

WHEREAS, the Aliso Viejo Municipal Code ("AVMC") does not expressly address short-term rentals in residential districts. However, because short-term rentals are not expressly permitted in residential districts under the AVMC, such transient uses are prohibited; and

WHEREAS, the City Council desires to amend the City's Zoning Code to expressly prohibit short-term rentals in residential districts to preserve the residential character of City neighborhoods and stem the negative, secondary effects caused by those uses; and

WHEREAS, AVMC section 15.78.050 authorizes the City Council to initiate and adopt zoning code amendments, pursuant to the Council making certain findings related to the public welfare and General Plan consistency; and

WHEREAS, notice of the public hearing on this proposed Zoning Code Amendment was published in a 1/8 page display ad in the Aliso Viejo News on January 8, 2015, and public hearing notices were posted at the Aliso Viejo City Hall, the Aliso Viejo Library, and the Aliso Viejo Sheriff Substation pursuant to California Government Code sections 65853 *et seq.*; and

WHEREAS, the City Council held a duly-noticed public hearing on March 18, 2015 to consider first reading of this Ordinance and public testimony and recommendations presented by staff in its staff report and oral presentation.

THE CITY COUNCIL OF THE CITY OF ALISO VIEJO HEREBY ORDAINS AS FOLLOWS:

Section 1. CEQA. This Ordinance enacts changes to the City's Zoning Code in order to promote health, safety, comfort and general welfare in the community. The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA") because the activity is not a project as defined in Section 15378 of the State CEQA Guidelines. Even if the Ordinance constituted a "project" within the meaning of CEQA, the activity is exempt under State CEQA Guidelines section 15061 for the reasons set forth in this Ordinance and the corresponding staff report. The Ordinance does not have the potential for resulting in physical change to the environment, directly or indirectly.

Section 2. Findings. After receiving public testimony, reviewing the evidence submitted by staff, and discussing the proposed Ordinance, the City Council hereby finds that the amendments to the Zoning Code relating to the ban of short-term rentals in residential districts are supported by the following findings:

A. Public Welfare. Approval of the Code amendment will not create conditions materially detrimental to the public health, safety, and general welfare. Rather, the amendments are enacted to further protect residential uses by banning short-term rentals in residential districts and curbing the negative, secondary effects of such transient use, including excessive noise, parking problems, trash, and degradation of a neighborhood's residential character; and

B. General Plan Consistency. The Code amendment is consistent with the goals, objectives, and policies of the City's General Plan and any applicable specific plan. Specifically, residential housing was developed to encourage a diversity of housing types and provide affordability levels within Aliso Viejo to meet the needs of community residents. (General Plan Goals H1, p. H-6). When residential property is used for short-term rentals for travelers and transients, less long-term housing is available for community residents. The zoning amendment seeks to preserve housing for long-term residents who will invest in their neighborhoods and communities. Moreover, the amendment encourages safe and aesthetically pleasing neighborhoods, and provides adequate housing to meet the needs of all household types and income groups. (General Plan Goal H2, p. H-7). Prohibiting short-term rentals preserves the character of residential neighborhoods by minimizing the parking, traffic, and noise issues associated with short-term rentals. Further, short-term rentals in solely residential areas are not an expressly permitted use in any of the applicable specific plans, and therefore, are prohibited. (*See, e.g.*, Glenwood Specific Plan, Table 5-22-A; Ventana Ridge Specific Plan, p. 2-1; The Commons at Aliso Viejo Town Center Specific Plan, p. IV-10; Vantis Specific Plan, pp. 2-3- to 2-4.)

Section 3. Zoning Code Amendment. Table 15.10.020 of Section 15.10.020 of Title 15 of the Aliso Viejo Municipal Code is hereby amended, pursuant to Ordinance No. 2015-_____, to add the following reference:

TABLE 15.10.020:
PERMITTED USES IN RESIDENTIAL DISTRICTS

	RL Low Density Residential	RM Med. Density Residential	RH High Density Residential	RVH Very High Density Res.
RESIDENTIAL USES:				
Short-term rentals, subject to AVMC 15.14.165	NP	NP	NP	NP

Section 4. Zoning Code Amendment. Section 15.14.165 is hereby added to Title 15 of the Aliso Viejo Municipal Code, pursuant to Ordinance No. 2015-____, to read as follows:

"15.14.165 Short-term Rental Uses Prohibited.

A. Prohibition. Short-term rental uses such as transient bed and breakfast, hostel, hotel, inn, lodging, motel, resort and other transient lodging uses for remuneration are prohibited in all residential districts, except as otherwise permitted by the Municipal Code.

B. Liability and Enforcement. Any property owner, tenant, subtenant, occupant, person acting as agent, real estate broker, real estate agent, property manager, reservation service or otherwise who arranges or negotiates for the short-term use of residential property in violation of the provisions of this section shall be liable pursuant to the provisions of Chapter 1.06 of the Municipal Code."

Section 5. Zoning Code Amendment. Section 15.94.020 of Title 15 of the Aliso Viejo Municipal Code is hereby amended, pursuant to Ordinance No. 2015-_____, to add the following definitions:

"'Occupancy, Short-term' for purposes of Section 15.14.165, means the use or possession, or the right to the use or possession, of any portion of any room or rooms offered for remuneration for dwelling, lodging or sleeping purposes, regardless of the purpose for which such rooms are rented.

'Remuneration' means compensation, money, rent, or other bargained for consideration given in return for occupancy, possession, or use of real property.

'Transient' means any person who exercises occupancy or is entitled to

occupancy in exchange for remuneration for a period of 30 consecutive calendar days or less, counting portions of calendar days as full days. In determining whether a person is a transient, an uninterrupted period of time extending both prior and subsequent to the effective date of the ordinance codified in this chapter may be considered."

Section 6. Conflicting Regulations. Upon the effective date of this Ordinance, all former ordinances or parts thereof conflicting or inconsistent with the provisions of this Ordinance are hereby repealed and declared to be of no further force and effect.

Section 7. Severability. If any provision of this Ordinance or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of this Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are severable. The City Council hereby declares that it would have adopted this Ordinance irrespective of the invalidity of any particular portion thereof.

Section 8. Effective Date. This Ordinance shall take effect thirty (30) days after its adoption.

Section 9. Publication. The City Clerk shall publish this Ordinance within fifteen (15) days of its adoption in accordance with California Government Code Section 36933.

Section 10. Notice of Exemption. The City Council hereby directs staff to prepare, execute and file with the Orange County Clerk a Notice of Exemption within five (5) working days of first reading of this Ordinance.

Section 11. Location and Custodian of Records. The documents and materials associated with this Ordinance that constitute the record of proceedings on which these findings are based are located at Aliso Viejo City Hall, 12 Journey, Aliso Viejo, California 92656. The Director of Planning Services is the custodian of the record of proceedings.

PASSED, APPROVED AND ADOPTED this 1st day of April, 2015.

_____
William A. Phillips
Mayor

APPROVED AS TO FORM:

_____
Scott C. Smith, City Attorney

ATTEST:

_____
Mitzi Ortiz, MMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF ALISO VIEJO)

I, MITZI ORTIZ, City Clerk of the City of Aliso Viejo, California, DO HEREBY CERTIFY that foregoing Ordinance No. 2015-____ was duly passed and adopted by the City Council of the City of Aliso Viejo at their regular meeting held on the 1st day of April, 2015, by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

_____
MITZI ORTIZ, MMC
CITY CLERK

(SEAL)

I hereby certify that the foregoing is the original of Ordinance No. 2015-____ duly passed and adopted by the Aliso Viejo City Council at its regular meeting held April 1, 2015 and that the Summary of the Ordinance was published on March 26, 2015 and April ____, 2015 in the Aliso Viejo News.

_____
MITZI ORTIZ, MMC
CITY CLERK

(SEAL)

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Gina M. Tharani, Director of Financial Services

SUBJECT: ACCOUNTS PAYABLE

Recommended Action:

1. Ratify accounts payable checks issued March 12, 2015 in the amount of $302,755.12 and
2. Ratify accounts payable checks issued March 19, 2015 in the amount of $641,772.16.

Fiscal Impact:

Expenditures in the amount of $944,527.28.

Background:

The City issues accounts payable checks on a bi-monthly basis and submits them to the City Council for review and approval prior to the creation of accounts payable checks. Special check runs are done on a weekly basis with the City Council ratification at its next regularly scheduled City Council Meeting.

Discussion:

The issued accounts payable checks were reviewed and approved for payment. The register is being presented to City Council for approval.

Gina Tharani

Gina M. Tharani
Director of Financial Services

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David Doyle
City Manager

Attachment: Accounts Payable Reports

Accounts Payable

3/12/2015

	Vendor Name	Description (Item)	Amount
101 - GENERAL FUND			
	CALPERS RETIREMENT	PERS PAY PERIOD 3	9853.11
	CALPERS RETIREMENT	PERS PAY PERIOD 5	11164.66
	CALPERS RETIREMENT	PERS PAY PERIOD 4	9853.65
			30871.42
CITY MANAGER			
	GLENN YASUI	G.Y. - JAN-MAR'15 MILEAGE REIMBURSEMENT	242.13
	STAPLES ADVANTAGE	CM-PEN	21.27
		CITY MANAGER TOTAL:	**263.4**
CITY CLERK			
	CITY CLERKS ASSOC OF CA	M.O. - 3/19/15 CCAC MEMBERSHIP MEETING	40
	STAPLES ADVANTAGE	CC-CERTIFICATE HOLDERS	88.07
	STAPLES ADVANTAGE	CC -STORAGE BOXES,DUSTER,KEYBOARD,CORRECT TA	47.69
		CITY CLERK TOTAL:	**175.76**
FINANCE			
	STAPLES ADVANTAGE	FIN-CALENDAR,LABELS,PENS,HIGHLIGHTERS,TISSUES	135.83
		FINANCE TOTAL:	**135.83**
NON-DEPARTMENTAL			
	MOULTON NIGUEL WATER DIST	1/25-2/24/15 RANCH WATER MTR #4746	55.25
	AT&T CALIFORNIA	2/22-3/21/15 CH BACKUP PHONE LINES	1424.73
	SO CAL EDISON	2/3-3/5/15 AV RANCH ELECTRICITY	148.17
	JAMES S OSWALD	COUNCIL & STAFF STRATEGY SESSION	15000
	ALBERT ARMIJO	A.A. - ELECTRONIC DEVICE	840
	DAVE HARRINGTON	D.H. - ELECTRONIC DEVICE	758.97
	ROSS CHUN	R.C. - ELECTRONIC DEVICE	822.96
	GINA THARANI	G.T. - ELECTRONIC DEVICE	840
	MITZI ORTIZ	M.O. - ELECTRONIC DEVICE	667.16
	KAREN CROCKER	K.C. - ELECTRONIC DEVICE	840
	DAVID DOYLE	D.D. - ELECTRONIC DEVICE	812.98
	MIKE MUNZING	M.M. - ELECTRONIC DEVICE	693.11
	KRISTIN OLSEN	K.O. - DD 1ST ANNIVERSARY SUPPLIES	53.5
	STAPLES ADVANTAGE	CE-STIRRERS,PAPER TOWELS,SUGER,TONER,PAPER	424.23
	MICROSOFT CORPORATION	FEB'15 MS OFFICE 365 LICENSES FEE	850
	COX COMMUNICATIONS ORANGE COUNTY	3/1-3/31/15 INTERNET SERVICE #8802	329
	MICROSOFT CORPORATION	MAR'15 MS OFFICE 365 LICENSES FEE	850
		NON-DEPARTMENTAL TOTAL:	**25410.06**
C. S. ADMINISTRATION			
	AGE WELL SENIOR SERVICES INC	JAN'15 TRANSPORTATION	408.96
	AGE WELL SENIOR SERVICES INC	OCT'14 TRANSPORTATION	498.24
	AGE WELL SENIOR SERVICES INC	DEC'14 TRANSPORTATION	371.52
	AGE WELL SENIOR SERVICES INC	FEB'15 TRANSPORTATION	316.8
	MAYFLOWER DISTRIBUTING CO INC	HELIUM TANK RENTAL AND DELIVERY	181.68
	KRISTIN OLSEN	K.O. - SNOWFEST REGI DAY REFRESHMENTS	89.59
	KRISTIN OLSEN	K.O. - SNOWFEST EVENT SUPPLIES	186.54
	KRISTIN OLSEN	K.O. - HOLIDAY SHOW PERFORMER REFRESH	159.45
	KRISTIN OLSEN	K.O. - COMMUNITY SERVICES SUPPLIES	50.97
	KRISTIN OLSEN	K.O. - COMMUNITY POSTERS/CHRISTMAS DECOR	87.06
	STAPLES ADVANTAGE	CS-LABELS,FOLDERS,CORRECTIONS TAPE	147.23
	GARY COLEMAN	SPR 2015 NEWSLETTER PRINTING	6623.04
		C. S. ADMINISTRATION TOTAL:	**9121.08**
IGLESIA PARK			
	ANDY GUMP INC	3/5-4/1/15 PORTABLE TOILET RENTAL & SERVICE	187.44
	NAZZARENO ELECTRIC CO INC	12/8/15 IGLESIA TENNIS COURT LIGHT REPAIR	742.22
		IGLESIA PARK TOTAL:	**929.66**
	Vendor Name	**Description (Item)**	**Amount**

IGLESIA BUILDING

PROTECTION ONE ALARM MONITORING INC	3/17-4/16/15 ALARM SERVICE	63.49
	IGLESIA BUILDING TOTAL:	**63.49**

FAMILY RESOURCE CENTER

BOYS & GIRLS CLUB OF CAPISTRANO VALLEY	FEB'15 RECREATIONAL EXPENSES	8333.33
	FAMILY RESOURCE CENTER TOTAL:	**8333.33**

PLANNING

CENTER FOR SUSTAINABLE ENERGY	FEB'15 ENERGY PROGRAM EDUCATION	331.05
LARRY LAWRENCE	FEB'15 ZONING	989
STAPLES ADVANTAGE	PLA-LETTER OPENER,MARKERS,LOG BOOK,LEAD	95.83
	PLANNING TOTAL:	**1415.88**

BUILDING

CHARLES ABBOTT ASSOC INC	FEB'15 CAA BUILDING SVCS	115616.02
STAPLES ADVANTAGE	BLDG-MARKER,AVY,CALENDARS	123.89
	BUILDING TOTAL:	**115739.91**

CODE ENFORCEMENT

CHARLES ABBOTT ASSOC INC	FEB'15 CAA CODE ENFORCEMENT	9352.5
	CODE ENFORCEMENT TOTAL:	**9352.5**

ENGINEERING (GENERAL)

CHARLES ABBOTT ASSOC INC	FEB'15 CAA WQ TESTING	231
CHARLES ABBOTT ASSOC INC	FEB'15 CAA NPDES COSTS	19558.9
CHARLES ABBOTT ASSOC INC	FEB'15 CAA SOLID WASTE	2618.1
CHARLES ABBOTT ASSOC INC	FEB'15 CAA PW ENGINEERING	10984.8
	ENGINEERING (GENERAL) TOTAL:	**33392.8**

TRAFFIC ENGINEERING

CHARLES ABBOTT ASSOC INC	FEB'15 CAA TRAFFIC ENGINEERING	2442
	TRAFFIC ENGINEERING TOTAL:	**2442**

STREET MAINTENANCE

CHARLES ABBOTT ASSOC INC	FEB'15 CAA ST MAINTENANCE	17925.2
	STREET MAINTENANCE TOTAL:	**17925.2**

LAW ENFORCEMENT-OTHER

THE TOLL ROADS	1/10-2/9/15 TOLL CHARGES	260
FRANZ JELKE INC	VIN#7050 MOTORCYCLE 25K MAINT	1249.03
ALL CITY MANAGEMENT SERVICES	2/15-2/18/15 SCHOOL CROSSING GUARD SVCS	6970.5
VOYAGER FLEET SYSTEMS INC	1/25-2/24/15 MOTORCYCLE FUEL	246.63
	LAW ENFORCEMENT-OTHER TOTAL:	**8726.16**

CRIME PREVENTION

STAPLES ADVANTAGE	CP-BOOKCASE,,DOOR HANGER,HAND BOOKS	342.87
	CRIME PREVENTION TOTAL:	**342.87**
	GENERAL FUND TOTAL:	**264641.35**

102 - GEN. FD-CITY HALL

NON-DEPARTMENTAL

JMG SECURITY SYSTEMS INC	APR-JUN'15 FIRE & ELEVATOR ALARM	383.67
	NON-DEPARTMENTAL TOTAL:	**383.67**
	GEN. FD-CITY HALL TOTAL:	**383.67**

203 - GAS TAX

STREET MAINTENANCE

MOULTON NIGUEL WATER DIST	FEB'15 WATER MTR #1683	34.53
MOULTON NIGUEL WATER DIST	FEB'15 WATER MTR #4551	55.25
MOULTON NIGUEL WATER DIST	FEB'15 WATER MTR #2551	55.25
	STREET MAINTENANCE TOTAL:	**145.03**
	GAS TAX TOTAL:	**145.03**

204 - MEASURE M

GEN-MEASURE M

AGE WELL SENIOR SERVICES INC	JAN'15 TRANSPORTATION	1635.84
AGE WELL SENIOR SERVICES INC	OCT'14TRANSPORTATION	1992.96
AGE WELL SENIOR SERVICES INC	DEC'14 TRANSPORTATION	1486.08
Vendor Name	**Description (Item)**	**Amount**
AGE WELL SENIOR SERVICES INC	FEB'15 TRANSPORTATION	1267.2

	GEN-MEASURE M TOTAL:	6382.08
	MEASURE M TOTAL:	**6382.08**

241 - TECHNOLOGY FUND

CHARLES ABBOTT ASSOC INC	FEB'15 COMPUTER LEASE CREDITS	-550
		-550
	TECHNOLOGY FUND TOTAL:	**-550**

245 - DEVELOPMENT IMPACT

GEN-DEVELOPMENT IMPACT

ROSENOW SPEVACEK GROUP INC	FEB'15 AFFORDABLE HOUSING SERVICES	600
	GEN-DEVELOPMENT IMPACT TOTAL:	600
	DEVELOPMENT IMPACT TOTAL:	**600**

261 - CITY FAC.-AQUATIC CENTER

GEN-AQUATIC CENTER

NAZZARENO ELECTRIC CO INC	AQUA CENTER-P21,L31 ELECTRIC MTR INSTALL	3771.25
	GEN-AQUATIC CENTER TOTAL:	3771.25
	CITY FAC.-AQUATIC CENTER TOTAL:	**3771.25**

331 - CAPITAL IMPROVEMENTS

CAPITAL IMPROVEMENTS

DIAMONDS SPORTS FIELDS MAINTENANCE	GAME PREP BALL FIELD FOR OPENING DAY	250
CHARLES ABBOTT ASSOC INC	FEB'15 CAA #098 IGLESIA BALL PARK FIELD	216
	CAPITAL IMPROVEMENTS TOTAL:	466
	CAPITAL IMPROVEMENTS TOTAL:	**466**

332 - STORM WATER

DRAINAGE IMPROVEMENTS

CHARLES ABBOTT ASSOC INC	FEB'15 CAA #091 DAIRY FORK WETLAND DESIGN	1233.2
CHARLES ABBOTT ASSOC INC	FEB'15 CAA #091 DAIRY FORK PRINTING	280
	DRAINAGE IMPROVEMENTS TOTAL:	1513.2
	STORM WATER TOTAL:	**1513.2**

711 - DEPOSIT ACCOUNTS FUND

LARRY LAWRENCE	FEB'15 PA14-035/PA15-005 CONSULTING	897
SHORELINE POOL	P #72915 ENCROACHMENT DEPOSIT REFUND	3000
AMERICAN CONSTRUCTION MANAGEMENT GROUP	P #71838 C&D REFUNDABLE DEPOSIT	1500
CCRES AAF NEWPORT HEALTHCARE LLC	P #72218 C&D REFUNDABLE DEPOSIT	3500
CHARLES ABBOTT ASSOC INC	FEB'15 CAA 5004 MNWD	1335
CHARLES ABBOTT ASSOC INC	FEB'15 CAA 5027 SHEA PROPERTIES VANTIS	3799.3
CHARLES ABBOTT ASSOC INC	FEB'15 CAA 5005 SCE-SADDLEBACK	178
CHARLES ABBOTT ASSOC INC	FEB'15 CAA 2186 WOODFIELD PARK GRADING	2060.6
CHARLES ABBOTT ASSOC INC	FEB'15 CAA 5002 AT&T/SBC	1201.5
CHARLES ABBOTT ASSOC INC	FEB'15 CAA 2179 VANTIS HOTEL GRADING	2047.9
		19519.3
	DEPOSIT ACCOUNTS FUND TOTAL:	**19519.3**

721 - COMMUNITY TRUST

TRUST FUND

BOYS & GIRLS CLUB OF CAPISTRANO VALLEY	FEB'15 RECREATIONAL EXPENSES	4530.69
BOYS & GIRLS CLUB OF CAPISTRANO VALLEY	FEB'15 TEEN PROGRAM	1352.55
	TRUST FUND TOTAL:	5883.24
	COMMUNITY TRUST TOTAL:	**5883.24**

GRAND TOTAL: 302755.12

Fund Summary

Fund	Expense Amount	Payment Amount
101 - GENERAL FUND	264641.35	264641.35
102 - GEN. FD-CITY HALL	383.67	383.67
203 - GAS TAX	145.03	145.03
204 - MEASURE M	6382.08	6382.08
241 - TECHNOLOGY FUND	-550	-550
245 - DEVELOPMENT IMPACT	600	600
261 - CITY FAC.-AQUATIC CENTER	3771.25	3771.25
331 - CAPITAL IMPROVEMENTS	466	466
332 - STORM WATER	1513.2	1513.2
711 - DEPOSIT ACCOUNTS FUND	19519.3	19519.3
721 - COMMUNITY TRUST	5883.24	5883.24
Grand Total:	**302755.12**	**302755.12**

Accounts Payable

3/19/2015

	Vendor Name	Description (Item)	Amount
101 - GENERAL FUND			
	TYLER TECHNOLOGIES-INCODE DIVISION	FY15-16 INCODE POS PAY MAINT	759.69
	COPOWER	APR'15 DENTAL INSURANCE	1586.59
	COPOWER	APR'15 VISION INSURANCE	306.8
			2653.08
CITY MANAGER			
	U.S. BANK PURCHASING CARD PROGRAM	DD-2/2 TRESPASS ORDINANCE LUNCH	63.43
	ALISO VIEJO CONFERENCE CENTER	2/26/15 OC CITY MANAGERS CONTRACT DISCUSSION	283.11
		CITY MANAGER TOTAL:	**346.54**
ECONOMIC DEVELOPMENT			
	U.S. BANK PURCHASING CARD PROGRAM	GY-BROKER MEET AND GREET SUPPLIES	252.74
	DIAMOND STAR ASSOCIATES INC	FEB'15 ECONOMIC CONSULTANT	350
		ECONOMIC DEVELOPMENT TOTAL:	**602.74**
CITY CLERK			
	FREEDOM COMMUNICATIONS INC	2/5/15 AV RANCH SITE PUB HEARING NOTICE	232.65
	FREEDOM COMMUNICATIONS INC	2/5/15 PA2015-165 ADOPTION	116.33
	FREEDOM COMMUNICATIONS INC	2/12/15 AQUA CENTER BIDS NOTICE	79.2
	FREEDOM COMMUNICATIONS INC	2/19/15 14 HCD ANNUAL PROGRESS PUB HEARING	232.65
	PACIFIC CLIPPINGS	FEB'15 NEWSPAPER CLIPPINGS	87
	CODE PUBLISHING COMPANY	14-15 AV MUNICIPAL CODE SUPPLEMENTS	1317.45
		CITY CLERK TOTAL:	**2065.28**
CITY ATTORNEY			
	BEST BEST & KRIEGER	JAN'15 BBK AGENDA REPORTS	802.96
	BEST BEST & KRIEGER	JAN'15 BBK LABOR & EMPLOYMENT	736.6
	BEST BEST & KRIEGER	JAN'15 BBK ZONING CODE	1458.77
	BEST BEST & KRIEGER	JAN'15 BBK CONF AND AQUA CENTER	154.5
	BEST BEST & KRIEGER	JAN'15 BBK GENERAL LITIGATION	13263.7
	BEST BEST & KRIEGER	JAN'15 BBK SPECIAL PROJECTS	4105.48
	BEST BEST & KRIEGER	JAN'15 BBK CODE ENFORCEMENT	2441.12
	BEST BEST & KRIEGER	JAN'15 BBK LEGAL SERVICES	16372.88
		CITY ATTORNEY TOTAL:	**39336.01**
FINANCE			
	U.S. BANK PURCHASING CARD PROGRAM	GT-BUDGET WORKSHOP SUPPLIES	30.85
	CMTA	GT-2015 CMTA ANNUAL CONFERENCE	460
	CMTA	RS-2015 CMTA ANNUAL CONFERENCE	460
	ALISO VIEJO CONFERENCE CENTER	3/6/15 CITY MANAGER BUDGET WORKSHOP	309.1
	COPOWER	APR'15 ADMIN CHARGES	15
		FINANCE TOTAL:	**1274.95**
NON-DEPARTMENTAL			
	U.S. BANK PURCHASING CARD PROGRAM	GT-CONFERECNCE CALLS	29.2
	U.S. BANK PURCHASING CARD PROGRAM	KC-E_NEWS MONTHLY	45
	U.S. BANK PURCHASING CARD PROGRAM	GY-2/6 FINANCIAL ANALYST INTERVIEW SNACK	30.35
	U.S. BANK PURCHASING CARD PROGRAM	GT-2/6 FINANCIAL ANALYST INTERVIEW PANEL	97
	U.S. BANK PURCHASING CARD PROGRAM	DD-2/4,2/18 COUNCIL NIGHT DINNER	327.53
	SIGMANET INC.	FEB'15 IT SERVICES	4875
	CERTIFIED RECORDS MANAGEMENT	MAR'15 STORAGE FEE	394.8
	KONICA MINOLTA BUSINESS SOLUTIONS	MAR'15 KONICA MINOLTA C754	533.89
	MAGELLAN BEHAVIORAL HEALTH	JAN-MAR'15 EAP	123.75
	MAGELLAN BEHAVIORAL HEALTH	APR-JUN'15 EAP	132
	NIGUEL DATA SERVICES INC.	2/12/15 AGENDA PACKETS PRINTING 12	57.39
	U.S. TELEPACIFIC CORP.	3/9-4/8/15 CH PHONE SERVICE	1296.49
	KONICA MINOLTA BUSINESS SOLUTIONS	FEB'15 KONICA MINOLTA C250	310.62
	COX COMMUNICATIONS ORANGE COUNTY	3/6-4/5/15 INTERNET SERVICE #1903	79
		NON-DEPARTMENTAL TOTAL:	**8332.02**
	Vendor Name	**Description (Item)**	**Amount**

C. S. ADMINISTRATION

U.S. BANK PURCHASING CARD PROGRAM	GD-CPRS CONFERENCE FLIGHT	180.2
U.S. BANK PURCHASING CARD PROGRAM	KC-CPRS CONFERENCE FLIGHT	140.2
U.S. BANK PURCHASING CARD PROGRAM	GD-VOLUNTEER SUPPLIES	519.67
U.S. BANK PURCHASING CARD PROGRAM	KO-SNOWMAN COSTUME CLEANING	32
U.S. BANK PURCHASING CARD PROGRAM	GD-SNOWFEST HELIUM	43.19
U.S. BANK PURCHASING CARD PROGRAM	KC-ROLY SUBSCRIPTION	15
U.S. BANK PURCHASING CARD PROGRAM	KC-POSTER FOR KIOSK	43.19
U.S. BANK PURCHASING CARD PROGRAM	KC-ALISO PROUD PINS	348
U.S. BANK PURCHASING CARD PROGRAM	KO-STORAGE CONTAINERS	21.56
	C. S. ADMINISTRATION TOTAL:	**1343.01**

IGLESIA BUILDING

TEAM ONE MANAGEMENT	MAR'15 JANITORIAL MAINTENANCE	450
HARBOR POINTE AIR CONDITION	3/3/15 IGLESIA AC MAINTENANCE	171.17
NAZZARENO ELECTRIC CO INC	IGLESIA BLDG - LAMP REPLACEMENT	1445.43
	IGLESIA BUILDING TOTAL:	**2066.6**

CODE ENFORCEMENT

DANIEL P. JOSEPH	FEB'15 ADMIN HEARING SVCS	1057.47
	CODE ENFORCEMENT TOTAL:	**1057.47**

ENGINEERING (GENERAL)

COUNTY OF ORANGE TREASURER-TAX COLLECTOR	FY 14-15 NPDES SHARED COST #D02-048	65912.53
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	FY 14-15 ALISO CREEK SHARED COST #D04-050	11545.51
	ENGINEERING (GENERAL) TOTAL:	**77458.04**

LAW ENFORCEMENT-CONTRACT

COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 LEAVE VACANCY CREDIT	-5122.4
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	2014-15 LAW ENFORCEMENT	587369.99
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 VACANT POSITION CREDIT	-102014.49
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 CONTRACT CREDIT	-1484.23
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 WORKERS COMP CREDIT	-40979.2
	LAW ENFORCEMENT-CONTRACT TOTAL:	**437769.67**

LAW ENFORCEMENT-OTHER

U.S. BANK PURCHASING CARD PROGRAM	JM-AUTO DETAIL	119.99
CHRISTINA BERRYMAN	C.B. - SONY TAPE RECORDER	86.39
STEPHEN BAKER	S.B. - GALLS GREEN MOTOR UNIFORM SHIRT	74.84
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 AFIS	1354.42
	LAW ENFORCEMENT-OTHER TOTAL:	**1635.64**

CRIME PREVENTION

U.S. BANK PURCHASING CARD PROGRAM	JM-STAFF MEETING SUPPLIES	34.83
RAY ULMER	R.U. - BUS GREETERS PROGRAM SUPPLIES	29.07
JULIA SMITH	J.S. - BUS GREETERS PROGRAM SUPPLIES	39.94
	CRIME PREVENTION TOTAL:	**103.84**
	GENERAL FUND TOTAL:	**576044.89**

102 - GEN. FD-CITY HALL

NON-DEPARTMENTAL

PEAK LIGHTING & ELECTRIC INC	SERVER ROOM - 240V OUTLET INSTALL	1528.44
PEAK LIGHTING & ELECTRIC INC	COUNCIL CHAMBER LAMP REPAIR	83.48
PEAK LIGHTING & ELECTRIC INC	MAR'15 LIGHTING SERVICE	101.44
THE GAS COMPANY	2/4-3/6/15 CITY HALL GAS MTR#6544	279.58
SO CAL EDISON	2/4-3/6/15 CITY HALL ELECTRICITY	3259.6
FOSTERS' GARDENS INC	MAR'15 PLANT MAINTENANCE	100
TEAM ONE MANAGEMENT	MAR'15 JANITORIAL SERVICE	1650
	NON-DEPARTMENTAL TOTAL:	**7002.54**
	GEN. FD-CITY HALL TOTAL:	**7002.54**

203 - GAS TAX

STREET MAINTENANCE

AEGIS ITS INC	FEB'15TRAFIFIC SIGNAL MAINTENANCE	2728.82
AEGIS ITS INC	FEB'15 ROLLING REPORT	647.95
SO CAL EDISON	FEB'15 STREET LIGHT LS2	1393.4
SO CAL EDISON	FEB'15 STREET LIGHT TC1	2555.43
SO CAL EDISON	FEB'15 STREET LIGHT GS1	84.38
Vendor Name	**Description (Item)**	**Amount**

SO CAL EDISON	FEB'15 STREET LIGHT LS1	14217.1
	STREET MAINTENANCE TOTAL:	**21627.08**
	GAS TAX TOTAL:	**21627.08**

215 - PUBLIC SAFETY GRANTS

LAW ENFORCEMENT-OTHER

COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 PVS REPLACEMENT	1124.39
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 MDC RECURRING	2260.79
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 MDC REPLACEMENT	1647.17
COUNTY OF ORANGE TREASURER-TAX COLLECTOR	MAR'15 PVS RECURRING	1288.78
	LAW ENFORCEMENT-OTHER TOTAL:	**6321.13**
	PUBLIC SAFETY GRANTS TOTAL:	**6321.13**

332 - STORM WATER

DRAINAGE IMPROVEMENTS

LSA ASSOCIATES INC	FEB'15 DAIRY FORK	10804.87
	DRAINAGE IMPROVEMENTS TOTAL:	**10804.87**
	STORM WATER TOTAL:	**10804.87**

711 - DEPOSIT ACCOUNTS FUND

MONARCH BRANDS,INC	PA14-004 REFUNDABLE DEPOSIT	5065.34
CHARLES K DUSENBERRY II INC	P #71056 C&D REFUNDABLE DEPOSIT	1500
BEST BEST & KRIEGER	JAN'15 BBK PA14-020 REGAL ENETERTAINMENT	1277.57
BEST BEST & KRIEGER	JAN'15 BBK 5027 SHEA PROPERTY	832.5
BEST BEST & KRIEGER	JAN'15 BBK PA14-008 2C LIBERTY	11141
		19816.41
	DEPOSIT ACCOUNTS FUND TOTAL:	**19816.41**

721 - COMMUNITY TRUST

TRUST FUND

U.S. BANK PURCHASING CARD PROGRAM	GD-FAMILY PICNIC FIELD OPEN SUPPLIES	155.24
	TRUST FUND TOTAL:	**155.24**
	COMMUNITY TRUST TOTAL:	**155.24**

GRAND TOTAL: 641772.16

Fund Summary

Fund	Expense Amount	Payment Amount
101 - GENERAL FUND	576044.89	576044.89
102 - GEN. FD-CITY HALL	7002.54	7002.54
203 - GAS TAX	21627.08	21627.08
215 - PUBLIC SAFETY GRANTS	6321.13	6321.13
332 - STORM WATER	10804.87	10804.87
711 - DEPOSIT ACCOUNTS FUND	19816.41	19816.41
721 - COMMUNITY TRUST	155.24	155.24
Grand Total:	**641772.16**	**641772.16**

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Gina M. Tharani, City Treasurer

SUBJECT: TREASURER'S STATEMENT – FEBRUARY 2015

Recommended Action:

Approve the February 2015 Treasurer's Statement.

Fiscal Impact:

No Fiscal Impact.

Background:

Per City policy, the Finance Department presents the monthly Treasurer's Statement for the City Council's review and approval. This statement shows the cash balances for the various funds, with a breakdown of bank account balances, investment account balances and the effective yield earned from investments.

Discussion:

The City of Aliso Viejo is invested in the State Treasurer's Local Agency Investment Fund (LAIF). Investment in LAIF is allowed under the City's formally adopted investment policy. All funds are available for withdrawal within 24 hours. In addition, in accordance with the City's Investment Policy, the City has the option to purchase Certificate of Deposits with its local bank. These funds will be insured by Federal Deposit Insurance Corporation (FDIC). FDIC is an independent agency created by Congress in 1933 to supervise banks, insure deposits, and help maintain a stable and sound banking system.

As a secondary investment option, the City continues to maintain its Money Market account with J.P Morgan Chase & Co. Excess funds are invested into an investment pool of US Treasury Notes. Interest is credited to the City's bank account on a monthly basis.

Gina M. Tharani
City Treasurer

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David Doyle
City Manager

Attachment: Treasurer's Statement
LAIF Statement

CITY OF ALISO VIEJO
TREASURER'S MONTHLY CASH STATEMENT

February 28, 2015

	BEGINNING BALANCE	RECEIPTS	DISBURSEMENTS	TRANSFERS IN (OUT)	ENDING BALANCE	
GENERAL FUND	$ 19,775,627.42	1,718,359.44	1,382,563.99	-	20,111,422.87	
GAS TAX FUND	1,592,357.96	-	76,600.41	-	1,515,757.55	
MEASURE M	1,493,315.24	-	-	-	1,493,315.24	
PUBLIC SAFETY GRANTS	96,276.22	16,097.11	6,321.13	-	106,052.20	(1)
AIR QUALITY IMPRVMNT FD	729,264.31	-	-	-	729,264.31	
INTEGRATED WASTE MGMT FD	19,843.86	-	-	-	19,843.86	
OTHER GRANTS	182,158.92	-	-	-	182,158.92	
TECHNOLOGY GRANT	522,686.10	550.00	15,735.30	-	507,500.80	
DEVELOPMENT IMPACT	8,377,408.20	-	4,971.25	-	8,372,436.95	
FEDERAL GRANTS	-	-	-	-	-	
STREET IMPROVEMENTS	(765.54)	-	162.55	-	(928.09)	(2)
CAPITAL IMPROVEMENTS	(86,834.61)	-	259.20	-	(87,093.81)	(2)
STORM WATER	(2,970.73)	-	3,076.61	-	(6,047.34)	(2)
COP 2006/CFD 2005-01	29,238.78	3,837.86	47,263.51	-	(14,186.87)	
REFUNDABLE DEPOSIT	812,176.21	27,852.89	44,881.35	-	795,147.75	
COMMUNITY TRUST	112,643.80	-	9,989.45	-	102,654.35	
TOTALS	**$ 33,652,426.14**	**$ 1,766,697.30**	**$ 1,591,824.75**	**$ -**	**$ 33,827,298.69**	

SUMMARY OF CASH:

DEMAND DEPOSITS:	GENERAL ACCOUNT	$ 8,185,505.88	
	TOTAL DEMAND DEPOSITS		$ 8,185,505.88
INVESTMENTS:	LOCAL AGENCY INVESTMENT FD	$ 25,641,792.81	
	TOTAL INVESTMENTS		$ 25,641,792.81
	TOTAL CASH		**$ 33,827,298.69**

L.A.I.F. - Effective Yield for February 2015	0.266%
Money Market-Effective Yield for February 2015	0.040%

All investments are placed in accordance with the City of Aliso Viejo's Investment Policy.

The above summary provides sufficient cash flow liquidity to meet the next six month's estimated expenditures.

Other monies held include Cash with Fiscal Agent, Payroll Account, and City Facilities in the amount of $ 4,306,006.20

(1) Public Safety Grant includes the MDC and PVS Program Costs budgeted with SLESF funds.

(2) Transfers in and out are done on a quarterly basis.
Street Improvements include the Slurry Seal, Traffic Management and Street Improvement Projects.
Capital Improvements include park improvement and pedestrian bridge projects.
Storm Water includes the Wood Canyon Emergent Wetland Project.

Gina Tharani

Gina M. Tharani, City Treasurer

Agenda Item 5-4

Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

www.treasurer.ca.gov/pmia-laif/laif.asp
March 25, 2015

CITY OF ALISO VIEJO

FINANCE DIRECTOR
12 JOURNEY, #100
ALISO VIEJO, CA 92656

PMIA Average Monthly Yields

Account Number:
98-30-007

Tran Type Definitions

February 2015 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	25,641,792.81
Total Withdrawal:	0.00	Ending Balance:	25,641,792.81

JOHN CHIANG
TREASURER
STATE OF CALIFORNIA

PMIA Performance Report

Date	Daily Yield*	Quarter to Date Yield	Average Maturity (in days)
03/05/15	0.28	0.27	211
03/06/15	0.28	0.27	212
03/07/15	0.28	0.27	212
03/08/15	0.28	0.27	212
03/09/15	0.28	0.27	211
03/10/15	0.29	0.27	212
03/11/15	0.29	0.27	211
03/12/15	0.28	0.27	207
03/13/15	0.28	0.27	208
03/14/15	0.28	0.27	208
03/15/15	0.28	0.27	208
03/16/15	0.28	0.27	207
03/17/15	0.28	0.27	207
03/18/15	0.27	0.27	203

*Daily yield does not reflect capital gains or losses

LAIF Performance Report

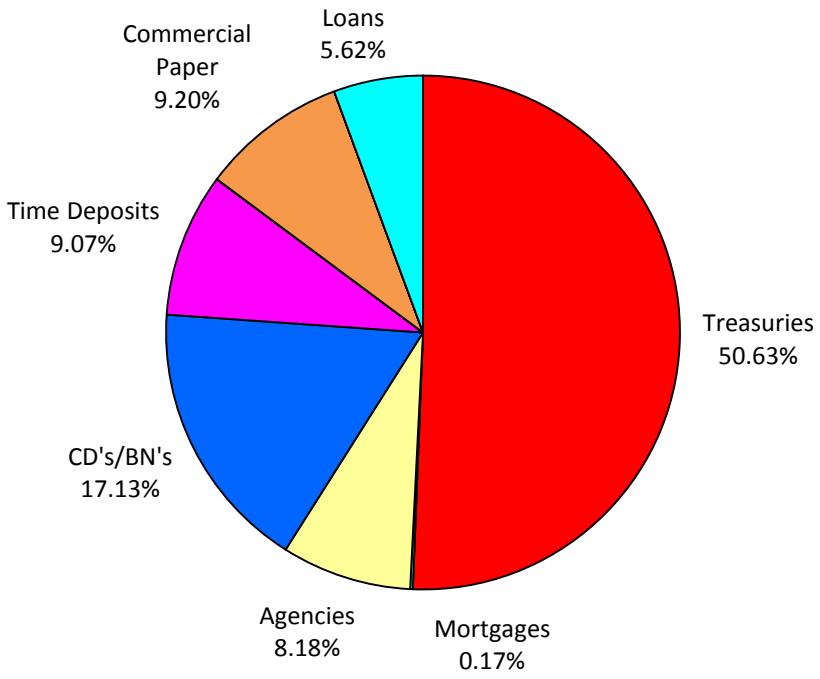
Quarter Ending 12/31/14

Apportionment Rate:	0.25%
Earnings Ratio:	0.00000696536180771
Fair Value Factor:	0.99998038
Daily:	0.26%
Quarter To Date:	0.26%
Average Life:	200

PMIA Average Monthly Effective Yields

FEB 2015	**0.266%**
JAN 2015	0.262%
DEC 2014	0.267%

Pooled Money Investment Account
Portfolio Composition
$58.1 billion
2/28/15



City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Glenn Yasui, Director of Administrative Services

SUBJECT: AGREEMENT WITH GRANICUS, INC. FOR STREAMING MEDIA SOLUTIONS

Recommendation:

(1) Approve an Agreement between Granicus, Inc. and the City of Aliso Viejo for streaming media solutions and authorize the City Manager to execute said Agreement.

(2) Authorize a 2014-15 budget adjustment in the amount of $9,350 representing the upfront cost to implement Granicus' streaming media solutions.

Fiscal Impact:

The implementation of Granicus' streaming media solutions has an upfront cost in the amount of $9,350 to be paid in FY 2014-15. A technology grant will be used to pay for the hardware in the amount of $3,625. The General Fund will be used to pay for training in the amount of $5,725. Additionally, an ongoing cost of $700 per month is proposed to commence in July 2015 and will be included in the proposed 2015-16 budget.

Background:

At the March 4, 2015 Council Meeting, the Council approved broadcasting future Council Meetings on cable television and web streaming on the internet. Broadcasting Council Meetings facilitates open government and transparency in conducting City business. Web streaming improves public access especially for residents who do not subscribe to cable television. The Council Meetings will be web streamed live as well as archived to be available for viewing in the future.

Discussion:

Granicus, Inc. is the recognized industry leader of cloud-based streaming media solutions for government agencies. Granicus currently provides streaming services to over 1,200 public agencies across the country. Granicus will provide the necessary

hardware, software and training to fully implement streaming Council Meetings on the internet.

Granicus Features

In an effort to enhance the value of web streaming Council Meetings, Granicus links Agendas, Minutes and staff reports into the broadcast. This is a very useful tool for the Council, staff and residents to access Council Meeting broadcasts afterwards to view specific agenda items. The viewing experience is user friendly since viewers can click on a selected agenda item and the broadcast will automatically go to that portion of the Council Meeting.

The Granicus software includes a program that will enable the City Clerk to prepare Minutes in a timely and efficient manner. As previously mentioned, the Minutes will be linked to the audio/video recording of the Council Meetings.

Since Granicus is cloud-based, the storage and distribution of streaming content is offloaded to a Granicus Media Center, thereby eliminating the need for the City to invest in additional bandwidth and servers to support the considerable amount of streaming video. This configuration is beneficial from the standpoint of having a minimal impact on the City's IT infrastructure.

Granicus Agreement

The proposed Agreement has a three-year term with a one-year renewal in perpetuity unless either party provides 30 days written notice of its desire not to renew the Agreement. The proposed Agreement contains an upfront cost of $9,350 for hardware and training. Additionally, there is a cost for software licensing in the amount of $700 per month. It is recommended that the Council approve the Agreement which will enable the Granicus system to be implemented in conjunction with broadcasting Council Meetings beginning in July.

Glenn Yasui
Director of Administrative Services

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attachment: Granicus Inc. Service Agreement
Granicus Webcasting and Minutes Proposal

GRANICUS, INC. SERVICE AGREEMENT

THIS SERVICE AGREEMENT (the "Agreement"), dated as of March 23, 2015 (the "Effective Date"), is entered into between Granicus, Inc. ("Granicus"), a California Corporation, and _____, a _____ (the "Client"). Additional definitions of capitalized terms used herein are set forth in Section 12 hereof.

A. WHEREAS, Granicus is in the business of developing, licensing, and offering for sale various streaming media solutions specializing in Internet broadcasting, and related support services; and

B. WHEREAS, Granicus desires to provide and Client desires to (i) purchase the Granicus Solution as set forth in the Proposal, which is attached as Exhibit A, and incorporated herein by reference, (ii) engage Granicus to integrate its Granicus Software onto the Client Website, (iii) use the Granicus Software subject to the terms and conditions set forth in this Agreement, and (iv) contract with Granicus to administer the Granicus Solution through the Managed Services set forth in Exhibit A.

NOW, THEREFORE, in consideration of the foregoing and the mutual agreements, covenants, representations, and warranties herein contained, the parties hereto agree as follows:

1. GRANICUS SOFTWARE AND MANAGED SERVICES.

1.1 Software and Services. Subject to the terms and conditions of this Agreement, Granicus will provide Client with the Granicus Software, and Managed Services that comprise the Granicus Solution as outlined in Exhibit A. Managed Services shall mean the services provided by Granicus to Client as detailed in Exhibit A. Managed Services Fee shall mean the monthly cost of the Managed Services, as detailed in Exhibit A.

2. GRANT OF LICENSE.

2.1 Ownership. Granicus, and/or its third party supplier, owns the copyright and/or certain proprietary information protectable by law in the Granicus Software.

2.2 Use. Granicus agrees to provide Client with a revocable, non-transferable and non-exclusive license to access the Granicus Software listed in the Proposal and a revocable, non-sublicensable, non-transferable and non-exclusive right to use the Granicus Software. All Granicus Software is proprietary to Granicus and protected by intellectual property laws and international intellectual property treaties. Pursuant to this Agreement, Client may use the Granicus Software to perform its own work, including Client's work with its customers/constituents. Cancellation of the Client's Managed Services will also result in the immediate termination of the Client's Software license as described in Section 2.2 hereof.

2.3 Limited Warranty; Exclusive Remedies. Subject to Sections 6.1 and 6.2 of this Agreement, Granicus warrants that the Granicus Software, as provided by Granicus, will substantially perform in accordance with the functionality and features as described in the Proposal for as long as the Client pays for and receives Managed Services. Client's sole and exclusive remedy for any breach by Granicus of this warranty is to notify Granicus, with sufficient detail of the nonconformance, and provide Granicus with a reasonable opportunity to correct or replace the

defective Granicus Software. Client agrees to comply with Granicus' reasonable instructions with respect to the alleged defective Granicus Software.

2.4 Limitations. Except for the license in Section 2.2, Granicus retains all ownership and proprietary rights in and to the Granicus Software, and Client is not permitted, and will not assist or permit a third party, to: (a) utilize the Granicus Software in the capacity of a service bureau or on a time share basis; (b) reverse engineer, decompile or otherwise attempt to derive source code from the Granicus Software; (c) provide, disclose, or otherwise make available the Granicus Software, or copies thereof, to any third party; or (d) share, loan, or otherwise allow another Meeting Body, in or outside its jurisdiction, to use the Granicus Software, or copies thereof, except as expressly outlined in the Proposal.

3. PAYMENT OF FEES

3.1 Client agrees to pay all fees, costs and other amounts as outlined in the Proposal in Exhibit A.

3.2 Fifty percent (50%) of all up-front fees are due upon Granicus' receipt of an executed agreement or purchase order, as appropriate. The remaining fifty percent (50%) of up-front fees are due upon completion of deployment. Quarterly billing for Managed Services shall begin upon completion of deployment. Client will be invoiced a pro-rated amount from the deployment completion date through the end of the quarter. Thereafter, Client will be billed each January 1, April 1, July 1, and October 1. Client agrees to pay all invoices from Granicus within thirty (30) days of receipt of invoice. Client acknowledges that products may be delivered and fully operational separate from the other purchased products.

For Open Platform, Government Transparency, and Meeting Efficiency Suites, deployment is complete once the software is installed, tested and deemed by Granicus to be ready for Client's use. For Legislative Management deployment is complete once the hardware and software are installed, tested, and deemed by Granicus to be ready for Client's use, and the Legistar database is configured for the Client. The database is considered to be fully configured after the final Needs Analysis Call.

3.3 Granicus, Inc. shall send all invoices to:

Name:
Title:
Address:

3.4 Upon each yearly anniversary during the term of this Agreement (including both the initial term and all renewal terms), the Granicus Managed Service Fees shall automatically increase from the previous Managed Service Fees by five (5) percent per annum.

3.5 Training Cancellation Policies. Granicus' policies on Client cancellation of scheduled trainings are as follows:

(a) Onsite Training. For any cancellations within forty-eight (48) hours of the scheduled onsite training, Granicus, at its sole discretion, may invoice the Client for one hundred (100) percent of the purchased training costs and all travel expenses, including any incurred third party cancellation fees. Subsequent training will need to be purchased and scheduled at the previously quoted pricing.

(b) Online Training. For any cancellations within twenty-four (24) hours of the scheduled online training, Granicus, at its sole discretion, may invoice the Client for fifty (50) percent of the purchased training costs, including any incurred third party cancellation fees. Subsequent training will need to be purchased and scheduled at the previously quoted pricing.

4. CONTENT PROVIDED TO GRANICUS

4.1 Responsibility for Content. The Client shall have sole control and responsibility over the determination of which data and information shall be included in the Content that is to be transmitted, including, if applicable, the determination of which cameras and microphones shall be operational at any particular time and at any particular location. However, Granicus has the right (but not the obligation) to remove any Content that Granicus believes violates any applicable law or this Agreement.

4.2 Restrictions. Client shall not provide Granicus with any Content that: (i) infringes any third party's copyright, patent, trademark, trade secret or other proprietary rights; (ii) violates any law, statute, ordinance or regulation, including without limitation the laws and regulations governing export control and e-mail/spam; (iii) is defamatory or trade libelous; (iv) is pornographic or obscene, or promotes, solicits or comprises inappropriate, harassing, abusive, profane, defamatory, libelous, threatening, indecent, vulgar, or otherwise objectionable or constitutes unlawful content or activity; (v) contains any viruses, or any other similar software, data, or programs that may damage, detrimentally interfere with, intercept, or expropriate any system, data, information, or property of another.

5. TRADEMARK OWNERSHIP. Granicus and Client's Trademarks are listed in the Trademark Information exhibit attached as Exhibit D.

5.1 Each Party shall retain all right, title and interest in and to their own Trademarks, including any goodwill associated therewith, subject to the limited license granted pursuant to Section 5.2 hereof. Upon any termination of this Agreement, each Party's right to use the other Party's Trademarks pursuant to this Section 5 terminates.

5.2 Each Party grants to the other a non-exclusive, non-transferable (other than as provided in Section 5 hereof), limited license to use the other Party's Trademarks as is reasonably necessary to perform its obligations under this Agreement, provided that any promotional materials containing the other Party's Trademarks shall be subject to the prior written approval of such other Party, which approval shall not be unreasonably withheld.

6. LIMITATION OF LIABILITY

6.1 Warranty Disclaimer. Except as expressly provided herein, Granicus' services, software and deliverables are provided "as is" and Granicus expressly disclaims any and all express or implied warranties, including but not limited to implied warranties of merchantability, and fitness for a particular purpose. Granicus does not warrant that access to or use of its software or services will be uninterrupted or error free. In the event of any interruption, Granicus' sole obligation shall be to use commercially reasonable efforts to restore access.

6.2 Limitation of Liabilities. To the maximum extent permitted by applicable law, Granicus and its suppliers and licensors shall not be liable for any indirect, special, incidental, consequential, or punitive damages, whether foreseeable or not, including but not limited to: those

arising out of access to or inability to access the services, software, content, or related technical support; damages or costs relating to the loss of profits or revenues, goodwill, data (including loss of use or of data, loss or inaccuracy or corruption of data), or cost of procurement of substitute goods, services or technology, even if advised of the possibility of such damages and even in the event of the failure of any exclusive remedy. In no event will Granicus' and its suppliers' and licensors' liability exceed the total amount of Managed Services Fees paid by Client under this Agreement for the six (6) month period prior to the date the claim arose, regardless of the form of the claim (including without limitation, any contract, product liability, or tort claim (including negligence, statutory or otherwise).

7. CONFIDENTIAL INFORMATION & OWNERSHIP.

7.1 Confidentiality Obligations. Confidential Information shall mean all proprietary or confidential information disclosed or made available by the other party pursuant to this Agreement that is identified as confidential or proprietary at the time of disclosure or is of a nature that should reasonably be considered to be confidential, and includes but is not limited to the terms and conditions of this Agreement, and all business, technical and other information (including without limitation, all product, services, financial, marketing, engineering, research and development information, product specifications, technical data, data sheets, software, inventions, processes, training manuals, know-how and any other information or material), disclosed from time to time by the disclosing party to the receiving party, directly or indirectly in any manner whatsoever (including without limitation, in writing, orally, electronically, or by inspection); provided, however, that Confidential Information shall not include the Content that is to be published on the website(s) of Client.

7.2 Each party agrees to keep confidential and not disclose to any third party, and to use only for purposes of performing or as otherwise permitted under this Agreement, any Confidential Information of the other Party. The receiving party shall protect the Confidential Information using measures similar to those it takes to protect its own confidential and proprietary information of a similar nature but not less than reasonable measures. Each party agrees not to disclose the Confidential Information to any of its Representatives except those who are required to have the Confidential Information in connection with this Agreement and then only if such Representative is either subject to a written confidentiality agreement or otherwise subject to fiduciary obligations of confidentiality that cover the confidential treatment of the Confidential Information.

7.3 Exceptions. The obligations of this Section 7 shall not apply if receiving party can prove by appropriate documentation that such Confidential Information (i) was known to the receiving party as shown by the receiving party's files at the time of disclosure thereof, (ii) was already in the public domain at the time of the disclosure thereof, (iii) entered the public domain through no action of the receiving party subsequent to the time of the disclosure thereof, or (iv) is required by law or government order to be disclosed by the receiving party, provided that the receiving party shall (i) if permitted by applicable law, notify the disclosing party in writing of such required disclosure as soon as reasonably possible prior to such disclosure, (ii) use its commercially reasonable efforts at its expense to cause such disclosed Confidential Information to be treated by such governmental authority as trade secrets and as confidential.

8. TERM

8.1 The term of this Agreement shall commence on the date hereof and shall continue in full force and effect for thirty-six (36) months after the date hereof. This Agreement shall

automatically renew in perpetuity for terms of one (1) year each, unless either party notifies the other in writing at least thirty (30) days prior to such automatic renewal that the party does not wish to renew this Agreement.

8.2 Rights Upon Termination. Upon any expiration or termination of this Agreement, and unless otherwise expressly provided in an exhibit to this Agreement:

(a) Client's right to access or use the Granicus Solution, including Granicus Software, terminates and Granicus has no further obligation to provide any services;

(b) Client shall immediately return the Granicus Software and all copies thereof to Granicus, and within thirty (30) days of termination, Client shall deliver a written certification to Granicus certifying that it no longer has custody of any copies of the Granicus Software.

(c) Client shall refer to Exhibit E for the four (4) termination/expiration options available regarding Content.

8.3 Obligations Upon Termination. Upon any termination of this Agreement,

(a) the parties shall remain responsible for any payments that have become due and owing up to the effective date of termination;

(b) the provisions of 2.1, 2.4, 3, 4, 5, 6., 7, 8.2, 11, and 12 of the Agreement, and applicable provisions of the exhibits intended to survive, shall survive termination of this Agreement and continue in full force and effect;

(c) pursuant to the termination or expiration options regarding Content as set forth on Exhibit E, Granicus shall allow the Client limited access to the Client's Content, including, but not limited to, all video recordings, timestamps, indices, and cross-referenced documentation. The Client shall also have the option to order hard copies of the Content in the form of compact discs or other equivalent format; and

(d) Granicus has the right to delete Content within sixty (60) days of the expiration or termination of this Agreement.

9. PATENT, COPYRIGHT AND TRADE SECRET INFRINGEMENT.

9.1 Granicus' Options. If the Granicus Software becomes, or in Granicus' opinion is likely to become, the subject of an infringement claim, Granicus may, at its option and sole discretion, (i) obtain for Client the right to continue to use the Granicus Software as provided in this Agreement; (ii) replace the Granicus Software with another software product that provides similar functionality; or (iii) if Granicus determines that neither of the foregoing options are reasonably available, Granicus may terminate this Agreement and refund any prepaid fees to Client for which it has not received the services.

10. INTERLOCAL AGREEMENT.

10.1 This Agreement may be extended for use by other municipalities, school districts and governmental agencies upon execution of an addendum or other signed writing setting forth all of the terms and conditions for such use, including the products and services and fees applicable

thereto. Any such usage by other entities must be in accordance with the City Code, Charter and/or procurement rules and regulations of the respective governmental entity.

11. MISCELLANEOUS.

11.1 Amendment and Waiver. This Agreement may be amended, modified, waived or canceled only in writing signed by each of the parties hereto or, in the case of a waiver, by the party waiving compliance. Any failure by either party to strictly enforce any provision of this Agreement will not be a waiver of that provision or any further default.

11.2 Governing Law. The laws of the State of Colorado shall govern the validity, construction, and performance of this Agreement, without regard to its conflict of law principles.

11.3 Construction and Severability. Wherever possible, each provision of this Agreement shall be interpreted so that it is valid under applicable law. If any provision of this Agreement is held illegal or unenforceable, that provision will be reformed only to the extent necessary to make the provision legal and enforceable; all remaining provisions continue in full force and effect.

11.4 Independent Contractors. The parties are independent contractors, and no other relationship is intended by this Agreement.

11.5 Force Majeure. Other than payment obligations, neither party is responsible for any delay or failure in performance if caused by any event outside the reasonable control of the party, including without limitation acts of God, government regulations, shortage of supplies, act of war, act of terrorism, earthquake, or electrical, internet or telecommunications outage.

11.6 Closed Captioning Services. Client and Granicus may agree that a third party will provide closed captioning or transcription services under this Agreement. In such case, Client expressly understands that the third party is an independent contractor and not an agent or employee of Granicus. Granicus is not liable for acts performed by such independent third party.

12. DEFINITIONS. In addition to terms defined elsewhere in this Agreement, the following terms shall have the meaning specified:

12.1 "Confidential Information" shall mean all proprietary or confidential information disclosed or made available by either party pursuant to this Agreement, directly or indirectly, in any manner whatsoever (including without limitation, in writing, orally, electronically, or by inspection), that is identified as confidential or proprietary at the time of disclosure or is of a nature that should reasonably be considered to be confidential, and includes but is not limited to the terms and conditions of this Agreement, and all business, technical and other information (including without limitation, all product, services, financial, marketing, engineering, research and development information, product specifications, technical data, data sheets, software, inventions, processes, training manuals, know-how and any other information or material); provided, however, that Confidential Information shall not include the Content that is to be published on the Client Website.

12.2 "Content" shall mean any and all, documents, graphics, video, audio, images, sounds and other content that is streamed or otherwise transmitted or provided by, or on behalf of, the Client to Granicus.

12.3 "Client Website" shall mean the Client's existing websites.

12.4 "Granicus Application Programmatic Interface" shall mean the Granicus interface which is used to add, update, extract, or delete information in MediaManager.

12.5 "Granicus Solution" shall mean the Solution detailed in the Proposal, which may include Granicus Software, Installation and Training, Managed Services, and Hardware, as specified in Exhibit A.

12.6 "Granicus Software" shall mean all software included with the Granicus Solution as specified in the attached Proposal that may include but is not limited to: MediaManager™ (includes Uploader, Software Development Kit, and Podcasting Services), MinutesMaker™ (includes LiveManager), MobileEncoder™, VotingSystem™ (includes Public Vote Display).

12.7 "Hardware" shall mean the equipment components of the Granicus Solution, as listed in Exhibit A.

12.8 "Managed Services" shall mean the services provided by Granicus to Client for bandwidth usage associated with live and archived Internet streaming, data storage, and Granicus Solution maintenance, upgrades, parts, customer support services, and system monitoring, as detailed in the Proposal attached as Exhibit A.

12.9 "Managed Services Fee" shall mean the monthly cost of the Managed Services, as specified in Exhibit A.

12.10 "Meeting Body" shall mean a unique board, commission, agency, or council body comprised of appointed or elected officials that meet in a public capacity with the objective of performing decisions through a democratic voting process (typically following Robert's Rules of Order). Two or more Meeting Bodies may be comprised of some or all of the same members or officials but may still be considered separate and unique Meeting Bodies at Granicus' sole discretion. For example, committees, subcommittees, city councils, planning commissions, parks and recreation departments, boards of supervisors, school boards/districts, and redevelopment agencies may be considered separate and unique individual Meeting Bodies at Granicus' sole discretion.

12.11 "Proposal" shall mean the document where the Granicus Solution that is the object of this Agreement is described along with pricing and training information.

12.12 "Representatives" shall mean the officers, directors, employees, agents, attorneys, accountants, financial advisors and other representatives of a party.

12.13 "Trademarks" shall mean all trademarks, trade names and logos of Granicus and Client that are listed on Exhibit D attached hereto, and any other trademarks, trade names and logos that Granicus or Client may specify in writing to the other party from time to time.

This Agreement consists of this Agreement as well as the following exhibits, which are incorporated herein by reference as indicated:

Exhibit A:	Proposal
Exhibit B:	Support Information
Exhibit C:	Hardware Exhibit
Exhibit D:	Trademark Information
Exhibit E:	Termination or Expiration Options Regarding Content

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by their duly authorized representatives,

GRANICUS, INC.

By: _____

Jason Fletcher

Its: Chief Executive Officer

Address:

707 17th Street, Suite 4000

Denver, CO 80202

[INSERT CLIENT NAME]

By: _____

Name: _____

Its: _____

Address:

Date: _____

EXHIBIT A

PROPOSAL

[The remainder of this page is left blank intentionally.]

EXHIBIT B

SUPPORT INFORMATION

1. Contact Information. The support staff at Granicus may be contacted by the Client at its mailing address, general and support-only telephone numbers, and via e-mail or the Internet.

(a) Mailing Address. Mail may be sent to the support staff at Granicus headquarters, located at 707 17th Street, Suite 4000, Denver, CO 80202.

(b) Telephone Numbers. Office staff may be reached from 5:00 AM to 6:00 PM Pacific time at (415) 357-3618 or toll-free at (877) 889-5495. The technical support staff may be reached at (415) 357-3618 opt 1.

(c) Internet and E-mail Contact Information. The website for Granicus is http://www.granicus.com. E-mail may be sent to the support staff at customercare@granicus.com.

2. Support Policy. When Granicus receives notification of an issue from Client, Granicus, Inc. customer advocate or technical support engineer will respond directly to the Client via phone or e-mail with notice that they will be actively working to resolve the issue. Granicus, Inc. will make a good faith effort to give an assessment of the issue and an estimated time for resolution. Notification shall be the documented time that the Client either calls or e-mails Granicus, Inc. to notify them of an issue or the documented time that Granicus, Inc. notifies Client there is an issue. Granicus reserves the right to modify its support and maintenance policies, as applicable to its customers and licensees generally, from time to time, upon reasonable notice.

3. Scheduled Maintenance. Scheduled maintenance of the Granicus Solution will not be counted as downtime. Granicus will clearly post that the site is down for maintenance and the expected duration of the maintenance. Granicus will provide the Client with at least three (3) days prior notice for any scheduled maintenance. All system maintenance will only be performed during these times, except in the case of an emergency. In the case that emergency maintenance is required, the Client will be provided as much advance notice, if any, as possible under the circumstances.

4. Software Enhancements or Modifications. The Client may, from time to time, request that Granicus incorporate certain features, enhancements or modifications ("Modifications") into the licensed Granicus Software. Subject to the terms and conditions to this exhibit and the Agreement, Granicus and Client will use commercially reasonable efforts to enter into a written scope of work ("SOW") setting forth the Modifications to be done, the timeline to perform the work and the fees and costs to be paid by Client for the work.

4.1 Documentation. The SOW will include a detailed requirements and detailed design document illustrating the complete financial terms that govern the SOW, proposed project staffing, anticipated project schedule, and other information relevant to the project. Such Modifications shall become part of the licensed Granicus Software.

4.2 Acceptance. Client understands that all work contemplated by this exhibit is on a "time-and-materials" basis unless otherwise stated in the SOW. Delivery of the software containing the Modifications shall be complete once such software is delivered and deemed by Granicus to be

ready for Client's use. Client will have fifteen (15) days after delivery of the Modifications to notify Granicus of any issues or problems. If Client notifies Granicus within such fifteen (15) day period of issues or problems, Granicus will promptly work to fix those issues or problems Within ten (10) business days of Granicus' completion of the milestones specified in the SOW and delivery of the applicable enhancement/modification to Client, Client will provide Granicus with written notice of its acceptance or rejection of the enhancement/modification, based on the acceptance criteria set forth in the SOW. Client agrees that it will not reject any enhancement/modification so long as it substantially complies with the acceptance criteria.

4.3 Title to Modifications. All such Modifications shall be the sole property of the Granicus.

5. Limitation of Liability; Exclusive Remedy. IN THE EVENT OF ANY INTERRUPTION, GRANICUS' SOLE OBLIGATION, AND CLIENT'S EXCLUSIVE REMEDY, SHALL BE FOR GRANICUS TO USE COMMERCIALLY REASONABLE EFFORTS TO RESTORE ACCESS AS SOON AS REASONABLY POSSIBLE.

EXHIBIT C

HARDWARE EXHIBIT

THIS HARDWARE EXHIBIT is entered into by Granicus and Client, as an attachment to the Agreement between Granicus and Client, for the Hardware components of the Granicus Solution (the "Hardware") provided by Granicus to Client. This exhibit is an additional part of the Agreement and is incorporated therein by reference. Capitalized terms used but not defined in this exhibit have the meanings given in the Agreement.

1. Price. The price for the Hardware shall be the price specified in the Proposal.

2. Delivery. Any scheduled ship date quoted is approximate and not the essence of this exhibit. Granicus will select the shipment method unless otherwise mutually agreed in writing. Granicus retains title to and ownership of all Granicus Software installed by Granicus on the Hardware, notwithstanding the use of the term "sale" or "purchase."

3. Acceptance. Use of the Hardware by Client, its agents, employees or licensees, or the failure by Client to reject the Hardware within fifteen (15) days following delivery of the Hardware, constitutes Client's acceptance. Client may only reject the Hardware if the Hardware does not conform to the applicable written specifications.

4. Service Response Time. For hardware issues requiring replacement, Granicus shall respond to the request made by the Client within twenty-four (24) hours. Hardware service repair or replacement will occur within seventy-two (72) hours of determination of a hardware issue, not including the time it takes for the part to ship and travel to the Client. The Client shall grant Granicus, or its representatives access to the equipment for the purpose of repair or replacement at reasonable times. Granicus will keep the Client informed regarding the timeframe and progress of the repairs or replacement. Once the Hardware is received Client's responsibilities will include:

   a. Mount server on client rack (if applicable)

   b. Connecting original network cables.

   c. Connecting original audio and video cables (if applicable).

5. Limitation of Liability. Granicus shall not be liable for consequential, exemplary, indirect, special, punitive or incidental damages arising out of or relating to this exhibit including without limitation loss of profit, whether such liability arises under contract, tort (including negligence), strict product liability or otherwise, even if Granicus has been advised of the possibility of such damages or if such damage could have been reasonably foreseen. In no event will Granicus' liability to Client arising out of or relating to this exhibit exceed the amount of the price paid to Granicus by Client for the hardware.

6. Hardware. In the event of malfunction for Hardware provided by Granicus, Hardware will be repaired or replaced as per the warranty, and as detailed in this Exhibit. Granicus provides the above-mentioned services under Client's acknowledgment that all Granicus tools, and systems will be installed by the manufacturer chosen by Granicus within the Hardware, provided to the client. These software tools have been qualified by Granicus to allow the highest level of service for the client. While it is Granicus' intention to provide all Clients with the same level of customer care and warranty, should the Client decline these recommended tools, certain levels of service and warranty may not guaranteed.

7. Remote Accessibility. Granicus leverages remote access tools such as Logmein for installation and ongoing maintenance of Granicus software. These tools are designed to provide Granicus technicians

with necessary information to diagnose and resolve software problems. Should the Client decide to decline these remote tools, Granicus cannot guarantee optimal level of service due to limited access to Granicus Hardware. Client understand that should they decide to use internal methods of access, such as VPN, Client may need to assist Granicus technicians for remote accessibility during business hours as well as after hours in the event Granicus technicians are unable to access remote Granicus systems.

8. Purchased Hardware Warranty. For Hardware purchased from Granicus by Client, Granicus will provide to Client a three (3) year warranty with respect to the Hardware. Within the three (3) year warranty period, Granicus shall repair or replace any Hardware provided directly from Granicus that fails to function properly due to normal wear and tear, defective workmanship, or defective materials.

9. Use of Non-Approved Hardware. The Granicus platform is designed and rigorously tested based on Granicus-approved Hardware. In order to provide the highest level of support, Granicus requires the use of Granicus-approved Hardware in your solution. While it is Granicus' intention to provide all clients with the same level of customer care and continuous software upgrades, Granicus does not make any guarantees or warranties whatsoever in the event Client uses non-approved hardware.

10. Client Changes to Hardware Prohibited. Client shall not install any software or software components that have not been agreed upon in advance between Client and Granicus technical staff. While it is Granicus' intention to provide all clients with the same level of customer care, Granicus does not make any guarantees or warranties whatsoever regarding the Hardware in the event Client violates this provision.

EXHIBIT D

TRADEMARK INFORMATION

Granicus Registered Trademarks ® Include:

GRANICUS

Granicus logo as a mark
Granicus®
Legistar®
MediaVault®
MinutesMaker®
Mobile Encoder®
Outcast Encoder®
StreamReplicator®

Granicus Trademark Names ™ Include:

CivicIdeas™
iLegislate™
InSite™
Integrated Public Record™
Intelligent Routing™
LinkedMinutes™
LiveManager™
MediaCenter™
MediaManager™
MediaVault™
MeetingMember™
MeetingServer™
Simulcast Encoder™
VoteCast™
VoteCast™ Classic
VoteCast™ Touch

For an updated list of Granicus registered trademarks, trademarks and servicemarks, please visit: http://www.granicus.com/help/legal/copyright-and-trademark/.

Client Trademarks

EXHIBIT E

TERMINATION OR EXPIRATION OPTIONS REGARDING CONTENT

In case of termination or expiration of the Agreement, Granicus and the Client shall work together to provide the Client with a copy of its Content. The Client shall have the option to choose one (1) of the following methods to obtain a copy of its Content:

- Option 1: Video/Audio files made available through an external hard drive or FTP site in its raw non-proprietary format. A CSV file will be included providing file name mapping and date. This option shall be provided to Client at Granicus' actual cost, which shall not be unreasonable.
- Option 2: Provide the Content via download from the application UI. This option shall be provided free of charge and is available anytime.
- Option 3: Provide the means to pull the content using the Granicus Application Programming Interface (API). This option is provided free of charge and is available at anytime.
- Option 4: Professional services can be contracted for a fee to customize the retrieval of content from the system.

The Client and Granicus shall work together and make their best efforts to transfer the Content within the sixty (60) day termination period. Granicus has the right to delete Content from its services after sixty (60) days, or whenever transfer of content is completed, whichever is later.

Agenda Item 6-18

GRANICUS

Webcasting and Minutes Proposal

PRESENTED BY: Josh Hurni, Granicus

PRESENTED TO: Aliso Viejo

DELIVERED ON: March 17, 2015

EXPIRES ON: April 24, 2015

COPYRIGHT © 2014 GRANICUS, INC.

Dear Glenn,

Thank you for considering Granicus and discussing your city's interest in improving its transparency and efficiency through an integrated web streaming, archiving and rapid search solution. The following outlines those items you described on our call:

- Increase transparency through high quality video and search functionality
- Simplify compliance with the Brown Act
- Single system to manage pre, during and post meeting processes

By selecting Granicus, your organization will gain what over 1200 government clients already have: a trusted partner. And we're the only company with the experience and capabilities to provide an integrated solution that fits your existing legislative processes, software, and technical infrastructure.

Granicus is committed to ensuring your critical applications are installed quickly and run effectively with 24/7 tech support and proactive monitoring. You'll also receive unlimited web-based training and a dedicated account manager who will know your solution inside and out. Our aim is to help you effectively achieve your goals.

On the following few pages, you will find our proposed solution, investment, product descriptions and some of our key differentiators.

We look forward to establishing a rewarding, long-term relationship with you.

Sincerely,

Joshua Hurni
Account Executive
415-967-5573
Granicus, Inc

Managed Services

Granicus provides a comprehensive Managed Services package with every solution to ensure long-lasting success with our technologies while maximizing your solution's performance. Our fully managed and hosted infrastructure offers unlimited bandwidth, storage and the highest security standards of your data through a cloud-based platform. Our remote, proactive systems monitoring guarantees faster response time, predicts problems before they arise, and helps reduce the cost of IT support and maintenance.

The Granicus team works around-the-clock to ensure your applications are protected and operating smoothly. You also receive continual access to advanced learning tools and the hands-on support, knowledge, and expertise of our skilled Support Engineers and Customer Advocacy professionals.

Pricing Breakdown for your Solution

Hardware			
Name	**Quantity**	**Unit (Upfront)**	**Total (Upfront)**
Granicus SDI Encoding Appliance Hardware - Government Transparency Suite	1	$3,500.00	$3,500.00
Shipping - Large Item	1	$125.00	$125.00
		Total Hardware Upfront:	**$3,625.00**

Software as a Service			
Name	**Quantity**	**Unit (Monthly)**	**Total (Monthly)**
Open Platform	1	$0.00	$0.00
Government Transparency Suite	1	$300.00	$300.00
Meeting Efficiency Suite	1	$300.00	$300.00
Granicus Encoding Appliance Software - Government Transparency Suite	1	$100.00	$100.00
		Total Software Monthly Cost:	**$700.00**

Professional Services (Training & Installation)			
Name	**Quantity**	**Unit (Upfront)**	**Total (Upfront)**
Server Configuration - Meeting Efficiency Suite	1	$1,650.00	$1,650.00
Templates Configuration - - Meeting Efficiency Suite	1	$1,500.00	$1,500.00

Professional Services (Training & Installation)			
Name	**Quantity**	**Unit (Upfront)**	**Total (Upfront)**
Training and Workflow Analysis - Meeting Efficiency Suite	1	$1,700.00	$1,700.00
Encoding Appliance Hardware Configuration - Government Transparency Suite	1	$875.00	$875.00
		Total Training Upfront:	**$5,725.00**

Total Upfront Cost:	$9,350.00
Total Monthly Cost:	$700.00

Granicus® Open Platform

The Granicus® Open Platform is the cloud-based foundation for all Granicus applications. It allows government organizations to manage and store an unlimited amount government public meeting data. It is the core of our content management, administration and distribution tools and includes free access to our APIs and SDKs, helping you seamlessly connect your Granicus solution to systems in place. The Granicus Platform includes the ability to upload and publish content including videos and documents. Click here (http://www.granicus.com/Solutions/Granicus-Open-Platform.aspx) for more information on the Granicus Open Platform.

- Unlimited content storage and distribution
- Open architecture and SDK
- Archived video editing and indexing
- Citizen web portal
- Live and on-demand streaming to mobile devices
- Create a paperless agenda environment with iLegislate® for the iPad

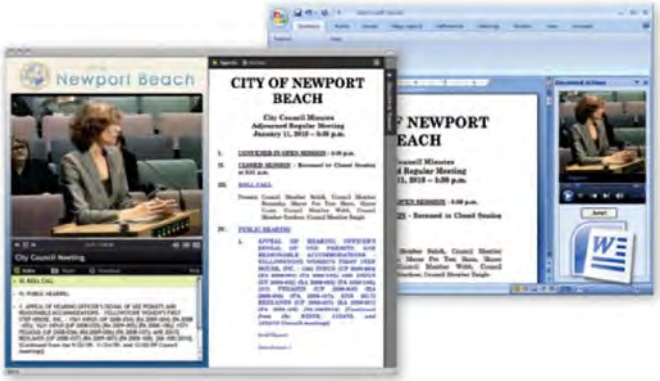
Government Transparency Suite

The Government Transparency Suite gives your citizens greater access to public meetings and records online. Take the next step towards transparency and stream meetings and events live, link related documents to your video, and provide advanced searching of archives. The Government Transparency Suite gives you unlimited cloud bandwidth and storage as well as local live and on-demand streaming for up to 50 concurrent viewers. This Suite also allows you to connect agenda data to the iPad to review agendas and supporting documents, take notes, and more through the iLegislate® application. Click here for more information on the Government Transparency Suite.

- Give citizens convenient access to live and archived streaming through your website
- Reduce public inquiries with searchable, self-service access online
- Import agendas and index video live to eliminate hours of work
- Manage and distribute unlimited meetings and events—all completely automated
- Reach a broader audience - integrate closed captions with video
- Understand and measure public participation with in-depth video analytics

Meeting Efficiency Suite

The Meeting Efficiency Suite is a live meeting workflow solution that combines minutes with a meeting's recording. Capture and publish minutes, saving staff time and cutting administrative costs. Record roll-call, agenda items, speakers, motions, votes, and notes through a simple interface. After the meeting, finalize minutes quickly and easily in Microsoft Word™. Integrate VoteCast with iLegislate® to enable real-time meeting voting on the iPad. With VoteLog, allow the public to track legislation, ordinances, and even voting member records through your website. This Suite also allows you to seamlessly integrate with agenda solutions already in place. Click here for more information on the Meeting Efficiency Suite.



- Meeting preparation tools
- Live minutes automation
- Quick notes and text expansion
- Minutes editing and publishing
- Generate linked minutes
- Real-time meeting voting on the iPad

Granicus Differentiators

- World's most experienced provider of government transparency, citizen participation, meeting efficiency, and legislative management solutions with:
    - Over 1,000 clients in all 50 states, at every level of government
    - Over 31 million government webcasts viewed
    - More than 265,350 government meetings online
- First fully integrated legislative workflow management system for local government
- Open API architecture and SDK allow for seamless integrations with systems already in place
- Certified integrations provide flexibility and choice of agenda workflow solutions
- Exclusive provider of the iLegislate iPad application that allows users to review agendas and supporting materials, bookmark and take notes on items, stream archived videos, and review community feedback
- Only government webcasting service to provide encoding, minutes annotation, transcription, and closed captioning services
- Truly unlimited storage and distribution for all meeting bodies and non-meeting content
- Indefinite retention schedules for all archived meeting and non-meeting content
- Only provider of both government webcasting and citizen engagement services
- 24/7/365 customer service and support
- 97% customer satisfaction rating, 98.5% client retention rating
- One of the 100 companies that matter most in online video by Streaming Media magazine
- Ranked 185 on Deloitte 500 fastest growing companies
- Ranked 419 on Inc 500 fastest growing companies
- Client Success stories are available here: http://www.granicus.com/customers/case-studies/

Proposal Terms and Conditions

- Sales tax may apply depending on your organization's tax status and the tax laws unique to your state, county and/or municipality

- Client will be billed quarterly January 1, April 1, July 1, and October 1. Client agrees to pay all invoices from Granicus within thirty (30) days of receipt of invoice.

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Glenn Yasui, Director of Administrative Services

SUBJECT: AGREEMENT WITH WINTER VISUALS FOR VIDEO OPERATOR SERVICES

Recommendation:

(1) Approve an Agreement with Winter Visuals for video operator services.

(2) Authorize the City Manager to execute the Agreement with Winter Visuals.

Fiscal Impact:

The Agreement provides for compensation to Winter Visuals in an amount not to exceed $39,480 for video operator services from July 1, 2015 to June 30, 2018. Annual funding will be included in the proposed 2015-16 budget.

Background:

Since 2004, the City has contracted with Eric Winter, dba Winter Visuals to operate the bulletin board and video playback system which is broadcast on the government access channel (AVTV 30). The bulletin board and video playback system broadcasts information relating to City services, programs and events. Additionally, public service announcements from other public agencies such as OCFA and Orange County Vector Control District are broadcast.

On March 4, 2015, the Council approved televising future Council Meetings on AVTV 30. Staff is in the process of acquiring new audio/visual equipment to broadcast the Council Meetings. In addition to acquiring audio/visual equipment, the City will need personnel to operate the equipment.

Discussion:

With regard to the bulletin board and video playback system, Winter Visuals has familiarity with the technical intricacies of the system which is very valuable to the City. Additionally, Winter Visuals has 18 years of experience in the City of Mission Viejo

serving as the video operator to broadcast Council Meetings. Given Winter Visuals' experience to meet our specific needs, past performance and continuity of service, it is recommended that the City enter into a new Agreement to continue having Winter Visuals serve as the video operator for the bulletin board and video playback system as well as televising Council Meetings.

The proposed Agreement has a three-year term covering the period of July 1, 2015 – June 30, 2018 with the City having the unilateral option to renew the Agreement for up to two additional one-year terms. The proposed Agreement caps the total compensation with a not to exceed amount of $39,480 for the three-year term ($13,160 per year).

Glenn Yasui
Director of Administrative Services

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David Doyle
City Manager

Attachments: Agreement with Winter Visuals for Video Operator Services

CITY OF ALISO VIEJO
PROFESSIONAL SERVICES AGREEMENT
FOR
VIDEO OPERATOR SERVICES

1. PARTIES AND DATE.

This Agreement is made and entered into this _____ day of _____, 2015 by and between the City of Aliso Viejo, a municipal organization organized under the laws of the State of California with its principal place of business at 12 Journey, Suite 100, Aliso Viejo, California 92656 ("City") and Winter Visuals, with its principal place of business at 28510 Williams Canyon Road, Silverado, CA 92676 ("Consultant"). City and Consultant are sometimes individually referred to herein as "Party" and collectively as "Parties."

2. RECITALS.

2.1 Consultant.

Consultant desires to perform and assume responsibility for the provision of professional video operator consultant services required by the City on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing professional video operator consultant services to public clients, is licensed in the State of California, and is familiar with the plans of City.

2.2 Project.

City desires to engage Consultant to render such services for the video operator project ("Project") as set forth in this Agreement.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional video operator consultant services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations.

3.1.2 Term. The term of this Agreement shall be from July 1, 2015 to June 30, 2018, unless earlier terminated as provided herein. The City Manager shall have the unilateral option, at its sole discretion, to renew this Agreement annually for no more than two additional one-year terms. Consultant shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines.

3.2 Responsibilities of Consultant.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Consultant on an independent contractor basis and not as an employee. Consultant shall complete, execute, and submit to City a Request for Taxpayer Identification Number and Certification (IRS FormW-9) prior to commencement of any Services under this Agreement. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall also not be employees of City and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

3.2.2 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, City shall respond to Consultant's submittals in a timely manner. Upon request of City, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of City.

3.2.4 Substitution of Key Personnel. Consultant has represented to City that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. In the event that City and Consultant cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. As discussed below, any personnel who fail or refuse to perform the Services in a manner acceptable to the City, or who are determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project or a threat to the safety of persons or property, shall be promptly removed from the Project by the Consultant at the request of the City. The key personnel for performance of this Agreement are as follows: **Eric Winter.**

3.2.5 City's Representative. The City hereby designates the City Manager, or his or her designee, to act as its representative for the performance of this Agreement ("City's Representative"). City's Representative shall have the power to act on behalf of the City for all purposes under this Contract. The City Manager hereby designates Glenn Yasui, Director of Administrative Services or his or her designee, as the City's contact for the implementation of the

Services hereunder. Consultant shall not accept direction or orders from any person other than the City's Representative or his or her designee.

3.2.6 Consultant's Representative. Consultant hereby designates Eric Winter, or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.7 Coordination of Services. Consultant agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.2.8 Standard of Care; Performance of Employees. Consultant shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subconsultants shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subconsultants have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Consultant shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein. Any employee of the Consultant or its sub-consultants who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.9 Laws and Regulations. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with Services. If the Consultant performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the City, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold City, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.2.10 Insurance.

3.2.10.1 Time for Compliance. Consultant shall not commence Work under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this section. In addition, Consultant shall not allow any subconsultant to commence work on any subcontract until it has provided evidence satisfactory to the City that the subconsultant has secured all insurance required under this section.

3.2.10.2 Types of Insurance Required. As a condition precedent to the effectiveness of this Agreement for work to be performed hereunder and without limiting the indemnity provisions of the Agreement, the Consultant in partial performance of its obligations under such Agreement, shall procure and maintain in full force and effect during the term of the Agreement, the following policies of insurance. If the existing policies do not meet the Insurance Requirements set forth herein, Consultant agrees to amend, supplement or endorse the policies to do so.

(a) Commercial General Liability: Commercial General Liability Insurance which affords coverage at least as broad as Insurance Services Office "occurrence" form CG 0001, with minimum limits of at least $1,000,000 per occurrence, and if written with an aggregate, the aggregate shall be double the per occurrence limit. Defense costs shall be paid in addition to the limits.

The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to the Agreement.

(b) Automobile Liability Insurance: Automobile Liability Insurance with coverage at least as broad as Insurance Services Office Form CA 0001 covering "Any Auto" (Symbol 1) with minimum limits of $1,000,000 each accident.

3.2.10.3 Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval.

(A) The policy or policies of insurance required by Section 3.2.10.2 (a) Commercial General Liability shall be endorsed to provide the following:

(1) Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Agreement.

Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Consultant; or (4) contain any other exclusions contrary to the Agreement.

(2) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(B) The policy or policies of insurance required by Section 3.2.10.2 (b) Automobile Liability shall be endorsed to provide the following:

(1) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

3.2.10.4 Primary and Non-Contributing Insurance. All insurance coverages shall be primary and any other insurance, deductible, or self-insurance maintained by the indemnified parties shall not contribute with this primary insurance. Policies shall contain or be endorsed to contain such provisions.

3.2.10.5 Waiver of Subrogation. Required insurance coverages shall not prohibit Consultant from waiving the right of subrogation prior to a loss. Consultant shall waive all subrogation rights against the indemnified parties. Policies shall contain or be endorsed to contain such provisions.

3.2.10.6 Deductible. Any deductible or self-insured retention must be approved in writing by the City and shall protect the indemnified parties in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

3.2.10.7 Evidence of Insurance. The Consultant, concurrently with the execution of the Agreement, and as a condition precedent to the effectiveness thereof, shall deliver either certified copies of the required policies, or original certificates and endorsements on forms approved by the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15 days) prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

3.2.10.8 Failure to Maintain Coverage. Consultant agrees to suspend and cease all operations hereunder during such period of time as the required insurance coverage is not in effect and evidence of insurance has not been furnished to the City. The City shall have the right to withhold any payment due Consultant until Consultant has fully complied with the insurance provisions of this Agreement.

In the event that the Consultant's operations are suspended for failure to maintain required insurance coverage, the Consultant shall not be entitled to an extension of time for completion of the Services because of production lost during suspension.

3.2.10.9 Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to do business in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

3.2.10.10 Insurance for Subconsultants. All Subconsultants shall be included as additional insureds under the Consultant's policies, or the Consultant shall be responsible for causing Subconsultants to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City as an Additional Insured to the Subconsultant's policies.

3.2.11 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subconsultants, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.2.12 Verification of Funds. Pursuant to City Council Policy 300-5, if the Services are for an applicant-initiated project for which a deposit account has been established with the City, Consultant shall verify with the City's Representative that sufficient funds are available in City's deposit account for that project before the commencement of any work or services and periodically as the Services progress.

3.3 Fees and Payments.

3.3.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation shall not exceed **Thirty-Nine Thousand Four Hundred Eighty Dollars ($39,480.00)** ("Total Compensation") without written approval of City Manager. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in this Agreement.

3.3.2 Payment of Compensation. Consultant shall submit to City a monthly itemized statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the

initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. City shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by City.

3.3.4 Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. As used herein, "Extra Work" means any work which is determined by City to be necessary for the proper completion of the Project, but which the Parties did not reasonably anticipate would be necessary at the execution of this Agreement. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from the City. The City Manager may approve Extra Work not to exceed a total contract amount of twenty five thousand dollars ($25,000). Any Extra Work which causes the total contract amount to exceed twenty five thousand dollars ($25,000) shall be approved by the City Council.

3.3.5 Rate Increases. In the event that this Agreement is renewed pursuant to Section 3.1.2, the rates set forth in Exhibit "C" may be adjusted each year at the time of renewal as set forth in Exhibit "C."

3.3.6 Prevailing Wages. Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.4 Accounting Records.

3.4.1 Maintenance and Inspection. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.5 General Provisions.

3.5.1 Termination of Agreement.

3.5.1.1 Grounds for Termination. City may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Consultant shall be compensated only for those services which have been adequately rendered to City, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.5.1.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Consultant to provide all finished or unfinished Documents and Data and other information of any kind prepared by Consultant in connection with the performance of Services under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.5.1.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5.2 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

Consultant: Winter Visuals
28510 Williams Canyon Road
Silverado, CA 92676
Attn: Eric Winter

City: City of Aliso Viejo
12 Journey, Suite 100
Aliso Viejo, CA 92656
Attn: Glenn Yasui, Director of Administrative Services

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service.

3.5.3 Ownership of Materials and Confidentiality.

3.5.3.1 Documents & Data; Licensing of Intellectual Property. This Agreement creates a non-exclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subconsultants to agree in writing that City is granted a non-exclusive and perpetual license

for any Documents & Data the subconsultant prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the City. City shall not be limited in any way in its use of the Documents and Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

3.5.3.2 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

3.5.3.3 Confidential Information. The City shall refrain from releasing Consultant's proprietary information ("Proprietary Information") unless the City's legal counsel determines that the release of the Proprietary Information is required by the California Public Records Act or other applicable state or federal law, or order of a court of competent jurisdiction, in which case the City shall notify Consultant of its intention to release Proprietary Information. Consultant shall have five (5) working days after receipt of the Release Notice to give City written notice of Consultant's objection to the City's release of Proprietary Information. Consultant shall indemnify, defend and hold harmless the City, and its officers, directors, employees, and agents from and against all liability, loss, cost or expense (including attorney's fees) arising out of a legal action brought to compel the release of Proprietary Information. City shall not release the Proprietary Information after receipt of the Objection Notice unless either: (1) Consultant fails to fully indemnify, defend (with City's choice of legal counsel), and hold City harmless from any legal action brought to compel such release; and/or (2) a final and non-appealable order by a court of competent jurisdiction requires that City release such information.

3.5.4 Fraud Policy. Consultant shall provide a copy of the City's Fraud Prevention Policy to each of its employees assigned to perform the tasks under this Agreement. Consultant shall submit to the City's Representative a statement signed by Consultant and by each of its employees who are assigned to perform the Services under this Agreement certifying receipt of and that they have read the City's Fraud Prevention Policy. A finding by the City that Consultant or any of Consultant's employees have committed fraud against the City or have violated the City's Fraud Prevention Policy shall be grounds for appropriate discipline, up to and including such employee's removal from performance of this Agreement at City's request and/or termination of this Agreement. Consultant shall reimburse the City for any costs and expenses associated with fraud against the City.

3.5.5 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.5.6 Attorney's Fees. If either party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing party in such litigation shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

3.5.7 Indemnification.

3.5.7.1 Scope of Indemnity. To the fullest extent permitted by law, Consultant shall defend, indemnify and hold the City, its directors, officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury of any kind, in law or equity, to property or persons, including wrongful death, in any manner arising out of, pertaining to, or incident to any alleged acts, errors or omissions of Consultant, its officials, officers, employees, subcontractors, consultants or agents in connection with the performance of the Consultant's Services, the Project or this Agreement, including without limitation the payment of all consequential damages, expert witness fees and attorneys fees and other related costs and expenses. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant.

3.5.7.2 Additional Indemnity Obligations. Consultant shall defend, with Counsel of City's choosing and at Consultant's own cost, expense and risk, any and all claims, suits, actions or other proceedings of every kind covered by Section 3.5.7.1 that may be brought or instituted against City or its directors, officials, officers, employees, volunteers and agents. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, volunteers and agents as part of any such claim, suit, action or other proceeding. Consultant shall also reimburse City for the cost of any settlement paid by City or its directors, officials, officers, employees, agents or volunteers as part of any such claim, suit, action or other proceeding. Such reimbursement shall include payment for City's attorney's fees and costs, including expert witness fees. Consultant shall reimburse City and its directors, officials, officers, employees, agents, and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials officers, employees, agents, or volunteers.

3.5.8 Entire Agreement. This Agreement contains the entire Agreement of the parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements. This Agreement may only be modified by a writing signed by both parties.

3.5.9 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in Orange County.

3.5.10 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.5.11 City's Right to Employ Other Consultants. City reserves right to employ other consultants in connection with this Project.

3.5.12 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the parties.

3.5.13 Assignment or Transfer. Consultant shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.5.14 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Consultant include all personnel, employees, agents, and subconsultants of Consultant, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.

3.5.15 Amendment; Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.5.16 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

3.5.17 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.5.18 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5.19 Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working

solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability. For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.5.20 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.5.21 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.5.22 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.5.23 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.5.24 Declaration of Political Contributions. Consultant shall, throughout the term of this Agreement, submit to City an annual statement in writing declaring any political contributions of money, in-kind services, or loan made to any member of the City Council within the previous twelve-month period by the Consultant and all of Consultant's employees, including any employee(s) that Consultant intends to assign to perform the Services described in this Agreement.

3.6 Subcontracting.

3.6.1 Prior Approval Required. Consultant shall not subcontract any portion of the work required by this Agreement, except as expressly stated herein, without prior written approval of City. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

IN WITNESS WHEREOF, the parties have executed this Professional Services Agreement for Bulletin Board and Video Playback on this ____ day of _____, 2015.

CITY OF ALISO VIEJO

By: _____
David Doyle
City Manager

Attest:

By: _____
Mitzi Ortiz, MMC
City Clerk

Approved as to Form:

BEST BEST & KRIEGER LLP

By: _____
Best Best & Krieger LLP
City Attorney

Approved as to Compliance with Budget:

By: _____
Gina Tharani
Director of Financial Services

WINTER VISUALS

By: _____

Name: _____

Title: _____

EXHIBIT "A"

SCOPE OF SERVICES

Services relating to Bulletin Board and Video Playback include:

- Design and create Bulletin Board pages as directed by the City.
- Program, schedule, mix down of shows to playback.
- Track Bulletin Board pages and program data for reports to the City.
- Manage records on day-to-day operations including maintenance schedules for equipment
- Other video related duties as assigned by City Staff.

Services relating to televising Council Meetings include:

- Prior to each Council Meeting, perform preparation work consisting of testing signals and equipment; and creating agenda graphics.
- Provide a two-person crew to operate the audio/visual equipment for the live broadcast of Council Meetings.
- After each Council Meeting, perform post production work consisting of encoding the Leightronix server to replay the broadcast of Council Meetings; creating DVDs for archival purposes and wrapping the production.
- An initial graphics package will be designed and created at no additional charge.

The work shall be performed primarily by Eric Winter unless otherwise authorized by the City's representative.

EXHIBIT "B"

SCHEDULE OF SERVICES

Consultant shall perform bulletin board and video playback services on an as needed basis as determined by City Staff. Consultant shall perform televised Council Meeting services for all Council Meetings unless directed otherwise by the City.

In the event that this Agreement is renewed pursuant to Section 3.1.2, the first renewal period shall be from July 1, 2018 to June 30, 2019. The second renewal period shall be from July 1, 2019 to June 30, 2020.

EXHIBIT "C"

COMPENSATION

Services relating to Bulletin Board and Video Playback shall be charged according to the following fee schedule:

- Bulletin Board Design = $43.59 per hour
- Video Playback Programming = $43.59 per hour
- Monthly Quality Monitoring = $174.37 per hour
- Monthly Administrative Fee = $43.59 per month

Services relating to televising Council Meetings shall be charged according to the following fee schedule:

- Flat rate of $340.00 per Council Meeting shall be charged based on two crew members working a two-hour Council Meeting, preparation, and post production.
- In the event a Council Meeting exceeds two hours, additional time will be billed at a rate of $85.00 per hour.

In the event that this Agreement is renewed pursuant to Section 3.1.2, the rates set forth above shall be adjusted each year at the time of renewal described in Exhibit "B" in accordance with the Consumer Price Index, All Urban Consumers, Los Angeles-Riverside-Orange Counties.

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Glenn Yasui, Director of Administrative Services

SUBJECT: FIRST AMENDMENT TO AGREEMENT WITH TOWNSEND PUBLIC AFFAIRS FOR GRANT WRITING AND LOBBYIST SERVICES

Recommendation:

(1) Approve the First Amendment to Agreement between Townsend Public Affairs and the City of Aliso Viejo for grant writing and lobbyist services.

(2) Authorize the City Manager to execute the First Amendment to Agreement with Townsend Public Affairs.

Fiscal Impact:

The total compensation is $60,000 per year for grant writing and lobbyist services in 2015-16. Funding will be included in the proposed 2015-16 budget.

Background:

Since 2005, the City has contracted with Townsend Public Affairs for grant writing and lobbyist services. Townsend Public Affairs is responsible for keeping the City apprised of legislative activities that have an impact on the community as well as seeking grant funding opportunities that may be utilized for local projects. Townsend Public Affairs has proven to be a valuable resource in the areas of grant identification, lobbying and legislative activities.

Discussion:

On April 3, 2014, the City entered into a new Agreement with Townsend Public Affairs for grant writing and lobbyist services. The term of the Agreement is July 1, 2014 to June 30, 2015. Pursuant to the terms of the agreement, the City has the unilateral option to renew the agreement for up to two additional one-year terms.

Based on Townsend Public Affairs' performance, it is recommended that the City exercise the first renewal option to enter into a First Amendment to Agreement with Townsend Public Affairs for grant writing and lobbyist services for the period of July 1, 2015 to June 30, 2016.

Townsend Public Affairs prepared the attached Annual Activity Report and Funding Opportunity Matrix as part of their services to the City.

Glenn Yasui
Director of Administrative Services

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attachments: First Amendment to Agreement for Grant Writing and Lobbyist Services
Agreement for Grant Writing and Lobbyist Services
Annual Activity Report
Funding Opportunity Matrix

CITY OF ALISO VIEJO

FIRST AMENDMENT TO AGREEMENT FOR GRANT WRITING AND LOBBYIST SERVICES

1. PARTIES AND DATE.

This First Amendment to the Agreement for Grant Writing and Lobbyist Services ("First Amendment") is entered into on the ____ day of _____, 2015, by and between the City of Aliso Viejo (hereinafter referred to as the "City") and Townsend Public Affairs, Inc. (hereinafter referred to as the "Consultant"). City and Consultant are sometimes collectively referred to herein as the "Parties."

2. RECITALS.

2.1 Agreement. The Parties entered into that certain Agreement for grant writing and lobbyist services dated April 3, 2014 ("Agreement").

2.2 First Amendment. The Parties now desire to amend the Agreement in order to renew the Agreement for an additional one-year term.

3. TERMS.

3.1 Term. Pursuant to Section 3.1.2 of the Agreement, the City hereby exercises the option to renew the Agreement and extend the term of the Agreement for one year from July 1, 2015 to June 30, 2016, unless earlier terminated as provided in the Agreement.

3.2 Remaining Provisions of Agreement. Except as otherwise specifically set forth in this First Amendment, the remaining provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this First Amendment to Agreement for Services on this ____ day of _____, 2015.

[Signatures on the following page]

CITY OF ALISO VIEJO

By: _____
David Doyle
City Manager

Attest:

By: _____
Mitzi Ortiz, MMC
City Clerk

Approved as to Form:

By: _____
Best Best & Krieger LLP
City Attorney

Approved as to Compliance with Budget:

By: _____
Gina Tharani
Director of Financial Services

TOWNSEND PUBLIC AFFAIRS, INC.

By: _____
Christopher Townsend
President

CITY OF ALISO VIEJO
PROFESSIONAL SERVICES AGREEMENT
FOR
GRANT WRITING AND LOBBYING SERVICES

1. PARTIES AND DATE.

This Agreement is made and entered into this 3rd day of April, 2014, by and between the CITY OF ALISO VIEJO, a municipal organization organized under the laws of the State of California with its principal place of business at 12 Journey, Suite 100, Aliso Viejo, California 92656 ("City") and TOWNSEND PUBLIC AFFAIRS, INC. a California Corporation, with its principal place of business at 1401 Dove Street, Suite 330, Newport Beach, CA 92660 ("Consultant"). City and Consultant are sometimes individually referred to herein as "Party" and collectively as "Parties."

2. RECITALS.

2.1 Consultant.

Consultant desires to perform and assume responsibility for the provision of professional grant writing and lobbying consultant services required by the City on the terms and conditions set forth in this Agreement. Consultant represents that it is experienced in providing professional grant writing and lobbying consultant services to public clients, is licensed in the State of California, and is familiar with the plans of City.

2.2 Project.

City desires to engage Consultant to render such services for the Grant Writing and Lobbying Project ("Project") as set forth in this Agreement.

3. TERMS.

3.1 Scope of Services and Term.

3.1.1 General Scope of Services. Consultant promises and agrees to furnish to the City all labor, materials, tools, equipment, services, and incidental and customary work necessary to fully and adequately supply the professional grant writing and lobbying consultant services necessary for the Project ("Services"). The Services are more particularly described in Exhibit "A" attached hereto and incorporated herein by reference. All Services shall be subject to, and performed in accordance with, this Agreement, the exhibits attached hereto and incorporated herein by reference, and all applicable local, state and federal laws, rules and regulations.

3.1.2 Term. The term of this Agreement shall be from **July 1, 2014** to **June 30, 2015** unless earlier terminated as provided herein. The City shall have the unilateral option, at its

sole discretion, to renew this Agreement annually for no more than two additional one-year terms. Consultant shall complete the Services within the term of this Agreement, and shall meet any other established schedules and deadlines.

3.2 Responsibilities of Consultant.

3.2.1 Control and Payment of Subordinates; Independent Contractor. The Services shall be performed by Consultant or under its supervision. Consultant will determine the means, methods and details of performing the Services subject to the requirements of this Agreement. City retains Consultant on an independent contractor basis and not as an employee. Consultant retains the right to perform similar or different services for others during the term of this Agreement. Any additional personnel performing the Services under this Agreement on behalf of Consultant shall also not be employees of City and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

3.2.2 Schedule of Services. Consultant shall perform the Services expeditiously, within the term of this Agreement, and in accordance with the Schedule of Services set forth in Exhibit "B" attached hereto and incorporated herein by reference. Consultant represents that it has the professional and technical personnel required to perform the Services in conformance with such conditions. In order to facilitate Consultant's conformance with the Schedule, City shall respond to Consultant's submittals in a timely manner. Upon request of City, Consultant shall provide a more detailed schedule of anticipated performance to meet the Schedule of Services.

3.2.3 Conformance to Applicable Requirements. All work prepared by Consultant shall be subject to the approval of City.

3.2.4 Substitution of Key Personnel. Consultant has represented to City that certain key personnel will perform and coordinate the Services under this Agreement. Should one or more of such personnel become unavailable, Consultant may substitute other personnel of at least equal competence upon written approval of City. In the event that City and Consultant cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. As discussed below, any personnel who fail or refuse to perform the Services in a manner acceptable to the City, or who are determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project or a threat to the safety of persons or property, shall be promptly removed from the Project by the Consultant at the request of the City. The key personnel for performance of this Agreement are as follows: Heather Stratman, Client Manager.

3.2.5 City's Representative. The City hereby designates the City Manager, or his or her designee, to act as its representative for the performance of this Agreement ("City's Representative"). City's Representative shall have the power to act on behalf of the City for all

purposes under this Agreement. The City Manager hereby designates self, or his or her designee, as the City's contact for the implementation of the Services hereunder. Consultant and its agents and independent contractors shall not accept direction or orders from any person other than the City's Representative or his or her designee.

3.2.6 Consultant's Representative. Consultant hereby designates Christopher Townsend, or his or her designee, to act as its representative for the performance of this Agreement ("Consultant's Representative"). Consultant's Representative shall have full authority to represent and act on behalf of the Consultant for all purposes under this Agreement. The Consultant's Representative shall supervise and direct the Services, using his best skill and attention, and shall be responsible for all means, methods, techniques, sequences and procedures and for the satisfactory coordination of all portions of the Services under this Agreement.

3.2.7 Coordination of Services. Consultant agrees to work closely with City staff in the performance of Services and shall be available to City's staff, consultants and other staff at all reasonable times.

3.2.8 Standard of Care; Performance of Employees. Consultant shall perform all Services under this Agreement in a skillful and competent manner, consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Consultant represents and maintains that it is skilled in the professional calling necessary to perform the Services. Consultant warrants that all employees and subconsultants shall have sufficient skill and experience to perform the Services assigned to them. Finally, Consultant represents that it, its employees and subconsultants have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the Services, including a City Business License, and that such licenses and approvals shall be maintained throughout the term of this Agreement. As provided for in the indemnification provisions of this Agreement, Consultant shall perform, at its own cost and expense and without reimbursement from the City, any services necessary to correct errors or omissions which are caused by the Consultant's failure to comply with the standard of care provided for herein. Any employee of the Consultant or its sub-consultants who is determined by the City to be uncooperative, incompetent, a threat to the adequate or timely completion of the Project, a threat to the safety of persons or property, or any employee who fails or refuses to perform the Services in a manner acceptable to the City, shall be promptly removed from the Project by the Consultant and shall not be re-employed to perform any of the Services or to work on the Project.

3.2.9 Laws and Regulations. Consultant shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project or the Services, including all Cal/OSHA requirements, and shall give all notices required by law. Consultant shall be liable for all violations of such laws and regulations in connection with the Services. If the Consultant performs any work knowing it to be contrary to such laws, rules and regulations and without giving written and timely notice to the City, Consultant shall be solely responsible for all costs arising therefrom. Consultant shall defend, indemnify and hold City, its officials, directors, officers, employees and agents free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

3.2.10 Insurance.

3.2.10.1 Time for Compliance. Consultant shall not commence Work under this Agreement until it has provided evidence satisfactory to the City that it has secured all insurance required under this section. In addition, Consultant shall not allow any subconsultant to commence work on any subcontract until Consultant has provided evidence satisfactory to the City that the subconsultant has secured all insurance required under this section.

3.2.10.2 Types of Insurance Required. As a condition precedent to the effectiveness of this Agreement for work to be performed hereunder and without limiting the indemnity provisions of the Agreement, the Consultant in partial performance of its obligations under such Agreement, shall procure and maintain in full force and effect during the term of the Agreement, the following policies of insurance. If the existing policies do not meet the Insurance Requirements set forth herein, Consultant agrees to amend, supplement or endorse the policies to do so.

(a) Commercial General Liability: Commercial General Liability Insurance which affords coverage at least as broad as Insurance Services Office "occurrence" form CG 0001, with minimum limits of at least $1,000,000 per occurrence, and if written with an aggregate, the aggregate shall be double the per occurrence limit. Defense costs shall be paid in addition to the limits.

The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to the Agreement.

(b) Automobile Liability Insurance: Automobile Liability Insurance with coverage at least as broad as Insurance Services Office Form CA 0001 covering "Any Auto" (Symbol 1) with minimum limits of $1,000,000 each accident.

(c) Professional Liability: Professional Liability insurance with minimum limits of $1,000,000. Covered professional services shall specifically include all work to be performed under the Agreement and delete any exclusions that may potentially affect the work to be performed (for example, any exclusions relating to lead, asbestos, pollution, testing, underground storage tanks, laboratory analysis, soil work, etc.).

If coverage is written on a claims-made basis, the retroactive date shall precede the effective date of the initial Agreement and continuous coverage will be maintained or an extended reporting

period will be exercised for a period of at least three (3) years from termination or expiration of this Agreement.

(d) Workers' Compensation: Workers' Compensation Insurance, as required by the State of California and Employer's Liability Insurance with a limit of not less than $1,000,000 per accident for bodily injury and disease.

3.2.10.3 Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval.

(A) The policy or policies of insurance required by Section 3.2.10.2 (a) Commercial General Liability shall be endorsed to provide the following:

(1) Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be additional insureds with regard to liability and defense of suits or claims arising out of the performance of the Agreement.

Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Consultant; or (4) contain any other exclusions contrary to the Agreement.

(2) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(B) The policy or policies of insurance required by Section 3.2.10.2 (b) Automobile Liability and (c) Professional Liability shall be endorsed to provide the following:

(1) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

(C) The policy or policies of insurance required by Section 3.2.10.2 (d) Workers' Compensation shall be endorsed to provide the following:

(1) Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the indemnified parties.

(2) Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City except ten (10) days shall be allowed for non-payment of premium.

3.2.10.4 Primary and Non-Contributing Insurance. All insurance coverages shall be primary and any other insurance, deductible, or self-insurance maintained by the indemnified parties shall not contribute with this primary insurance. Policies shall contain or be endorsed to contain such provisions.

3.2.10.5 Waiver of Subrogation. Required insurance coverages shall not prohibit Consultant from waiving the right of subrogation prior to a loss. Consultant shall waive all subrogation rights against the indemnified parties. Policies shall contain or be endorsed to contain such provisions.

3.2.10.6 Deductible. Any deductible or self-insured retention must be approved in writing by the City and shall protect the indemnified parties in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

3.2.10.7 Evidence of Insurance. The Consultant, concurrently with the execution of the Agreement, and as a condition precedent to the effectiveness thereof, shall deliver either certified copies of the required policies, or original certificates and endorsements on forms approved by the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15 days) prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced, Consultant shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

3.2.10.8 Failure to Maintain Coverage. Consultant agrees to suspend and cease all operations hereunder during such period of time as the required insurance coverage is not in effect and evidence of insurance has not been furnished to and approved by the City. The City shall have the right to withhold any payment due Consultant until Consultant has fully complied with the insurance provisions of this Agreement.

In the event that the Consultant's operations are suspended for failure to maintain required insurance coverage, the Consultant shall not be entitled to an extension of time for completion of the Services because of production lost during suspension.

3.2.10.9 Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to

do business in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

3.2.10.10 Insurance for Subconsultants. All Subconsultants shall be included as additional insureds under the Consultant's policies, or the Consultant shall be responsible for causing Subconsultants to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City as an Additional Insured to the Subconsultant's policies.

3.2.11 Safety. Consultant shall execute and maintain its work so as to avoid injury or damage to any person or property. In carrying out its Services, the Consultant shall at all times be in compliance with all applicable local, state and federal laws, rules and regulations, and shall exercise all necessary precautions for the safety of employees appropriate to the nature of the work and the conditions under which the work is to be performed. Safety precautions as applicable shall include, but shall not be limited to: (A) adequate life protection and life saving equipment and procedures; (B) instructions in accident prevention for all employees and subconsultants, such as safe walkways, scaffolds, fall protection ladders, bridges, gang planks, confined space procedures, trenching and shoring, equipment and other safety devices, equipment and wearing apparel as are necessary or lawfully required to prevent accidents or injuries; and (C) adequate facilities for the proper inspection and maintenance of all safety measures.

3.3 Fees and Payments.

3.3.1 Compensation. Consultant shall receive compensation, including authorized reimbursements, for all Services rendered under this Agreement at the rates set forth in Exhibit "C" attached hereto and incorporated herein by reference. The total compensation for grant writing and lobbying services shall be for an amount up to **Five-thousand Dollars ($5,000.00) per month** and not to exceed **Sixty-thousand Dollars ($60,000.00) annually** without written approval of the City Manager. Extra Work may be authorized, as described below, and if authorized, will be compensated at the rates and manner set forth in Exhibit "C".

3.3.2 Payment of Compensation. Consultant shall submit to City a monthly itemized statement which indicates work completed and hours of Services rendered by Consultant. The statement shall describe the amount of Services and supplies provided since the initial commencement date, or since the start of the subsequent billing periods, as appropriate, through the date of the statement. City shall, within 45 days of receiving such statement, review the statement and pay all approved charges thereon.

3.3.3 Reimbursement for Expenses. Consultant shall not be reimbursed for any expenses unless authorized in writing by City.

3.3.4 Extra Work. At any time during the term of this Agreement, City may request that Consultant perform Extra Work. Consultant shall not perform, nor be compensated for, Extra Work without written authorization from City's Representative. Accordingly, the City authorizes Consultant to perform Extra Work as set forth in Exhibit "A".

3.3.5 Rate Increases. In the event that this Agreement is renewed pursuant to Section 3.1.2, the rates set forth in Exhibit "C" shall be adjusted each year at the time of renewal in accordance with the Consumer Price Index, All Urban Consumers, Los Angeles-Riverside-Orange Counties, or at the percentage rate set forth in Exhibit "C."

3.3.6 Prevailing Wages. Consultant is aware of the requirements of California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq., ("Prevailing Wage Laws"), which require the payment of prevailing wage rates and the performance of other requirements on "public works" and "maintenance" projects. If the Services are being performed as part of an applicable "public works" or "maintenance" project, as defined by the Prevailing Wage Laws, and if the total compensation is $1,000 or more, Consultant agrees to fully comply with such Prevailing Wage Laws. City shall provide Consultant with a copy of the prevailing rates of per diem wages in effect at the commencement of this Agreement. Consultant shall make copies of the prevailing rates of per diem wages for each craft, classification or type of worker needed to execute the Services available to interested parties upon request, and shall post copies at the Consultant's principal place of business and at the project site. Consultant shall defend, indemnify and hold the City, its elected officials, officers, employees and agents free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

3.4 Accounting Records.

3.4.1 Maintenance and Inspection. Consultant shall maintain complete and accurate records with respect to all costs and expenses incurred under this Agreement. All such records shall be clearly identifiable. Consultant shall allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of such records and any other documents created pursuant to this Agreement. Consultant shall allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years from the date of final payment under this Agreement.

3.5 General Provisions.

3.5.1 Termination of Agreement.

3.5.1.1 Grounds for Termination. City may, by written notice to Consultant, terminate the whole or any part of this Agreement at any time and without cause by giving written notice to Consultant of such termination, and specifying the effective date thereof, at least seven (7) days before the effective date of such termination. Upon termination, Consultant shall be compensated only for those services which have been adequately rendered to City, and Consultant shall be entitled to no further compensation. Consultant may not terminate this Agreement except for cause.

3.5.1.2 Effect of Termination. If this Agreement is terminated as provided herein, City may require Consultant to provide all finished or unfinished Documents and Data and other information of any kind prepared by Consultant in connection with the performance of Services or Extra Work under this Agreement. Consultant shall be required to provide such document and other information within fifteen (15) days of the request.

3.5.1.3 Additional Services. In the event this Agreement is terminated in whole or in part as provided herein, City may procure, upon such terms and in such manner as it may determine appropriate, services similar to those terminated.

3.5.2 Delivery of Notices. All notices permitted or required under this Agreement shall be given to the respective parties at the following address, or at such other address as the respective parties may provide in writing for this purpose:

Consultant:

Townsend Public Affairs, Inc.
1401 Dove Street, Suite 330
Newport Beach, CA 92660
Attn: Christopher Townsend

City:

City of Aliso Viejo
12 Journey, Suite 100
Aliso Viejo, CA 92656
Attn: David Doyle

Such notice shall be deemed made when personally delivered or when mailed, forty-eight (48) hours after deposit in the U.S. Mail, first class postage prepaid and addressed to the party at its applicable address. Actual notice shall be deemed adequate notice on the date actual notice occurred, regardless of the method of service. Parties shall be responsible for reporting any changes in the addresses above.

3.5.3 Ownership of Materials and Confidentiality.

3.5.3.1 Documents & Data; Licensing of Intellectual Property. This Agreement creates a non-exclusive and perpetual license for City to copy, use, modify, reuse, or sublicense any and all copyrights, designs, and other intellectual property embodied in plans, specifications, studies, drawings, estimates, and other documents or works of authorship fixed in any tangible medium of expression, including but not limited to, physical drawings or data magnetically or otherwise recorded on computer diskettes, which are prepared or caused to be prepared by Consultant under this Agreement ("Documents & Data"). Consultant shall require all subconsultants to agree in writing that City is granted a non-exclusive and perpetual license for any Documents & Data the subconsultant prepares under this Agreement. Consultant represents and warrants that Consultant has the legal right to license any and all Documents & Data. Consultant makes no such representation and warranty in regard to Documents & Data which were prepared by design professionals other than Consultant or provided to Consultant by the City. City shall not be limited in any way in its use of the Documents and Data at any time, provided that any such use not within the purposes intended by this Agreement shall be at City's sole risk.

3.5.3.2 Confidentiality. All ideas, memoranda, specifications, plans, procedures, drawings, descriptions, computer program data, input record data, written information, and other Documents and Data either created by or provided to Consultant in

connection with the performance of this Agreement shall be held confidential by Consultant. Such materials shall not, without the prior written consent of City, be used by Consultant for any purposes other than the performance of the Services. Nor shall such materials be disclosed to any person or entity not connected with the performance of the Services or the Project. Nothing furnished to Consultant which is otherwise known to Consultant or is generally known, or has become known, to the related industry shall be deemed confidential. Consultant shall not use City's name or insignia, photographs of the Project, or any publicity pertaining to the Services or the Project in any magazine, trade paper, newspaper, television or radio production or other similar medium without the prior written consent of City.

3.5.4 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

3.5.5 Attorney's Fees. If either Party commences an action against the other party, either legal, administrative or otherwise, arising out of or in connection with this Agreement, the prevailing Party in such litigation, arbitration or mediation shall be entitled to have and recover from the losing party reasonable attorney's fees and all other costs of such action.

3.5.6 Indemnification. Consultant shall defend, indemnify and hold the City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged acts, omissions, negligence or willful misconduct of Consultant, its officials, officers, employees, agents, subcontractors and subconsultants arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of all consequential damages and attorneys fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by the City, its directors, officials, officers, employees, agents or volunteers.

3.5.7 Entire Agreement. This Agreement contains the entire Agreement of the Parties with respect to the subject matter hereof, and supersedes all prior negotiations, understandings or agreements.

3.5.8 Governing Law. This Agreement shall be governed by the laws of the State of California. Venue shall be in Orange County.

3.5.9 Time of Essence. Time is of the essence for each and every provision of this Agreement.

3.5.10 City's Right to Employ Other Consultants. City reserves right to employ other consultants in connection with this Project.

3.5.11 Successors and Assigns. This Agreement shall be binding on the successors and assigns of the Parties.

3.5.12 Assignment or Transfer. Consultant shall not assign, hypothecate, or transfer, either directly or by operation of law, this Agreement or any interest herein without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

3.5.13 Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. All references to Consultant include all personnel, employees, agents, and subconsultants of Consultant, except as otherwise specified in this Agreement. All references to City include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.

3.5.14 Amendment; Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

3.5.15 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual rights by custom, estoppel, or otherwise.

3.5.16 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

3.5.17 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

3.5.18 Prohibited Interests. Consultant maintains and warrants that it has not employed nor retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this Agreement. Further, Consultant warrants that it has not paid nor has it agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gift or other consideration contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, City shall have the right to rescind this Agreement without liability.

For the term of this Agreement, no member, officer or employee of City, during the term of his or her service with City, shall have any direct interest in this Agreement, or obtain any present or anticipated material benefit arising therefrom.

3.5.19 Equal Opportunity Employment. Consultant represents that it is an equal opportunity employer and it shall not discriminate against any subconsultant, employee or applicant for employment because of race, religion, color, national origin, handicap, ancestry, sex or age. Such non-discrimination shall include, but not be limited to, all activities related to initial employment, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff or termination. Consultant shall also comply with all relevant provisions of City's Minority Business Enterprise program, Affirmative Action Plan or other related programs or guidelines currently in effect or hereinafter enacted.

3.5.20 Labor Certification. By its signature hereunder, Consultant certifies that it is aware of the provisions of Section 3700 of the California Labor Code which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions of that Code, and agrees to comply with such provisions before commencing the performance of the Services.

3.5.21 Authority to Enter Agreement. Consultant has all requisite power and authority to conduct its business and to execute, deliver, and perform the Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

3.5.22 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

3.5.23 Declaration of Political Contributions. Consultant shall, throughout the term of this Agreement, submit to City an annual statement in writing declaring any political contributions of money, in-kind services, or loan made to any member of the city council within the previous twelve-month period by the Consultant and all of Consultant's employees, including any employee(s) that Consultant intends to assign to perform the Services described in this Agreement.

3.6 Subcontracting.

3.6.1 Prior Approval Required. Consultant shall not subcontract any portion of the work required by this Agreement, except as expressly stated herein, without prior written approval of City. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

[Signatures on following page.]

CITY OF ALISO VIEJO

By: _____
David Doyle
City Manager

TOWNSEND PUBLIC AFFAIRS, INC.

By: _____
Christopher Townsend
President

ATTEST:

By: _____
Susan Ramos
City Clerk

Approved as to Form:

By: _____
City Attorney

Approved as to Compliance with Budget:

By: _____
Gina Tharani
Director of Financial Services

EXHIBIT "A"

SCOPE OF SERVICES

Specifically, the Consultant will seek out funding/grant opportunities available to the City, submit and prepare all necessary paperwork to obtain such funding for the City, and provide lobbying services on behalf of the City.

General Expectations:

- Seek out and track various grant funding opportunities.
- Prepare grant applications to public and private funding agencies.
- Maintain records of grant applications submitted, grant deadlines, project status, and completed related reports.
- Coordinate overlapping or complimentary project interests with all City departments in order to ensure maximum efficiency and prevent duplications of effort.
- Coordinate planned or desired projects with City Staff with potential grants.
- Prepare graphics and maps for a variety of grant applications, reports, plans publications or meetings.
- Gather, interpret, and prepare data for grant applications, studies, reports and recommendations.
- Make presentations to City Council, legislature, funding agencies and the general public including presentation to Council in six-month periods.
- Conduct technical research studies and prepares statistical reports and recommendations for drafting or revising local legislation and plans, projecting trends, monitoring socio-economic data, etc.
- Provide technical and professional advice to City staff.
- Lobbies legislature as needed on behalf of the City.

EXHIBIT "B"

SCHEDULE OF SERVICES

Schedule based on the ability to locate and apply for specific grant funding and lobbying services as defined by the Consultant. Consultant will make a presentation of the results of this agreement within six months of August to the City Council for evaluation.

EXHIBIT "C"

COMPENSATION

Grant writing and lobbying services shall be compensated for an amount up to five-thousand dollars ($5,000.00) per month and not to exceed sixty-thousand dollars ($60,000.00) annually with reimbursable expenses, approved prior to and in accordance with the City's policies.

TOWNSEND

TPA

MEMORANDUM

TO: **City of Aliso Viejo**

FROM: **Townsend Public Affairs, Inc.**
Christopher Townsend, President
Heather Stratman, Vice President
Cori Williams, Senior Associate

DATE: **March 12, 2015**

SUBJECT: **City of Aliso Viejo Activity Report**

This memo is a summary of the major initiatives that Townsend Public Affairs (TPA) has assisted the City of Aliso Viejo in FY 2014-15.

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Funding Advocacy

Dairy Fork Wetland Project

Overview: The OCTA Measure M2 Environmental Cleanup Program: Tier 2; is designed to fund regional, potentially multi-jurisdictional, capital-intensive projects. Examples include constructed wetlands, structural treatment BMP projects, detention/infiltration basins, and bioswales, which mitigate pollutants such as litter and debris, heavy metals, organic chemicals, and sediment.

In 2013, TPA worked closely with City staff to reapply the Dairy Fork Constructed Wetland project for this round of funding. TPA also worked closely with OCTA and City staff to update the grant scoring criteria to ensure that the cities project would be as competitive as possible. In April 2014, *The Diary Fork Constructed Wetland project was awarded $568,100, the full amount requested.*

Easement Approval – Southern California Edison

In mid-2014, TPA engaged with City staff to work with Southern California Edison to discuss concerns over the Diary Fork Constructed Wetland project area. TPA engaged Southern California Edison to schedule a site visit and to work through the process to ensure that construction the Dairy Fork Constructed Wetland project would be approved to move forward within the project area. Without this approval, the City of Aliso Viejo would not have been able to utilize their $568,100 in funding from OCTA.

Recap of Activities and Strategy:

- TPA initiated contact with Southern California Edison's Director of Public Affairs and Southern California Edison's Regional Manager to discuss the project location and to brief them on the project, project benefits, and the local OCTA funding sources.
- TPA worked with Southern California Edison's Director of Public Affairs and Southern California Edison's Regional Manager to respond to their concerns about a potential obstruction in California State Public Utilities Code.
    - TPA worked with Southern California Edison and the Public Utilities Commission to prove that this section of code was not applicable for this project location request.
- TPA worked closely with the Southern California Edison Regional Manager to initiate a meeting and site visit with the City of Aliso Viejo to discuss the proposed Diary Fork Constructed Wetland project location.
- Following the site-visit, TPA created a one page project overview that was shared with the Southern California Edison team outlining the project and the project benefits.
- TPA acted as a liaison between Southern California Edison and the City of Aliso Viejo to ensure that Southern California Edison had all necessary information and documentation. TPA was in continual contact with Southern California Edison to ensure that the process was moving forward, to check in on progress and to ensure that Southern California Edison had all necessary information to make their decision.
- TPA drafted a letter of support on behalf of the City of Aliso Viejo to solicit support from key stakeholders in the wetland project, including but not limited to: Heal the Bay and Orange County Coastkeeper.
- TPA provided strategic advice to the City of Aliso Viejo staff throughout the process about their engagement with Southern California Edison as well as local stakeholders and media outreach.
- Ultimately, the City of Aliso Viejo received approval from Edison to proceed with an application for an easement on the property. TPA is continuing to work with City Staff to ensure that the application process moves forward smoothly.

Active Transportation Program

In March, 2014, the California Transportation Commission (CTC) released its call for projects for the first round of the Active Transportation Program (ATP). The ATP is a compilation of federal funds (including 100 percent of the federal Transportation Alternatives Program, except for the federal Recreational Trails funds that go to DPR) and State funds. In the first round of funding, approximately $120 million was available for projects.

Recap of Activities

- TPA worked with City of Aliso Viejo staff to identify a project that would be competitive for funding for this project. Despite significant concerns about the project location, the City of Aliso Viejo directed TPA to write and submit an application for the pedestrian bridge project.

- TPA worked closely with the California Transportation Commission to receive feedback on the proposed project.
- TPA worked closely with City staff to write and submit a completed application for the pedestrian bridge project. TPA submitted the application to the California Transportation Commission as well as to the Orange County Transportation Authority.
- Ultimately, due to the project location and lack of support from the City in which the project was located, the City's application was not awarded funding.
- TPA is working with the City to identify a current active transportation project that may be more competitive for funding in the next round of the program, expected to be released in March, 2015.

2015-16 Funding Opportunities

In mid-February, 2015, TPA received the first priority project list from City of Aliso Viejo staff. The project list is based on a strategic planning workshop. The project priority list provides an opportunity for TPA to match City projects with funding opportunities, to proactively provide specific support for funding programs. Based on this list, TPA has compiled the following funding matrix for priority projects, which can be found as Attachment A.

The attached funding matrix will allow TPA to work with City staff to develop a funding agenda. This agenda will include a detailed outline of feasible funding opportunities as well as clear tracking mechanisms for projects City-wide to ensure that the City is prepared for future funding opportunities. Based on the attached strategic funding matrix, TPA will work with City staff on the following:

- Facilitate department decision-making processes regarding the feasibility of pursuing potential grant opportunities. TPA will work with City staff to provide additional details on priority projects to ensure that the funding matrix reflects an accurate project assessment.
- Work directly with the City to compile information, materials and details on the different projects that the City is positioning for funding under specific programs.
- Compose, compile and finalize grant proposals for submission.
- Work to obtain written approval and City Council approval for all grant applications.
- Serve as a liaison between the City and relevant departments or agencies.
- Utilize our strong relationships with officials among the various state agencies and departments to ensure that the City's application(s) are aligned with the goals of the specific grant and that the applications are well-crafted and well-positioned for funding.
- Ensure that the City responds to any follow up questions from agencies or departments regarding the City's application(s).
- Work with key legislators and staff members to ensure their support for the project applications.
- Advocate aggressively on behalf of the City's application(s) to ensure success.

2014-15 Legislative Action and Update

January 2014 reconvened the second year of a two year legislative session. Throughout the final year of the session, TPA provided continual updates on the following priority pieces of legislation to the City of Aliso Viejo.

- Proposition 1 - Water Quality, Supply, and Infrastructure Improvement Act of 2014
    - The $7.545 billion water bond was approved overwhelmingly by California voters in November, 2014.
    - TPA kept the City of Aliso Viejo updated on the various water bond measures that were being considered in the Legislature.
    - Following the passage of the water bond, TPA had provided the City of Aliso Viejo with an outline of previously developed grant applications that may be used as a template by agencies and departments as they develop funding guidelines based on the priorities outlined in Proposition 1. TPA is working with City staff to identify eligible projects that may fit within the funding guidelines.

- SB 270 (Padilla) – Solid waste: single-use carryout bags
    - TPA kept the City apprised of the status of SB 270 (Padilla) as the legislation moved through Sacramento. The legislation was signed by the Governor and will phase out single use plastic bags in the state of California.
    - In February of 2014, opponents of the plastic bag ban qualified a ballot referendum to be placed on the November, 2016 ballot. Voters will now have the choice to vote down SB 270 (Padilla) or to enact it into law.

On December 1, the 2015-16 Legislative Session began and the newly elected members of the California State Assembly and California State Senate were sworn into office. While a handful of bills were introduced when the legislative session began, the majority of legislative activity occurred after the Legislature reconvenes from the holiday break leading up to the bill introduction deadline on Friday, February 27. By the bill deadline, the Legislature introduced 2,298 pieces of legislation. Key issues that will be debated this session include CEQA reform, medical marijuana, and the continuing dissolution of redevelopment. TPA has provided a comprehensive legislative matrix to City staff and is working to identify priority legislation that will impact the City.

On January 9, Governor Brown released his 2015-2016 budget proposal summary, which provided the first insight to the Governor's allocation priorities. The current proposal stand at $113 billion, an increase from last year's budget by $1.5 billion. Before being finalized, the budget will go through multiple revisions, with a second proposal offered in mid-May, and the deadline for final passage required by June 15. A summary of the Governor's proposal was sent to City staff, which touched on issues ranging Retiree Health Care, Education, Medi-Cal, Cap and Trade, and the Water Bond, as well as provided detail on the Governor's approach to deal with Local Government and RDA issues. As the guidelines for funding programs from funding opportunities such as the water bond begin to be developed, trailer bill legislation is expected to be introduced to help define the scope of funding eligibility and requirements.

Federal Political Update and Activity

- TPA is working with City staff to discuss a potential federal advocacy trip. Potential key priorities and meetings would include the following:
    - Congresswoman Mimi Walters
    - Senator Dianne Feinstein
    - Senator Barbara Boxer
    - Federal Aviation Administration
    - Department of Interior
    - Department of Housing and Urban Development
    - Department of Transportation
    - Committee on Transportation & Infrastructure
    - Subcommittees on Highway and Transit

On January 6, 2015, the 114th Congress was sworn into office with Republican control of both houses in Congress. The immediate focus on the new Congress will be to find consensus in passing a real budget for FY2016 instead of the recent marathons of CR's. Republicans have declared a desire to work with Democrats in order to be more productive and make a real effort to move away from all the roadblock and that dominated the 113th Congress – passing a budget will be good to opportunity to practice bipartisanship.

The Surface Transportation Reauthorization is scheduled to expire on May 31, 2015. This authorization must be in place to spend money from the Highway Trust Fund. This issue is important to the cities and state of California because these federal funds are directed to critical programs at the state and local level such as road repair projects and the Alternative Transportation Program (ATP). The major dilemma before Congress is how to fund the Highway Trust Fund, which is currently funded by the gas tax. As fuel standards have increased and cars and driving patterns have become more efficient the revenue from the gas tax has decreased but the demand for projects has grown. Congress is debating how that gap will be closed. Ideas include an increase to the gas tax and a mileage based user fee. Chairman Inhofe of the Senate Environment and Public Works Committee and House Transportation and Infrastructure Committee Chairman Bill Shuster have both said they do not want to move a long-term bill without the funding question answered. The House and Senate tax-writing committees, the ones who have to answer that very tough question, have not taken any public steps toward doing so. This means the likelihood of a short-term extension to the deadline, rather than a long-term bill, is growing.

Discussions surrounding how to address the California drought through federal legislation are underway. Senator Feinstein has begun working on the Senate side engaging other members of Congress as well as stakeholders. Congressman Valadao and other House members of Congress are beginning to develop legislation as well. There are rumors that the bill will address drought faced by the western states, not just California. This direction will be determined by the members of Congress driving these bills, including Senator Feinstein and Congressman Valadao.

Attachment A

TOWNSEND PUBLIC AFFAIRS TPA

Funding Opportunity Matrix

City of Aliso Viejo

CITY OF ALISO VIEJO

Grant Opportunity	Eligible Projects	Application Info	Grant Summary	Deadline/ Award Date	Match	Project
Transportation Grants						
Active Transportation Program (ATP) Caltrans	Projects that encourage increased use of active modes of transportation	• Funding TBA	• Eligible applicants: City, county, tribal government, public health department, transit agency, school district, natural resources agency, public lands agency, Metropolitan Planning Organization (MPO), or Regional Transit Planning Agency (RTPA) • ATP consolidates existing federal and state transportation programs, such as TAP, BTA, and SR2S, into a single program with a focus to make California a national leader in active transportation	• Call for Projects March 26, 2015 • Applications Due June 1, 2015	TBA	• Town Center Loop Trail • Vista Trail • Canyon Trail • Ranch Trail • Pedestrian Bridge
Highway Safety Improvement Program (HSIP) Cycle 7 Caltrans	Funds are eligible for work on any public road or publicly owned bicycle or pedestrian pathway or trail, or on tribal lands for general use of tribal members	• TBA • $150M was available in FY 2013	• Eligible applicants: City, county, or a tribal government • The purpose of the HSIP Program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land	• Estimated release date: Spring 2015	TBA	• Aliso Creek Traffic Island • Median Construction

Grant Opportunity	Eligible Projects	Application Info	Grant Summary	Deadline/ Award Date	Match	Project
Sustainable Transportation Planning Grant – Sustainable Communities Caltrans	Projects that identify and address mobility deficiencies in the multimodal transportation system, encourage stakeholder collaboration and public engagement	• TBA	• Eligible primary applicants: MPO/RTPAs, transit agencies, cities, counties, and Native American Tribes • Eligible sub-recipients: Transit agencies, universities, community colleges, Native American Tribes, cities and counties, community-based organizations, nonprofits, etc.	TBA, last deadline was October 31, 2014	11.47% match	• Park and Ride
Parks and Open Space Opportunities						
Land and Water Conservation Fund CA Department of Parks and Recreation	(1) Acquisition project: Acquisition must result in a new recreation opportunity; (2) Development project: Project must be outdoors	• Maximum award: $2M	• Eligible applicants: Cities, counties, Native American Tribes, joint powers authorities, and recreation and park districts	TBA, last deadline was February 3, 2015	50% match	• Dog Park
National Land and Water Conservation Fund Department of the Interior	Supports projects that would acquire or develop public land for outdoor recreation purposes	• Total available funding: $3M nationally • Maximum award: $500,000 • Minimum award: $250,000	• Eligible Applicants: State governments, city governments, county governments, and special districts. Must serve populations with 50,000 people or more that are densely settled • Annual funding program that supports the acquisition or development of outdoor recreation areas and facilities, including park improvements and trail systems	TBA, last deadline was August 15, 2014	50% match	• Dog Park
Tire-Derived Product Grant Program (TDP)	(1) Agricultural landscape; (2) Recreation; (3)	• TBA • Maximum award: $150,000	• Eligible applicants: Public entities such as California cities, counties, public school districts, public colleges and universities, etc. • Reimbursement program to divert tires from landfill	TBA, last deadline was December 4, 2014	No match	Parks, Trails and median landscaping

Grant Opportunity	Eligible Projects	Application Info	Grant Summary	Deadline/ Award Date	Match	Project
CalRecycle	Transportation		disposal, prevent illegal tire dumping, and promote markets for recycled-content products			
Landscape Funds						
Urban and Community Forestry Program Grants CALFIRE	(1) Green Trees for the Golden State; (2) Urban Forest Management for GHG Reduction; (3) Urban Wood and Biomass Utilization; (4) Woods in the Neighborhood; (5) Green Innovations Projects	• Green Trees Golden State: $150,000-$750,000 • TBA • Urban Forest: $150,000-$750,000 • Urban Wood and Biomass: $150,000-$500,000 • Woods in the Neighborhood: $200,000-$1.5M • Green Innovations: $200,000-$1.5M	• Eligible applicants: Cities, counties, special districts, and nonprofits • Green Trees for the Golden State: Urban tree planning projects and tree establishment care • Urban Forest: Projects that establish a new jurisdiction-wide tree inventory, urban forest mapping and analysis, or long-term management plan • Urban Wood and Biomass: Projects that will use urban woody biomass for its highest and best use • Woods in the Neighborhood: Projects that will purchase and improve unused, vacant urban neighborhood properties • Green Innovations: For urban green infrastructure projects	TBA, last deadline was November 13, 2014	25% match	• Median Greening and Park efforts
Habitat Conservation Fund Department of Parks and Recreation	Trails, wildlife area activities, deer/mountain lion habitat, threatened or fully-protected species habitat, wetlands, riparian habitat	• $2 million will be funded annually through FY 2019/2020 • Recommended that project budgets do not exceed $200,000	• Eligible applicants: Cities, counties and districts to provide for nature interpretation and other non-capital outlay programs which bring urban residents into park and wildlife areas, to protect various plant and animal species or to acquire or develop wildlife corridors and trails	TBA, last deadline was October 1, 2014	50% match	• Dairy Fork Wetland Project
US Small Grants Department of	Projects that benefit wetlands-associated	• TBA • $75,000 was the maximum award in FY	• Eligible applicants: Unrestricted • Supports public-private partnership projects in the US that further the goals of the North American Wetlands Conservation Act	TBA, last deadline was November 7, 2014	50% match	• Dairy Fork Wetland Project

Grant Opportunity	Eligible Projects	Application Info	Grant Summary	Deadline/ Award Date	Match	Project
the Interior	migratory birds	2014 • $1,000 was the minimum award in FY 2014	• Projects must involve: long-term protection, restoration, enhancement, and/or establishment of wetlands and associated uplands habitats for benefit all wetlands-associated migratory birds			

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Shaun Pelletier, City Engineer

SUBJECT: AMENDMENT TO AGREEMENT FOR GEOGRAPHIC INFORMATION SYSTEM SERVICE – DIGITAL MAP PRODUCTS

Recommended Action:

1. Approve a Sixth Amendment to the Agreement with Digital Map Products (DMP) for access to a Geographic Information System (GIS) web application; and
2. Authorize the City Manager to execute the Sixth Amendment to the Agreement in an amount not to exceed $101,000, for a total contract amount of $252,500, and extend the contract term by three years to June 30, 2018.

Fiscal Impact:

The base fee for GIS services is slightly more than last year at $22,000. This fee includes GovClarity, CommunityView, and Orange County parcel data and property attribute records for the entire County. Additionally, Council previously authorized enhanced 3" aerial imagery in the amount of $5,924 annually. Additional services to be provided in FY 2015-16 include continued development of additional layers in an amount up to $3,075. The total GIS budget of $31,000 is $350 higher than last year and these funds will be proposed in the draft FY 2015-16 budget.

The base fee of $22,000 is scheduled to increase by $1,500 for each of the following fiscal years of 2016-17 and 2017-18, but will still be discounted from their listed price of $31,275.

Background:

City staff uses the GIS software to determine property ownership, develop construction cost estimates, prepare preliminary designs, store and retrieve geographic-referenced information, prepare address labels for public notices, view historical and current aerial photography, and prepare staff reports.

GIS captures, stores, analyzes, manages, and displays data that is linked to a geographic location. GIS applications are tools that allow users to create interactive

queries (user created searches), analyze geographic linked information, view aerial photography, edit data, maps, and present the results of all these operations.

The GIS service subscription provides the City with access to use the DMP's City GIS web site. The sublicense agreement allows the City the use of licensed products from third party databases through DMP, who is an authorized sublicensor of the databases. The databases include property records from the County Assessor's Office, County Parcels, and aerial photography.

Discussion:

City staff has been working towards gaining more benefit from the GIS system by adding more information and enhanced training for staff on how to use the system. Usage numbers have been steady and as more data is added, the system will become more valuable and increase the usage.

In previous years, Public Works has added new data layers to meet environmental permit requirements that will help in tracking stormwater and BMP facilities. Data will continue being collected on all city street signs to provide an accurate inventory and track when maintenance work is completed per new federal requirements. Several maps including trash collection, slurry seal, homeowner associations, parks and street sweeping have been created by DMP for inclusion. DMP also completed layers for school district boundaries, school locations, electric and water service district boundaries, and public/private streets. Staff is also working with utility companies to share infrastructure data they might have available and has obtained such data from MNWD. Staff also added pavement management program data to the system.

The Planning Department is working towards adding data and maps per the General Plan such as for zoning and land use. Future data being considered includes business lists, crime maps, code enforcement locations, tax levy information and trails. It is for these types of projects that the DMP services could be utilized. Although not all of this data would be appropriate for the public to view, any information that is appropriate will be included on the CommunityView GIS map that is currently available to access on the City's website. Efforts will be made to promote the CommunityView product by adding more links on the website to specific data.

The original RFP and agreement did not indicate term limits, but staff did receive a presentation from another vendor last year to evaluate the service being received. Staff is comfortable recommending that the current contract be amended to extend the term of the contract for three years and to increase the total compensation. DMP has provided GIS services to the City since 2002.

Shaun S. Pelletier
City Engineer

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attached: DMP Amendment

DIGITAL MAP PRODUCTS
18831 Von Karman Avenue Suite 200, Irvine, CA 92612 (949) 333-5111

Date:	2/20/2015
Account Manager:	Mary Kane
Agreement #:	AlisoViejo-MK0701GCCVD
	(OFFICE USE ONLY)

GovClarity™ / CommunityView™ Order Form

CONTACT INFORMATION

Agency Name:	City of Aliso Viejo
Contact Name:	Shaun Pelletier
Position:	Director of Public Works
Street Address:	12 Journey, Ste 100
City, State & Zip:	Aliso Viejo, CA 92656
Phone:	(949) 425-2500 x2533
E-mail:	spelletier@cityofalisoviejo.com

TECHNICAL ACCOUNT LIAISON

Contact Name:	Shaun Pelletier
E-mail:	spelletier@cityofalisoviejo.com
Phone:	(949) 425-2500 x2533
Population:	50,175
# of Users:	Agency-wide

BILLING INFORMATION

Contact Name:	Shaun Pelletier		
Street Address:	(Same)		
City, State & Zip:			
Phone:			
E-mail:			
Agreement Term:	07/01/15	thru	06/30/18
Billing Start Date:	07/01/15	Term:	3 year
Billing Frequency:	Annual		
Billing Method:	Invoiced (Email)		
Payment Method:	Check		
Payment Terms:	Net 30		

ORDER DETAIL

GovClarity™ Enterprise *Agency-wide Access*	Term	Price	Total
	2015-2016	$31,275	**$22,000**
	2016-2017	$31,275	**$23,500**
	2017-2018	$31,275	**$25,000**
Available Content *All Items listed below are available in GovClarity ™ Enterprise*			
CommunityView™		$9,750	**Included**
Full Access to API and Integrations		*Special Quote*	
Assigned Customer Success Resource		*Special Quote*	
(1) On-Site Training session (Annually)		$2,500	
Tax Maps - In Application			**Included**
Support: Live* (888) 322-MAPS (6277) x2 support@digmap.com			**Included**
Training Resources: On-Line|On-Demand http://www.digmap.com/products/landvision/onlinehelp/LandVisionHelp.html			**Included**
Additional Premium Services & Data Content *All Items listed below are available in GovClarity ™ Enterprise*			
Custom Success Plan - GIS Consulting Services		$10,000	
Foreclosure Data		*Special Quote*	
Demographic Data		*Special Quote*	
Premium Points of Interest (POI) Data		*Special Quote*	
Premium Imagery - Eagle 3" 2013 Imagery (Annual Price)		$5,924	**$5,924**
Covered under Contract AlisoViejo-MK130730Imagery dated 7/30/2013 Five (5) year license with updates in Year 1 (2014), Year 3 (2016), and Year 5 (2018). 2012 3" Imagery will be loaded into GovClarity & available for use inside the Hard Copy version of the Imagery for Years 1,3,& 5.			

2015 ANNUAL CONTRACT TOTAL	**$27,924**
2016 ANNUAL CONTRACT TOTAL	**$29,424**
2017 ANNUAL CONTRACT TOTAL	**$30,924**

DIGITAL MAP PRODUCTS
18831 Von Karman Avenue Suite 200, Irvine, CA 92612 (949) 333-5111

Date:	2/20/2015
Account Manager:	Mary Kane
Agreement #:	AlisoViejo-MK0701GCCVD
	(OFFICE USE ONLY)

DIGITAL MAP PRODUCTS - ACCOUNT MANAGER		DIGITAL MAP PRODUCTS - TECHNICAL CONTACT	
Contact:	Mary Kane	**Contact:**	Karen Figgins
Title:	Account Manager, Major Accounts	**Title:**	Product Advocate
Phone:	949.555.5147	**Phone:**	**949.333.5184**
E-mail:	mkane@digmap.com	**E-mail:**	kfiggins@digmap.com

DIGITAL MAP PRODUCTS - BUSINESS INFORMATION			
Address:	Digital Map Products, Inc. 18831 Von Karman Avenue, Suite 200 Irvine, CA 92612	**Phone:**	949-333-5111
		Fax:	949-333-5112
		DUNS:	87971961
		NAICS / SIC:	541512
Website:	http://www.digmap.com	**Small Bus Cert:**	50399

Processing Instructions (INTERNAL USE ONLY): Renew GovClarity with CommunityView account and datasets as indicated above. Multi-year agreement to be co-terminus with multi-year Premium Imagery agreement. Tax Maps included. Data Deliveries were removed in 2014.

The parties agree to the terms contained herein including all exhibits. This Agreement may be executed in counterparts with the same force and effect as if executed in one complete document.

SIGNATURES

Authorized Signature	Digital Map Products, Inc. Signature
Printed Name	**James Skurzynski** Printed Name
Title	**CEO | President** Title
Date	Date

DIGITAL MAP PRODUCTS

Web Application Subscription Terms and Conditions

By executing the Order Form that references this agreement and initialing these Web Application Subscription Terms and Conditions (collectively, the "Agreement"), You agree that the Agreement terms govern Your purchase and use of Digital Map Products ("DMP") Web Application and Content. If You are entering into this Agreement on behalf of a company or other legal entity, You represent that You have the authority to bind such entity and its affiliates to these terms, in which case the terms "You" or "Your" shall refer to the entity and its affiliates. If You do not have such authority, or if You do not agree with these terms and conditions, You must not accept the Agreement and may not use the Web Application or Content.

This Agreement was last updated on June 2nd, 2014. It is effective as of the date You signed the Order Form.

1. DEFINITIONS

"**Content**" means any content provided through the Web Application (whether created by Us or Our third-party licensors), and includes but is not limited to any information portrayed or rendered in any manner through the Web Application, including maps, data, analysis and images of any kind.

"**Order Form**" means an ordering document specifying the specifics of what is being provided hereunder that is entered into between You and Us, including any addenda and supplements thereto. By entering into an Order Form hereunder, an affiliate agrees to be bound by the terms of this Agreement as if it were an original party hereto.

"**User**" means an individual who is authorized by You to use the Web Application, for whom You have ordered the Web Application, and to whom You (or We at Your request) have supplied a user identification and password.

"**We**," "**Us**" or "**Our**" means Digital Map Products, Inc. or its affiliates.

"**Web Application**" means the product You have requested access to and that has been ordered by You under this Agreement and has been made available by Us, excluding any third- party web sites, content, or applications that our products and services link to. Any use of the term Web Application shall be assumed to include Content.

"**You**" or "**Your**" means the company or other legal entity for which you are accepting this Agreement, and Affiliates of that company or entity.

"**Your Data**" means electronic data and information submitted by or for You to be incorporated into the Web Application.

2. WEB APPLICATION, CONTENT, AND USAGE

2.1. Web Application and Content. We will (a) make the Web Application available to You pursuant to this Agreement and the Order Form, (b) provide support for the Web Application to You pursuant to any such indication on the Order Form. Unless expressly provided otherwise, the Web Application is purchased as a subscription, and subject to usage limits, including, for example, the number of Users and the geographic coverage areas specified in the Order Form. Unless otherwise specified, the Web Application may not be accessed by more than the number of Users indicated, a User's password may not be shared with any other individual, and Users will not attempt to access information or functionality outside of the purchased geographic coverage areas.

2.2 Your Responsibilities. You will (a) be responsible for Users' compliance with this Agreement, (b) be responsible for the accuracy, quality, and legality of Your Data and the means by which You acquired Your Data, (c) use commercially reasonable efforts to prevent unauthorized access to or use of the Web Application, and notify Us promptly of any such unauthorized access or use, and (d) use the Web Application in accordance with any applicable laws and government regulations.

2.3 Usage Restrictions. You will not (a) make the Web Application available to, or use the Web Application for the benefit of, anyone other than You or Users, (b) sell, resell, license, sublicense, distribute, rent, or lease any portion of the Web Application, (c) use the Web Application to store or transmit infringing, libelous, or otherwise unlawful or tortious material, or to store or transmit material in violation of third-party privacy rights, (d) interfere or disrupt the integrity or performance of the Web Application or third-party data, (e) copy the Web Application or any part, feature, function, or user interface thereof, (f) copy,

extract, or store Content except as expressly permitted, (g) frame or mirror any part of the Web Application, other than framing on Your own intranets or otherwise for Your own internal business purposes, (h) process, extract, conduct load testing on, or place undue load on any part of the Web Application except as expressly permitted, or (i) access the Web Application in order to build or enhance a competitive product or service.

2.4. Future Functionality, Updates, and Beta Services. You agree that Your purchase of use of the Web Application is not contingent on the delivery of any future functionality or content, nor dependent on any oral or written public comments made by Us regarding future functionality or content. You agree that We may make changes to the Web Application over time for any reason, without limitation, and that We may not continue to provide or support older versions of the Web Application. We may invite You to try other Web Applications and options to Web Applications. Any such additional Web Applications and options may be subject to additional or separate terms and fees. In the event that such other Web Applications and options are trials or beta products, we will have no liability for any harm or damage arising out of Your use of such.

3. FEES, PAYMENT, AND TERM

3.1. Fees and Payment. You will pay all fees specified in the Order Form plus any applicable taxes, levies, duties, or similar governmental assessments of any nature. Except as otherwise specified herein or in an Order Form, (a) fees are based on the purchased use and not actual incremental usage, (b) payment obligations are non-cancelable and fees paid are non-refundable, (c) fees shall be made in advance in accordance with the frequency stated in the Order Form, (d) quantities or add-ons purchased cannot be decreased during the relevant subscription term, and (e) unless otherwise stated in the Order Form, invoiced charges are due net 30 days from the invoice date. You are responsible for providing complete and accurate billing and contact information and notifying Us of any changes to such information.

3.2. Non-Payment or Failure to Pay. A charge of 1.5% per month may be assessed on any outstanding and past due invoices until paid in full. You will be charged for any cost of collections including, but not limited to, agent fees, legal fees and costs, and other associated expenses. If Your access and use is terminated or suspended due to nonpayment or non-compliance, You shall nonetheless still be responsible for any fees as set forth in this Agreement. If We do not receive from You payment for the invoiced amount within thirty (30) days of its due date, We may suspend Your access and use of the Web Application, until You bring Your account current.

3.3. Term of Agreement. This Agreement will continue for the period defined in the Order Form. Thereafter, this Agreement shall automatically renew for additional twelve (12) month periods unless either party notifies the other party in writing at least sixty (60) days prior to the expiration of the then current term of its intent not to renew. Upon termination, any licenses granted by Us under this Agreement are immediately revoked.

4. PROPRIETARY RIGHTS, LICENSES, AND CONFIDENTIALITY

4.1. Reservation of Rights. Subject to the limited rights expressly granted hereunder, We and Our licensors reserve all of Our/their rights, titles, and interests in and to the Web Application, including all of Our/their related intellectual property rights. You understand that We may at our sole discretion replace vendors or suppliers related to Content or Web Application functionality at any time without notice. You agree that any works commissioned or undertaken by Us pursuant to or in supplement to this Agreement shall be and remain Our property. No rights are granted to You hereunder other than as expressly set forth herein.

4.2. Preservation of Notices. You agree to include, and not to remove or obscure, any copyright, trademark, patent, or other notices appearing within our Web Application including any visual or printed depictions of the same.

4.3. License to Host Your Data. You grant Us a limited-term license to host, copy, adapt, modify, transmit, and display Your Data, as necessary for Us to provide the Web Application to You. You reserve all title, interest and intellectual property rights to Your Data.

4.4. License to Collect Data and Use Feedback. You agree that We may collect and use information gathered as part of the Web Application to improve Our technology, products, and internal processes. You grant Us a worldwide, perpetual, irrevocable, royalty-free license to use and incorporate into the Web Application any suggestion, enhancement request, recommendation, correction, or other feedback provided by You or Your Users.

5. CONFIDENTIALITY

5.1. Trade Secrets and Confidential Information. The Web Application is based on and includes Our proprietary trade secrets and confidential information. You will not modify, adapt, translate, reverse engineer, decompile, attempt unauthorized access to, or disassemble any portion of the Web Application. You will treat the Web Application with at least the same degree of care

(and no less than a reasonable degree of care) as that which You would treat Your own trade secrets and confidential information. You will not disclose the terms of this Agreement or any Order Form to any third party.

6. REPRESENTATIONS, WARRANTIES, EXCLUSIVE REMEDIES AND DISCLAIMERS

6.1. Our Warranties. EXCEPT FOR ANY EXPRESS WARRANTIES PROVIDED HEREIN, NEITHER PARTY MAKES ANY WARRANTY OF ANY KIND, WHETHER EXPRESS, IMPLIED, OR OTHERWISE. WE PROVIDE THE WEB APPLICATION ON AN "AS IS," "AS AVAILABLE" BASIS. WE MAKE NO REPRESENTATION, WARRANTY, OR COVENANT WHATSOEVER REGARDING PERFORMANCE, FUNCTIONALITY, AVAILABILITY, ACCURACY, OR SECURITY OF THE WEB APPLICATION OR YOUR DATA. WE MAY ALTER, REDUCE THE FUNCTIONALITY OR CONTENT OF, AND/OR TERMINATE THE WEB APPLICATION AT ANY TIME WITHOUT CAUSE IN OUR SOLE DISCRETION. NO AGENT OF DMP IS AUTHORIZED TO ALTER OR EXCEED THE WARRANTY OBLIGATIONS OF DMP AS SET FORTH HEREIN:

NEITHER US NOR ANY THIRD PARTY PROVIDERS, PARTNERS OR AFFILIATES WARRANT THAT THE WEB APPLICATION, SERVERS, OR ANY E-MAIL SENT ARE FREE OF ERRORS, OMISSIONS, VIRUSES OR OTHER HARMFUL COMPONENTS. BY ACCEPTING THIS AGREEMENT, YOU DISCLAIM ALL LIABILITY AND INDEMNIFICATION OBLIGATIONS OF OURS AND ANY OF OUR THIRD PARTY PROVIDERS, PARTNERS, OR AFFILIATES EXCEPT AS EXPRESSLY PROVIDED HEREIN.

6.2. Limitation of Liability. Our aggregate and maximum liability in connection with any claim arising out of or relating to this Agreement shall be limited to a refund of fees paid by You to Us up to a limit of one year's worth of fees. We shall not be liable for any special, indirect, incidental, or consequential damages of any kind (including attorneys' fees) arising in connection with Your use of the Web Application, or any failure by Us to perform our obligations, regardless of any negligence alleged.

6.3. Indemnification. We will defend and indemnify You against a third-party action, suit, or proceeding against You to the extent such claim is based upon an allegation that the Web Application or Content under this Agreement infringes a valid United States patent or copyright or misappropriates a third party's trade secret. If a third party alleges that Your Data or your use of the Web Application in breach of this Agreement infringes or misappropriates intellectual property rights or violates law, You will defend and indemnify Us and Our third party providers, partners, and affiliates against any such claim, demand, suit, or proceeding, including any judgments, settlements, and attorney fees.

7. ADDITIONAL PROVISIONS

7.1. Non-Assignability. Neither party may assign or transfer this Agreement without the prior written consent of the other party. Any unauthorized assessment or transfer will be null and void, and enables termination. This Agreement is binding upon any authorized successor or assignee.

7.2. Entire Understanding. This Agreement is the parties' entire agreement relating to its subject, and supersedes any prior or contemporaneous agreement. Any amendment must be in writing and expressly state that it is amending this Agreement.

7.3. Governing Law & Arbitration. This Agreement is governed by California law, excluding California's choice of law rules. All disputes relating to this Agreement will be subject to binding arbitration pursuant to the rules of The American Arbitration Association or the Judicial Arbitration And Mediations Services, Inc. The exclusive place of the arbitration shall be Orange County, California. Judgment on the arbitration award may be entered in any court having jurisdiction thereof. For the purpose of entry of judgment on such an award, the parties consent to personal jurisdiction in the courts of Orange County, California.

7.4. Headings Not Controlling. All captions and headings in this Agreement are for purposes of convenience only and shall not affect the construction or interpretation of any of its provisions.

7.5. Severability. If any provision of this contract is held to be illegal, invalid, or unenforceable, such provision is fully separable, and the remaining provisions of the contract shall remain in full force and effect.

_____ Initials _____ Date

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Shaun Pelletier, City Engineer

SUBJECT: SECOND AMENDMENT TO AGREEMENT FOR TRAFFIC ENGINEERING SERVICES FOR TRAFFIC SIGNAL OPERATIONS – HARTZOG & CRABILL INC.

Recommended Action:

1. Approve a Second Amendment to the Agreement with Hartzog & Crabill, Inc. (HCI) to perform traffic engineering services of traffic signal operations that extends the term one year and increases the contract amount by $25,000 for a total authorization of $125,000 since 2011; and
2. Authorize the City Manager to execute the Second Amendment to the Agreement.

Fiscal Impact:

Funds in the amount of $25,000 have been appropriated in the draft FY 2015-16 budget and will be funded with Gas Tax Funds.

Background:

The City currently maintains and operates 46 signalized intersections. The City utilizes traffic signal controllers that are capable of being monitored offsite through a phone modem. Also, traffic signals are synchronized to improve the flow of traffic through the City's arterial roadways.

The City Council first approved an RFP for this work in 2006. The contract was awarded to Hartzog & Crabill, Inc. with subsequent contract extensions made in 2008, 2009 and 2010.

On March 16, 2011, the City Council approved the request for proposal (RFP) and directed staff to solicit proposals for traffic engineering services to monitor and maintain traffic signal controllers. The RFP was advertised in the Aliso Viejo News, through an eNews blast, and on the city website.

On April 20, 2011, staff received one proposal for providing the requested traffic engineering services. Staff reviewed the proposal for completeness, understanding of the work, work plan, references, and capabilities of the company and proposed staff.

On May 18, 2011, the City Council awarded a contract to HCI to perform traffic engineering services of traffic signal operations. The initial term of the contract was from July 1, 2011 through June 30, 2014. The City has the option to renew the agreement for two additional one-year terms. The initial contract amount was $75,000.

On March 5, 2014, the City Council extended the term of the Agreement for one year to June 30, 2015.

Discussion:

The current agreement expires June 30, 2015. Staff is recommending that the contract be amended a second time to extend the term one year and increase the contract amount by $25,000 ($125,000 total).

HCI has performed well in monitoring and maintaining the operations of the traffic signals citywide. HCI monitors the traffic signals operations and makes adjustments remotely. If necessary they perform the maintenance at each traffic signal cabinet. There has been a decreased amount of complaints to the City staff regarding traffic signal issues since HCI has been under contract.

This second amendment increases the total compensation to HCI in an amount not to exceed $25,000 and extends the term of the original agreement to June 30, 2016. Per the original agreement rates may be adjusted based on the Consumer Price Index to be issued for March.

Shaun S. Pelletier
City Engineer

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attachment: HCI Second Amendment to Agreement

CITY OF ALISO VIEJO

SECOND AMENDMENT TO AGREEMENT FOR TRAFFIC ENGINEERING SERVICES FOR TRAFFIC SIGNAL OPERATIONS

1. PARTIES AND DATE.

This Second Amendment to the Agreement for Traffic Engineering Services for Traffic Signal Operations ("Second Amendment") is entered into on the ____ day of _____, 20___, by and between the City of Aliso Viejo (hereinafter referred to as the "City") and Hartzog & Crabill, Inc. (hereinafter referred to as the "CONTRACTOR". City and Contractor are sometimes collectively referred to herein as the "Parties."

2. RECITALS.

2.1 Agreement. The Parties entered into that certain Agreement for Traffic Engineering Services for Traffic Signal Operations dated June 3, 2011 ("Agreement").

2.2 First Amendment. The Parties amended the Agreement in order to renew the Agreement for an additional one-year term and to increase the total compensation under the Agreement on May 6, 2014.

2.3 Second Amendment. The Parties now desire to amend the Agreement in order to renew the Agreement for an additional one-year term and to increase the total compensation under the Agreement.

3. TERMS.

3.1 Term. Pursuant to Section 3.1.2 of the Agreement, the City hereby exercises the option to renew the Agreement and extend the term of the Agreement for one year from **July 1, 2015** to **June 30, 2016**, unless earlier terminated as provided in the Agreement.

3.2 Scope of Services. The Agreement is hereby amended to include the scope of services set forth in Exhibit "A," attached hereto and incorporated herein by reference.

3.3 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Second Amendment at the rates set forth in Exhibit "B" attached hereto and incorporated herein by reference. The total compensation for the Services provided pursuant to this Second Amendment shall not exceed **Twenty Five Thousand Dollars ($25,000)** without written approval of the City Manager. The total compensation for the Services provided pursuant to the Original Agreement and this Second Amendment shall not exceed **One Hundred Twenty Five Thousand Dollars ($125,000).**

3.4 Declaration of Political Contributions. Prior to the City's approval of this Amendment, Contractor shall submit to City a statement in writing declaring any political contributions of money, in-kind services, or loan made to any member of the City Council within the previous twelve-month period by the Contractor and all of Contractor's employees, including

any employee(s) that Contractor intends to assign to perform the Services described in this Agreement.

3.5 Remaining Provisions of Agreement. Except as otherwise specifically set forth in this Third Amendment, the remaining provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Second Amendment to Agreement for Traffic Engineering Services for Traffic Signal Operations on this ____ day of _____, 201__.

CITY OF ALISO VIEJO

By: _____
David A. Doyle
City Manager

Attest:

By: _____
Mitzi Ortiz, MMC
City Clerk

Approved as to Form:

By: _____
Best Best & Krieger LLP
City Attorney

Approved as to Compliance with Budget:

By: _____
Gina Tharani
Director of Financial Services

HARTZOG & CRABILL, INC.

By: _____
Trammell Hartzog
President

CITY OF ALISO VIEJO

DECLARATION OF POLITICAL CONTRIBUTIONS

Using the space provided below, please list any political contributions of money, in-kind services, or loans made to any member of the City Council within the last twelve (12) months by Consultant and all of Consultant's employees, including any employee(s) that applicant intends to assign to perform the work or services described in this Agreement:

_____

_____

_____

_____

_____

_____

_____

To the best of my knowledge, I declare under penalty of perjury that the foregoing is true and was executed at:

City/County/State	Date
Name of Business	Print Name
Signature	

NOTE: THIS DECLARATION IS INCLUDED AS PART OF THE AGREEMENT AND MUST BE SIGNED AND ATTACHED HERETO.

EXHIBIT "A"
TO SECOND AMENDMENT TO
AGREEMENT FOR STREET SWEEPING SERVICES

SCOPE OF SERVICES

The scope of services is to remain unchanged from the Agreement dated June 3, 2011.

EXHIBIT "B"
TO SECOND AMENDMENT TO
AGREEMENT FOR STREET SWEEPING SERVICES

COMPENSATION

1. RATE.

See attached rate sheet.

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: Shaun Pelletier, City Engineer

SUBJECT: SECOND AMENDMENT TO AGREEMENT FOR ON-CALL GEOTECHNICAL AND MATERIALS TESTING SERVICES - GMU GEOTECHNICAL, INC.

Recommended Action:

1. Approve a Second Amendment to the Agreement with GMU Geotechnical, Inc. (GMU) to perform geotechnical and materials testing services that extends the term one year and increases the contract amount by $25,000 for a total authorization of $125,000 since 2011; and
2. Authorize the City Manager to execute the Second Amendment to the Agreement.

Fiscal Impact:

Fiscal impact for these services will be included within the budget of the capital improvement project (CIP). CIP projects have been funded primarily by special revenue funds.

Background:

The City continues to implement its Capital Improvement Program to maintain its streets at the approved Pavement Condition Index (PCI) rating of 80 as approved by Council in March 2002. Geotechnical or materials testing reports may be necessary for some of these projects during construction. In addition, the City recently adopted a Quality Assurance Program (QAP) approved by Caltrans that will be utilized for any state or federally funded project. The QAP outlines when testing is required.

On March 16, 2011, the City Council approved the request for proposal (RFP) and directed staff to solicit proposals for on-call geotechnical and materials testing services. The RFP was advertised in the Aliso Viejo News, through an eNews blast, and on the city website.

On April 21, 2011, staff received nine (9) proposals for providing the requested services. Staff reviewed the proposals for completeness, understanding of the work, work plan, references, and capabilities of the company and proposed staff.

On May 18, 2011, the City Council awarded a contract to GMU to perform geotechnical and material testing services. The initial term of the contract was from July 1, 2011 through June 30, 2014. The City has the option to renew the agreement for two additional one-year terms. The initial contract amount was $50,000.

On March 5, 2014, the City Council extended the term of the Agreement for one year to June 30, 2015.

Discussion:

The current agreement expires June 30, 2015. Staff is recommending that the contract be amended a second time to extend the term one year and increase the contract amount by $25,000 ($125,000 total). The amount of the increase was determined by typical street improvement projects.

Staff needs to retain a consultant capable of performing geotechnical or materials testing services to ensure construction is in compliance with the contract documents. This is particularly important for state or federally funded projects such as Town Center Loop Phase 2 which will use the QAP. Without proper documentation of materials being installed, it is possible that the costs would not be reimbursed.

GMU will provide the requested services as needed for upcoming capital improvement projects for approximately $25,000. Per the original agreement, rates may be adjusted based on the Consumer Price Index to be issued for March. The extended term of the agreement will be from July 1, 2015 through June 30, 2016.

Shaun S. Pelletier
City Engineer

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attached: GMU Second Amendment to Agreement

CITY OF ALISO VIEJO

SECOND AMENDMENT TO AGREEMENT FOR ON-CALL GEOTECHNICAL AND MATERIALS TESTING SERVICES

1. PARTIES AND DATE.

This Second Amendment to the Agreement for On-Call Geotechnical and Materials Testing Services ("Second Amendment") is entered into on the ____ day of _____, 20___, by and between the City of Aliso Viejo (hereinafter referred to as the "City") and GMU Geotechnical, Inc. (hereinafter referred to as the "CONTRACTOR". City and Contractor are sometimes collectively referred to herein as the "Parties."

2. RECITALS.

2.1 Agreement. The Parties entered into that certain Agreement for On-Call Geotechnical and Materials Testing Services dated June 29, 2011 ("Agreement").

2.2 First Amendment. The Parties amended the Agreement in order to renew the Agreement for an additional one-year term and to increase the total compensation under the Agreement on April 17, 2014.

2.3 Second Amendment. The Parties now desire to amend the Agreement in order to renew the Agreement for an additional one-year term and to increase the total compensation under the Agreement.

3. TERMS.

3.1 Term. Pursuant to Section 3.1.2 of the Agreement, the City hereby exercises the option to renew the Agreement and extend the term of the Agreement for one year from **July 1, 2015** to **June 30, 2016**, unless earlier terminated as provided in the Agreement.

3.2 Scope of Services. The Agreement is hereby amended to include the scope of services set forth in Exhibit "A," attached hereto and incorporated herein by reference.

3.3 Compensation. Contractor shall receive compensation, including authorized reimbursements, for all Services rendered under this Second Amendment at the rates set forth in Exhibit "B" attached hereto and incorporated herein by reference. The total compensation for the Services provided pursuant to this Second Amendment shall not exceed **Twenty Five Thousand Dollars ($25,000)** without written approval of the City Manager. The total compensation for the Services provided pursuant to the Original Agreement and this Second Amendment shall not exceed **One Hundred Twenty Five Thousand Dollars ($125,000).**

3.4 Declaration of Political Contributions. Prior to the City's approval of this Amendment, Contractor shall submit to City a statement in writing declaring any political contributions of money, in-kind services, or loan made to any member of the City Council within the previous twelve-month period by the Contractor and all of Contractor's employees, including

any employee(s) that Contractor intends to assign to perform the Services described in this Agreement.

3.5 Remaining Provisions of Agreement. Except as otherwise specifically set forth in this Third Amendment, the remaining provisions of the Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have executed this Second Amendment to Agreement for On-Call Geotechnical and Materials Testing Services on this ____ day of _____, 201__.

CITY OF ALISO VIEJO

By: _____
David A. Doyle
City Manager

Attest:

By: _____
Mitzi Ortiz, MMC
City Clerk

Approved as to Form:

By: _____
Best Best & Krieger LLP
City Attorney

Approved as to Compliance with Budget:

By: _____
Gina Tharani
Director of Financial Services

GMU GEOTECHNICAL, INC.

By: _____
Gregory Silver
President

By: _____
Aron R. Taylor
Secretary

CITY OF ALISO VIEJO

DECLARATION OF POLITICAL CONTRIBUTIONS

Using the space provided below, please list any political contributions of money, in-kind services, or loans made to any member of the City Council within the last twelve (12) months by Consultant and all of Consultant's employees, including any employee(s) that applicant intends to assign to perform the work or services described in this Agreement:

_____

_____

_____

_____

_____

_____

_____

To the best of my knowledge, I declare under penalty of perjury that the foregoing is true and was executed at:

City/County/State	Date
Name of Business	Print Name
Signature	

NOTE: THIS DECLARATION IS INCLUDED AS PART OF THE AGREEMENT AND MUST BE SIGNED AND ATTACHED HERETO.

EXHIBIT "A"
TO SECOND AMENDMENT TO
AGREEMENT FOR STREET SWEEPING SERVICES

SCOPE OF SERVICES

The scope of services is to remain unchanged from the Agreement dated June 29, 2011.

EXHIBIT "B"
TO SECOND AMENDMENT TO
AGREEMENT FOR STREET SWEEPING SERVICES

COMPENSATION

1. RATE.

See attached rate sheet.

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: John MacPherson, Chief of Police Services

SUBJECT: 800 MHz Countywide Coordinated Communication System (CCCS)

Recommended Action:

Approve and authorize the City Manager to execute the Amendment to the Joint Use Agreement for operation, maintenance and financial management of the Orange County 800 MHz CCCS.

Fiscal Impact:

The total cost of the 800 MHz CCCS upgrade is $42.2 million, with the City of Aliso Viejo's portion at approximately $208,206 and will be expended over the next three fiscal years. For FY 2015-16 the first step in the upgraded Communication system requires the city to contribute $7,050 which will be budgeted in the General Fund.

Background:

This Amendment addresses the estimated cost of system extension and commitment on the part of the City regarding the implementation and funding obligations for the 800 MHz Countywide Coordinated Communications System (CCCS) backbone and cost sharing allocations.

Discussion:

The 800 MHz Countywide Coordinated System (CCCS) is a partnership between Orange County, its thirty-four (34) cities and four (4) other participating agencies. The 800 MHz CCCS Governance Committee, which is comprised of three County representatives and four City Managers, oversees the CCCS. The original life expectancy of the CCCS was to the year 2015, but an upgrade extended the system to 2018. To ensure the CCCS continues to operate, the Committee has recommended its replacement by 2018. Thus far, all participating agencies have confirmed their participation in the CCCS replacement and the County has established the technical, operational, and financial requirements for all participating agencies.

In order for the County to provide agencies with a cost estimate, each agency was responsible for submitting an accurate needs inventory. Staff conducted an extensive Inventory in October 2014, and verified all radio, consoles and equipment in stock. Once complete, radio/console/equipment not in use or not needed was removed from the inventory prior to submitting to the County. Based on the updated inventory submitted to the County, cost estimates for all participating agencies are attached.

Staff has not identified an alternative to participating in the CCCS replacement and continued participation is critical to the City's public safety. Estimated cost for Aliso Viejo's participation is approximately $208,206 and agencies will be billed over three fiscal years.

Conclusion:

The current 800 MHz CCCS system has allowed Orange County to have communications interoperability for many years and it is a necessity that continues to elude most jurisdictions nationwide. In order to keep up-to-date and continue to provide this countywide radio service, we are now approaching the stage that action must be taken to extend the life of the existing system or plan for a complete system replacement. Extending the life of the existing radio system by systematically replacing obsolete equipment in strategic phases culminating in an upgrade to compliance is the most logical and fiscally responsible approach to achieving the goal of continuing to provide a quality radio communications system countywide.

LT. J. MACPHERSON 1092

Lt. John MacPherson
Chief of Police Services

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle, City Manager

Attachments: Amendment to Joint Agreement

AMENDMENT TO JOINT AGREEMENT FOR THE OPERATION, MAINTENANCE AND FINANCIAL MANAGEMENT OF THE ORANGE COUNTY 800 MEGAHERTZ COUNTYWIDE COORDINATED COMMUNICATIONS SYSTEM

THIS AMENDMENT ("**Amendment**") is entered into on _____, 2015 by and between the Parties listed on Exhibit A, attached hereto, which are sometimes individually referred to as "**Party**" or collectively referred to as the "**Parties**."

RECITALS

A. On November 23, 2004, the Parties executed that certain document entitled *Joint Agreement for the Operation, Maintenance and Financial Management of the Orange County 800 Megahertz Countywide Coordinated Communications System* ("**Agreement**"), which provides for the management and governance of the 800 MHz Countywide Coordinated Communications System ("800 MHz CCCS").

B. The 800 MHz CCCS requires significant enhancement in order to extend the life of the system.

C. Pursuant to Section 15.10 of the Agreement, the Governance Committee and the County have developed a long-range implementation plan to extend the CCCS, and have developed a scope of work, which includes all the activities, infrastructure and project schedule information for fiscal years 2014-19 described on Exhibit B, attached hereto ("**System Extension**").

D. The Governance Committee and County have also developed the overall estimated cost of the System Extension, including each Party's estimated funding share by fiscal year described on Exhibit C, attached hereto.

E. A Party's funding plan for the System Extension may consist of one or more of the following: 1) a Party's cash contribution, 2) a Party or a group of Parties financing all or a portion of the System Extension through the issuance of tax exempt bonds or other public financing mechanisms, and/or 3) a Party or group of Parties financing all or a portion of the System Extension through the County approved System Extension vendor.

F. The Parties desire to amend the Agreement to provide their commitment to the System Extension and describe their implementation and funding obligations.

G. This Amendment has been approved by the Governance Committee.

AGREEMENT

NOW, THEREFORE, in consideration of the foregoing recitals and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. Implementation Obligations. The Parties hereby commit to fund and implement the System Extension as described on Exhibit B and Exhibit C.

a. California Environmental Quality Act ("CEQA"). The County shall be the lead agency for purposes of CEQA and shall obtain all necessary approvals for the System Extension.

b. Party Cost Share. The Parties intend to implement and fund the System Extension over several years beginning in fiscal year 2014-15 through fiscal year 2018-19. Each Party is responsible for its fair share contribution to the System Extension. The total estimated budget for the System Extension and each Party's fair share contribution is depicted on Exhibit C ("**Cost Share**"). A Party's Cost Share is determined by the number of subscriber radios used by the Party on the CCCS, as well as the Party's proportionate share of the System Extension dedicated to System Backbone. Each Party shall pay its total Cost Share in five fiscal year payments beginning in fiscal year 2014-15 through fiscal year 2018-19 in accordance with the procedures in Subsection (c) below. Each Party acknowledges that its Cost Share for the System Extension is an estimate and is expressed as a not to exceed amount. Each Party's Cost Share will be based on an actual quote by a third party vendor who will perform the System Extension under a contract or series of contracts approved and managed by the County ("**Contractor**"). A Party's actual Cost Share amount will be determined prior to the beginning of each fiscal year in which it is due and will be based on the Contractor's scope of work for the respective fiscal year. Therefore, the Cost Share depicted on Exhibit C may change, and may be periodically updated by the Parties to reflect any changed equipment or authorized System Extension modification expenses.

c. Invoicing & Payment. The County will calculate the actual Cost Share amount due the following fiscal year, and will invoice each Party by July 1. Each Party shall pay its respective Cost Share to the County within thirty (30) days of the start of the fiscal year. A Party is exempt from the payment procedures of this Subsection 1.c for the relevant fiscal year if it has:

i. Executed a binding agreement with the County approved Contractor, agreeing to pay or finance its Cost Share through the Contractor directly, or
ii. Executed a binding agreement with the County agreeing to jointly finance its Cost Share.

d. Cost Share Responsibility. Upon execution of this Amendment, each Party is responsible for its actual Cost Share regardless of the form and manner of payment described herein, such that the Party cannot terminate its Cost Share obligation for any reason. In the event of a withdrawal from the system in accordance with Section 20 of the Agreement or in the case of a default for failure to pay its Cost Share in accordance with this Amendment, each Party remains obligated to pay to County the Party's outstanding Cost Share as that obligation becomes due. Should any Party fail to pay its respective Cost Share when due, the County shall take action as is appropriate to obtain such payment. Nothing herein shall be construed as the County's exclusive remedy for the remediation of defaults by a Party or Parties,

and the County reserves the right to pursue any and all available rights and remedies at law or in equity.

e. County Trust Account. The County shall deposit all Cost Share contributions into a trust account that is managed solely for the purpose of the System Extension.

2. System Extension Administration. The Orange County Sheriff-Coroner Department/Communications & Technology Division shall administer all agreements for the System Extension, and regularly report such progress to the Governance Committee.

3. Participating Agencies. The Parties hereby update the list of Participating Agencies described on Exhibit D, attached hereto, which shall replace in its entirety Exhibit C of the Agreement. Participating Agencies will continue to contribute to overall backbone costs through the payment of a separate and established entry fee for every radio added to the system.

4. Capitalized Terms. Any capitalized terms not defined herein shall have the meanings set forth in the Agreement.

5. Counterparts. This Amendment may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same instrument.

6. Full Force. Except as expressly set forth herein, the Agreement shall remain unmodified and in full force and effect.

IN WITNESS WHEREOF, the Parties have executed this Amendment as of the date first written above.

THE COUNTY OF ORANGE,
a political subdivision of the State of California

By:_____
Chairman of the Board of Supervisors

SIGNED AND CERTIFIED THAT A COPY
OF THIS DOCUMENT HAS BEEN DELIVERED
TO THE CHAIRMAN OF THE BOARD

By:_____
Clerk of the Board of Supervisors
County of Orange, California

APPROVED AS TO FORM:
COUNTY COUNSEL

By:_____

[CITY SIGNATURE BLOCKS TO BE INSERTED]

EXHIBIT A

PARTIES TO THE AMENDMENT

ENTITY	RESPONSIBLE ADMINISTRATOR	ADDRESS	PHONE #
Aliso Viejo	City Manager	12 Journey, Suite 100 Aliso Viejo, CA 92656-5335	949/425-2512
Anaheim	City Manager	200 S. Anaheim Blvd. Anaheim, CA 92805	714/765-5162
Brea	City Manager	1 Civic Center Circle Brea, CA 92821-5732	714/990-7770
Buena Park	City Manager	6650 Beach Blvd. Buena Park, CA 90620	714/562-3550
Costa Mesa	City Manager	77 Fair Drive Costa Mesa, CA 92626	714/754-5328
Cypress	City Manager	5275 Orange Avenue Cypress, CA 90630	714/229-6688
Dana Point	City Manager	33282 Golden Lantern, Suite 203 Dana Point, CA 92629	949/248-3513
Fountain Valley	City Manager	10200 Slater Avenue Fountain Valley, CA 92708	714/593-4410
Fullerton	City Manager	303 W. Commonwealth Ave Fullerton, CA 92832	714/738-6310
Garden Grove	City Manager	11222 Acacia Parkway Garden Grove, CA 92840	714/741-5100
Huntington Beach	City Administrator	2000 Main Street Huntington Beach, CA 92648	714/536-5575
Irvine	City Manager	1 Civic Center Plaza Irvine, CA 92623-9575	949/724-6246
La Habra	City Manager	201 E. La Habra Blvd. La Habra, CA 90633	562/905-9701

ENTITY	RESPONSIBLE ADMINISTRATOR	ADDRESS	PHONE #
La Palma	City Manager	7822 Walker Street La Palma, CA 90623	714/690-3333
Laguna Beach	City Manager	505 Forest Avenue Laguna Beach, CA 92651	949/497-0704
Laguna Hills	City Manager	24035 El Toro Road Laguna Hills, CA 92653	949/707-2610
Laguna Niguel	City Manager	27801 La Paz Road Laguna Niguel, CA 92677	949/362-4300
Laguna Woods	City Manager	24264 El Toro Road Laguna Woods, CA 92653	949/639-0525
Lake Forest	City Manager	25550 Commercentre Drive Lake Forest, CA 92630	949/461-3410
Los Alamitos	City Manager	3191 Katella Avenue Los Alamitos, CA 90720	562/431-3538 ext. 201
Metro Cities Fire Authority	Manager	201 S. Anaheim Blvd., Suite 302 Anaheim, CA 92805	714/765-4077
Mission Viejo	City Manager	200 Civic Center Mission Viejo, CA 92691	949/470-3051
Newport Beach	City Manager	100 Civic Center Drive Newport Beach, CA 92660	949/644-3000
Orange	City Manager	300 East Chapman Ave. Orange, CA 92866	714/744-2222
Orange County Fire Authority	Fire Chief	1 Fire Authority Road Irvine, CA 92602	714/573-6010
Orange, County of	CEO	333 W. Santa Ana Blvd. Santa Ana, CA 92701	714/834-6200

ENTITY	RESPONSIBLE ADMINISTRATOR	ADDRESS	PHONE #
Placentia	City Administrator	401 East Chapman Ave Placentia, CA 92870	714/993-8117
Rancho Santa Margarita	City Manager	22112 El Paseo Rancho Santa Margarita, CA 92688	949/635-1800 ext. 210
San Clemente	City Manager	100 Avenida Presidio San Clemente, CA 92672	949/361-8322
San Juan Capistrano	City Administrator	32400 Paseo Adelanto San Juan Capistrano, CA 92675	949/443-6317
Santa Ana	City Manager	20 Civic Center Plaza Santa Ana, CA 92701	714/647-5200
Seal Beach	City Manager	211 8th Street Seal Beach, CA 90740	562/431-2527 ext. 300
Stanton	City Manager	7800 Katella Avenue Stanton, CA 90680-3162	714/379-9222 ext. 240
Tustin	City Manager	300 Centennial Way Tustin, CA 92780	714/573-3010
Villa Park	City Manager	17855 Santiago Blvd. Villa Park, CA 92861	714/998-1500
West Cities Police Communications	West-Comm Administrator	911 Seal Beach Blvd. Seal Beach, CA 90740	562/594-7243
Westminster	City Manager	8200 Westminster Blvd. Westminster, CA 92683	714/898-3311 ext. 402
Yorba Linda	City Manager	4845 Casa Loma Avenue Yorba Linda, CA 92886	714/961-7110

EXHIBIT B

GENERAL DESCRIPTION OF SYSTEM EXTENSION AND PROJECT SCHEDULE

1.0 Overview

The System Extension plan will focus on extending the life of the existing CCCS radio system by systematically replacing end-of-life equipment in strategic phases culminating in an upgrade to P25 compliance with the goal of continuing to provide quality radio communications to the law, fire, lifeguard and public works agencies in Orange County.

2.0 Description of System Extension

2.1 *System Backbone* – Radio infrastructure equipment that is at or near the end of its expected life will be directly replaced with the current version of the same equipment that will maintain all existing features and functionalities and is able to work with the existing backhaul network. Specifically, this will involve the replacement of 565+ existing Quantar radio base stations and ancillary equipment at 25 radio sites with 800 MHz 3600 baud GTR8000 base stations and ancillary equipment. This will be accomplished in accordance with the following schedule:

System Backbone schedule:

Northwest Cell = 24 Quantars replaced in 2015
Southwest Cell = 40 Quantars replaced in 2015
Laguna Cell = 33 Quantars replaced in 2016
Moorhead IR Site = 8 Quantars replaced in 2016
North Cell = 105 Quantars replaced in 2016
South Cell = 135 Quantars replaced in 2017
Crystal Cove IR Site = 4 Quantars replaced in 2017
Countywide Cell = 210 Quantars replaced in 2017
Carbon Canyon IR Site = 3 Quantars replaced in 2017
Silverado IR Site = 3 Quantars replaced in 2017

2.2 *Law Enforcement Dispatch Consoles* – Police Dispatch Gold Elite consoles will be out-of-service by the vendor in 2018 and will need to be replaced prior to 2018 to maintain the existing console priority feature once the system is upgraded to P25. Console priority is a feature unique to law enforcement dispatch and allows dispatch to have the ability to transmit and receive audio simultaneously and is an officer safety necessity. Existing Gold Elite Console equipment will be replaced with its successor console, the MCC7500. Due to the complexity of the replacement at each law dispatch center, only 6 dispatch centers can be upgraded each year. A schedule has been developed to address the 20 law dispatch centers on the system, as shown below.

Console schedule:

FY14/15 - Loma Ridge, Irvine, Laguna Beach, Huntington Beach

FY15/16 - Anaheim, Brea, West Comm, Santa Ana, Tustin

FY16/17 - Orange, Fullerton, Costa Mesa, Garden Grove, Westminster

FY17/18 - Placentia, La Palma, Newport Beach, Fountain Valley, Buena Park, La Habra

2.3 *System Field Equipment* – When the System Backbone is upgraded to the P25 standard in FY 2018/2019, all subscriber radio equipment will also need to be P25 capable. Subscriber radios that are capable of being upgraded will need to receive the software/firmware upgrade prior to the backbone upgrade. Older subscriber radio equipment that is not capable of being upgraded to the P25 standard will need to be replaced prior to the P25 upgrade. Each agency will be responsible for the purchase of either replacement radios, or the necessary subscriber upgrade package for upgradable radios.

2.4 *P25 Upgrade* – When all backbone sites and law dispatch consoles have completed their equipment replacement, the vendor will initiate the necessary equipment and software update to bring the system up to the 7.18 software platform for P25 compliance. This final phase of the System Extension plan is scheduled for FY 2018/2019.

EXHIBIT C

TOTAL ESTIMATED SYSTEM EXTENSION COST & ESTIMATED PARTY COST SHARE BY FISCAL YEAR

					ESTIMATED COST					
		FY 15-16 Radio Counts			*City/Agency Cost*		*Partnership Cost*			
	CITY/AGENCY	Upgrade (P25 Capable With Software Upgrade)	Replace (Upgrade To P25 Not Possible)	Total	Console Equipment	Radio Equipment*	FY 15-16 North & Laguna Cells	FY 16-17 South & Countywide Cells	FY 17-18 Remaining Backbone	TOTAL
1.	ALISO VIEJO	11	21	32	$ -	$ 138,650	$ 7,028	$ 18,930	$ 43,599	$ 208,206
2.	ANAHEIM	432	1,351	1,783	1,928,869	8,602,800	391,545	1,054,758	2,429,268	14,407,241
3.	BREA	62	302	364	648,137	1,883,300	79,891	215,329	495,936	3,322,593
4.	BUENA PARK	76	258	334	569,804	1,635,400	73,276	197,582	455,062	2,931,124
5.	COSTA MESA	105	523	628	680,354	3,258,750	137,966	371,502	855,626	5,304,197
6.	CYPRESS	24	170	194	0	1,047,600	42,604	114,763	264,317	1,469,285
7.	DANA POINT	15	49	64	0	311,250	14,054	37,860	87,198	450,362
8.	FOUNTAIN VALLEY	45	204	249	443,290	1,275,750	54,702	147,299	339,253	2,260,294
9.	FULLERTON	125	513	638	501,417	3,221,750	140,141	377,418	869,250	5,109,976
10.	GARDEN GROVE	115	475	590	369,240	2,982,250	129,608	349,023	803,852	4,633,972
11.	HUNTINGTON BEACH	452	820	1,272	1,097,718	5,439,800	279,398	752,469	1,733,051	9,302,436
12.	IRVINE	111	503	614	432,209	3,145,650	134,878	363,220	836,551	4,912,509
13.	LA HABRA	73	190	263	573,584	1,223,950	57,809	155,581	358,327	2,369,252
14.	LA PALMA	31	51	82	166,901	341,650	18,008	48,508	111,722	686,789
15.	LAGUNA BEACH	85	247	332	526,652	1,579,750	72,883	196,399	452,337	2,828,021
16.	LAGUNA HILLS	4	41	45	0	250,600	9,875	26,620	61,311	348,407
17.	LAGUNA NIGUEL	9	55	64	0	340,350	14,081	37,860	87,198	479,489
18.	LAGUNA WOODS	2	4	6	0	26,300	1,330	3,549	8,175	39,354
19.	LAKE FOREST	21	67	88	0	426,150	19,325	52,058	119,897	617,429
20.	LOS ALAMITOS	15	45	60	0	287,250	13,176	35,494	81,748	417,668
21.	METRONET	37	10	47	1,966,250	102,550	10,321	27,803	64,036	2,170,960
22.	MISSION VIEJO	30	90	120	0	574,500	26,366	70,988	163,495	835,349
23.	NEWPORT BEACH	438	401	839	532,934	2,909,700	184,290	496,322	1,143,105	5,266,351
24.	ORANGE	115	514	629	598,012	3,216,250	137,889	372,094	856,988	5,181,233
25.	PLACENTIA	30	107	137	413,090	676,500	30,119	81,044	186,657	1,387,410
26.	RANCHO SNTA. MARG.	7	29	36	0	182,050	7,906	21,296	49,049	260,301
27.	SAN CLEMENTE	12	97	109	0	595,800	23,931	64,480	148,508	832,719
28.	SAN JUAN CAPISTRANO	6	33	39	0	204,900	8,525	23,071	53,136	289,632
29.	SANTA ANA	219	818	1,037	591,620	5,159,850	227,713	613,451	1,412,872	8,005,506
30.	SEAL BEACH	25	97	122	0	610,750	26,844	72,171	166,220	875,985
31.	STANTON	10	63	73	0	389,500	16,051	43,184	99,460	548,195
32.	TUSTIN	81	243	324	483,266	1,551,150	71,126	191,667	441,437	2,738,646
33.	VILLA PARK	0	6	6	0	36,000	1,318	3,549	8,175	49,042
34.	WEST-COMM	4	13	17	631,052	82,600	3,733	10,057	23,162	750,604
35.	WESTMINSTER	73	274	347	549,621	1,727,950	76,137	205,273	472,774	3,031,755
36.	YORBA LINDA	35	62	97	0	412,250	21,302	57,382	132,159	623,092
37.	OCFA	950	863	1,813	3,217,500	6,270,500	397,622	1,072,505	2,470,142	13,428,269
38.	OCTA	70	43	113	0	338,500	24,875	66,847	153,958	584,179
39.	OC LIFEGUARD	7	47	54	438,900	290,050	11,865	31,944	73,573	846,333
40.	IRVINE VLLY. CLLG. PD	16	0	16	0	18,400	3,527	9,465	21,799	53,192
41.	SANTA ANA UNIF. SD. PD	51	2	53	0	70,650	11,639	31,353	72,210	185,852
42.	SADDLEBACK CLLG. PD	18	0	18	0	20,700	3,953	10,648	24,524	59,825
43.	CEO	1	1	2	0	7,150	439	1,183	2,725	11,497
44.	DA	0	225	225	0	1,350,000	49,411	133,102	306,554	1,839,067
45.	HCA	184	98	282	0	799,600	61,804	166,821	384,214	1,412,439
46.	JWA	39	194	233	536,250	1,208,850	51,175	137,834	317,453	2,251,563
47.	OC ANIMAL CONTROL	10	110	120	350,000	671,500	26,386	70,988	163,495	1,282,369
48.	OC DANA POINT HARBOR	0	13	13	0	78,000	2,822	7,690	17,712	106,225
49.	OC PARKS	131	248	379	0	1,638,650	83,218	224,203	516,373	2,462,443
50.	OCPW	10	469	479	0	2,825,500	105,270	283,359	652,619	3,866,748
51.	OCWR	59	3	62	0	85,850	13,602	36,677	84,473	220,602
52.	PROBATION	177	435	612	0	2,813,550	134,695	362,037	833,826	4,144,108
53.	SHERIFF	857	1,922	2,779	4,428,829	12,517,550	610,825	1,643,955	3,786,280	22,987,439
54.	SSA	19	0	19	0	21,850	4,173	11,240	25,887	63,149
	TOTAL						$ 4,162,452	$ 11,211,905	$ 25,822,727	
								$41,197,084		
								PARTNERSHIP TOTAL		

The costs stated herein are estimated costs expressed as not to exceed amounts subject to the final system design.

* It is recommended that the Partnership co-ordinate a bulk equipment purchase in FY 16-17

January 2015

EXHIBIT D

PARTICIPATING AGENCIES

AGENCY	RESPONSIBLE ADMINISTRATOR	ADDRESS	PHONE #
Irvine Valley College Police Department	Police Chief	5500 Irvine Center Drive, Irvine CA 92618	949/451-5201
Orange County Transportation Authority	Administrator	600 S. Main Street, Orange CA 92868	714/560-6282
Saddleback College Police Department	Police Chief	28000 Marguerite Parkway, Mission Viejo CA 92692	949/582-4390
Santa Ana Unified School District Police Department	Police Chief	1601 E. Chestnut Avenue, Santa Ana CA 92701	714/558-5536
US Ocean Safety (OC Lifeguards)	President	34127 Pacific Coast Highway, Dana Point CA 92629	949/276-5050

City of Aliso Viejo
CITY COUNCIL
AGENDA ITEM

DATE: April 1, 2015

TO: Mayor and City Council

FROM: City Attorney

SUBJECT: RESOLUTION RELATED TO INCREASING ADMINISTRATIVE FINE AMOUNTS (SUPPLEMENTAL INFORMATION)

BACKGROUND

At its regular meeting on March 18, 2015, the City Council directed staff to return with additional information regarding the City's code enforcement costs relating to prolonged enforcement cases for construction without permits and occupancy of dangerous buildings. Council also asked for comparison of other cities' administrative fines. This agenda item includes the original staff report and resolution (Attachments 1 and 2) and includes the requested information below.

DISCUSSION

Savings in Legal Fees

The basis for staff's recommendation were two code enforcement cases that escalated to the City Attorney involved a combination of citiations for individuals who engaged in construction without obtaining a building permit from the City and then occupied those dangerous structures. The City spent between $3,000 and $4,000 in legal fees for each of these cases. Staff costs were approximately an additional $1,000. Escalating the penalties available under administrative citations will increase the incentive for violators to cooperate with the City's requests for voluntary compliance before referring the case for prosecution by the City Attorney.

Administrative Fines in Other Cities

Staff was unable to track down published administrative penalties with higher tiers for these types of violations. Some cities have higher and some lower penalties in general. For example, the penalties for Brea and Newport Beach are outlined below.

Municipality	1st Violation	2nd Violation	3rd Violation
City of Newport Beach	$1,000	$2,000	$3,000
City of Brea	$100	$200	$500

CONCLUSION

Staff recommends the City Council adopt the proposed Resolution in order to increase the penalties for administrative citations for the specified violations.

Prepared by:

Scott C. Smith
City Attorney

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attachments:

1. Staff Report from March 18, 2015
2. Proposed Resolution Increasing Administrative Fine Amounts for Certain Code Violations

City of Aliso Viejo
CITY COUNCIL
AGENDA ITEM

DATE: March 18, 2015

TO: Mayor and City Council

FROM: City Attorney

SUBJECT: RESOLUTION RELATED TO INCREASING ADMINISTRATIVE FINE AMOUNTS

RECOMMENDED ACTIONS

Staff recommends the City Council take the following actions:

1) Approve the following Resolution:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALISO VIEJO, CALIFORNIA, ADOPTING ADMINISTRATIVE FINE AMOUNTS FOR CERTAIN VIOLATIONS OF THE ALISO VIEJO MUNICIPAL CODE AND ADOPTED CODES (Attachment 1).

FISCAL IMPACT

Additional revenue may be generated if the City increases administrative fine amounts for certain Code violations.

ENVIRONMENTAL:

The Resolution is not subject to environmental review under the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activities will not result in a direct or reasonably foreseeable indirect physical change in the environment), and 15060(c)(3) (the activities are not "projects" as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because they have no potential for resulting in physical change to the environment, directly or indirectly.

BACKGROUND

During the course of some code enforcement proceedings, staff became aware that the City's fine schedule lacks fines for certain violations or contains penalties that might be considered "the cost of doing business" for some code violations. This agenda item includes a resolution increasing the administrative fine amounts for certain AVMC

violations that especially threaten the public health, safety, welfare, or otherwise harm the City's community, including building code violations and violations of the proposed short-term rental ordinance (if enacted).

DISCUSSION

Increase in Administrative Fine Amounts

To support the enforcement of the AVMC and other adopted regulations, the City has enacted an administrative citation procedure, codified in AVMC Chapter 1.06. Currently, AVMC section 1.06.120 provides that the administrative citation fine amounts are $100 for a first violation, $200 for a second violation of the same code provision, ordinance, or permit condition within one year from the date of the first violation, and $500 for each additional violation of the same code provision, ordinance, or permit condition within one year from the date of the first violation. To further deter code violations, the City desires to increase administrative citation fine amounts for violations that especially threaten the public health, safety, welfare, or otherwise harm the City's community. Specifically, this resolution would increase administrative fines for: (1) the construction, reconstruction, installation, erection, moving, or alteration of any building or structure without a permit, in violation of AVMC section 13.02.010; (2) short-term rentals in residential districts (if the City Council adopts an applicable ordinance establishing a prohibition or regulatory scheme); and (3) the maintenance of unsafe buildings and other structures, as addressed in AVMC section 8.24.010.

The attached Resolution (Attachment 1) would increase the administrative citation fine amounts to deter construction without a permit, short-term rentals, and the maintenance of unsafe buildings and other structures in the City.

CONCLUSIONS

Staff recommends the City Council adopt the proposed Resolution.

Prepared by:

for Scott C. Smith
City Attorney

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle

RESOLUTION NO. 2015-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALISO VIEJO, CALIFORNIA, ADOPTING ADMINISTRATIVE FINE AMOUNTS FOR CERTAIN VIOLATIONS OF THE ALISO VIEJO MUNICIPAL CODE AND ADOPTED CODES

WHEREAS, Article 11, Section 7 of the California Constitution authorizes the City of Aliso Viejo ("City") to make and enforce within its limits all ordinances and regulations not in conflict with general laws; and

WHEREAS, the Aliso Viejo City Council believes that enforcement of the Aliso Viejo Municipal Code, other ordinances that the City has adopted, conditions of entitlements and terms and conditions of City agreements approved under the provisions of the Aliso Viejo Municipal Code serves important public purposes; and

WHEREAS, to support the enforcement of the City's Code and other adopted regulations, the City enacted an administrative citation procedure, codified in Aliso Viejo Municipal Code ("AVMC") Chapter 1.06; and

WHEREAS, the administrative citation procedure, which is authorized under Government Code section 53069.4, allows the City to impose fines on responsible persons who violate any provision of the AVMC and other adopted City regulations; and

WHEREAS, AVMC section 1.06.120 provides that the administrative citation fine amounts are $100 for a first violation, $200 for a second violation of the same code provision, ordinance, or permit condition within one year from the date of the first violation, and $500 for each additional violation of the same code provision, ordinance, or permit condition within one year from the date of the first violation; and

WHEREAS, however, AVMC section 1.06.120 also authorizes the City Council to specify, by resolution, the administrative citation fine amounts for specific violations of the AVMC and other adopted codes; and

WHEREAS, the City Council has identified several Code violations that especially threaten the public health, safety, or welfare, or otherwise harm the Aliso Viejo community; and

WHEREAS, the construction, reconstruction, installation, erection, moving, or alteration of any building or structure without a permit, as addressed in the

2013 California Building Code section 1.8.4.1, as adopted by AVMC section 13.02.010, especially threatens the public health, safety, or welfare because such unpermitted and unregulated construction may include structural issues that could physically harm members of the public; and

WHEREAS, as addressed in the proposed ordinance enacting a prohibition or regulatory scheme applicable to short-term rentals in residential districts, short-term vacation rentals particularly harm residents because short-term rentals are often associated with excessive noise, parking problems, trash, and degradation of a neighborhood's residential character; and

WHEREAS, the maintenance of unsafe buildings and other structures, as addressed in AVMC section 8.24.010, subdivision (G), also poses a significant, health and safety risk to residents' physical well-being; and

WHEREAS, the Council desires to increase the administrative citation fine amounts to further deter construction without a permit, short-term rentals, and the maintenance of unsafe buildings and other structures in the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ALISO VIEJO, CALIFORNIA, DOES HEREBY RESOLVE, DETERMINE, FIND AND ORDER AS FOLLOWS:

SECTION 1. Incorporation of Recitals**.** The foregoing recitals are true and correct and are hereby incorporated and made an operative part of this Resolution.

SECTION 2. Amount of Administrative Fines.

A. Administrative fines shall be assessed for violations of the 2013 California Building Code section 1.8.4.1, as adopted by AVMC section 13.02.010, as follows:

1. A fine not exceeding two hundred dollars ($200) for a first violation.

2. A fine not exceeding five hundred dollars ($500) for a second violation of the same code provision within one year from the date of the previous violation.

3. A fine not exceeding seven hundred dollars ($700) for each additional violation of the same code provision within one year from the date of the first violation.

B. If and when the City adopts an ordinance prohibiting or regulating short-term vacation rentals in residential districts, administrative fines shall be assessed for violations of that ordinance, as follows:

1. A fine not exceeding five hundred dollars ($500) for a first violation.

2. A fine not exceeding seven hundred dollars ($700) for a second violation of the same code provision within one year from the date of the previous violation.

3. A fine not exceeding one thousand dollars ($1,000) for each additional violation of the same code provision within one year from the date of the first violation.

C. Administrative fines shall be assessed for violations of AVMC section 8.24.010, subdivisions (G)(1)-(10) and (12), as follows:

1. A fine not exceeding two hundred dollars ($200) for a first violation.

2. A fine not exceeding five hundred dollars ($500) for a second violation of the same code provision within one year from the date of the previous violation.

3. A fine not exceeding seven hundred dollars ($700) for each additional violation of the same code provision within one year from the date of the first violation.

SECTION 3. Remaining Provisions of Ordinance. Except as otherwise specifically set forth in this Resolution, the remaining provisions of Aliso Viejo Municipal Code Chapter 1.06 shall remain in full force and effect as to violations of the 2013 California Building Code section 1.8.4.1, as adopted by AVMC section 13.02.010, AVMC section 15.14.165, and AVMC section 8.24.010, subdivision (G)(1)-(10) and (12).

SECTION 4. CEQA. The City Council finds that this Resolution is not subject to the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment), and 15060(c)(3) (the activity is not a project as defined in Section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly.

SECTION 5. Severability. The provisions of this Resolution are severable and if any provision of this Resolution is held invalid, that provision shall be severed from the Resolution and the remainder of this Resolution shall continue in full force and effect, and not be affected by such invalidity.

SECTION 6. Effective Date. This Resolution shall take effect thirty (30) days after its adoption.

SECTION 7. Certification. The Mayor shall sign this Resolution and the City Clerk shall certify to the adoption thereof.

PASSED, APPROVED AND ADOPTED this _____, 2015 by the following vote, to wit:

_____
WILLIAM A. PHILLIPS, MAYOR

ATTEST:

_____
MITZI ORTIZ, MMC
CITY CLERK

APPROVED AS TO FORM:

_____
SCOTT C. SMITH
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS
CITY OF ALISO VIEJO)

I, Mitzi Ortiz, City Clerk of the Aliso Viejo , California, do hereby certify that the foregoing Resolution No. 2015-_____ was duly passed and adopted at a regular meeting of the Aliso Viejo City Council on the _____day of_____ _____, 2015 by the following vote, to wit:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
MITZI ORTIZ, MMC
CITY CLERK

City of Aliso Viejo

CITY COUNCIL
AGENDA ITEM

DATE: April 1, 2015

TO: City Council

FROM: Albert Armijo, Director of Planning Services
Jennifer Lowe, Associate Planner

SUBJECT: REQUEST TO APPROVE AND ADOPT AN ADDENDUM TO THE CITY OF ALISO VIEJO GENERAL PLAN ENVIRONMENTAL IMPACT REPORT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR PLANNING APPLICATION PA15-003 (SDP/AUP/CUP/EP) WHICH INCLUDES A 205,460 SQUARE FOOT BUILDING; 822-SPACE, FIVE-LEVEL PARKING STRUCTURE; ESTABLISHMENT OF A SPECIALIZED RESEARCH AND DEVELOPMENT FACILITY WITH WET LABORATORIES; AND REDUCTION IN BUILDING SETBACK; AND ISSUE A SITE DEVELOPMENT PERMIT, AN ADMINISTRATIVE USE PERMIT, A CONDITIONAL USE PERMIT AND AN EXCEPTION PERMIT RELATED TO PLANNING APPLICATION PA15-003 AT 35 & 37 ENTERPRISE IN ALISO VIEJO

RECOMMENDED ACTION:

Adopt Resolution 2015-XXX (Attachment 1) to approve and adopt an addendum to the City of Aliso Viejo General Plan EIR and subsequent addendums under the California Environmental Quality Act for Planning Application PA15-003 (SDP/AUP/CUP/EP) which includes a 205,460 square foot building; 822-space, five-level parking structure; establish a specialized research and development facility with wet laboratories; and a reduction in building setback and issue a site development permit, and administrative use permit, a conditional use permit and exception permit related to Planning Application PA15-003 at 35 & 37 Enterprise.

APPLICANT:

Parker Properties
c/o Robert Bunyan
Robert Bunyan & Associates
24008 Skyline
Mission Viejo, CA 92692

PROPERTY OWNER:

Parker Properties
20 Enterpise, Suite 305
Aliso Viejo, CA 92656

LOCATION:

35 & 37 Enterprise
APN: 629-501-12

GENERAL PLAN DESIGNATION: Professional Office (PO)

ZONING: Professional Office (PO)

NOTICES

A public hearing notice was published in the Aliso Viejo News and mailed to owners of real property within a 300 foot radius of the project site on March 19, 2015.

ENVIRONMENTAL

On April 21, 2004, the City of Aliso Viejo certified a Final Environmental Impact Report ("Final EIR") for the City's first General Plan [State Clearinghouse #2003101060]. The Final EIR fully analyzed all impacts associated with development of all uses contemplated by the General Plan at a programmatic level, including the Summit Office Campus. In connection with certification of the Final EIR, the City also adopted a Mitigation Monitoring and Reporting Program for purposes of implementing mitigation requirements called out in the Final EIR. The City adopted a statement of overriding considerations for those impacts that could not be mitigated to less than significant levels and would remain significant and unavoidable.

Subsequent to adoption of the City's General Plan EIR, an Initial Study was prepared to analyze the construction and operational impacts of the proposed project as a part of the Summit Master Site Plan. The City Council approved and certified and Addendum to the General Plan EIR on November 17, 2004, for the Summit Master Site Plan. The Addendum was intended to serve, and has served, as the environmental document for the revised Master Site Plan and all individual projects undertaken in conformance with the Master Site Plan.

The California Environmental Quality Act (Pub. Res. Code § 21000 et seq.: "CEQA") provides that when an EIR has been certified for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence, one or more of the following:

- Substantial changes are proposed in the project that would require major revisions to the previous EIR due to involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- Substantial changes occur with respect to the circumstances under which the project is undertaken which would require major revisions of the previous EIR due to involvement of new significant effects or a substantial increase in severity of previously identified significant effects; or
- New information of substantial importance shows the project would have one or more significant effects not discussed in the previous EIR, or significant effects previously examined would be substantially more severe, or mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects but the City Council declined to adopt them, or mitigation measures or alternatives different from

those included in the previous EIR would substantially reduce one or more significant effects on the environment but the City Council declined to adopt them. (Pub. Res. Code § 21166; State CEQA Guidelines § 15162.)

Section 15006 of the State CEQA Guidelines expressly encourages public agencies to reduce delay and paperwork associated with implementation of CEQA by using previously prepared environmental documents when those previously prepared documents adequately address potential impacts of the proposed project. In furtherance of the foregoing policy, the State CEQA Guidelines provide that if an EIR has been prepared for a project, additional environmental review shall not be required for subsequent actions taken in connection with the project unless the public agency determines the subsequent actions would require major revisions to the EIR because of new circumstances or new information that reveal new or different environmental impacts, mitigation measures, or other information of substantial importance. (State CEQA Guidelines § 15162.)

To that end, the City prepared an Initial Study to determine whether the proposed project would result in any conditions requiring subsequent environmental review under Public Resources Code section 21166 or State CEQA Guidelines section 15162. (See Attachment 1, Exhibit "A".) Based on the technical analysis contained in the Initial Study, City staff has concluded the proposed project would not result in any circumstances requiring a subsequent EIR or mitigated negative declaration. However, because the proposed project would require some changes to the prior environmental documents to make them relevant for the proposed project, staff determined it would be appropriate to prepare an Addendum pursuant to State CEQA Guidelines section 15164. (See Attachment 1, Exhibit "A".) This Addendum, together with the prior environmental documents outlined above, fully and completely account for all environmental impacts of the proposed project, which according to the Addendum would either be less than significant or reduced to less than significant levels with implementation of mitigation already required under the prior environmental documents.

BACKGROUND

Project Site History

The Summit Office Campus is a 56-acre master-planned development adjacent to SR 73 in Aliso Viejo. The County of Orange initially approved development for 1,698,295 square feet of space for offices, support/personal services, restaurant, hotel and health club. To date, 1,486,872 square feet of building area has been constructed in the Summit Office Campus. Approval of the majority of entitlements for the Summit Office Campus predates City incorporation. Since incorporation, the City Council approved Site Development Permit SDP04-07 to amend Master Plan for the Summit Office Campus; Site Development Permit SDP04-28 for a parking structure; Site Development Permit SDP04-29 for two office buildings; Site Development Permit SDP04-30 for a hotel and health club; and Site Development Permit SDP06-06 for an office building and a parking structure. The Project site, referred to as Phase 7 in the previous entitlements, was approved on November 17, 2004 for 216,000 square feet of office

space under Site Development Permit SDP04-27. However, entitlements were valid for a period of 24 months and expired in 2006.

MicroVention

MicroVention is a leader in products used in neuroendovascular therapies, more specifically treatment of neurovascular diseases. The firm originally started in Aliso Viejo, successfully grew their medical products business, and then moved to larger facilities in Tustin. In 2006, the firm was acquired by Terumo Corporation, a Japanese medical device manufacturer founded in 1921, and continued to maintain its offices and management in the United States at the Tustin location. MicroVention's sales have continued to grow at an average rate of 15% over the last two years and approached the $200 million level in fiscal 2014. Due to this increasing growth, MicroVention needs larger and more modern facilities.

DISCUSSION

The project is located on a 5.13 acre parcel in the Summit Office Campus south of the existing Pacific Life office building and parking structure and at the northwest corner of Aliso Viejo Parkway and Enterprise. The site was previously mass graded into two tiers by the Mission Viejo Company. The new building will be located on the higher westerly pad and the parking structure will be located approximately 35 feet below on the easterly pad. The development proposal includes a site development permit to construct a 205,460 square foot building and 822-space, five-level parking structure; an administrative use permit to establish a specialized research and development facility with wet laboratories; and a conditional use permit and exception permit for a reduction in building setback at 35 & 37 Enterprise ("Project"). Aliso Viejo Municipal Code (AVMC) Section 15.74.020 states a site development permit is required for all projects that involve building construction.

Project Design Features

The following Project Design Features are incorporated into the Project thereby reducing the Project's potential to result in a potentially significant impact on the environment.

1) Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the total cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

2) Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the fair share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise to include a southbound dual left turn lane.

3) The proposed Project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

4) The proposed Project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all

exposed surfaces a minimum of three times per day. Applied water shall not create runoff or discharges into the storm drain system.

5) The proposed Project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

6) The proposed Project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

7) Traffic calming measures shall be implemented to increase pedestrian safety and walkability.

8) The proposed Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards and Green Building Code Standards.

9) The proposed Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

10) The proposed Project shall comply with the City's requirement for water efficient landscape (AVMC 7.30).

11) The proposed Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

12) The proposed Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

13) The proposed Project shall require to the extent feasible, use of paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

14) The Project applicant shall encourage that future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

15) The Project applicant shall encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

16) The Project shall implement charging stations for electric vehicles.

17) The proposed Project shall be constructed in accordance with The California Energy Code (Title 24 of the California Code of Regulations).

Research & Development/Office Building

The 4-story, 205,460 square foot building will serve as the headquarters for MicroVention. The building will consist of Class A steel moment-frame construction in smooth finish plaster and aluminum and contain two types of energy-efficient tinted low-E (emissivity) double glazed windows. The architectural design of the building will include use of relief areas, banding, accents, color variations, and materials similar to the other buildings located in the Summit Office Campus.

Administrative Use Permit for Specialized Research & Development and Wet Laboratories

AVMC Section 15.18.020 states "specialized research, development, manufacturing and wet laboratories, where chemicals, drugs or biological matter are tested and analyzed, typically requiring water, direct ventilation, specialized piped utilities and protective measures" require an administrative use permit in Professional Office (PO) zoning districts. Although most of the square footage is dedicated to office and administrative uses, MicroVention will allocate 77,429 square feet for research and development, clean rooms and wet laboratories. Products are treated with chemicals and other specialized materials in liquid solutions or volatile phases and require direct ventilation and specialized pipe utilities. All chemicals are handled and stored according to federal, state and local regulations. Some of the materials are classified as "hazardous materials" under Chapter 50 of the 2013 California Fire Code. Such materials are registered and monitored by Orange County Fire Authority ("OCFA").

Conditional Use and Exception Permits for Building Setbacks

The building setbacks vary from Enterprise from a maximum of 57'-6" on the west end of the building to a minimum of 32'-6" on the eastern end. As an architectural feature, the second, third and fourth floors have a building articulation that curves out toward Enterprise. This above-grade encroachment is proposed to be setback 27'-0" from the property line.

In Professional Office (PO) zoning districts, buildings are required to be setback 20 feet from local nonresidential streets; however, minimum setbacks shall be increased 1 foot for every foot in height above 35 feet up to required minimum setback of 50 feet. The building height, with the mechanical screen wall on the roof is approximately 75 feet above grade at the highest point; therefore, the building is required to be setback 50 feet from Enterprise. The Zoning Code allows such increased setbacks to be reduced to 30 feet if a conditional use permit (CUP) is approved for an individual project, subject to the findings established in Section 15.74.040. Additionally, AVMC Section 15.74.070 states an exception permit may be approved for an additional 10% reduction in minimum setbacks.

Traffic and Parking

While traffic and parking for the Project was included in previous traffic and parking analyses, RK Engineering, Inc. prepared an updated analysis to address changes within the surrounding community that may impact street usage, intersection capacity, and parking.

Traffic

An updated traffic report was submitted to address aggregate changes within the surrounding community that may impact street usage and intersection capacities. The traffic analysis determined the intersection at Pacific Park Drive and the SR 73 Toll Road could potentially operate at an unacceptable level of service for existing plus project conditions and the General Plan build-out year of 2035. However, with incorporation of project design features by the Applicant, traffic impacts would be less

than significant and there would be an acceptable level of service at the intersection. The design features include: 1) restriping the eastbound SR 73 off-ramp right-turn lane to become a shared through and right-turn lane and 2) restriping the southbound and northbound Pacific Park Drive approaches to Enterprise to include a southbound dual left turn lane.

Parking

Based on parking requirements established in AVMC Chapter 15.38, MicroVention's use of the building requires 624 parking spaces. The table below summarizes current parking scenario:

Land Use	Square Footage	Parking Requirement	Parking Required
Office	100,939	1 space per 250 s.f. of GFA	404
Research & Development	33,933	1 space per 400 s.f. of GFA	85
Direct Manufacturing/Clean Room	36,933	1 space per 400 s.f. of GFA	92
Warehouse/Storage	27,092	1 space per 1,000 s.f. of GFA	27
Chemical Laboratory Area	6,563	1 space per 400 s.f. of GFA	16
		Total Parking Required	**624**
		Total Parking Provided	**822**
		No. of Surplus Spaces	**198**

The proposed parking structure provides a surplus of 198 parking spaces. The Applicant proposes to build a parking structure with enough parking to facilitate a building used solely for office uses, which has a higher parking demand than a research and development facility. A parking structure with 822 parking spaces will provide the property owner and tenant flexibility to reconfigure uses and operations as needed within the building.

RECOMMENDATION

Therefore, Staff recommends the City Council adopt Resolution 2015-XXX (Attachment 1) to:

1. Approve and adopt an addendum to the City of Aliso Viejo General Plan EIR and subsequent addendums under the California Environmental Quality Act for Planning Application PA15-003 (SDP/AUP/CUP/EP) which includes a 205,460 square foot building; 822-space, five-level parking structure; establish a specialized research and development facility with wet laboratories; and a reduction in building setback and
2. Issue a site development permit, and administrative use permit, a conditional use permit, and exception permit related to Planning Application 15-003 at 35 & 37 Enterprise.

Prepared by:

Jennifer Lowe
Associate Planner

Approved by:

Albert Armijo
Director of Planning Services

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

David A. Doyle
City Manager

Attachments:

1) Resolution No. 2015-XX – Draft
2) Location Map
3) Letter from Applicant
4) Addendum to the Aliso Viejo General Plan
   a. Traffic & Parking Study – 3/19/15
   b. Noise Impact Study – 3/09/15
   c. Air Quality & GHG Impact Study – 3/09/15
5) Project Plans

RESOLUTION NO. 2015 – XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ALISO VIEJO, CALIFORNIA, APPROVING AND ADOPTING AN ADDENDUM TO THE CITY OF ALISO VIEJO GENERAL PLAN ENVIRONMENTAL IMPACT REPORT UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT FOR PLANNING APPLICATION PA15-003 (SDP/AUP/CUP/EP) WHICH INCLUDES A 205,460 SQUARE FOOT BUILDING; 822-SPACE, FIVE-LEVEL PARKING STRUCTURE; ESTABLISHMENT OF A SPECIALIZED RESEARCH AND DEVELOPMENT FACILITY WITH WET LABORATORIES; AND REDUCTION IN BUILDING SETBACK; AND ISSUE A SITE DEVELOPMENT PERMIT, AN ADMINISTRATIVE USE PERMIT, A CONDITIONAL USE PERMIT AND AN EXCEPTION PERMIT RELATED TO PLANNING APPLICATION PA15-003 AT 35 & 37 ENTERPRISE IN ALISO VIEJO

WHEREAS, on January 20, 2015, Robert Bunyan and Associates submitted an application on behalf of Parker Properties for the Summit Microvention Project ("Project") to develop a 205,460 square foot building and 822-space, five-level parking structure for a specialized research and development facility with wet laboratories at 35 & 37 Enterprise, located at the northwest corner of Enterprise and Aliso Viejo Parkway; and

WHEREAS, on April 21, 2004, the City of Aliso Viejo certified a Final Environmental Impact Report ("Final EIR") for the City's first General Plan [State Clearinghouse #2003101060] under the California Environmental Quality Act ("CEQA"), Public Resources Code section 21000 *et. seq.*, adopted CEQA Findings of Fact ("Findings"), a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program. The Final EIR fully analyzed all impacts associated with development of all uses contemplated by the General Plan at a programmatic level, including the Summit Office Campus; and

WHEREAS, an Addendum to the Final EIR was approved on November 17, 2004 for the Summit Master Site Plan, which includes the Project site; and

WHEREAS, City staff evaluated the Project in light of the environmental analysis contained in the Final EIR and subsequent addendums and considered whether any supplemental or subsequent environmental review is required. Staff concluded that none of the circumstances described in Public Resources Code section 21166 or State CEQA Guidelines section 15162 have occurred, and thus no supplemental or subsequent EIR is required; and

WHEREAS, City staff caused to be prepared an Addendum to the Final EIR for the Project, with technical analyses, to address any changes or additions to the Final

EIR under State CEQA Guidelines section 15164, including Planning Application PA15-003 (SDP/AUP/CUP/EP); and

WHEREAS, the City Council has read and considered the Addendum to the Final EIR for the Project and the Final EIR and subsequent addendums prior to considering the adoption of this resolution; and

WHEREAS, the Addendum to the Final EIR for the Project reflects the independent judgment and analysis of the City Council; and

WHEREAS, pursuant to Aliso Viejo Municipal Code (AVMC) Section 15.74.020, the purpose of a site development permit is to ensure that new development conforms to the development and design provisions of the Zoning Code, including but not limited to permitted uses, development standards, and supplemental regulations; and

WHEREAS, pursuant to AVMC Section 15.74.040, the purpose of an administrative use permit or conditional use permit is to provide for individual approval or denial of land uses requiring such permits under the Zoning Code; and

WHEREAS, pursuant to AVMC Section 15.74.070, the purpose of an exception permit is to provide for minor deviations from certain development standards of the Zoning Code, including but limited to permitted uses, development standards, and supplemental regulations, that have little or no potential for adverse impacts on surrounding properties, residents, businesses, or the general public; and

WHEREAS, on April 1, 2015, the City of Aliso Viejo City Council held duly noticed public hearings as prescribed by law and considered public testimony and evidence and recommendations presented by staff in the Agenda Report and oral presentation relating to the proposed Planning Application PA15-003 (SDP/AUP/CUP/EP) and the Addendum to the Final EIR for the Project; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ALISO VIEJO, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Determination of Recitals. The City Council hereby finds and determines that all of the recitals set forth above are true and correct. The above recitals are hereby incorporated as substantive findings of this Resolution.

SECTION 2. Compliance with CEQA. As the decision-making body for the Project and Planning Application PA15-003 (SDP/AUP/CUP/EP), the City Council has reviewed and considered the Final EIR and Addendum to the Final EIR for the Project, any oral or written comments received, and the administrative record prior to making any decision. The City Council finds that the Addendum to the Final EIR has been completed in compliance with CEQA and the State CEQA Guidelines.

1. *Findings on the Necessity for a Subsequent or Supplemental Environmental Impact Report*

   Based on the Addendum to the Final EIR and all related information presented to the City Council, the City Council finds that the preparation of a subsequent or supplemental EIR is not required for the Project because the Addendum is merely a minor modification to the Final EIR and such a minor modification: (1) does not constitute a substantial change to the Project that will require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) does not constitute a substantial change with respect to the circumstances under which the Project is undertaken that will require major revisions of the Final EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of the previously identified significant effects; and (3) does not contain new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, that shows any of the following: (a) the Project will have one or more significant effects not discussed in the EIR; (b) significant effects previously examined will be substantially more severe than shown in the Final EIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the lead agency declined to adopt such measures or alternatives; or (d) mitigation measures or alternatives considerably different from those analyzed in the Final EIR would substantially reduce one or more significant effects on the environment, but the lead agency declined to adopt such mitigation measures or alternatives.

2. *Incorporation of Findings on Environmental Impacts.*

   The City Council incorporates by reference the Findings for the Final EIR as if those findings were fully set forth herein.

3. *Approval and Adoption of Addendum.*

   The City Council approves and adopts the Addendum to the Final EIR for the Project, dated March 20, 2015.

SECTION 3. Findings for Site Development Permit. In accordance with section 15.74.020(D) of the Aliso Viejo Zoning Code, the City Council hereby approves the site development permit for new building and parking under Planning Application PA15-003 (SDP/AUP/CUP/EP) subject to the conditions set forth in Exhibit "A" and project plans set forth in Exhibit "B". The City Council, sitting as the legislative body and based upon the entire record, including all written and oral evidence presented, finds that:

1. *Consistency with General Plan. The project is consistent with the General Plan and any applicable specific plan.*

   The Land Use Element of the General Plan designates the project site as Professional Office (PO). The PO land use designation provides business and

professional office complexes. Land Use Goal LU-3 states "encourage development that provides a solid fiscal foundation of the City, diverse employment options for residents..." Based on the description of the PO land use designation and Land Use Policies and Goals as defined in the General Plan, development of a specialized research & development facility/office building is consistent with the provision of business and office complexes as stated in the General Plan. Proposed floor area ratio for the Project site is 0.52:1 and within range of the average intensity of development identified for the PO land use designation of 0.65:1.

2. *Consistency with Zoning Code. The land use and associated development conform to the permitted use provisions and development standards of this Zoning Code and is consistent with this Code and any applicable specific plan.*

   The building and parking structure conform to permitted use provisions and development standards identified in Chapter 15.22 and Section 15.62.100 of the Zoning Code. The building includes four stories and a basement and varies in height from grade to the top of the building parapet from a minimum of 58' on the west side of the building to a maximum of approximately 73' on the easterly side of the building. The overall structure height is approximately 75 feet due to a six foot high equipment screen wall that will wrap around the entire mechanical system equipment and energy-efficient roofing material colored to match the building to meet the requirements established in Section 15.62.080. The building setbacks vary from Enterprise from a maximum of 57'-6" on the west end of the building to a minimum of 32'-6" on the eastern end. As an architectural feature, the second, third and fourth floors have a building articulation that curves out toward Enterprise. This above-grade encroachment is proposed to be setback of 27'-0" from the property line. In Professional Office (PO) zoning districts, buildings are required to be setback 20 feet from a local nonresidential streets; however, minimum setbacks shall be increased 1 foot for every foot in height above 35 feet up to required minimum setback of 50 feet. The building height is 75 feet above grade; therefore, the building is required to be setback 50 feet from Enterprise. The Zoning Code allows such increased setbacks to be reduced to 30 feet if a conditional use permit (CUP) is approved for an individual project, subject to the findings established in Section 15.74.040. Additionally, AVMC Section 15.74.070 states an exception permit may be approved for an additional 10% reduction in minimum setbacks. See Section 5 of this Resolution for further details.

3. *Compliance with CEQA. Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.*

   See Section 2 above.

4. *Architectural Design. The architectural design of the project, including but not limited to the architectural style, scale, building mass, materials, colors, architectural details, roof style are compatible with surrounding development.*

   The building mass and form of the building and parking structure applies similar architectural forms and articulation of other Summit office buildings. The office

structure is a Class A steel moment-frame building clad in smooth finish plaster and aluminum and two types of energy efficient, tinted low E double glazed windows. It continues the high level of design and use of relief areas, banding, accents, color variations, natural and man-made materials and architectural features incorporated in other buildings in the Summit. The building will incorporate various levels of environmental sustainability.

5. *Site Design. The site design of the project, including but not limited to project entries, interior circulation, pedestrian and bicycle access, pedestrian amenities, screening of equipment and trash enclosures, exterior lighting, and other site design elements are compatible with surrounding development.*

   The Project was designed in a manner that would conform to the development and design provisions of the Zoning Code while meeting the needs of the tenant, MicroVention. The Project site will be accessed in three ways: 1) a signalized intersection at Parker Place and Enterprise; 2) a right-in/right-out driveway access to Enterprise and right-in/right-out driveway access to and from the parking structure at Aliso Viejo Parkway. The parking structure can also be entered and exited directly from the driveway access on Enterprise and from the interior drive aisle separating the parking structure from the office building. Project improvements and Project Design Features will further policies, plans and programs regarding public transit, bicycle and pedestrian facilities identified in the City of Aliso Viejo Streets and Trails Amenities Master Plan and other regional plans. The proposed Project includes construction of public sidewalks and pedestrian walkways and includes Project Design Features encourage future tenants to institute a ride sharing/van pool program open to at least to a third of the employees; encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees; and implements charging stations for electric vehicles.

   Lighting for the structure are energy-efficient LED fixtures placed inside the concrete cavities formed by each floor's ceiling, horizontal concrete beams and the exterior walls of the structure. This placement will prevent lighting glare when viewed from points outside the structure. Shipping areas are located on the east side of the building, shielded from view from Enterprise by the office and parking structure walls, and drive aisle landscaping. Several delivery vehicles are expected each day. The vehicles include delivery vans from ground logistics firms, such as UPS, and shipping trucks, all of which currently serve the Summit Office Campus.

   Mechanical equipment will be screened from view from public rights-of-way, private streets and residential development on the roof of the building behind a six-foot high screen wall. The trash enclosures are internal to the site and not visible from the public right-of-way.

6. *Landscape Design. Project landscaping, including but not limited to the location, type, size, color, texture, and coverage of plant materials, has been designed so as to provide visual relief, complement buildings, visually emphasize prominent design elements and vistas, screen undesirable views, provide a harmonious transition*

between adjacent land uses and between development and open space, and provide an overall unifying influence to enhance the visual continuity of the project.

The Summit Office Campus landscaping is designed to be harmonious and retain consistency throughout the 56-acre project. This Project comprises the final phase, Summit 7, and conforms to the City of Aliso Viejo plant palette allowed under the existing approved plan, and consistent and compatible with drought-tolerant materials. The proposed landscaping plan will be made up of more than 50% drought resistant plant material, as well as indigenous species and ornamentals. Pedestrian areas, including plazas and concrete pathways will be enhanced with appropriate landscaping that is considered attractive, practical and consistent with City requirements for CPTED. Driveways and entries will continue to use decorative pavers at major entrances and at internal circles. The northeast corner of Enterprise and Aliso Viejo Parkway is recognized as part of the special design and landscaping treatment the City wishes for this entire intersection. The Property Owner, Parker Properties, has worked with the City Council, Shea Properties and Leisure Sports, Inc. to address the special needs of this intersection. The Property Owner will continue to work with the City on final design features visible to this intersection. Landscape setback maintenance along Aliso Viejo Parkway is the responsibility of the Aliso Viejo Community Association, and along Enterprise the responsibility is with the Pacific Park Town Center Association. Both Associations are managed by Professional Community Management.

SECTION 4. Findings for Administrative Use Permit. In accordance with section 15.74.040(C) of the Aliso Viejo Zoning Code, the City Council hereby approves the administrative use permit for the specialized research and development facility with wet laboratories under Planning Application PA15-003 (SDP/AUP/CUP/EP) subject to the conditions set forth in Exhibit "A" and project plans set forth in Exhibit "B". The City Council, sitting as the legislative body and based upon the entire record, including all written and oral evidence presented, finds that:

1. *Consistency with General Plan. The land use is consistent with the General Plan and any applicable specific plan.*

   The Land Use Element of the General Plan designates the project site as Professional Office (PO). The PO land use designation provides business and professional office complexes. Land Use Goal LU-1 states that Aliso Viejo should provide a diverse mix of land uses to meet future needs of all residents and the business community. Furthermore, Land Use Policy LU-1.3 states the City should attract and retain clean light industrial development (such as research and development and high technology). Based on the description of the PO land use designation and Land Use Policies and Goals as defined in the General Plan, the proposed land use is consistent with the General Plan.

2. *Consistency with Zoning Code. The land use and associated development conform to the permitted use provisions and development standards of this Zoning Code and is consistent with this Code and any applicable specific plan.*

The land use of "specialized research, development manufacturing and wet laboratories, where chemicals, drugs or biological matter are tested and analyzed..." is permitted in Professional Office (PO) zoning districts with an administrative use permit approved by the Director of Planning Services ("Director"). Based on parking requirements established in AVMC Chapter 15.38, MicroVention's use of the building requires 624 parking spaces. The proposed parking structure provides a surplus of 198 parking spaces. The Applicant proposes to build a parking structure with enough parking to facilitate a building used solely for office uses, which has a higher parking demand than a research and development facility. A parking structure with 822 parking spaces will provide the property owner and tenant flexibility to reconfigure uses and operations as needed within the building. Although most of the square footage is dedicated to office and administrative uses, MicroVention will allocate 77,429 square feet for research and development, clean rooms and wet laboratories. Products are treating with chemicals and other specialized materials in liquid solutions or volatile phases and require direct ventilation and specialized pipe utilities. All chemicals are handled and stored according to federal, state and local regulations. Some of the materials are classified as "hazardous materials" under Chapter 50 of the 2013 California Fire Code. Such materials registered and monitored by Orange County Fire Authority ("OCFA"). The development includes an above-grade encroachment with a proposed of 27'-0" from the property line. In Professional Office (PO) zoning districts, buildings are required to be setback 20 feet from a local nonresidential streets; however, minimum setbacks shall be increased 1 foot for every foot in height above 35 feet up to required minimum setback of 50 feet. The Zoning Code allows such increased setbacks to be reduced to 30 feet if a conditional use permit (CUP) is approved for an individual project, subject to the findings established in Section 15.74.040. Additionally, AVMC Section 15.74.070 states an exception permit may be approved for an additional 10% reduction in minimum setbacks. See Section 5 of this Resolution for further details.

3. *Compliance with CEQA. Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.*

   See Section 2 above.

4. *Surrounding Uses. Approval of the application will not create conditions materially detrimental to the public health, safety and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.*

   The proposed use at 35 Enterprise is located in the PO zoning district. MicroVention is a leader in products used in neuroendovascular therapies, more specifically treatment of neurovascular diseases. Currently, located in Tustin, MicroVention originally had its start in Aliso Viejo and expressed a desire to relocate its headquarters in the Summit Office Campus. MicroVention will be the sole occupant of the only building at 35 Enterprise. The Summit Office Campus is 56-acre master planned development characterized by a variety of professional office and research and development uses, including Microsemi, Vertos Medical, and Avanir Pharmaceuticals. As documented in the Addendum to the Final EIR, approval of the

permit will not create conditions materially detrimental to the public health, safety, and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.

5. *That the facility will provide design and procedural safeguards such that its operation will not pose a danger to life, property or other land uses in the vicinity.*

   All chemicals used in the preparation of medical products are handled and stored according to Federal, State and local regulations. Orange County Fire Authority (OCFA) reviewed the application and currently works with MicroVention at its Tustin location. MicroVention will continue to work with OCFA during its transition to the Aliso Viejo facility regarding the registration and control of all chemicals and hazardous materials and at its new location in Aliso Viejo.

6. *That the facility will be compatible with other land uses in the vicinity and will not have material adverse impacts on persons or property in terms of noise, odors, vibration, glare or other effects.*

   The facility will be compatible with other land uses in the vicinity. The Summit Office Campus is home to several research and industrial uses, including biotechnology. Other research and development firms such as Microsemi, Vertos Medical and Avanir Pharmaceuticals maintain operations, which include use of laboratory facilities, in the office buildings along Enterprise. MicroVention maintains operations consistent with Federal, State and local regulations. The building will be constructed with property facilities and ventilation and will not have material adverse impacts on persons or property in terms of noise, odors, vibration, glare or other effects.

SECTION 5. Findings for Conditional Use Permit and Exception Permit. In accordance with section 15.74.040(C) and 15.74.070(D) of the Aliso Viejo Zoning Code, the City Council hereby approves the conditional use permit and exception permit for the reduction in building setback under Planning Application PA15-003 (SDP/AUP/CUP/EP) subject to the conditions set forth in Exhibit "A" and project plans set forth in Exhibit "B". The City Council, sitting as the legislative body and based upon the entire record, including all written and oral evidence presented, finds that:

1. *Consistency with General Plan. The land use is consistent with the General Plan and any applicable specific plan.*

   The Land Use Element of the General Plan designates the project site as Professional Office (PO). The PO land use designation provides business and professional office complexes. Land Use Goal LU-1 states that Aliso Viejo should provide a diverse mix of land uses to meet future needs of all residents and the business community. Furthermore, Land Use Policy LU-1.3 states the City should attract and retain clean light industrial development (such as research and development and high technology). Based on the description of the PO land use designation and Land Use Policies and Goals as defined in the General Plan, the proposed land use is consistent with the General Plan.

2. *Consistency with Zoning Code. The land use and associated development conform to the permitted use provisions and development standards of this Zoning Code and is consistent with this Code and any applicable specific plan.*

   The building includes four stories and a basement and varies in height from grade to the top of the building parapet from a minimum of 58' on the west side of the building to a maximum of approximately 73' on the easterly side of the building. The overall structure height is approximately 75 feet due to a six foot high equipment screen wall that will wrap around the entire mechanical system equipment. Building setbacks vary from Enterprise from a maximum of 57'-6" on the west end of the building to a minimum of 32'-6" on the eastern end. As an architectural feature, the second, third and fourth floors have a building articulation that curves out toward Enterprise. This above-grade encroachment is proposed to be setback of 27'-0" from the property line. In Professional Office (PO) zoning districts, buildings are required to be setback 20 feet from a local nonresidential streets; however, minimum setbacks shall be increased 1 foot for every foot in height above 35 feet up to required minimum setback of 50 feet. The building height is 75 feet above grade; therefore, the building is required to be setback 50 feet from Enterprise. The Zoning Code allows such increased setbacks to be reduced to 30 feet if a conditional use permit (CUP) is approved for an individual project, subject to the findings established in Section 15.74.040. Additionally, AVMC Section 15.74.070 states an exception permit may be approved for an additional 10% reduction in minimum setbacks. With the conditional use permit reducing the setback to 30 feet brings first floor setbacks along Enterprise and parking structure setback along Aliso Viejo Parkway into conformance with the Zoning Code. Furthermore, the exception permit further reducing the setback 3 feet, the 27 foot setback on the second, third and fourth floors meet the Zoning Code requirements.

3. *Compliance with CEQA. Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.*

   See Section 2above.

4. *Surrounding Uses. Approval of the application will not create conditions materially detrimental to the public health, safety and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.*

   The proposed use at 35 Enterprise is located in the PO zoning district. MicroVention is a leader in products used in neuroendovascular therapies, more specifically treatment of neurovascular diseases. Currently, located in Tustin, MicroVention originally had its start in Aliso Viejo and expressed a desire to relocate its headquarters in the Summit Office Campus. MicroVention will be the sole occupant of the only building at 35 Enterprise. The Summit Office Campus is 56-acre master planned development characterized by a variety of professional office and research and development uses, including Microsemi, Vertos Medical, and Avanir Pharmaceuticals. As documented in the Addendum to the Final EIR, approval of the permit will not create conditions materially detrimental to the public health, safety,

and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.

SECTION 6. Approval of Project and Filing of Notice of Determination. The City Council approves the Project and directs staff to file a Notice of Determination with the Orange County Clerk within five (5) days of approval of the Addendum to the Final EIR and the Office of Planning and Research.

SECTION 7. Location of Documents. The Final EIR and subsequent addendums, Addendum to the Final EIR for the Project, and any other documents and materials that constitute the record of proceedings on which these Findings have been based are located at the City of Aliso Viejo, 12 Journey, Suite 100, Aliso Viejo CA 92656. The custodian for these records is the Director of Planning Services.

PASSED, APPROVED AND ADOPTED this 1st day of April 2015.

_____
William A. Phillips
Mayor

ATTEST:

_____
Mitzi Ortiz, CMC
City Clerk

APPROVED AS TO FORM:

_____
Scott C. Smith
City Attorney

EXHIBIT "A"

CONDITIONS OF APPROVAL

General Conditions

1. Approval of Planning Application PA15-003 (SDP/AUP/CUP/EP) is valid for two (2) years from the date of the permit's effective date. Pursuant to AVMC 15.74.100D, upon application before expiration of the period of validity, the original decision-making authority may grant an extension to the period of validity for up to 1 year per extension if it finds that such an extension is justified by the circumstances of the project. The filing of an application for extension shall stay expiration of the permit until action is taken on the time extension by the decision-making authority. There is no limit on the number of extensions which may be granted.

2. Approval of this Site Development Permit is to construct a 205,460 square foot building and 822-space, five-level parking structure; an administrative use permit to establish a specialized research and development facility with wet laboratories; and a conditional use permit and exception permit for a reduction in building setback at 35 & 37 Enterprise.

3. The application is a plan for location and design of uses, structures, features, and materials submitted by this application and shown on the approved plans. Development shall be consistent with architectural design guidelines and all other development standards specified in the Aliso Viejo Municipal Code. Any relocation, alteration, or addition to any use, structure, feature, or material, not specifically approved shall require an amendment to Planning Application PA15-003 (SDP/AUP/CUP/EP) unless the Director of Planning Services determines the proposed change complies with the provisions and the spirit and intent of the original approval, and the action would have been the same for the amendment as for the approved site plan. The Director may approve a minor amendment without requiring a new public hearing, and may modify conditions as needed to ensure consistency with standards and criteria established by the Aliso Viejo Municipal Code.

4. Failure to abide by and faithfully comply with any and all conditions attached to granting of this permit shall constitute grounds for revocation of said permit.

5. The Owner/Developer, and Owner/Developer's successors, heirs, and assigns, shall protect, defend, indemnify, and hold harmless the City, its officers, employees, and agents from any claim, action, or proceeding against the City, its officers, employees, or agents brought pursuant to the Planning and Zoning Law, the Subdivision Map Act, the California Environmental Quality Act, the federal Clean Water Act, the Porter Cologne Water Quality Control Act or any other law, permit or regulation in order to attack, set aside, void, annul, or seek to impose liability on the City for granting the approval granted by this Resolution, which

action is brought, for any monetary claims (including, but not limited to, fines, fees, penalties and attorneys' fees), before the expiration of the applicable statute of limitations period, and, for any non-monetary claims, by the earlier of: (i) one hundred and eighty (180) days after the date the first building permit for the project is issued or (ii) the expiration of the applicable statute of limitations, whichever is sooner.

6. The Owner/Developer and Owner/Developer's successors in interest shall be fully responsible for knowing and complying with all conditions of approval, including making known the conditions to City staff for future governmental permits or actions on the project site.

7. The Owner/Developer and Owner/Developer's successors in interest shall be responsible for payment of all applicable fees along with reimbursement for all City expense in ensuring compliance with these conditions. All fees and expenses shall be paid in full prior to a final inspection for individual residential units or issuance of a Certificate of Occupancy for commercial structures. Prior to issuance of the applicable City approvals or permits for individual residential units or commercial structures, the Owner/Developer shall be fully responsible for reimbursing the City of Aliso Viejo for all expenses incurred to process all requests for development review and to assure compliance with all conditions of approval.

8. Design, maintenance, and operation of the permit area and facilities thereon shall comply with all applicable regulations of the applicable zone, Specific Plan and Development Agreement, and all requirements and enactments of Federal, State, County, and City authorities, and all such requirements and enactments shall, by reference, become conditions of this permit whether or not they are listed as conditions.

9. If any hazardous waste is encountered during construction of any portion of this project, all work shall be immediately stopped on that portion of the project, and the Orange County Health Care Agency (OCHCA), the Orange County Fire Authority (OCFA), the Orange County Sheriff's Department (OCSD), and the Director of Public Works shall be notified immediately. Work on that portion shall not continue until clearance has been issued by all of these agencies.

10. The Owner/Developer shall utilize prudent and reasonable measures to prevent unauthorized persons from entering the work site at any time and to protect the public from accidents and injury arising from the construction of the project.

11. All workers and visitors to the site must observe a 10-mile per hour speed limit in the construction area.

12. All portions of the project site shall be continuously maintained free of litter or debris during construction per SWPPP and CAL-OSHA requirements.

13. Landscaping shall be maintained in a healthy manner and shall be designed with efficient irrigation to eliminate runoff to the extent practical, promote surface filtration, and minimize use of fertilizers and pesticides which can contribute to urban runoff pollution.

14. Parking and on site circulation requirements as shown on the approved Site Development Permits shall be maintained at all times to the satisfaction of the Director of Public Works.

    a. All pavement markings and signage including parking spaces, directional designations, no parking designations and fire land designations shall be clearly defined and said signage and markings shall be maintained in good condition at all times.

    b. Parking site circulation and street surfaces shall be maintained in good condition at all times, and shall be swept at least as frequently as public streets in Aliso Viejo.

    c. All areas of landscaping shall be permanently and continuously maintained by either the applicable management association or the property owner.

15. Prior to issuance of a Grading Permit for the project, the applicant shall arrange a pre-grading conference with the applicant, City staff, contractor, and other applicable parties to discuss project requirements and schedule. A qualified and trained professional shall be onsite shall be retained by the applicant for that grading permit to provide professional archaeological, paleontological and Native American monitoring services.

16. If previously unidentified archaeological resources are uncovered during the site preparation, grading, or excavation, the archaeological monitor shall have the authority to temporarily halt or divert grading in the immediate area of the discovery and to evaluate the resources. If the archaeologist determines that they are unique archaeological resources as defined by Section 21083.2 of CEQA, then the archaeologist shall conduct additional excavations to avoid impacts to these resources by the development. If they are not "unique," then no further mitigation would be required. Unique cultural resources shall be determined based on the criteria set forth in Section 21083.2 of CEQA.

17. If previously unidentified paleontological resources are uncovered during the site preparation, grading, or excavation, a paleontological monitor shall have the authority to temporarily halt or divert grading in the immediate area of the discovery and to evaluate the resources. If the paleontologist determines that they are unique paleontological resources as defined by Section 21083.2 of CEQA, then the paleontologist shall conduct additional excavations to avoid impacts to these resources by the development. If they are not "unique," then no further mitigation would be required. Unique cultural resources shall be determined based on the criteria set forth in Section 21083.2 of CEQA.

18. If previous human remains are uncovered during site preparation, grading, or excavation, the archaeologist monitor shall have the authority to temporarily halt or divert grading in the immediate area of the discovery, and shall notify the County Coroner within 24 hours of the discovery. If the Coroner determines that the remains are not recent, the Coroner shall notify the Native American Heritage Commission. The Project applicant shall comply with the procedures set forth in Section 5097.98 of the California Public Resources Code and shall consult with the most likely descendant designated by the Native American Heritage Commission to obtain recommendations on the treatment and disposition with appropriate dignity of the human remains and associated grave goods.

19. During construction activities, the Owner/Developer shall ensure the project will comply with SCAQMD rule 402 (Nuisance), to reduce odors from construction activities.

20. During construction activities, the Owner/Developer shall ensure the following measures are implemented to reduce short-term (construction) air quality impacts associated with the project:

    a. Controlling fugitive dust by regular watering or other dust palliative measures to meet South Coast Air Quality Management District Rule 403 (Fugitive Dust).

    b. Maintaining equipment engines in proper tune.

    c. Phasing and scheduling construction activities to minimize project-related emissions.

    d. Project compliance with Aliso Viejo General Plan Final EIR MM AQ-1 requiring a Dust Control Plan that specifies dust control measures to control fugitive dust emissions.

    e. Compliance with South-Coast Air Quality Management District Rule 402 (Nuisance) to reduce odors from construction activities.

21. The following shall be implemented during all construction activities throughout build out of the project in order to minimize impacts of project-related noise in the vicinity of the proposed project site:

    Construction activities shall be limited to between the following hours: a) 7:00 a.m. and 6:00 p.m. Monday through Friday, and b) 9:00 a.m. to 6:00 p.m. Saturday. Construction work on Saturdays will require payment of a premium for City inspection services, and may be further restricted or prohibited should the City receive complaints from adjacent property owners. No construction work is to be done on Sundays or City observed holidays.

22. Enhanced paving in a color and design architecturally compatible with design and color scheme of the proposed project shall be provided as required by this Site Development Permit approval and where necessary shall replace existing paving. Enhanced paving may consist of stamped concrete interlocking pavers or other materials or products. Extent of enhanced paving shall be determined by the Director of Planning Services and, at a minimum, shall be consistent with provisions of the Site Development Permit approved for this project.

23. Concrete used in project development shall be mixed with color rather than stained.

24. All rooftop mechanical equipment shall be screened from view of adjacent properties and adjacent public streets and shall be sound attenuated in accordance with the City Noise Ordinance. Rooftop equipment shall be painted the same color as the roofing color. Rooftop equipment may not penetrate the skyline or be visually different from the color palette of its location.

Project Design Features

25. Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the total cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

26. Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the fair share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise to include a southbound dual left turn lane.

27. The proposed Project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

28. The proposed Project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all exposed surfaces a minimum of three times per day. Applied water shall not create runoff or discharges into the storm drain system.

29. The proposed Project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

30. The proposed Project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

31. Traffic calming measures shall be implemented to increase pedestrian safety and walkability.

32. The proposed Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards and Green Building Code Standards.

33. The proposed Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

34. The proposed Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

35. The proposed Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

36. The proposed Project shall require to the extent feasible, use of paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

37. The Project applicant shall encourage that future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

38. The Project applicant shall encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

39. The Project shall implement charging stations for electric vehicles.

40. [Consider whether to include all design features here, even if duplicative of other sections, to avoid confusion as to whether some have been inadvertently excluded]

Conditions Required Prior to the Issuance of a Grading Permit or Approval of Infrastructure Plans

Building Department Conditions

41. Pad certification by the Design Civil Engineer and Soil Engineer is required prior to issuance of any Building Permit.

Fire Department Conditions

42. Prior to issuance of a grading permit, the Applicant shall submit for review a Fire Master Plan (service code PR145) to Orange County Fire Authority.

Planning Department Conditions

43. Above ground obstructions (utility cabinets, mailboxes, etc.) are to be placed within right-of-way landscaping areas whenever possible and shall be screened subject

to the approval of the Director of Planning Services. When above ground obstructions are to be placed within sidewalk, a minimum five (5) foot clear sidewalk width must be provided around the obstruction.

Police Services Department Conditions

No Conditions.

Public Works Department Conditions

44. Prior to issuance of a Grading Permit, a construction phase Solid Waste Management Plan shall be prepared and submitted to the Director of Public Works for review and approval. This plan shall include specific measures to reduce refuse generated by construction of the proposed project. The Owner/Developer, property Owner/Developer, or successor in interest shall prepare a waste management plan, which shows how construction materials will be recycled, consistent with the City of Aliso Viejo Waste Reduction Ordinance.

45. All existing and proposed utilities shall be placed under ground, where feasible and acceptable to the utility provider, as approved by the Director of Public Works.

46. The Owner/Developer and its contractors shall use their best efforts to protect in place all survey monuments during construction. Disturbed monuments shall be reestablished.

47. Prior to issuance of a Grading Permit, the Owner/Developer shall have a geotechnical report prepared to the satisfaction of the Director of Public Works and at a minimum, the geotechnical report shall address the following:

    a. The Owner/Developer or subsequent Owner/Developers shall contract with an Engineering Geologist and Geotechnical Engineer to quantify engineering properties of the on-site soil materials, to assess potential for weak soils or bedding layers which may affect cut or natural slopes, and to verify that grading planned within the project boundary will be remediated to result in an increase in landslide stability consistent with factors of safety approved by the city's consulting Geotechnical Engineers. This geotechnical study shall, as deemed necessary by the Director of Public Works and consulting City Geologist and Geotechnical Engineer, further assess slopes adjacent to existing residential development areas. Further assessment must also address stability and mitigation measures for slopes adjacent to residential areas, as well as potential off-site impacts along access streets. Findings and recommendations of the geotechnical assessment shall be incorporated into the final design for commercial and residential structures.

    b. The Owner/Developer will determine with subsequent geotechnical studies, the location of any landslide or unstable slope areas. Landslides and slope areas

shall be removed and re-compacted during grading to the satisfaction of the Director of Public Works and the City's consulting Geotechnical Engineers. All cut and fill slopes, foundations and structures, shall be designed and constructed to comply with the California Building Code (CBC) and applicable City and County Grading Ordinances. Modification to these standards shall be permitted only with written concurrence of the Director of Public Works.

c. An engineering geologist shall define final grading requirements for the site. All geological recommendations shall be reviewed and approved by the Director of Public Works. Foundation designs in areas where fault traces are identified that have been deemed inactive should address enhancing stability of buildings in the event minor movement occurs as a secondary effect of ground shaking.

d. An engineering geologist shall study all unanticipated faults exposed during grading to detect any evidence of possible recent activity and submit the findings to the Director of Public Works for review. No structure shall be placed within 50 feet of any fault trace.

e. Prior to issuance of a grading permit, the Developer shall submit to the Director of Public Works for review and approval, a detailed Geotechnical Engineering Report certified by a California Registered Civil Engineer. The Geotechnical Engineering Report shall include an investigation with regard to liquefaction, expansive soils, and seismic safety. Also, the Report shall discuss contents of the soils as to presence or absence of any hazardous waste or other contaminants in the soils. Should additional geotechnical studies be generated or required as a result of the geotechnical investigation, additional plan check fees will be required. The Developer shall reimburse the City for all costs including the City's administrative fee for this review.

f. All recommendations included in the approved Geotechnical Engineering Report shall be implemented during project design, grading, and construction in accordance with the approved project. The Director of Public Works shall review all plans for conformance of grading plan-check the Developer's geotechnical engineer shall sign the plans confirming that the grading plans incorporate recommendations of the approved soil report(s).

g. ROC, NOX and dust during construction grading shall be suppressed by the following activities:

h. Equipment not in use for more than ten minutes should be turned off.

i. All diesel engines used in construction equipment should use high-pressure injectors.

j. All diesel engines used in construction equipment should use reformulated diesel fuel if commercially available.

k. Fuel injection of all diesel engines used in construction equipment should be retarded two degrees from the manufacture's recommendation.

l. All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

m. All active portions of the site shall be either periodically watered or treated with environmentally safe dust suppressants to prevent excessive amounts of dust.

n. Large scale construction vehicles and trucks exiting the project site during grading operations shall be required to have the wash-downs to minimize dispersion of dust onto local streets.

o. The Owner/Developer shall submit a detail method and procedures with support analysis for review and approval to the Director of Public Works for backcut and installation of buttress fills for cut slope remediation located throughout the project.

48. Backfill of any pipe or conduit shall be in conformance with the approved Geotechnical report or as otherwise specified by the Director of Public Works.

49. Soil testing for trench compaction shall be performed on all trenching in conformance with the approved geotechnical report or as otherwise specified by the Director of Public Works.

50. Prior to issuance of a Grading Permit, the Owner/Developer shall submit to the Director of Public Works for review and approval, street improvement plans including drainage plans and hydraulic calculations prepared by a California Registered Civil Engineer and shall post sufficient surety guaranteeing the construction of the improvements.

51. Driveways shall be designed in accordance with the latest Orange County Road Standards. Streetlights shall be shown on improvement plans as approved by the Director of Public Works.

52. Truck noise from hauling operations shall be minimized through establishing hauling routes that avoid residential areas within the City. The hauling plan must be identified as part of the grading plan and shall be approved by the Director of Public Works prior to issuance of a Grading Permit.

    a. The Owner/Developer shall ensure construction equipment is fitted with modern sound-reduction equipment.

b. Stationary noise sources that exceed 70 DBA of continuous noise generation (at 50 feet) shall be shielded with temporary barriers if existing residences are within 350 feet of the noise source.

c. Designated-parking areas for construction worker vehicles and for materials storage and assembly shall be provided. These areas shall be set back as far as reasonably attainable from or otherwise shielded from existing residential neighborhoods.

d. Prior to commencement of grading operations, immediately surrounding property owners shall be notified in writing of construction schedules for major grading, including when clearing and grading is to begin. Content of this required communication shall be approved by the Director of Public Works.

53. Prior to issuance of a Grading Permit, the Owner/Developer shall submit to the City for review and approval, a grading plan for each phase, prepared by a California Registered Civil Engineer, and shall enter into an agreement and shall post sufficient surety guaranteeing completion of all grading approved by the Director of Public Works.

54. Off-site import or export operations requiring transport of an excess of 500 cubic yards of material shall require City approval prior to commencement of hauling or staged grading operations. A haul route plan is to be submitted for review and approval by the Director of Public Works and Director of Planning Services. Additional surety for cleaning and or repair of the public streets shall be required as directed by the Director of Public Works. No stockpiles shall be placed on-site or off-site within the City without a grading plan approved by the Director of Public Works.

55. All requests for staged grading shall be submitted in writing to the Director of Public Works for review and approval (the amount of disturbed area shall be minimized to accommodate only the specific construction phase being constructed.)

56. Temporary irrigation, hydro-seeding and/or erosion control measures shall be implemented on all temporary grading. Temporary grading is defined to be any grading partially completed and any disturbance of existing natural conditions due to construction activity. These measures will apply to temporary grading activity that remains or is anticipated to remain unfinished or undisturbed in its altered condition for a period of time greater than thirty (30) days or the beginning of the rainy season whichever comes first.

57. Maximum gradient for any slope shall not exceed a 2:1 slope inclination except where special circumstances exist. In the case of special circumstances where steeper slopes are warranted, a certified soils engineer will review plans and their

recommendations will be subject to review and approval of the Director of Public Works.

58. During grading, the following requirements shall apply:

    a. Grading may occur during the rainy season from October 15th to April 15th subject to approval by the Director of Public Works and installation of erosion control facilities. Erosion control measures shall be in place and functional between October 1st and April 30th. In order to comply with the October 1 date, revised erosion control plans shall be submitted to the Director of Public Works no later than September 1st of each year from the start of grading or clearing operations to the time of grading bond release.

    b. Prior to any work being conducted within the City right of way, the Owner/Developer shall obtain all necessary encroachment permits from Director of Public Works.

    c. During site preparation and construction, the Owner/Developer shall minimize disturbance of natural groundcover on the project site until such activity is required for grading and construction purposes. During grading operation, the Owner/Developer shall employ a superintendent for National Pollutants Discharge Elimination System ("NPDES") compliance. The NPDES superintendent shall be present, on the project site Monday through Friday and on Saturday if the probability of rain is 40% or higher and prior to the start of and during all grading or clearing operations until release of grading bonds. The NPDES superintendent shall have full authority to hire personnel, rent equipment and purchase materials to the extent needed to effectuate Best Management practices. The NPDES superintendent shall provide proof to the Director of Public Works of attendance and satisfactory completion of courses satisfactory to the Director of Public Works totaling no less than 8 hours directed specifically to NPDES compliance and effective use of Best Management Practices. Proof of such attendance and completion shall be provided to the Director of Public Works prior to employment of the NPDES superintendent.

    d. During clearing, grading, earth moving or excavation operations, regular watering or application of other dust palliatives acceptable to the Director of Public Works shall be used to control dust. In addition the following measures shall apply:

        i. Water (with potable or reclaimed at Owner/Developer's discretion) all site access roads and material excavated or graded on or off-site to prevent excessive amounts of dust. Watering shall occur a minimum of at least two times daily, preferably in the late morning and after completion of work for the day. Additional watering for dust control shall occur as directed by the Director of Public Works. The grading plan shall indicate the number

of water trucks that will be available for dust control at each phase of grading.

ii. Cease all clearing, grading, earth moving, or excavation operations during periods of high winds (greater than 15 mph averaged over one hour.) The contractor shall maintain contact with the Air Pollution Control District (APCS) Meteorologist for current information about average wind speeds. Water or securely cover all material transported off-site and on-site to prevent excessive amounts of dust.

iii. Keep all grading and construction equipment on or near the site, until these activities are completed.

iv. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive dust generation.

v. Clean mud and dirt off heavy-duty construction vehicles before they leave the site.

59. After clearing, grading, earth moving, or excavation operations, and during construction activities, fugitive dust emissions should be controlled using the following levels.

    a. Apply non-hazardous chemical stabilizers to all inactive portions of the construction site. When appropriate, see exposed surfaces with a fast growing, soil binding plant to reduce wind erosion and its contribution to local particulate levels.

    b. Periodically, or as directed by the Director of Public Works, sweep public streets in the vicinity of the site to remove silt (i.e. fine earth material transported from the site by wind, vehicular activities, water runoff, etc.), which may have accumulated from construction activities.

60. Prior to commencement of grading activities, the Owner/Developer shall coordinate with utility and service organizations regarding any construction activities to ensure existing facilities are protected and any necessary expansion or relocation of facilities are planned and scheduled in consultation with the appropriate public agencies.

61. Prior to issuance of a Precise Grading Permit for any production phase, the Owner/Developer shall submit to the Director of Public Works and Director of Planning Services a letter from utility and service providers confirming availability of services (i.e. water, wastewater etc.) to and from the site.

62. During site preparation and construction, the Developer shall construct temporary storm water diversion structures as approved by the Director of Public Works.

63. There shall be no sheet flow of drainage leaving the project site and crossing adjacent property or draining into the public right-of-way.

64. All on-site storm drains shall be cleared at least twice a year, once immediately prior to October 15 and once in January. The Director of Public Works may require additional cleaning during construction of the project.

65. Sidewalks and parking lots shall be swept regularly to prevent accumulation of litter and debris. When swept or washed, debris must be trapped and collected to prevent entry to the storm drain system. No cleaning agent may be discharged to the storm drain. Wash water shall not discharge to the storm drains; wash water should be collected and discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to review, approval and conditions of Moulton Niguel Water District.

66. Prior to issuance of a Grading Permit, the Owner/Developer shall submit to the Director of Public Works for review and approval a Water Quality Management Plan to address water quality impacts of the project which is consistent with current NPDES Permit and the current Orange County Model WQMP. The management regime recommended in this Plan shall be the governing document for long-term maintenance of water quality features included in the project. The City shall periodically monitor adherence to plans and management guidelines contained in the Plan, and may initiate action as necessary to ensure compliance by the property Owner/Developer with all conditions established by the plan.

67. As required by the State Construction General Permit, a Storm Water Pollution Prevention Plan (SWPPP) shall be developed to address pollution prevention and solid waste management during construction activities. Temporary erosion control measures shall be used during the construction process to minimize water quality impacts. Specific measures to be applied shall be identified in the project Erosion and Sediment Control Plan. A trained Best Management Practices ("BMP") supervisor shall be onsite during all construction activities. The following water quality assurance techniques shall be considered for implementation to the satisfaction of the Director of Public Works, as deemed necessary.

    a. Provide temporary soil cover, such as hydro-seeding, mulch, binder and erosion control blankets, to protect exposed soil from wind and rain.

    b. Incorporate silt fencing, berms, straw rolls, filter material and dikes to protect storm drain inlets and drainage courses.

    c. Incorporate rough grade contours to reduce flow concentrations and velocities.

    d. Divert runoff from graded areas, using straw bale, earth, and sandbag dikes.

e. Minimize soil exposure during the October through April rainy season.

f. Install sediment traps or basins.

g. Maintain and monitor erosion/sediment controls.

68. To minimize water quality effects of permanent erosion sources, the following design features shall be considered for implementation into the project-grading plan to the satisfaction of the Director of Public Works. The Director of Public Works shall review and approve the grading plan to verify compliance with Best Management Practices features including, but not limited to the following:

    a. Drainage swales, subsurface drains, slope drains, storm drain.

    b. Inlet/outlet protection and sediment traps.

    c. Check dams to reduce flow velocities.

    d. Permanent desilting basins.

    e. Permanent vegetation, including grass-lined swales.

    f. Design of drainage courses and storm drain outlets to reduce scour.

    g. Infiltration areas.

69. Prior to issuance of a Grading Permit, Owner/Developer shall prepare an Erosion and Sediment Control Plan to address construction impacts and long-term operational effects on downstream environments and watersheds. A qualified Civil Engineer shall prepare this plan. Use of jute, polymer, or other artificial cover or alternate means as approved by the Director of Public Works will be required for all graded slopes during the period of October 15 through, and inclusive of April 15. Proposed erosion control methods shall consider provisions for use of vegetative filtering in preparation of detailed erosion control plans, as well as appropriate use of temporary debris basis, silt fences, sediment traps and other erosion control practices. The proposed plan shall also address all relevant NPDES requirements and recommendations for use of best available technology. The erosion control plan shall be reviewed and approved by the Director of Public Works prior to issuance of grading permits for grading.

70. The Owner/Developer shall be required to obtain all clearances as administered by the Regional Water Quality Board and State Water Resource Board. These permits shall be obtained prior to initiating any grading permits or clearing and grubbing activities not covered under the City's Grading Ordinance.

71. All development areas and lots shall be designed so surface drainage is collected by an on-site private storm drain system prior to connecting to the existing municipal storm drain facilities.

72. Drainage plans and calculations shall indicate the following conditions before and after development: quantities of water, water flow rates, major water courses, drainage areas and patterns, diversion, collection systems, flood hazard areas, sumps, sump locations, detention facilities and drainage courses.

73. Hydrology shall be per the current Orange County Flood Control Standards except as follows:

    a. All storm drains shall carry a 20-year frequency storm.

    b. All catch basins shall carry a 20-year storm.

74. Drainage facilities shall be provided such that surface flows are intercepted and contained in a storm drain system prior to entering collector or secondary roadways.

75. Surface drainage to adjacent land owners shall not be increased or concentrated by this development. All drainage measures necessary to mitigate storm water flows shall be provided by the Owner/Developer.

76. All flows from V-ditches, ribbon gutters and similar devices may be deposited into the storm drain system prior to entering streets as determined to the Director of Public Works' satisfaction during final engineering. If necessary, the storm drain system shall be extended beyond the public right-of-way through easements to eliminate surface flow between parcels. Both storm drains and easements outside the public right-of-way are to be maintained by the Property Owner/Developers Association unless otherwise approved by the City Council.

77. Prior to issuance of a Grading Permit, the color of all concrete drainage structures shall be as approved by the Director of Public Works and the Director of Planning Services, and to the extent possible shall incorporate natural structure and landscape to reduce their visibility.

78. Drainage for the development shall be designed and installed with all necessary appurtenances to safely contain and convey storm flows to their final point of discharge to the satisfaction of the Director of Public Works.

79. The Owner/Developer shall use reasonable efforts to minimize surface drainage over sidewalks and driveways on the site, subject to the Director of Public Works' satisfaction during final engineering.

80. The Owner/Developer shall provide all necessary on-site and off-site storm drain facilities to the satisfaction of the Director of Public Works to accommodate storm flows. Facilities, as shown on existing drainage studies and approved by the Director of Public Works, shall be delineated on the final drainage plans.

81. The Owner/Developer shall be in compliance with the National Pollutant Discharge Elimination System (NPDES) Requirements as follows:

    a. Prior to issuance of any construction or Grading Permit and commencement of any clearing, grading or excavation, the Owner/Developer shall submit evidence, to the satisfaction of the Director of Public Works, that the Notice of Intent (NOI) has been filed with the State Water Resources Control Board.

    b. The Storm Water Pollution Prevention Plan (SWPPP) shall be developed and implemented in accordance with requirements of the current State Construction General Permit and applicable City of Aliso Viejo Stormwater Quality Management Program.

    c. The SWPPP shall identify potential pollutant sources that may affect quality of discharges to storm water and shall include design and placement of recommended Best Management Practices (BMP's) to effectively prohibit entry of pollutants from the construction site into the storm drain system.

    d. Improvement plans shall note that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks."

    e. Prior to issuance of any construction or grading permit and commencement of any clearing, grading or excavation, the Owner/Developer shall also submit a Notice of Intent (NOI) to the California State Water Resources Control Board, Storm Water Permit Unit in accordance with the current NPDES Construction General Permit Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities. The Owner/Developer shall comply with all requirements of this General Permit including preparation of a Storm Water Pollution Prevention Plan (SWPPP.)

    f. The Owner/Developer shall obtain permit coverage from the State Water Resources Control Board under the current order as amended for all storm water discharges associated with the construction of this development. The Owner/Developer shall submit a copy of the Notice of Intent (NOI) to the Director of Public Works as proof of permit coverage.

    g. The Owner/Developer shall also comply with NPDES objectives as outlined in the "Storm Water Pollution Control Guidelines for Construction Sites."

    h. Prior to grading permit issuance, Owner/Developer will provide facilities to comply with NPDES requirements. Runoff from development areas shall be

infiltrated on-site through use of previous construction materials, diverted to detention basins, or underground oil and grease traps or other Best Management Practices (BMP's) to the satisfaction of the Director of Public Works. A California registered Civil Engineer shall propose and design these devices as part of the drainage improvement plans for the project. Basins, traps and all other structural and non-structural NPDES facilities shall be maintained. Provisions CC&R's shall be made by the Owner/Developer to provide for maintenance of said facilities in perpetuity, which shall be approved by the Director of Public Works.

i. Prior to City issuance of the initial Grading Permit, the Developer shall obtain all necessary NPDES related permits. Grading permits issued for the development shall require Developer to provide schedules and procedures for onsite maintenance of earthmoving and other heavy equipment and documentation of proper disposal of used oil and other lubricants.

j. Project construction plans shall note and incorporate that the contractor shall comply with the "California Storm Water Best Management Practice Handbooks" – Best management Practices (BMP's) applicable to the development and to the satisfaction of the Director of Public Works. Said requirements shall include implementation of the following requirements by the Property Owner/Developers Association:

   i. All onsite storm drain inlets shall be labeled "Don't Dump Drains to Ocean."

   ii. No outdoor vehicle maintenance shall be allowed. For purposes of this condition, car washing shall not be considered vehicle maintenance.

   iii. All common area property shall be maintained free of litter and debris.

   iv. All onsite storm drains shall be cleaned using approved methods at least twice a year, once immediately prior to October 1, the rainy season, and once in January.

   v. All common sidewalks, walkways, and parking areas shall be swept regularly to prevent the accumulation of litter and debris from entering the storm drain. No cleaning agent may be discharged into a storm drain system. If any cleaning agent or degreaser is used, wash water shall not be discharged to the storm drain but shall be discharged to the sanitary sewer. Discharges to the sanitary sewer are subject to review and approval of the Moulton Niguel Water District.

   vi. Grease interceptors shall be installed for all commercial food preparation spaces. The Developer shall provide the City with a maintenance program for such devices. The CC&R's shall include a requirement that

the grease interceptors are maintained in a manner consistent with requirements of the Maintenance Program.

82. Prior to issuance of a Grading Permit, a final drainage plan shall be submitted for review and approval by the Director of Public Works. The drainage plan shall follow criteria and requirements of the Orange County Flood Control District Hydrology Manual, Orange County Local Drainage Manual, and Orange County Flood Control District Design Manual.

83. The Owner/Developer shall design detention basins in such a way that they will be aesthetical, safe and easy to maintain, and that the basins are not an "attractive nuisance."

84. The Owner/Developer shall demonstrate all habitable structures and other non-flood proof structures will be protected for 100-year return frequency flood level.

85. The Owner/Developer shall cause surface water to be conveyed into the underground drainage system on site. No parkway (under sidewalk) drains shall be allowed.

86. Owner/Developer will be required to have all contractors and sub-contractors have all construction materials be recycled in conformance with the municipal waste reduction ordinance.

87. Prior to issuance of a Grading Permit, Owner/Developer shall prepare a hydrology study for review and approval by the Director of Public Works. The hydrology study shall include hydraulic calculations addressing the surface drainage system and the off-site system to accommodate the project generated flows.

88. Prior to issuance of a Grading Permit, Owner/Developer shall submit a Water Quality Management Plan (WQMP) to the Director of Public Works for review and approval. The WQMP shall address water quality impacts of the project, address hydromodification, and include the implementation of site specific low impact development (LID) best management practices as required by AVMC and current NPDES Permit. The WQMP shall identify Best Management Practices (BMP's) that will be utilized on-site to control pollution runoff.

89. Prior to commencement of grading activities, the Owner/Developer shall coordinate with utility and service organizations regarding any construction activities to ensure existing facilities are planned and scheduled in consultation with appropriate public agencies.

90. Car washing shall be prohibited on the property unless an area is designated and designed to meet all requirements for water quality. If desired, prior to issuance of a precise grading permit, the Owner/Developer shall locate and design an area on the site to be dedicated for car washing by residents of the development. The

plans shall be reviewed and approved by the Director of Public Works and Director of Planning Services.

Conditions Required Prior to the Issuance of a Building Permit

Building Department Conditions

91. Prior to issuance of a Building Permit, the Owner/Developer/Developer shall submit payment, or proof of payment prior to issuance of a building permit for that particular phase any and all applicable school, water, sewer, Transportation Corridor, and other public benefit fees, if not previously paid.

92. All habitable structures shall be designed to current CBC requirements or the City and approved geotechnical report requirements for the project, whichever standard is most restrictive.

93. Prior to issuance of a Building Permit, Owner/Developer shall furnish, if applicable, three (3) complete sets of plans (structural, mechanical, electrical, and plumbing) designed and signed in ink by the required licensed professionals. Said plans submitted shall contain two (2) copies of soil reports, liquefaction investigation reports and structural calculations. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain waste vents and water system. Electrical plans shall include single line drawings.

94. The cover sheet of building construction documents shall contain a blue-line print of the City's Conditions of Approval and it shall be attached to each set of plans submitted for any construction or demolition or shall be printed on the title sheet verbatim.

95. Buildings shall comply with local and State building code regulations, including 2013 CBC Series.

96. Building addresses shall be located facing street fronting property for each building approved by the Building Department and OCFA.

97. All plans and structures shall meet the current Title 24 Energy Code.

98. All plans shall be designed in conformance with the 2013 editions of the California Building Code, California Plumbing Code, California Mechanical Code, California Electrical Code, and the Aliso Viejo Municipal Code.

99. Electrical plans shall include service calculations, panel scheduled and feeder size. Panel schedules and motors shall comply with requirements of the 2013 California Electrical Codes

100. Accessible requirements shall be in accordance with applicable California Title 24 provisions.

101. Details depicting method of fire stopping of all penetration of fire resistive assemblies shall be shown on plans. Methods shall conform to a tested and listed method of an approved agency.

102. Accessible parking shall be provided in accordance with California Title 24.

103. Building plans and site planning shall comply with the required 2013 California Green Building Standards Code.

104. Building plans shall include design features consistent with Crime Prevention through Environmental Design (CPTED) criteria, which include the following public safety conditions, must be incorporated into design of building plans. Plans must be reviewed and approved by the Chief of Police Services and Director of Planning Services prior to issuance of any Building permits.

105. Owner/Developer/Developer shall submit detailed design information for lighting fixtures throughout the project.

106. Buildings open parking lots, walkways, and accesses thereto shall substantially conform to the following light standards where determined applicable:

    a. Accessible luminaries utilized to meet requirements of this section have vandal resistant light fixtures and be not less than three feet in height from ground level when used to illuminate walkways and a minimum eight feet in height from ground level when illuminating surfaces associated with vehicles. Light fixtures shall be deemed accessible if mounted within fifteen feet vertically or six feet horizontally from any accessible surface or any adjoining roof, balcony, landing, stair tread, platform or similar structure.

    b. A site/lighting plan shall be provided showing buildings, parking area, walkways, detailed landscaping and a point-by-point photometric calculation of the required light levels. Foot-candles shall be measured on a horizontal plane and conform to a uniformity ratio of 4:1 average/minimum. Landscaping shall not be planted so as to obscure required light levels.

Fire Department Conditions

107. Prior to issuance of a Building Permit, the Owner/Developer/Developer shall submit an architectural submittal (Service Codes PR200-PR285) to Orange County Fire Authority (OCFA), when required by the OCFA "Plan Submittal Criteria Form".

108. Prior to issuance of a Building Permit, the Owner/Developer/Developer shall submit plans for review of hazardous materials compliance and chemical classification (service codes PR315-PR328) to OCFA.

109. Prior to issuance of a Building Permit, the Owner/Developer/Developer shall submit for review of hazardous equipment, processes, or operations (service codes PR345-PR360) to OCFA.

110. Prior to issuance of a Building Permit, the Owner/Developer/Developer shall submit plans for review of high-piled storage (service code PR330) to OCFA

111. Prior to issuance of a Building Permit, the Owner/Developer/Developer shall submit an underground piping for private hydrants and fire sprinkler systems submittal (Service Codes PR470-PR475) to OCFA.

112. Prior to issuance of a Building Permit, the Owner/Developer/Developer shall submit plans to review the fire sprinkler system submittal (Service Codes PR400-PR465) to OCFA.

Planning Department Conditions

113. Any planned entry monumentation shall not interfere with sight-distance or turning movements. Landscaping shall be provided appropriate to the entry that will not interfere with sight-distance or turning movement operations. Entrance landscaping shall extend along the full frontage of the project to provide traffic calming, consistent with current landscape design practice consistent with the requirements of the Aliso Viejo Municipal Code.

114. The City shall require preparation of a lighting and glare analysis, where applicable. To analyze a specific project's potential lighting impacts, a lighting plan shall be prepared that identifies type and location of proposed lighting features, with an associated photometric analysis modeling proposed lighting effects such as spill and coverage. A project's lighting effects shall maintain the minimum illumination level required for security, while limiting spill onto adjacent properties to the maximum extent practicable. Potential glare impacts shall also be evaluated for structures proposed adjacent to a major public roadway or public area. If a project is determined to be a significant new source of glare, the City shall regulate the type and reflectivity of the structure's exterior building materials. Incorporation of recommendations outlined in the lighting and glare analyses shall be required of subsequent development projects prior to issuance of a Building Permit.

115. Lighting shall comply with applicable standards of the Aliso Viejo Municipal Code. Proposed on site lighting shall be shielded and confined within project site boundaries. No direct rays or glare are permitted to shine onto public streets or adjacent single-family or multi-family residential sites or create a public nuisance.

116. Prior to issuance of a Building Permit, the Applicant shall submit a Lighting Plan to the Director of Planning Services and the Crime Prevention Specialist for review and approval. The Lighting Plan shall identify type and location of proposed lighting fixtures for buildings, parking structures, open parking lots, walkways, and access thereto, including height of said fixtures, with an associated photometric analysis modeling showing lighting effects such as spill coverage. The Lighting Plan shall conform to the following criteria:

    a. Maintain the minimum illumination level required by CPTED, while limiting spill onto adjacent properties to the maximum extent practicable. All exterior lighting shall be directed downward and away from adjoining property, major public roadway or public area, with luminaries shielded to prevent unnecessary glare.

    b. Lighting standards for parking areas shall be the same throughout the project.

    c. Exterior lighting devices serving security purposes shall be protected by a weather and vandal-resistant covering and be illuminated from dusk to dawn.

Police Services Department Conditions

117. For new multi-story structures, applicant will provide the appropriate infrastructure in the construction of the building for Bi-Directional Amplifiers (BDA's). Bi-Directional Amplifiers supply police/fire radio transmission ability to the 800 MHz radio systems to enable reception and transmission within the building. The amount of DBA installation infrastructure will be coordinated between the Applicant and Orange County Sheriff's Communications Division.

118. Numerals shall be no less than twelve (12) inches in height, if located less than 100 feet from the centerline of the addressed street or eighteen (18) inches in height if placed further than 100 feet from the centerline of the address street. Numerals should be illuminated during the hours of darkness using a light source provided with an uninterruptible A.C. power source or controlled only by a photocell device.

119. The rear doors of all buildings shall have address numbers not less than six (6) inches in height and be of a color contrasting to the background to which they are affixed.

120. Industrial and commercial buildings shall have doors clearly marked with numbers corresponding to the appropriate alarm zone.

121. Prior to issuance of a Building Permit, the Applicant shall submit a Lighting Plan to the Director of Planning Services and the Crime Prevention Specialist for review and approval. The Lighting Plan shall identify type and location of proposed lighting fixtures for buildings, parking structures, open parking lots, walkways, and

access thereto, including height of said fixtures, with an associated photometric analysis modeling showing lighting effects such as spill coverage. The Lighting Plan shall conform to the following criteria:

a. All exterior doors shall be illuminated during hours of darkness, with a minimum maintained one foot-candle of light, measured within a five-foot radius on each side of the door at ground level. The light source shall be controlled by a photo cell device or a time clock with an astronomic clock feature and capable of operating during a power outage.

b. Recessed areas of buildings or fences, which have a minimum depth of two feet, a minimum height of five feet, and do not exceed six feet in width and are capable of human concealment, shall be illuminated with a minimum maintained 0.25 foot-candle of light at ground level during hours of darkness. This requirement only applies to defined recessed areas within six feet of the edge of a designated walking surface with an unobstructed pathway to it, not hindered by walls or hedgerow landscaping a minimum two feet in height.

c. Accessible luminaries utilized to meet requirements of this section shall have vandal resistant light fixtures and shall not be less than three feet above ground level when used to illuminate walkways and a minimum eight feet in height from ground level when illuminating surfaces associated with vehicles. Light fixtures shall be deemed accessible if mounted within fifteen feet vertically or six feet horizontally from any accessible surface or any adjoining roof, balcony, landing, stair tread, platform or similar structure.

d. The light source utilized to comply with this section shall have a rated average bulb life of not less than 10,000 hours.

122. Site/Lighting plan shall be submitted to the Crime Prevention Specialist showing buildings, parking area, walkways, detailed landscaping and a point-by-point photometric calculation of required light levels. Foot-candles shall be measured on a horizontal plane and conform to a uniformity ratio of 4:1 average/minimum. Landscaping shall not be planted to obscure required light levels.

123. All lighting on the property shall be designed to prevent spillover onto neighboring properties. The Owner/Developer shall submit a lighting plan that identifies the type and location of proposed lighting features, including the height of said fixtures, with an associated photometric analysis modeling proposed lighting effects such as spill coverage. The lighting plan shall maintain the minimum illumination level required by CPTED, while limiting spill onto adjacent properties to the maximum extent practicable. All exterior lighting shall be directed downward and away from adjoining property, major public roadway or public area, with luminaries shielded to prevent unnecessary glare.

124. For parking, driving and walking surfaces, open parking lots and all exterior walkways shall be illuminated during hours of operation from dusk until dawn with a minimum maintained 1.25 foot-candles of light unless the City determines that a lesser foot-candle would be adequate in the location(s). Metal halide or other bright white light source shall be utilized.

125. A structure, garage or covered parking surface intended primarily for storage of motor vehicles for any period of time shall comply with the following requirements:

    a. For parking, driving and walking surfaces, a structure, garage or covered parking surface shall be illuminated during hours of operation from dusk until dawn with a minimum maintained 1.25 foot-candles of light unless the City determines that a lesser foot-candle would be adequate in the location(s). Metal halide or other bright white light source shall be utilized.

    b. Elevator cabs, the interiors of which are not completely visible when the door is open from a point center on and 36 inches away from the door, shall have shatter-resistant mirrors or other equally reflective material so placed as to make visible the entire elevator cab from this point. The elevator cab shall be illuminated at all times with a minimum maintained two foot-candles of light at floor level.

    c. Elevator emergency stop buttons shall be installed and connected so as to activate the elevator alarm.

    d. Prior to issuance of a Building Permit, the Applicant shall submit a plan to the Crime Prevention Specialist for approval that provides adequate and secure parking for motorcycles. Such parking areas shall be located in high visibility areas such as the entry/exit to the building. The developer shall provide bollards or similar restrictions and raised horizontal bars or anchor points.

    e. Bicycle storage racks shall be located in a high visibility area near the entry/exit to the building.

    f. Except at vehicle and primary pedestrian openings, the structure shall be designed to the satisfaction of the City, to preclude human entry from any exterior accessible surface to a height of eight feet. Chain link fencing shall not be utilized if visible from a public right of way. When required, fire protection access openings in the form of swing-out gates shall be provided and secured by a padlock with a minimum 3/8-inch diameter shackle and five-pin tumbler operation.

    g. Directional signage, including floor designation and section, shall be provided on each level to expedite movement within the facility. Signage shall be a minimum eighteen (18) inches in height and of a contrasting color to the

background. It shall be displayed no less than 60 inches from the parking surface and be highly visible from within any portion of the facility.

h. The interior of the structure should be painted a light, highly reflective color.

i. Alcoves and other visual obstructions that might constitute a hiding place should be eliminated whenever structurally possible. Pillars, columns and other open construction should be utilized over a solid wall design.

j. Areas beneath stairways at or below ground level shall be fully enclosed or access to them restricted.

k. Parking structure stairways shall be illuminated at all times with a minimum maintained two foot-candles of light on all landings and stair treads unless the City determines that a lesser foot-candle would be adequate in the location(s). Stairways shall be painted a light, highly reflective color.

l. Fully enclosed interior or exterior stairways with solid walls, when required, shall have shatter-resistant mirrors or other equally reflective material at each level and landing and be designed or placed in such a manner as to provide visibility around corners.

m. Clearly marked, hands-free emergency phones or panic alarms should be placed throughout the structure as determined applicable.

126. Buildings, walkways, and accesses thereto shall conform to the following light standards:

a. Stairways shall be illuminated at all times with a minimum maintained two foot-candles of light on all landings and stair treads unless the City determines that a lesser foot-candle would be adequate in the location(s). Stairways shall be painted a light, highly reflective color.

b. All types of exterior doors shall be illuminated during hours of darkness, with a minimum maintained one foot-candle of light, measured within a five-foot radius on each side of the door at ground level. The light source shall be controlled by a photocell device or a time clock with an astronomic clock feature and capable of operating during a power outage.

c. Recessed areas of buildings or fences, which have a minimum depth of two feet, a minimum height of five feet, and do not exceed six feet in width and are capable of human concealment, shall be illuminated with a minimum maintained 0.25 foot-candles of light at ground level during the hours of darkness. This requirement applies to defined recessed areas within six feet of the edge of a designated walking surface with an unobstructed pathway to it, not hindered by walls or hedgerow landscaping a minimum two feet in height.

d. Accessible luminaries utilized to meet requirements of this section shall have vandal resistant light fixtures and be not less than three feet in height from ground level when used to illuminate walkways and a minimum of eight feet in height from ground level when illuminating surfaces associated with vehicles. Light fixtures shall be deemed accessible if mounted within fifteen feet vertically or six feet horizontally from any accessible surface or any adjoining roof, balcony, landing, stair tread, platform or similar structure.

127. Prior to issuance of a Building Permit, the Owner/Developer shall submit a plan for approval by the Crime Prevention Specialist that shows location of all trees and exterior lighting, including light standards, to demonstrate landscaping will not interfere with necessary security lighting. If light bollards are used, the plan shall also show all shrubs. The area of the canopy for each tree, when mature, and the height of each light standard shall be indicated on the plan. The canopy of mature trees shall normally be at least ten (10) feet from any overhead lamps unless otherwise approved by the Crime Prevention Specialist.

128. Silent or audible alarm systems shall be installed.

129. Comprehensive security alarms systems should be provided for the following:

a. Perimeter building and access route protection.

b. High valued storage areas.

c. Interior building door to shipping and receiving area.

130. CCTV security cameras are recommended, covering the following areas:

a. Lobby entrances;

b. Building perimeter;

c. Shipping and receiving areas;

d. Parking lot/structure;

e. Exterior entrance;

f. Stairwells; and,

g. Interior hallways.

131. "No Trespassing/Loitering" signs shall be posted at entrances of parking lots and other appropriate places. Signs must be at least 2' x 1' in overall size, with white background and black 2" lettering.

132. All entrances to parking areas shall be posted with appropriate signs per CVC 22658(a), to assist in removal of vehicles at the property owner's/manager's request.

133. Wide-angled viewers of 190 degrees or other alternative design feature approved by the City should be designed into solid doors which are located in areas where natural surveillance is compromised, and which will be utilized by employees to access parking lots and pedestrian paths during hours of darkness.

134. Other line-of-sight obstructions (including recessed doorways, alcoves, etc.) should be avoided on building exterior walls and interior hallways.

135. An Emergency Notification Form shall be filed with Aliso Viejo Police Services.

Public Works Department Conditions

136. Prior to issuance of a Building Permit, the Owner/Developer shall submit landscape improvement plans prepared by a State licensed landscape architect including details of said amenities to the Director of Public Works and Director of Planning Services for review and approval. The plans shall include all proposed and existing plant materials (location, type, size, and quantity), an irrigation plan, a grading plan, an approved site plan and a copy of the entitlement conditions of approval.

137. All landscaping must conform to requirements in AB 1881 and the City's Water Efficient Landscape Regulation (AVMC 7.30 and Ordinance No. 2010-126).

138. All trees and shrub proposed for the project shall be a minimum one (1) gallon size with the exception of enhanced landscaped entries which require larger box and gallon size as approved by the Director of Planning Services.

139. All graded slopes shall be permanently planted in a timely manner meeting the approval of the Director of Public Works and in compliance with the approved Landscape Plan with groundcover, trees and shrubs that will stabilize slopes and minimize erosion.

140. Prior to issuance of a Building Permit, a Solid Waste Management Plan for continuous solid waste handling shall be submitted to the Director of Public Works for review and approval. This Plan, which shall assure compliance with AB 939 provision to maximize recovery and recycling of solid waste generated on-site including green waste. The plan shall include provisions for storing and handling of solid waste, including location and design of solid waste storage areas. Each

area shall be designed and constructed in such a manner to be properly enclosed and screened to prevent precipitation from entering waste containers and to assure water quality standards are maintained for any storm water which may enter a solid waste enclosure, and to provide adequate space for separation of wastes for recycling. The enclosure shall have a floor drain that connects to the sanitary sewer system. The plan shall be reviewed by the City's franchise solid waste hauler and appropriately modified to assure effective operations.

Conditions Required Prior to Concealing Interior Construction

Building Department Conditions

141. Prior to concealing interior construction, the MEP's, framing and insulation shall be inspected and approved by the City Building Inspector.

Fire Department Conditions

142. Prior to concealing interior construction, the Owner/Developer/Developer shall submit a sprinkler monitoring system submittal (Service Codes PR500) to OCFA.

143. Prior to concealing interior construction, the Owner/Developer/Developer shall submit a fire alarm system submittal (Service Codes PR500-PR520) to OCFA.

Planning Department Conditions

No Conditions.

Police Services Department Conditions

No Conditions.

Public Works Department Conditions

No Conditions.

Conditions Required Prior to Final Building Inspection or Occupancy Permit

Building Department Conditions

144. Prior to issuance of Certificates of Occupancy, the City shall require that all building trades be completed, and that all outside agencies have signed off on the project.

Fire Department Conditions

No Conditions.

Planning Department Conditions

145. Prior to issuance of a Certificate of Occupancy, the Owner/Developer shall submit to the Director of Planning Services and the Director of Public Works, a landscape plan for the landscaped area at the corner Aliso Viejo Parkway and Enterprise for review and approval. The plans shall show a pedestrian-accessible landscaped area with seating areas, in addition to incorporating a significant art feature. A public access agreement and covenant shall be recorded prior to opening the landscaped area.

Police Services Department Conditions

No Conditions.

Public Works Department Conditions

146. Prior to issuance of Certificates and Occupancy for each phase, the landscape architect shall provide written certification to the City stating installation is in substantial conformance with the approved landscape plans per the requirements of AB 1881 and the City's Water Efficient Landscape Regulation (AVMC 7.30 and Ordinance No. 2010-126). If there are variations, the variations shall be approved by the Director of Public Works and Director of Planning Services.

147. Prior to issuance of Certificates of Use and Occupancy for each phase, the Owner/Developer shall provide a written certification for the operation of all backflow devices.

148. Prior to issuance of the first Certificate of Occupancy, construction of all street and common area improvements in a given phase of the project shall be completed to the satisfaction of the Director of Public Works and the Director of Planning Services.

149. All backflow preventers, transformers, and other above-grade utilities shall be appropriately screened from public with walls and/or plantings, unless prohibited by another governing agency.

150. Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the total cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

151. Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the fair share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise to include a southbound dual left turn lane.

152. The mitigation measures outlined in the prior CEQA documents are hereby expressly made conditions of approval of this Site Development Permit. Below is a list of the mitigation measures called-out in the CEQA document:

Mitigation Measures 2004 General Plan FEIR

Mitigation Measures: Mitigation Measures A-2 from the 2004 General Plan EIR is applicable to the Project Modifications.

A-2 The City shall utilize a site development permit process and the California Environmental Quality Act (CEQA) in the review of proposed development projects. Proposed projects shall be reviewed to avoid acceptable impacts to surrounding development designs, landscaping, and natural characteristics of the project site (Implementation Program III-1).

During the site development permit process, the City shall require preparation of a lighting and glare analysis, where applicable. To analyze a specific project's potential lighting impacts, a lighting plan shall be prepared that identifies the type and location of proposed lighting features, with an associated photometric analysis modeling proposed lighting effects such as spill and coverage. A project's lighting effects shall maintain the minimum illumination level required for security, while limiting spill onto adjacent properties to the maximum extent practicable. For structures proposed adjacent to a major public roadway or public area, potential glare impacts shall also be evaluated. If a project is determined to be a significant new source of glare, the City shall regulate the type and reflectivity of the structure's exterior building materials. Lighting and glare analyses shall be reviewed and evaluated, by the City consistent with mitigation measure A-1. Incorporation of recommendations outlined in the lighting and glare analyses shall be required of subsequent development projects prior to issuance of a building permit.

Mitigation Measures: Mitigation Measures GS-1 through GS-3 from the 2004 General Plan EIR are applicable to the Project Modifications.

GS-1 The City shall prepare, adopt and implement a grading ordinance or Specific Plan to ensure that grading associated with new development project is conducted in accordance with appropriate geotechnical engineering standards (Implementation Program I-15).

GS-2 Pursuant to State law, geologic and/or geotechnical studies shall be required for proposed new development projects located in areas identified as susceptible to landslides and liquefaction and binding mitigation strategies must be adopted. These areas are identified in Figure 5.5-1 of the EIR. Compliance with the recommendations set forth in site specific geologic and/or

geotechnical studies shall be made a condition of the site development permit for subsequent projects. In addition, the City may require applicants to incorporate measures to stabilize and maintain slopes on a site-by-site basis, such as, but not limited to, proper planting, irrigation, retaining walls, and benching (Implementation Program III-15).

GS-3 The City shall continually monitor and encourage remediation of unstable slope areas, particularly in areas characterized by crib walls or where historical and anecdotal evidence of instability exists (Implementation Program IV-13).

Mitigation Measures: Mitigation Measures HWQ-2, HWQ-4, HWQ-5 and HWQ-10 from the 2004 General Plan EIR are applicable to the Project Modifications.

HWQ-2 The City shall meet the requirements of the San Diego Regional Water Quality Control Board (SDRWQCB) Order No. R9-2002-0001, pursuant to the National Pollutant Discharge and Elimination System (NPDES). Requirements of this Order include implementation of a Jurisdictional Urban Runoff Management Plan (JURMP), addressing a variety of topics related to urban runoff, including Best Management Practices in the planning and construction of new and existing development, education of City staff and the community as a whole regarding polluted urban runoff, and revising the environmental review process to analyze water quality impacts from development (Implementation Program I-8).

HWQ-4 Prior to making land use decisions, the City shall utilize available methods to estimate increases in pollutant loads and flows resulting from projected future development. In addition, applicants for new development and redevelopment projects shall demonstrate accomplishments of the following NPDES objectives:

- Use of structural and non-structural Best Management Practices (BMPs) to mitigate projected increases in pollutant loads and flows.
- Minimized pollutant loading flow velocity during and after construction.
- Minimized amounts of impervious surfaces and directly connected impervious surfaces.
- Maximized on-site infiltration and runoff and temporary on-site retention areas.
- Limited disturbance of natural water bodies and natural drainage systems.
- Pollution prevention methods, source controls and treatment using small collection strategies located at, or as close as possible to, the source.

(Implementation Program III-3)

HWQ-5 The City shall require: 1) engineering studies to determine required flood control facilities for future development projects; 2) that study recommendations be incorporated into the design of projects; and 3)

construction of appropriate flood control facilities for all development projects. Where appropriate, the City shall require that engineering studies include analyses on stream instability for natural watercourses that include stream degradation, head cutting, bank erosion, and related factors. (Implementation Program III-7).

HWQ-10 The City shall review all development projects in consultation with the applicable water district to ensure adequate water supplies, treatment, and distribution capacity for projects without negative impact to the community. For those projects that satisfy the criteria set forth in Sections 10910-10915 of the California Water Code and Section 66473.7 of the Government Code, a Water Supply Assessment or water supply verification demonstrating available water supplies exist to support development shall also be prepared. (Implementation Program III-4).

Mitigation Measures: Mitigation Measures N-3 and N-4 from the 2004 General Plan EIR are applicable to the Project Modifications.

N-3 The City shall utilize a site development permit process and the California Environmental Quality Act (CEQA) in the review of proposed development projects for environmental impacts, including noise impacts resulting from construction activities.

N-4 All construction activities shall be regulated in accordance with adopted City noise standards and all construction equipment shall be properly maintained and tuned. In addition, the City shall require proposed development projects to provide a construction plan that identifies equipment staging areas and construction haul routes.

Mitigation Measures: Mitigation Measures PSU-2, PSU-4, PSU-17, PSU-23, PSU-25, and PSU-31 from the 2004 General Plan EIR are applicable to the Project Modifications.

PSU-2 The City shall utilize a site development permit process and the California Environmental Quality Act (CEQA) in the review of proposed development projects. Proposed projects shall be reviewed to avoid unacceptable impacts to public facilities and services supporting development (Implementation Program III-1).

PSU-4 The City shall review all new development proposals for sensitivity to Crime Prevention through Environmental Design (CPTED) principles. The City shall encourage incorporation of design features that employ adequate lighting and place increased emphasis on public areas (Implementation Program III-17).

PSU-17 The City shall require payment of park fees, dedication of lands for parks and/or dedication and provision of multi-use trails as conditions of new development, as applicable. Park-related dedications or fees will be determined using the City's ratio of 5 acres of parkland per 1,000 residents (Implementation Program III-10).

PSU-23 The City shall meet the requirements of the San Diego Regional Water Quality Control Board (SDRWQCB) Order No. R9-2002-0001, pursuant to the National Pollution Discharge and Elimination System (NPDES). Requirements of the Order include implementation of a Jurisdictional Urban Runoff Management Plan (JURMP), addressing a variety of topics related to urban runoff, including Best Management Practices in the planning and construction of new and existing development, education of City staff and the community as a whole regarding polluted urban runoff, and revising the environmental review process to analyze water quality impacts from development (Implementation Program I-8).

PSU-25 Prior to making a land use decision, the City shall utilize available methods to estimate increases in pollutant loads, and flows resulting from projected future development. In addition, applicants for new development and redevelopment projects shall demonstrate accomplishment of the following NPDES objectives:

- Use of structural and non-structural Best Management Practices (BMPs) to mitigate project increases in pollutant loads and flows.
- Minimize pollutant loading flow velocity during and after construction.
- Minimize amounts of impervious surfaces and directly connected impervious surfaces.
- Maximize on-site infiltration and runoff and temporary on-site retention areas.
- Limited disturbance of natural water bodies and natural drainage systems.

- Pollution prevention methods, source controls and treatment using small collection strategies located at, or as close as possible to, the source (Implementation Program III-3).

PSU-31 The City shall review all development projects in consultation with the applicable water district to ensure adequate water supplies, treatment and distribution capacity for projects without negative impact to the community. For those projects that satisfy the criteria set forth in Sections 10910-10915 for the California Water Code and Section 66473.7 of the Government Code, a Water Supply Assessment or water supply verification demonstrating available water supplies exist to support development shall also be prepared (Implementation Program III-4).

Mitigation Measures 2004 Summit West Development Project FEIR Addendum

MM-1 Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning Division that the lighting system has been designed and directed in such a manner as to conceal the light source and to minimize light spillage and glare to the adjacent properties. Applicant shall provide a lighting plan which identifies light fixture product types and technical specifications, including photometric information to determine the extent of light spillage of glare which can be anticipated. This information shall be made part of the building set of plans for the issuance of building permit.

MM-4 During Construction activities, if archaeological and/or paleontological resources are encountered, the contractor shall be responsible for immediate notification and securing of the site area immediately. A qualified archaeologist and/or paleontologist approved by the City shall be retained by the property owner to establish, in cooperation with the project developer and City, procedures for temporarily halting or redirecting work to permit sampling, identification and evaluation of cultural resource finds. If major archaeological and/or paleontological resources are discovered which require long-term halting or redirecting of grading, a report shall be prepared identifying such findings to the project developer and to the City of Aliso Viejo. Discovered cultural resources shall be offered to the City of Aliso Viejo or its designee on a first-refusal basis.

MM-13 Prior to the commencement of grading activities the applicant to coordinate with utility and service organizations regarding any construction activities to insure existing facilities are protected and any necessary expansion or relocation of facilities are planned and scheduled in consultation with the appropriate public agencies.

MM-14 Prior to the commencement of grading activities, the applicant shall submit to the Planning Division a letter from the utility and service provider confirming availability of services (i.e. water, wastewater etc.) to and from the site.

EXHIBIT "B"

PROJECT PLANS

N

PA15-003 (SDP/AUP/CUP/EP) MicroVention

35 & 37 Enterprise

Attachment 2 PA15-003: MicroVention
Location Map
4/01/15 City Council

ROBERT BUNYAN & ASSOCIATES
REAL ESTATE CONSULTANTS

March 19, 2015

Albert Armijo
Planning Director
City of Aliso Viejo
12 Journey, Suite 100
Aliso Viejo, CA 92656

Re: CUP/SDP Application for Summit 7 Build-to-Suit-Revised

Dear Mr. Armijo:

On behalf of Parker Summit VII, LLC, we are pleased to submit the attached Planning Application for a Site Development Permit, Conditional Use Permit, Administrative Use Permit and Exception Permit for the proposed world headquarters of MicroVention, Inc., a leading producer of neurovascular intervention therapies. This Project Description/Justification Letter, and the accompanying documents and exhibits represent our request for review and approval by City of Aliso Viejo and the Orange County Fire Authority for issuance of the aforementioned use and development permits.

BACKGROUND

Phase 7 of the Summit Office Campus has been selected as the site for a build-to-suit for the world headquarters for MicroVention, Inc. The firm originally started in Aliso Viejo and successfully grew their medical products business and moved to larger facilities in Tustin. In 2006, the firm was acquired by Terumo Corporation, a Japanese medical device manufacturer founded in 1921, and continued to maintain its offices and management in the United States at the Tustin location. MicroVention's sales grew at an average rate of 15% in the last two years and approached the $200 million level in fiscal 2014. Due to this increasing growth, MicroVention needs larger and more modern facilities and has selected Summit after an extensive search of multiple locations in Orange County.

MicroVention is a leader in products used in neuroendovascular therapies, more specifically treatment of neurovascular diseases. Such diseases include brain aneurysms, vascular malformations and brain tumors. The company's major products are neuro-interventional devices to treat neurovascular diseases. Product categories include platinum coils, hydrogel coils, V-Trak system, access products, intraluminal devices and liquid embolics. All of these products are exceptionally small in size, most requiring clean laboratories for microscopic assembly.

The Summit Office Campus is a 56-acre master-planned development adjacent to SR 73 in Aliso Viejo and initiated in 1997 by Parker Properties, an Aliso Viejo-based development firm. The project was designed to offer convenient, appealing and high quality office space to large and small companies needing Class A space in the heart of South Orange County. The development is approved for 1,698,295 square feet of space and currently has 1,486,872 square feet built. The majority of the Summit approvals were received under the County of Orange. However, after incorporation SDP04-07 was approved by the City of Aliso Viejo for two office buildings and a 175-room hotel and 67,000 square foot

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health club (November 2004). In 2006 additional approvals were obtained from the City for the development of the Pacific Life Insurance Company's 9-story building. The final undeveloped parcel is referred to as Phase 7 in the previous 2006 entitlement and was approved for 216,000 square feet of office space. The attached Planning Application represents the proposed development of this final phase of the Summit and completion of its master plan.

The Phase 7 parcel is zoned "PO", Professional Office and the proposed use is allowed with an Administrative Use Permit (AUP) under "Specialized research, development, manufacturing and wet laboratories, where chemicals, drugs or biological matter are tested and analyzed, typically requiring water, direct ventilation, specialized piped utilities and protective measures." (City of Aliso Viejo Zoning Code, "Table 15.18.020 – PERMITTED USES IN NONRESIDENTIAL DISTRICTS"). It is our understanding that this application will require a Conditional Use Permit (CUP), in addition to the AUP, because the building encroaches into the allowed street setback distance. An Exception Permit is required because the encroachment of the building requires a further variance that is within the jurisdiction of the City.

PROJECT DESCRIPTION

The project includes the construction of a four-story office structure of 205,460 square feet and a five-level parking structure on a 5.13-acre site at the northwest corner of Aliso Viejo Parkway and Enterprise in Aliso Viejo. The site was previously mass graded by Mission Viejo Company for delivery to Parker Properties and is currently graded in two tiers, with the office structure on the westerly tier, nearest the entry street. The easterly tier is approximately 35 feet below the westerly tier and is the location for the parking garage.

Office Structure -The office structure is a Class A steel moment-frame building clad in smooth finish plaster and aluminum and two types of energy efficient, tinted low E double glazed windows. It continues the high level of design and use of relief areas, banding, accents, color variations, natural and man-made materials and architectural features incorporated in other buildings in the Summit. The building will incorporate various levels of environmental sustainability. It includes four stories and a basement and varies in height from a minimum of 58' on the west side of the building to a maximum of 73' on the easterly side of the building, measured to the top of the mechanical screen. Setbacks from Enterprise vary from a maximum of 57'-6" on the western end of the building to a minimum of 32'-6" on the eastern end. There is an above-grade building setback of 27'-0" at the curved portion of the Enterprise side of the building, which is three feet less than the 30' required by City code. However, with an Exception Permit City code allows a further reduction of up to 10%. The curved area starts at the second level and is not at grade. The top of the structure includes a six foot high equipment screen wrapped around the entire mechanical system equipment and energy-efficient roofing material colored to match the building. The exterior architecture and materials conform to the Summit Office Campus, as well as to city design guidelines and are consistent with other buildings in the complex.

The office structure is composed of three key areas. The largest area is general and administrative office space utilized for administration and marketing. Approximately 100,939 square feet are devoted to this use. Research and development, clean rooms and wet laboratories comprise the second major area and are utilized for research and development and preparation of the company's products. Approximately 77,429 square feet are devoted to this second space category. Since MicroVention's products are very

small, technicians employ microscopes and must make their final assembly in contaminant-free clean rooms. Additional space is used as wet laboratories, where products are treated with chemicals and other specialized materials in liquid solutions or volatile phases and require direct ventilation and specialized piped utilities, and to develop new products for the neurovascular industry. Storage and support area of 27,092 square feet make up the third key area.

MicroVention utilizes a wide variety of chemicals in the preparation of its medical products. All such chemicals are handled and stored according to Federal, state and local regulations, including strict adherence to those required by the Orange County Fire Authority. Some of these are classified as "hazardous materials" under Chapter 50 of the 2013 California Fire Code administered by OCFA. The firm has registered all such substances with OCFA and works closely with that agency to monitor and control their use, handling and storage. MicroVention will continue to work with OCFA during the transition to the Aliso Viejo facility in the registration and control of all such hazardous materials.

The proposed MicroVention facility will be used for research and development (R&D), micro assembly, and administrative purposes and will be open 24 hours a day, 6 days a week (Monday - Saturday). MicroVention, plans to operate with a workforce of 967 employees using a two shift model for clean room and R&D staff and a standard shift for administrative staff as follows:

- First Clean Room and R&D Shift:
  355 Employees (Monday – Saturday; 5:30 AM – 3:30 PM)

- Second Clean Room and R&D Shift:
  150 Employees (Monday – Saturday; 4:00 PM – 2:00 AM)

- Administrative Shift:
  462 Employees (Monday- Friday; 9:00 AM – 5:30 PM)

Based on the on-site staffing numbers, it is expected that clean room and R&D and administrative shifts will overlap. The time frame between 9:00 AM and 3:30 PM (Monday through Friday) will generate the highest peak of on-site employees, eight-hundred and seventeen (817).

Parking Structure -The parking structure has been designed for 822 spaces and is a concrete long-span design adjacent and to the east of the office building. The structure is 34'-8" to 54'-8" in height, measured from ground level along Aliso Viejo Parkway and has a 65'-9" setback from the Enterprise right-of-way, and 35'-10" to 48'-3" setback from the Aliso Viejo Parkway right-of-way. The structure can be entered and exited from Enterprise, Aliso Viejo Parkway and the interior drive aisle separating the parking structure from the office building. Lighting for the structure are energy-efficient LED fixtures placed inside the concrete cavities formed by each floor's ceiling, horizontal concrete beams and the exterior walls of the structure. This placement will prevent lighting glare when viewed from points outside the structure.

Landscaping -The Summit Office Campus landscaping has been designed to be harmonious and retain consistency throughout the 56-acre project. This final phase, Summit 7, will continue to respect the

plant palette allowed under the existing approved plan, and consistent and compatible with the City of Aliso Viejo drought-tolerant materials list. The proposed landscaping plan will be made up of more than 50% drought resistant plant materials approved by the City, as well as indigenous species and ornamentals. Pedestrian areas, including plazas and concrete pathways will be enhanced with appropriate landscaping that will be both attractive, practical and consistent with City requirements for CPTED. Driveways and entries will continue to use decorative pavers at major entrances and at internal circles.

The northeast corner of Enterprise and Aliso Viejo Parkway is recognized as part of the special design and landscaping treatment the City wishes for this entire intersection. Over the years Parker Properties has worked with the City Council, Shea Properties and Leisure Sports, Inc. to address the special needs of this intersection. To prepare the best design, Parker Properties has reviewed with Shea Properties their approach and has developed a design and landscaping treatment that is expected to meet City requirements and is compatible and consistent with the existing treatments. Parker Properties will continue to work with the City on final design touches for this intersection.

Landscape setback maintenance along Aliso Viejo Parkway is the responsibility of the Aliso Viejo Community Association, and along Enterprise the responsibility is with the Pacific Park Town Center Association. Both Associations are managed by Professional Community Management. Parker Properties has discussed specific area responsibilities with both Associations and is in the process of completing agreements with both using proposed landscaping plans submitted for the MicroVention project.

TRAFFIC AND PARKING

While Phase 7 was included in previous traffic analyses conducted in 2005 by the transportation consulting firm of RK Engineering Group, Inc., (RKE) an updated analysis has been prepared by the firm to address aggregate changes within the surrounding community that may have impacted street usage and intersection capacities. Trip generation results are included in the "Summit 7 Corporate Office Traffic and Parking Study", prepared by RKEngineering, dated March 9, 2015. The traffic analysis indicates that with or without the subject project the Pacific Park/SR 73 intersection is expected to operate at unacceptable levels of services for the General Plan Buildout year (2035). However, with improvement recommendations the intersection would be restored to an acceptable level of service. The improvements have been accepted by the Applicant and are incorporated into the Project plans as "Project Design Features. These include: 1) Restriping the eastbound SR 73 offramp right turn lane to be a shared through lane and right turn lane, and 2) Restriping the southbound Pacific Park Drive left turn onto Enterprise into a dual left turn, plus restriping the northbound Pacific Park Drive lanes to align properly with the restriped southbound lanes.

As previously noted, the MicroVention building is planned for 205,460 square feet. Parker Properties has agreed with MicroVention to provide onsite parking at City code for office use, four spaces for every 1000 square feet of gross building area, or a total of 822 spaces. This number provides ample parking for MicroVention's employees, visitors and vendors and future flexibility to increase office space area. The RKEngineering Traffic/Parking Study reviewed parking requirements based on the distribution of uses within the proposed building, including office, R&D and storage areas. The City of Aliso Viejo

Zoning Code Section 15.38.040, Non-Residential Parking Requirements, states that general office uses should provide one (1) space per 250 square feet of gross floor area. Specialized research and development should provide one (1) space per 400 square feet of gross area and warehouse uses should provide one (1) space per 1,000 square feet. Based on the proposed building uses, the RKE study concluded that the project would require a total of 625 parking spaces. As such, the plans submitted with this application indicate 822 parking spaces provided and 625 required.

Shipping areas are located on the east side of the building, shielded from view from Enterprise by the office and parking structure walls, and drive aisle landscaping. Several delivery vehicles are expected each day. The vehicles include delivery vans from ground logistics firms, such as UPS, and shipping trucks, all of which currently serve the Summit Office Campus.

Signage-The master sign program for the Summit was first approved in 1997 and has undergone multiple amendments since that time. The signage proposed for Phase 7 will be consistent with previous City-approved signage guidelines. A detailed signage submittal will be prepared and submitted to the City for review and approval following issuance of a CUP/SDP, but prior to the issuance of a building permit. This sequencing will allow Parker Properties to further refine the specific site plan and building design and determine optimum locations for building and monument signage.

Site Grading – The Project site has been previously graded into two master pads. Site grading is anticipated to result in the export of approximately 23,000 cubic yards of earth material. Preliminary grading estimates are 27,000 cubic yards of cut and 4,000 cubic yards of fill. No offsite grading will occur. Project construction is anticipated to begin in 2015 with completion by year 2017. The proposed Project will be constructed in one (1) continuous phase. Parker Properties will oversee construction of the project for MicroVention, who will have fee ownership upon completion.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act requirements have been addressed in previous environmental documents, specifically EIR 088 submitted by Mission Viejo Company for the master plan of Aliso Viejo; the City of Aliso Viejo addendum to the General Plan EIR, and in the Summit West Development Initial Study & Addendum, prepared in November 2004. To update and address environmental issues, Parker Properties retained Environmental And Regulatory Specialists, Inc. (EARSI), to prepare an updated Initial Study for this project in Phase 7. The study was completed and submitted to the City of Aliso Viejo on March 11, 2015. Supporting technical studies were prepared by RKEngineering and submitted to the City of Aliso Viejo on March 10, 2015. They included traffic/parking; acoustical; air quality/GHG. As a result of these analyses it has been determined that no substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previously approved environmental documentation. However, minor changes require the preparation of an Addendum.

Other environmental requirements, including WQMP and SWPP submittals and storm water retention will be addressed in plans and documents submitted after approval of the CUP/SDP. Parker Properties

and its consulting team will work closely with the City Public Works and Environmental representatives to comply with all City, state and federal regulations.

PROJECT JUSTIFICATION

The proposed MicroVention headquarters project is ideally suited for the Summit Office Campus in Aliso Viejo. It will provide the following contributions to Aliso Viejo:

- Contribution to the City's jobs/housing balance through additional employment opportunities for residents of the City
- Economic development through increased contributions to retail sales, other spending and patronage and support of other City activities, events and programs
- Additional support for the reputation of Aliso Viejo as a key location for leading edge medical instrument technology leaders
- Aesthetic contribution to the Enterprise/Aliso Viejo Parkway intersection through site improvements and landscaping to the present vacant lot

The proposed project will be consistent with the Aliso Viejo General Plan and Zoning Code. The Aliso Viejo General Plan includes six elements that reflect the City's goals, policies and plans to guide land use and development decisions in the future. Under the Land Use Element the proposed project addresses LU-1, contributing to a diverse mix of land uses to meet the future needs of all residents and the business community. It also addresses LU-2, encouraging development that provides a solid fiscal foundation for the City and diverse employment options for residents.

The proposed project meets the required findings for both the Site Development Permit and Conditional Use Permit. Specifically for the Site Development Permit the project fulfills the following requirements:

1. Consistency with General Plan
2. Consistency with Zoning Code
3. Compliance with the California Environmental Quality Act
4. Compatibility with surrounding development design
5. Compatibility with surrounding site design elements
6. Enhancement of visual continuity and harmony with existing landscaping design and materials

The project fulfills the requirements for issuance of a Conditional Use Permit by meeting the following:

1. Consistency with General Plan
2. Consistency with Zoning Code
3. Compliance with District Regulations
4. Compliance with the California Environmental Quality Act
5. Preservation of public health, safety and general welfare

SUBMISSION DOCUMENTS

The following are documents, exhibits and support materials submitted to the City of Aliso Viejo for this project:

1. Forms PS200, PS 205, FS 100, OCFA Service Request
2. Owner Authorization Letter for Robert Bunyan & Associates

3. Preliminary Title Report for Summit 7 parcel dated December 23, 2014
4. Project Site Plan prepared by Ware Malcomb and dated January 20, 2015
5. Project Elevations (4 sides and colored) prepared by Ware Malcomb and dated January 20, 2015
6. Southeast Rendering prepared by Ware Malcomb, 2-18-2015 revision
7. Southwest Rendering prepared by Ware Malcomb 2-18-2015 revision
8. Intersection View Project Rendering prepared by Ware Malcomb
9. Project Floors Plans prepared by Ware Malcomb and dated January 20, 2015
10. Parking Structure Plans prepared by IPD and dated November 25, 2014
11. Preliminary Landscape (colored) prepared by Ridge Landscaping dated January 20, 2015
12. Lighting Plan prepared by Ware Malcomb and dated January 20, 2015
13. Materials Board prepared by Ware Malcomb and dated February 16, 2015
14. Prelminary Grading Plan prepared by Canyon Consulting and dated January 20, 2015
15. Initial Study and Addendum prepared by EARSI, dated March 11,2015
16. Summit 7 Corporate Office Traffic/Parking Study prepared by RKEngineering dated Mar 9, 2015
17. Summit 7 Corporate Office Noise Impact Study prepared by RKEngineering dated Mar 9, 2015
18. Summit 7 Corporate Office Air Quality/GHG Study prepared by RKEngineering dated Mar 9, 2015
19. Planning Deposit of $8,000 issued by Parker Summit VII, LLC
20. Orange County Fire Authority Service Request Fee of $435 for PR-105 Review

Thank you for your assistance and on behalf of Parker Properties and Robert Bunyan & Associates, we look forward to working with you and your staff on this exciting project for the City and Summit.

Sincerely,

Bob Bunyan
Principal

Xc: Jennifer Lowe – City of Aliso Viejo
Lee Redmond – Parker Properties
Russ Parker – Parker Properties

ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT

(SCH #2003101060)

FOR

THE SUMMIT 7 MICROVENTION PROJECT
SITE DEVELOPMENT PERMIT, ADMINSTRATIVE USE PERMIT, CONDITIONAL USE PERMIT AND EXCEPTION PERMIT

March 20, 2015

CITY OF ALISO VIEJO
12 Journey, Suite 100
Aliso Viejo, California 92656-5335

SUMMARY OF THIS DOCUMENT

The proposed Project consists of an application for a Site Development Permit, Administrative Use Permit, Conditional Use Permit and Exception Permit for the Summit 7 MicroVention Project (the Project). This addendum summarizes the impact(s) of the Project as required by the California Environmental Quality Act (CEQA) (California Public Resources Code 2100 et seq.) and in compliance with the State CEQA Guidelines (Title 14 California Code of Regulations 15000 et seq.).

The City of Aliso Viejo as lead agency under CEQA, will consider the potential environmental impacts of the proposed Summit 7 MicroVention Project. This Addendum is an informational document, intended to be used in the planning and decision making process as provided for under Section 15164 of the CEQA Guidelines.

The proposed Project includes four components:

1. Site Development Permit: Required by Aliso Viejo Municipal Code (AVMC) Section 15.74.020 for the development of the Site;
2. Administrative Use Permit: Required by AVMC Section 15.18.020 for projects within the Professional Office Zone proposing specialized research & development facilities with a wet laboratory;
3. Conditional Use Permit: Required by AVMC Section 15.18.030 for projects proposing a reduction to 30 feet in building setback from a local non-residential street; and
4. Exception Permit: Required by AVMC Section 15.74.070 for projects requesting an additional 10% reduction in minimum setbacks.

As shown in this analysis, the Project would not result in new significant impacts nor substantially increase the severity of previously disclosed impacts in the Final Environmental Impact Report (FEIR) adopted for the 2004 General Plan. Therefore, this Addendum is considered the appropriate level of CEQA review for this Project.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Under CEQA Guidelines Section 15164, an addendum to an Environmental Impact report (EIR) shall be prepared if only some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent/supplemental EIR or Mitigated Negative Declaration have occurred. Under Section 15162, the lead agency shall prepare an (EIR) if there are any new significant environmental effects associated with the refined project.

The proposed Project is consistent with the City General Plan and Municipal Code (subject to the approval of the Site Development Permit, Administrative Use Permit, Conditional Use Permit and Exception Permit). The Final Environmental Impact Report (FEIR) prepared for the General Plan evaluated a higher density development for the Summit Development than is currently proposed. Minor changes in circumstances have occurred since the certification of the Final EIR for the General Plan necessitating the need for this Addendum to the General Plan FEIR. None of the conditions described in Section 15162 calling for the preparation of a subsequent/supplemental Environmental Impact Report or Mitigated Negative Declaration have occurred. No new significant environmental effects associated with the proposed Project have been identified. Project refinements are only minor technical changes and do not result in any new significant environmental effect(s). This addendum analyzes the Project refinements as required under the CEQA Guidelines, Sections 15162 and 15164.

SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM
FOR USE WHEN THE CITY IS REVIEWING SUBSEQUENT DISCRETIONARY ACTIONS PURSUANT TO A PREVIOUSLY APPROVED OR CERTIFIED ENVIRONMENTAL DOCUMENT

Project Title:

The Summit 7 MicroVention Project - Site Development Permit, Administrative Use Permit, Conditional Use Permit and Exception Permit

Lead Agency Name and Address:

City of Aliso Viejo
12 Journey, Suite 100
Aliso Viejo, California 92656-5335

Contact Person and Phone Number:

Albert Armijo, Director of Planning Services,
City of Aliso Viejo
949 425-2500

Project Location:

35 Enterprise & 37 Enterprise
City of Aliso Viejo CA 92656
(Northwest corner of Aliso Viejo Parkway and Enterprise)

Project Sponsor's Name and Address:

Parker Summit VII, LLC
20 Enterprise,, Suite 305
Aliso Viejo, CA 92656

General Plan Designation:

Professional Office

Zoning Classification:

Professional Office

Surrounding Land Uses and Setting:

The Project site is located in a developed area in close proximity and south of the San Joaquin Hills Transportation Corridor (SR-73). Land uses in this area include professional office, multi-family residential uses, a school and commercial uses.

Enterprise parallels the Project site on its southern border. Office buildings and a hotel are adjacent to Enterprise across from the Project site. Adjacent to the southeastern corner if the Project site is the intersection of Enterprise and Aliso Viejo Parkway. Multi-family residential dwellings are currently being constructed across from this intersection (a part of the Vantis Specific Plan (SP-1)). Multi-story office uses border the Project site on the southwest, west, north and northwest.

Development applications for the following projects have been filed with the City but have not yet been acted upon by the City. These projects are in the vicinity of the proposed Project and are included in the CEQA cumulative analysis for the proposed Project.

- The Renaissance Expansion (hotel);
- Vantis Project (apartments and hotel);
- Commons Specific Plan (shopping center);
- 2C Liberty Project (senior apartments);
- 4 Liberty Project (apartments and general office); and
- Aliso Viejo Ranch Community Facilities Project.

Other public agencies whose approval is required: None

Previous Environmental Document:

1. Final Program EIR # 2003101060

The Final Program Environmental Impact Report SCH # 2003101060 (FEIR) was prepared for the 2004 City of Aliso Viejo General Plan[1], approved by the Aliso Viejo City Council (Resolution 2004-015) on April 21, 2004[2].

The Final EIR identified the following potentially significant impacts that can be mitigated to a level of less than significant

Section 2.0 Executive Summary states:

"Aesthetics: Depending upon the location and scope of individual development projects, potential light and glare impacts to surrounding uses could be significant. Requiring new development projects to conform to the Zoning Ordinance to be developed by the City following adoption of the proposed General Plan and evaluating individual projects according to CEQA will reduce these potential impacts to a less than significant level on a project-by-project basis.

Biological Resources: The proposed General Plan has the potential to result in significant impacts to a variety of ecological and biological resources. The City will assess development proposal and require appropriate mitigation for all identified significant impact if avoidance is not possible. In addition, the City will support further implementation of the Central and Coastal Orange County NCCP/HCP and participate in future updates to these Plans. These measures will reduce potential impacts to a less than significant level.

Cultural Resources: If development were to proceed according to the proposed General Plan, potentially significant impacts could occur to historic, archaeological, and paleontological resources. In addition, future development could result in disturbance of human remains. Utilizing the site development permit process and CEQA for individual projects, the potential impact to these cultural resources will be reduced to a level less than significant on a project-by-project basis.

[1] The 2004 Aliso Viejo General Plan is available for review on the City's website at www.cityofalisoviejo.com
[2] The FEIR for the 2004 General Plan amendment is attached and incorporated as Attachment "A"

Geology/Soils: Future development pursuant to the proposed General Plan will expose people, structures, and soils to risks associated with seismic ground shaking, erosion, and soil limitation such as liquefaction, subsidence, collapse, and landslides. The City's Zoning Ordinance that will be developed following adoption of the proposed General Plan will reduce these potential impacts to a less than significant level. In addition, the City will require geologic, and/or geotechnical studies for new development in areas identified as susceptible to landslide and liquefaction. The City would also continually monitor and encourage remediation of unstable slope areas throughout the community.

Hazards: Future development pursuant to the proposed General Plan will expose people and structures to hazards associated with wildfires. A variety of implementation programs contained in the proposed General Plan will reduce potential impacts to a less that significant level. Some measures the City will take include, but are not limited to expanding development restrictions and landscape maintenance requirements in areas within and near Very High Fire Severity Zones. In addition, the City will continue to work closely with the Orange County Fire Authority to implement fire hazard education and fire prevention programs.

Hydrology/Water Quality: future development according to the proposed General Plan, especially on currently undeveloped land, will increase the amount of impervious surfaces, thereby increasing the amount and speed of storm water runoff that could lead to substantial on-or off-site erosion, siltation, or flooding. Increased runoff has the potential to impact regional groundwater supply, and the increased demand for domestic water associated with implementation of the proposed General Plan could impact groundwater resources. The proposed General Plan includes 12 Implementation programs that will reduce these potential impacts to a less than significant level.

Land Use: Development of land uses established in the proposed General Plan could be inconsistent with some of the development standards outlined in the Aliso Viejo and Rossmoor Leisure World Planned Community documents and development agreements. Following adoption of the proposed General Plan the City will develop a Zoning Ordinance that will supersede existing development standards on these sites only where the proposed development varies from what is allowed by existing entitlements. This action will reduce potential impacts to a less than significant level.

Noise: In some portions of the community, the 60 dB future noise contour could expand as much as 140 feet beyond current conditions, although 20 to 80 feet us more typical along most roadway segments. As a result, proposed new development could conflict with adopted noise standards. Potential impacts may also occur related to groundborne vibration or noise and new development mat contribute to an increase in the community's ambient noise level. Development proposals will be reviewed to ensure that noise standards and compatibility criteria set forth in the Noise Element are met. The City will also require acoustical analysis for all proposed development within the 60dB noise contour or near commercial or industrial areas. Project specific noise mitigation measures will be required of new development if impacts are identified. The City will also enforce provisions of the California Noise Insulation Standard (Title 24) and extend these provisions to apply to new single-family dwellings and condominium conversions. In addition, the CEQA review process will be applied to all new projects to ensure construction related noise impacts are mitigated prior to commencement of construction activities. These measures will reduce potential impacts to a less than significant level on a project-by-project basis.

Public Services and Utilities: Implementation of the proposed General Plan may result in potentially significant impacts to police protection, fire protection and emergency services, school capacity, drainage systems, water infrastructure and supply, sewer service, energy infrastructure and supply, and other community facilities. The proposed General Plan includes 43 specific

Implementation Programs that will reduce potential impacts to these issues to a less than significant level.

Transportation/Traffic: The proposed General Plan will result in additional trips in the City and surrounding areas. As a result, seven intersections will have an ICU AM or PM value of 0.80 (LOS"D") or greater, exceeding the adopted Level of Service standard of LOS "C". Development within the City could also result in impacts to the County of Orange Congestion Management Plan intersection at El Toro Road and Moulton Parkway located north of the City in Laguna Woods. Proposed mitigation will reduce these potential impacts to a less than significant level.

In addition to the potential impacts at the seven City intersections and one CMP intersection, new development associated with the proposed General Plan will also require additional parking capacity in the City. The City will include parking standards in its Zoning Ordinance to be developed following adoption of the proposed General Plan."

Unavoidable Potentially Significant Impacts identified in the FEIR

Section 2.0 Executive Summary states:

"Air Quality: Construction activities will have the potential to exceed south Coast Air Quality Management District emission thresholds if a relatively large number of construction equipment pieces were used simultaneously. Although individual projects will be reviewed pursuant to CEQA, because Aliso Viejo is located within a non-attainment air basin, the potential impact will remain significant and unavoidable at both the project- and cumulative-levels.

Air Quality: The increase in the number of vehicular trips associated with the proposed General Plan will contribute to current exceedance of criteria pollutants in the South Coast Air Basin. Although individual projects will be reviewed pursuant to CEQA and the City will continue to work with SCAQMD and the Southern California Association of Governments to implement the Air Quality Management Plan, because Aliso Viejo is located within a non-attainment air basin, the potential impact will remain significant and unavoidable at both the project- and cumulative-levels."

2. **Summit West Development, Initial Study and Addendum**

The Summit West Development Project, Site Development Permit SDP-04-27 proposed a mixed-use master planned professional office project on a 56 gross acre site within Aliso Viejo (Summit West Development Project). This site was previously part of the Summit at Town Center Master Plan. The City determined the Summit West Development Project is consistent with the General Plan and Zoning designations for the site and that the Site Development Permit will not result in one or more new potentially significant impacts previously analyzed in FEIR SCH # 2003101060. The City approved an Addendum to FEIR SCH # 2003101060 for the Summit West Development Project, Site Development Permit SDP-04-27 in November 2004.

3. Planning History

County of Orange

Initial land use entitlements in the planning area where the Project site is located were obtained by the master developer, Mission Viejo Company, from the County of Orange prior to the City incorporation in 2001. The original Aliso Viejo Master Plan encompassed an area known as the

Aliso Viejo Town Center, and allowed low-rise office buildings with commercial support uses including retail services, a health club, hotel, and day care. A 56 Acre portion of the Aliso Viejo Town Center was sold to the Project Applicant in 1997 and was named the Summit, a planned Class "A" Office Campus. The Master Plan for the Summit envisioned development of a hotel on the Project site. However, the County Community Profile Map (a refinement of the County General Plan) was amended in 2000 (CP 99-042) to delete the hotel from the Project site. At that time, the Project site's upper pad was approved for 171,000 sq. ft. of office uses. The lower pad was approved for 124,000 sq. ft. of office uses (total 295,000 sq. ft. of office uses).

City of Aliso Viejo

On April 21, 2004 the City of Aliso Viejo adopted and certified the Final Environmental Impact Report (FEIR) prepared for the City's General Plan. The General Plan contained 3 land use alternatives for the Summit Development. The FEIR for the General Plan evaluated the highest intensity (worst-case) land use alternative for the Summit Development. Following adoption of the City General Plan, the Summit Master Plan was renamed by the Property Owner and Project Applicant as Summit West.

In 2004, the City Council approved Site Development Permit SDP04-27 and Addendum to the Final Program Environmental Impact Report for the 2004 City of Aliso Viejo General Plan, to amend the Master Site Plan for the Summit Office Complex. SDP04-27 was consistent with the lowest intensity land use alternative contained in the General Plan.

The amended Master Site Plan identified 216,000 square feet of office space at the Project site. However, entitlements for the Project site, as approved in SDP04-27, were valid for a period of two years and expired in 2006.

The current proposed development at the Project site differs from development proposed in SDP04-27 and includes a 4-story, 205,460 square foot building and 5-level parking structure with 822 parking spaces.

Description of Project:

Proposed Project - Summit 7 MicroVention Project

The proposed Project consists of an application for a Site Development Permit, Administrative Use Permit, Conditional Use Permit and Exemption Permit for the Summit 7 MicroVention Project (The Project). The proposed Project is the final phase of the previously approved Summit West Development (later renamed the Summit 7 Office Campus Master Plan).

The proposed Project includes the construction of a four-story office structure of 205,460 square feet and an 822-space, five-level parking structure on a 5.13-acre site (The Site). Refer to Figures 1-3 for location maps and an aerial photo of the project site and vicinity. The site is currently disturbed, having been previously master graded in two master development pads at different elevations. Existing Site Photos are provided on Figures 4 and 5.

The Proposed Site Development Permit – Site Plan is provided on Figure 6. A Landscape Plan is provided on Figure 7. The office structure is proposed on the higher westerly pad, nearest Enterprise Street. The proposed parking structure is located on the lower pad adjacent to Aliso Viejo Parkway.

Office Structure - The proposed office structure is a Class A steel moment-frame building clad in smooth finish plaster and aluminum and two types of energy efficient, tinted low E glazed windows. It continues the high level of design and use of relief areas, banding, accents, color variations, natural and man-made materials and architectural features incorporated in other buildings in the Summit. The building will incorporate various levels of environmental sustainability. It includes four stories and a basement and varies in height from a minimum of 44 feet on the west side of the building to a maximum of 68 feet on the easterly side of the building.

Setbacks from Enterprise vary from a maximum of 57' 6" feet on the western end of the building to a minimum of 32' 6" on the eastern end. There is an above-grade setback encroachment with a setback of 27' at the curved portion of the Enterprise side of the building. The curved area starts at the second level and is not at grade.

The top of the structure includes a six foot high equipment screen wrapped around the entire mechanical system equipment and energy-efficient roofing material colored to match the building. The exterior architecture and materials conform to the Summit Office Campus, as well as City design guidelines and are consistent with other buildings in the complex. Final colors and materials selection will be submitted to the City of Aliso Viejo for approval. Renderings and elevations of the proposed office building are provided on Figures 8 and 9.

Parking Structure - The parking structure is a concrete long-span design adjacent to the office building on the east side. The structure is 34'8" to 54'8", measured from ground level along Aliso Viejo Parkway and has a 65'9" setback from the Enterprise right-of-way, and 35'10" to 48'3"from the Aliso Viejo Parkway right-of-way. The Professional Office zone requires approval of a Conditional Use Permit (CUP) for the proposed setback from Enterprise. In addition to the CUP, an Exception Permit is required for the proposed setback on Enterprise. The parking structure can be entered and exited from Enterprise, Aliso Viejo Parkway and the interior drive aisle separating the parking structure from the office building. Elevations of the proposed parking structure are provided on Figure 10.

Required Parking – The City of Aliso Viejo Municipal Code Section 15.38.040 identifies the Non-Residential Parking Requirements. Based upon the Municipal Code the proposed Project is required to provide 822 parking spaces. The Project proposes to provide 822 spaces in conformance with the Municipal Code. In addition, to manage and further reduce user parking demand the proposed Project will voluntarily implement Transportation Demand Management (TDM) Measures and formation a Transportation Management Association (TMA)[3]. These strategies are not necessary to achieve the required parking ratios but would further alleviate parking demands.

Access - The proposed Project will have one full access point to Parker Place, one (1) right-in/right-out access to Enterprise, and one (1) right-in/right-out access to Aliso Viejo Parkway.

Lighting - Lighting for the structure are energy-efficient LED fixtures placed inside the concrete cavities formed by each floor's ceiling, horizontal concrete beams and the exterior walls of the structure. This placement is designed to prevent lighting glare when viewed from points outside the structure.

[3] Refer to Summit 7 Corporate Office Building Traffic and Parking Study, Appendix E hereto, Section 6.3 Parking Management Recommendations

Proposed Use - The Project tenant, MicroVention Inc. is a medical device company that has developed catheter-based, minimally invasive, neuroendovascular technologies that provide therapeutic advantages for cerebral aneurysms and other neurovascular diseases.

The design of the proposed office building is divided into three key areas.

- The largest area is approximately 100,939 square feet is devoted to general and administrative office space utilized for administration and marketing.

- Approximately 77,429 square feet are devoted to research and development, clean rooms and wet laboratories and are utilized for research and development and preparation of the company's products. MicroVention's products are very small and technicians employ microscopes in making their final assembly in contaminant-free clean rooms.

- Approximately 27,092 square feet are devoted to storage and support areas.

MicroVention utilizes a wide variety of chemicals in the preparation of its medical products. All such chemicals are handled and stored according to Federal, state and local regulations. Some chemicals are classified as "hazardous materials" under Chapter 50 of the 2013 California Fire Code (CFC) which is administered by the Orange County Fire Authority (OCFA).

The firm plans to relocate its headquarters from its existing facility in the City of Tustin to the proposed Project site. MicroVention has a long working relationship with the OCFA. All hazardous materials it uses are registered with the OCFA. MicroVention and the OCFA work closely to monitor and control Microvention's use, handling and storage of hazardous materials. MicroVention will continue to work with OCFA during the transition and operation at the Aliso Viejo facility.

As part of the Proposed Project's development application, the Project Applicant submitted information required by Orange County Fire Authority Guideline G-06 to the OCFA. Compliance with Guideline G-06 will insure the Maximum Allowable Quantities are not exceeded and that proper fire and life safety protection systems and procedures are in place. The Project Applicant has and will continue to comply whit all CFC/OCFA provisions and permit requirements.

Hours of Operation - The proposed MicroVention facility will be used for research and development (R&D), micro assembly, and administrative purposes and will be open 24 hours a day, 6 days a week (Monday - Saturday). MicroVention, plans to operate with a workforce of 967 employees using a two shift model for clean room and R&D staff and a standard shift for administrative staff as follows:

- First Clean Room and R&D Shift:
  355 Employees (Monday – Saturday; 5:30 AM – 3:30 PM)

- Second Clean Room and R&D Shift:
  150 Employees (Monday – Saturday; 4:00 PM – 2:00 AM)

- Administrative Shift:
  462 Employees (Monday- Friday; 9:00 AM – 5:30 PM)

Based on the on-site staffing numbers, it is expected that clean room and R&D and administrative shifts will overlap. The time frame between 9:00 AM and 3:30 PM (Monday through Friday) will generate the highest peak of on-site employees, eight-hundred and seventeen (817).

Site Grading – The Project site has been previously graded into two master pads. Site grading is anticipated to be result in the export of approximately 23,000 cubic yards of earth material. Preliminary grading estimates are 27,000 cubic yards of cut and 4,000 cubic yards of fill. No offsite grading will occur.

Landscaping – The approved Summit Office Complex Landscape Plan for Summit West Development Project will be implemented by the proposed Project. The landscape pallet incorporates at least 50% drought resistant plant materials approved by the City, as well as indigenous and ornamental species.

Signage - The master sign program for the Summit West Develop Project was first approved in 1997 and has undergone multiple amendments since that time. The signage for the proposed Project will be consistent with currently City-approved signage guidelines.

Project Phasing - Project construction is anticipated to begin in 2015 with completion by year 2017. The proposed Project will be constructed in one (1) continuous phase.

Project Design Features

The following Project Design Features are incorporated into the Project thereby reducing the Project's potential to result in a potentially significant impact on the environment.

1) Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the total cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

2) Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the fair share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise to include a southbound dual left turn lane.

3) The proposed Project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

4) The proposed Project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all exposed surfaces a minimum of three times per day. Applied water shall not create runoff or discharges into the storm drain system.

5) The proposed Project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

6) The proposed Project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

7) Traffic calming measures shall be implemented to increase pedestrian safety and walkability.

8) The proposed Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards and Green Building Code Standards.

9) The proposed Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

10) The proposed Project shall comply with the City's requirement for water efficient landscape (AVMC 7.30).

11) The proposed Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

12) The proposed Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

13) The proposed Project shall require to the extent feasible, use of paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

14) The Project applicant shall encourage that future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

15) The Project applicant shall encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

16) The Project shall implement charging stations for electric vehicles.

17) The proposed Project shall be constructed in accordance with The California Energy Code (Title 24 of the California Code of Regulations).

The following graphics are included:

List of Figure

1. City Location Map
2. Vicinity Map
3. Aerial Photo
4. Site Photos
5. Site Photos
6. Proposed Site Development Permit - Site Plan
7. Proposed Site Development Permit – Landscape Site Plan
8. Office Structure Renderings
9. Office Building Elevations
10. Parking Structure Elevations
11. Existing AM and PM Peak Hour Traffic Volumes
12. Existing General Plan Build-out (Year 2035) AM and PM Peak Hour Intersection Turning Movement Volumes and Average Daily Traffic
13. Proposed General Plan Build-out (Year 2035) With Project AM and PM Peak Hour Intersection Turning Movement Volumes and Average Daily Traffic

List of Tables

I. Regional Significance - Construction Emissions (lbs/day)
II. Localized Construction Emissions
III. Regional Operational Emissions
IV. Localized Operational Emissions
V. Project Construction Greenhouse Gas Emissions
VI. Project Operational Greenhouse Gas Emissions
VII. City of Aliso Viejo Municipal Code - Exterior Noise Limits
VIII. City of Aliso Viejo Municipal Code - Interior Noise Limits
IX. Existing Plus Project Exterior Noise Levels
X. General Plan (Year 2035) With Project Noise Levels
XI. Existing Intersection Level of Service
XII. Existing Plus Project Intersection Level of Service
XIII. General Plan Build-out (2035) Without Project Intersection Level of Service
XIV. General Plan Build-out (2035) With Project Intersection Level of Service

Figure 1
City Location Map

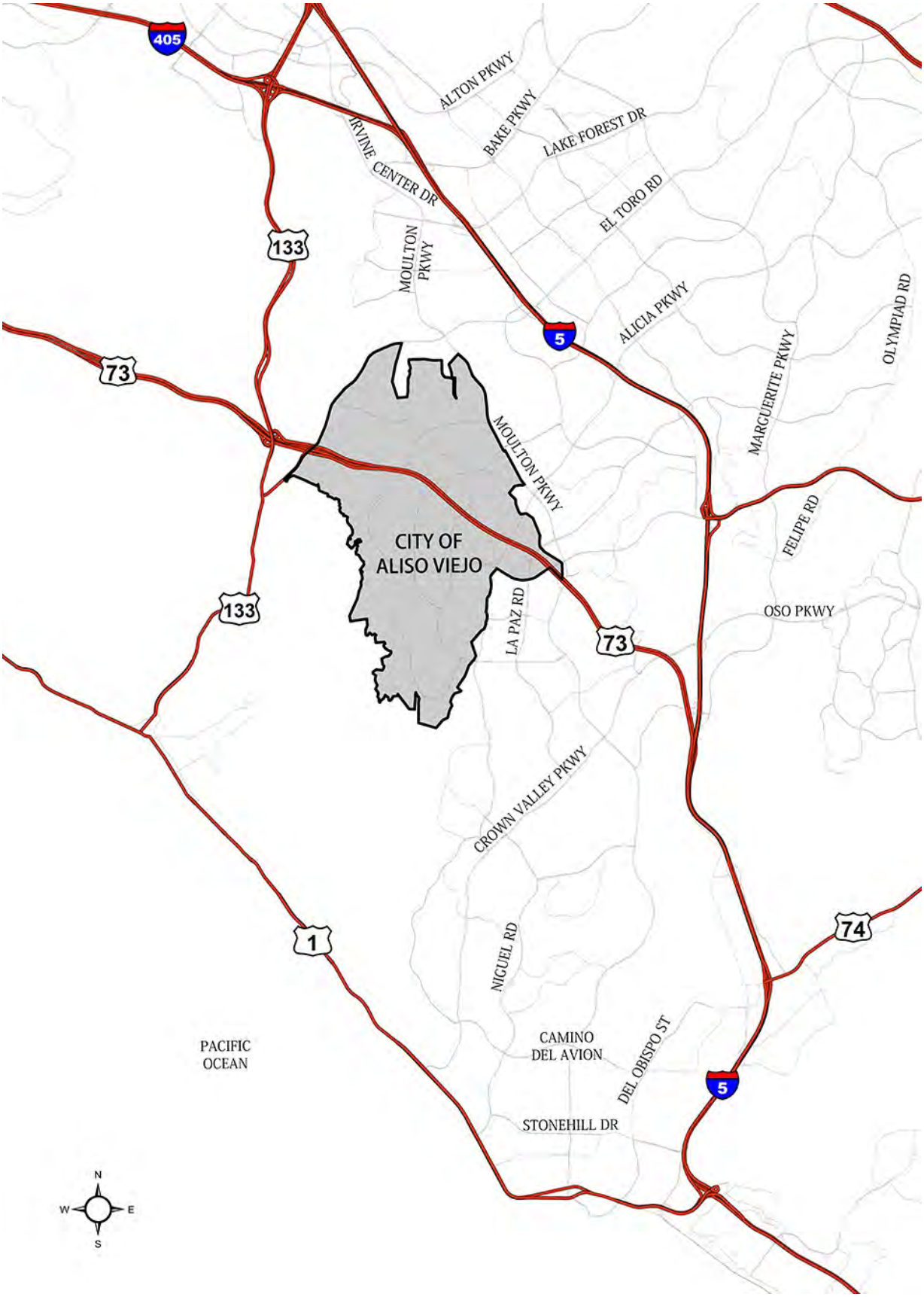


Figure 2
Vicinity Map

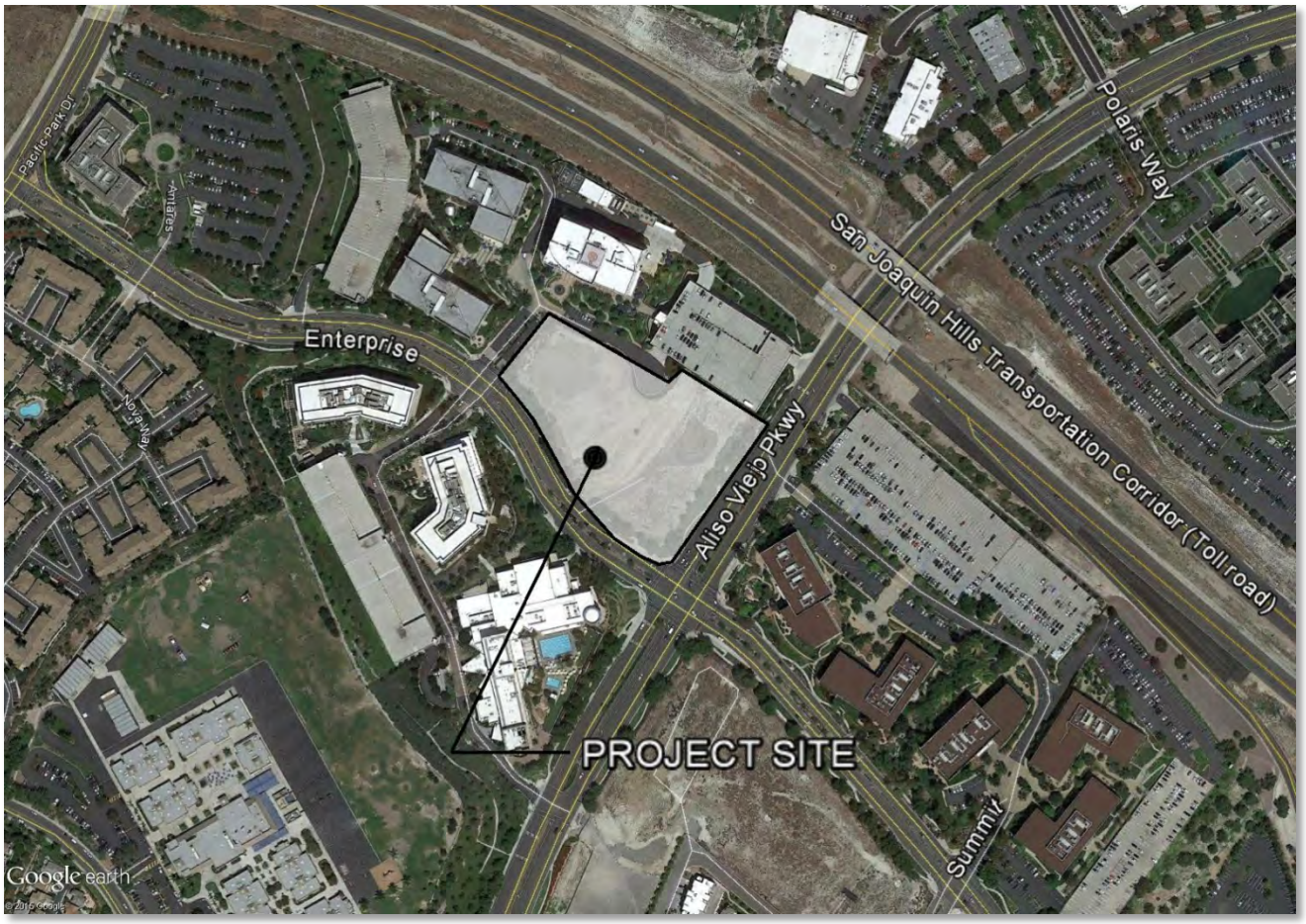


Figure 3
Aerial Photo

Figure 4 - Lower Pad Site Photos

View of lower pad looking south toward the intersection of Enterprise and Aliso Viejo Parkway

View looking northeasterly across lower pad

Figure 5 - Upper Pad Site Photos

View looking northwest across the upper pad adjacent to Enterprise

View looking southeast across upper pad

Figure 6
Proposed Site Development Permit
Site Plan

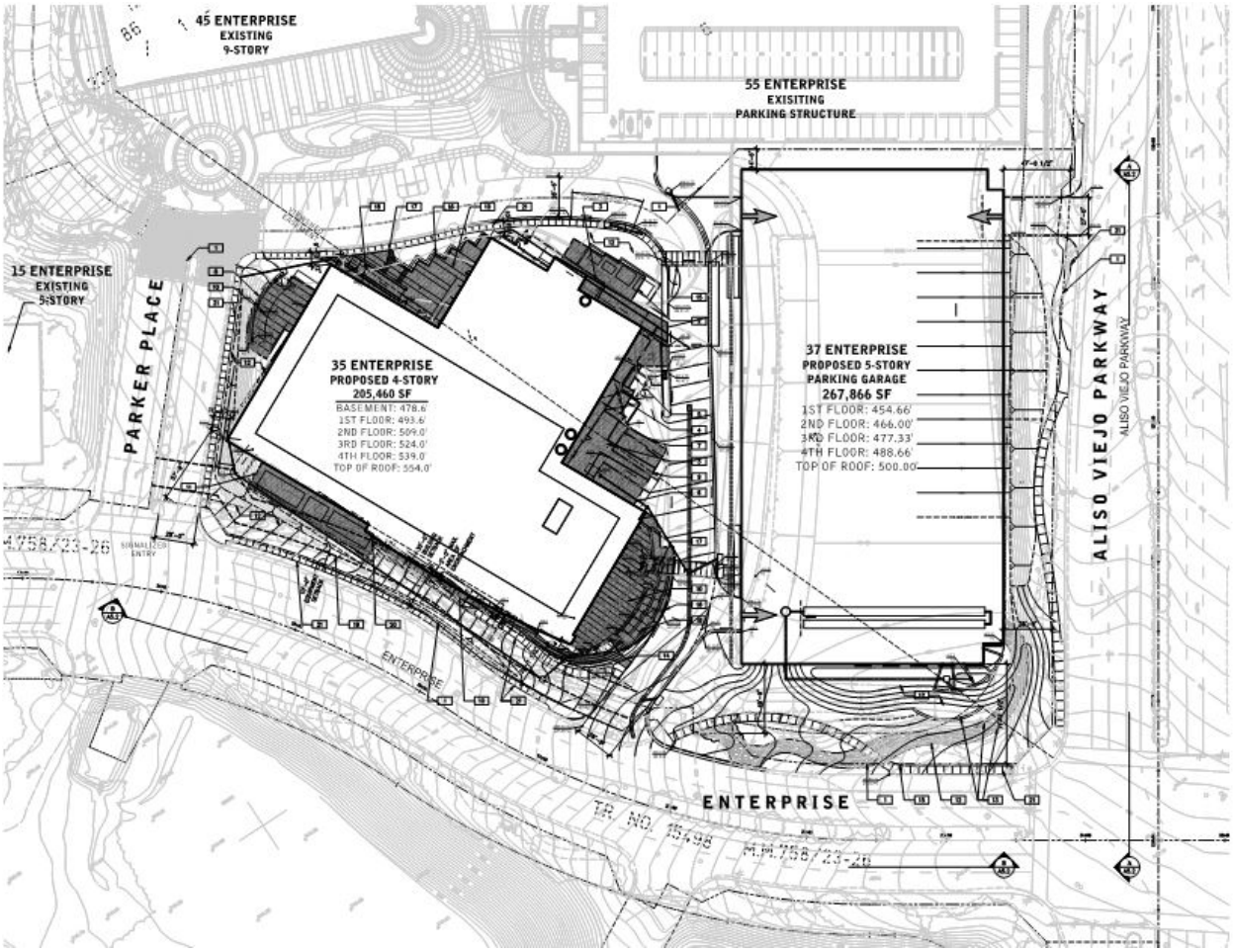


Figure 7
Proposed Site Development Permit
Landscape Site Plan

Figure 8
Office Building Renderings

<u>View looking West</u>

<u>View looking North</u>

Figure 9
Office Building Elevations

North Elevation

South Elevation

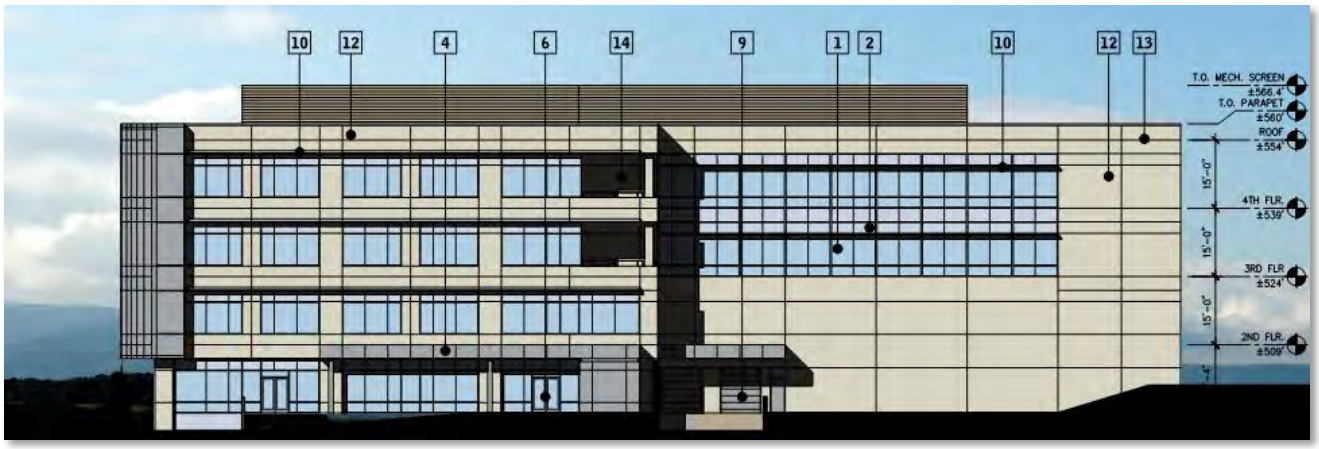
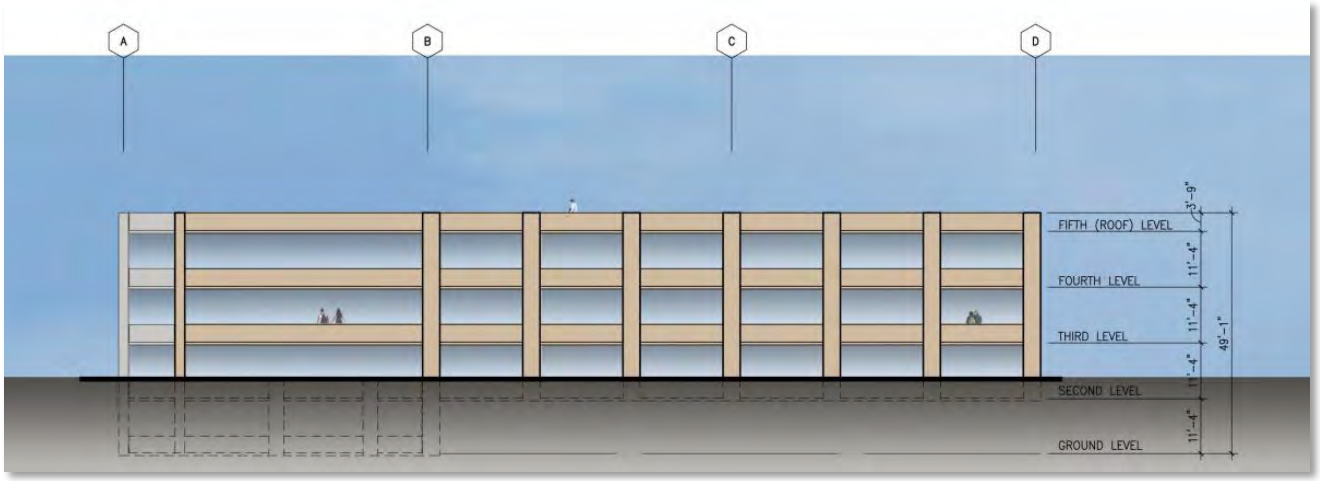
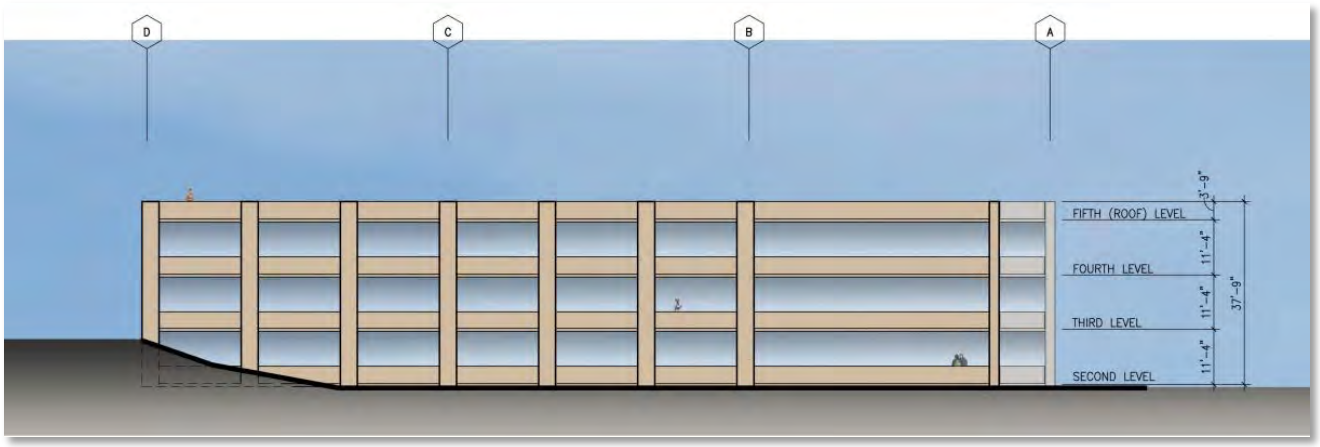


Figure 10
Parking Structure Elevation

North Elevation



South Elevation



NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS CEQA DOCUMENT. The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality	☐ Land Use / Planning
☐ Mineral Resources	☐ Noise	☐ Population / Housing
☐ Public Services	☐ Recreation	☐ Transportation / Traffic
☐ Utilities / Service Systems	☐ Mandatory Findings of Significance	☐ Greenhouse Gases

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐	No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR is adequately discusses the potential impacts of the project without modification.
☒	No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.
☐	Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.
☐	Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.
☐	Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.

Signature

Date

Albert Armijo, Director of Planning Services
Printed Name

City of Aliso Viejo
For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A finding of "No New Impact/No Impact" means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except "No New Impact/No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No New Impact/No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No New Impact/No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) A finding of "New Mitigation is Required" means that the project have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.

3) A finding of "New Potentially Significant Impact" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.

4) A finding of "Reduced Impact" means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.

5) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

6) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis. Describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the proposed action.

   c) Infeasible Mitigation Measures. Since the previous EIR was certified or previous ND or MND was adopted, discuss any mitigation measures or alternatives previously found not to be feasible that would in fact be feasible or that are considerably different from those previously analyzed and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.

d) Changes in Circumstances. Since the previous EIR was certified or previous ND or MND was adopted, discuss any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause a change in conclusion regarding one or more effects discussed in the original document.

7) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

8) Supporting Information Sources. A source list should be attached and other sources used or individuals contacted should be cited in the discussion.

9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

10) The explanation of each issue should identify:

a) the significance criteria or threshold, if any, used to evaluate each question;

b) differences between the proposed activity and the previously approved project described in the approved ND or MND or certified EIR; and

c) the previously approved mitigation measure identified, if any, to reduce the impact to less than significance

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
I. **AESTHETICS.** Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Environmental Setting:

City of Aliso Viejo - The City of Aliso Viejo occupies approximately 7 square miles, much of which is hillsides. Approximately 95 percent of land within the City limits scheduled for development has been developed. Aliso Viejo is a Planned Community containing a mixture of residential housing types; retail centers; business uses; community facilities and open space areas. The majority of residential uses are 3 stories or less. Commercial, retail and office uses are 2 stories or less. The tallest (office) building in the City is 10± stories.

The City's buildings and infrastructure generate light and glare, including from street lights along roadways, parking lots and walkways, lighted recreation facilities, and light emitted from residential and non-residential buildings. Another source of nighttime light is automobile headlights. Buildings and structures made with glass, metal and polished exterior or roofing materials can reflect daytime glare.

The General Plan discusses scenic qualities within the City stating that Public and private portions of Aliso bordering the Aliso and Wood Canyons are situated with highly valued viewsheds, or scenic overlooks of the canyons. The unique character and aesthetic qualities of these canyons make preservation of these viewsheds an important consideration. In addition, several City roadways have been designated by the County of Orange Master Plan of Scenic Highways as having scenic qualities worth preserving. These roadways, classified as Viewscape Corridors and Landscape Corridors, are depicted on the (Aliso Viejo General Plan) Conservation/Open Space Policy Map (Figure COS-I). The General Plan Conservation /Open Space Policy Map identifies Laguna Canyon Road, El Toro Rd. (between Laguna Canyon Road and the San Juan Hills Transportation Corridor) and Wood Canyon Dr. (between Oak View and Aliso Creek Road) and along Laguna Canyon Road) as Viewscape Corridors, and identifies El Toro Rd., Moulton Pkwy, Aliso Creek Rd. and the San Juan Hills Transportation Corridor as Landscape Corridors.

Summit West Site Development Permit (SDP 04-27) – The approved Summit West Development Project, Site Development Permit allows for a mixed-use master planned professional office project on a 56 gross acre site. The Master Plan allows 1,581,077 square feet (excluding parking structures) of office buildings with commercial support uses, including retail services, a health club, hotel and day care. The Summit West Development Project is built-out, except for Phase 7.

Project Site - The Project site is phase 7 of the approved Summit West Development Project. The site is mass graded into two development pads, in conformance with SDP 04-27. Perimeter slopes adjacent to Aliso Viejo Parkway and Enterprise have been landscaped in compliance with SDP 04-27.

The Summit West Development Project FEIR Addendum

The Final EIR Addendum for the Summit West Development Project contained the following Mitigation Measure.

> Mitigation Measure No. 1 *Prior to the issuance of any building permits, the applicant shall demonstrate tot the Planning Division that the lighting system has been designed and directed in such a manner as to conceal the light source and to minimize light spillage and glare to the adjacent properties. Applicant shall provide a lighting plan which identifies light fixture product types and technical specifications, including photometric information to determine the extent of light spillage of glare which can be anticipated. This information shall be made part of the building set of plans for the issuance of building permit.*

Impact Assessment:

Responses:

a) *Would the project have a substantial adverse effect on a scenic vista*?

No Impact. There are no designated Scenic Vista's within the City of Aliso Viejo. The Project site does not border Aliso and Wood Canyons and will not impact the highly valued viewsheds, or scenic overlooks of the canyons. The Project site is not visible from an identified Viewscape Corridor. Aliso Creek Road is a designated Landscape Corridor. The Project site is not visible from Aliso Creek Road. Therefore, the proposed Project will not have a substantial adverse impact on a Scenic Vista, Viewscape Corridor, or Landscape Corridor.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway*?

No Impact. There are no State scenic highways within Aliso Viejo. Therefore, the proposed Project will not substantially damage scenic resources including, but not limited to, trees, rock outcroppings or historic buildings within a state scenic highway.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project substantially degrade the existing visual character or quality of the site and its surroundings*?

No New Impact. The maximum structural building height in the Professional Office zone is 65 feet. The City has determined that the proposed Project is consistent with the Professional Office zoning standards.

The Project site has been mass graded into two relatively flat development pads. The perimeters of the pads adjacent to Aliso Viejo Parkway and Enterprise are landscaped with trees and shrubs as part of the phased development of the Summit West Development Project. An aerial photo of the site is provided on Figure 3. Site photos are provided on Figures 4 and 5.

Views onto the Project site can be seen from adjacent office, residential and hotel uses, as well as the adjacent segments of Enterprise and Aliso Viejo Parkway. Refer to Figures 7 thru 10 – for the Site Plan, Landscaped Site Plan, Renderings and Elevations of the proposed Project.

The proposed Project is consistent with the City General Plan City Municipal Code and Zoning development standards. The proposed Project is consistent with the Summit West Site Development Permit (SDP 04-27). The proposed Project is consistent with the scale and type of buildings previously approved for the Project site. Therefore, the proposed Project will not substantially degrade the existing visual character or quality of the site and its surroundings.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area*?

No New Impact. The proposed Project will not result in a significant increase in light and glare beyond that identified for the Summit West Development Project. The FEIR for the City General Plan states:

> "Depending upon the location and scope of individual development projects, potential light and glare impacts to surrounding uses could be significant. Requiring new development projects to conform to the Zoning Ordinance to be developed by the City following adoption of the proposed General Plan and evaluating individual projects according to CEQA will reduce these potential impacts to a less than significant level on a project-by-project basis."

The proposed Project conforms to the City Municipal Code (Section 15.62.070 Outdoor lighting and Title 15 Zoning Code[4]) and the Summit West Development Project Site Development Permit (SDP 04-27). The Project will comply with Mitigation Measure No.1 in the Summit West

[4] Zoning Code Appendix A: Requirements For Crime Prevention Through Environmental Design (CPTED)

Development Project FEIR Addendum (see above) which will insure that potential light and glare impacts are less than significant. Therefore, the proposed Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
II. **AGRICULTURE AND FOREST RESOURCES**. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

Environmental Setting:

There is no agricultural land within Aliso Viejo.

Impact Assessment:

Response:

a) *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use*?

No Impact. No Prime Farmland, Unique Farmland or Farmland of Statewide Importance exists in Aliso Viejo. Therefore, the proposed Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract*?

No Impact. No Williamson Act contract land exists in Aliso Viejo. Therefore, the proposed Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))*?

No Impact. No land in Aliso Viejo is zoned forest land. Therefore, the proposed Project will not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). Instead the parcel affected by the Project is currently designated for Professional Office use.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project result in the loss of forest land or conversion of forest land to non-forest use*?

No Impact. No forest lands exist within the City of Aliso Viejo. Instead the parcels affected by the Project are currently designated for Business Park use. Therefore, the proposed Project will not result in the loss of forest lands or conversion of forest land to non-forest use.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?*

No Impact. No farmland exists within the City of Aliso Viejo. Therefore, the proposed Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
III. **AIR QUALITY**. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The following information was summarized from an Air Quality/Greenhouse Gas Impact Study prepared for the proposed Project. For further detailed information please refer to this report which is incorporated herein as Attachment "C".[5]

<u>Environmental Setting</u>:

<u>Regulatory Setting</u>

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

National and State

Both the federal government and the State of California have established health-based ambient air quality standards (AAQS) for seven air pollutants. These pollutants include ozone (O_3), carbon

[5] Source: Summit 7 Corporate Office Building Air Quality and GHG Impact Study, City of Aliso Viejo, California Prepared by: RK Engineering Group, Inc, March 19, 2015, Appendix "C" hereto

monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns in diameter ($PM_{2.5}$), and lead. In addition the State has set standards for sulfates, hydrogen sulfides, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O3, CO, NO2, SO2, and PM10. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increases from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial stage control actions are to begin. An alert will be declared when any one of the pollutant concentrations ca be expected to remain at these levels for 12 or more hours or to increase or, in the case of oxidants, the situation is likely to recur within the next 24 hours, unless control actions are taken.

Pollutant alert levels:

- O_3: 392 micrograms per cubic meter (µg/m3) (0.20 parts per million [ppm]), 1-hour average
- CO: 17 milligrams per cubic meter (mg/m3) (15 ppm), 8-hour average
- NO_2: 1,130 µg/m3 (0.6 ppm), 1-hour average; 282 µg/m3 (0.15 ppm), 24-hour average
- $S0_2$: 1,130 µg/m3 (0.2 ppm), 24-hour average
- Particulates, measures as PM 10: µg/m3, 24-hour average

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts. Air district prepare their federal attainment plan, which is sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

South Coast Air Quality Management District

The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

Every three (3) years the SCAQD prepares a new AQMP, updating the previous plan and having a 20-year horizon.

On December 7, 2012, SCAQMD adopted the 2012 AQMP. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional

Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. In addition, the 2012 AQMP includes the new and changing federal requirements, the implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches.

South Coast Air Quality Management District Rules

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal standards. The rules and regulations that apply to this project include, but are not limited to, the following:

SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Existing Air Quality[6]

The Project site is located in the City of Aliso Viejo in Orange County and is within the South Coast Air Basin (basin). The basin consists of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The air quality in the basin is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. For evaluation purposes, the South Coast Air Quality Management District (SCAQMD) has divided the basin into 36 Source Receptor Areas (SRA) within the Basin operating monitoring stations in most of the areas. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The project is within SRA 19, Saddleback Valley. This station monitors CO, ozone, PM_{10} and $PM_{2.5}$. The next closest monitoring station is the North Coastal Orange County Station, Station 18 which monitors NO_2 and SO_2. The pollutant levels from SRA 18 and 19 were used to comprise a "background" for the project location. The data shows that during the past few years, the project area has exceeded the ozone, PM_{10}, and $PM_{2.5}$ standards.

[6] Source: Summit 7 Corporate Office Building Air Quality and GHG Impact Study, City of Aliso Viejo, California Prepared by: RK Engineering Group, Inc, March 19, 2015, Appendix "C" hereto

Impact Assessment:

Thresholds of Significance

CEQA Guidelines for Air Quality

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the project must be evaluated.

The following air quality significance thresholds are contained in Appendix G of the CEQA Guidelines. A significant impact would occur if the project would:

a) Conflict with or obstruct implementation of the applicable air quality plan;
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
d) Expose sensitive receptors to substantial pollutant concentrations; or
e) Create objectionable odors affecting a substantial number of people.

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts. There are daily emission thresholds for construction and operation of a proposed project in the Basin.

Regional Significance Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions are established for the Basin:

- 75 pounds per day (lbs/day) of Reactive Organic Compounds (ROC)
- 100 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

Projects in the Basin with construction-related emissions that exceed any of the emission thresholds are considered to be significant under SCAQMD guidelines

Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the Basin are as follows:

- 55 pounds per day (lbs/day) of ROC

- 55 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

Local Microscale Concentration Standards. The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one ore more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

Thresholds for Localized Significance (LST)

LST's represent the maximum emissions from a project site that is not expected to result in an exceedance of the national or state Ambient Air Quality Standards. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA for the LST is the Saddleback Valley area.

In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are non-attainment pollutants. For these two, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403 and 1301. The Rule 403 threshold of 10.4 micrograms per cubic meter applies to construction emissions (and may apply to operational emissions at aggregate handling facilities).

Construction LSTs are assessed with the SCAQMD screening thresholds. Construction thresholds for a 5-acre site in the Orange County Coastal SRA (SRA-17) at 50 meeters were utilized:

- 190 lbs/day of NO_X
- 1,864 lbs/day of CO
- 44 lbs/day of PM_{10}
- 11 lbs/day of $PM_{2.5}$

Operational LSTs are assessed with the SCAQMD screening thresholds. Operational thresholds for a 5-acre site in the Central Orange County Coastal SRA at 150 meters were utilized:

- 190 lbs/day of NO_X
- 1,864 lbs/day of CO
- 11 lbs/day of PM_{10}
- 3 lbs/day of $PM_{2.5}$

Sensitive Receptors: Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD, in its Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2), considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc).

The closest existing sensitive receptors are proposed residential units located approximately 50 - 100 meters (Vantis Apartments) to the southeast of the Project.

Response:

The FEIR prepared for the 2004 General Plan concluded that build-out of the General Plan would have the following Unavoidable Potentially Significant Impacts to Air Quality.

1. Construction activities will have the potential to exceed south Coast Air Quality Management District emission thresholds if a relatively large number of construction equipment pieces were used simultaneously. Although individual projects will be reviewed pursuant to CEQA, because Aliso Viejo is located within a non-attainment air basin, the potential impact will remain significant and unavoidable at both the project- and cumulative-levels.

2. The increase in the number of vehicular trips associated with the proposed Project will contribute to current exceedance of criteria pollutants in the South Coast Air Basin. Although individual projects will be reviewed pursuant to CEQA and the City will continue to work with SCAQMD and the Southern California Association of Governments to implement the Air Quality Management Plan, because Aliso Viejo is located within a non-attainment air basin, the potential impact will remain significant and unavoidable at both the project- and cumulative-levels."

The proposed Project will not significantly change these findings[7]. Therefore, implementation of the proposed Project will not cause any "new" significant air quality impacts.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan*?

No New Impact. The proposed Project would accommodate the growth that has been projected for the project vicinity and sub-region through the construction of needed infrastructure, thus removing an impediment to growth within the project area. Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans (including the City General Plan). The emissions associated with the proposed Project are within the amounts already accounted for in the AQMP, and no significant inconsistency with the AQMP would occur. Therefore, the proposed Project will not conflict with or obstruct implementation of the applicable air quality plan.

[7] Source: Summit 7 Corporate Office Building Air Quality and GHG Impact Study, City of Aliso Viejo, California Prepared by: RK Engineering Group, Inc, March 19, 2015, Appendix "C" hereto

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation*?

No New Impact. The proposed Project construction and operational emissions were calculated using CalEEMod emission software and the output was compared to the SCAQMD thresholds of significance. With the implementation of the Project Design Features the proposed Project will not exceed the applicable thresholds of significance.

The proposed Project's compliance with air quality standards and its effect on existing or projected air quality violation(s) is analyzed below.

Construction Activity Impacts

Regional Construction Emissions

CalEEMod was used to estimate onsite and offsite construction emissions as shown in Table I. The emissions incorporate Rule 403 during construction. As shown on Table I, Project emissions will be below the SCAQMD thresholds of significance for regional construction emissions. Therefore, the proposed Project will not result in significant regional construction emissions.

TABLE I

Regional Significance - Construction Emissions (lbs/day)

Activity	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	5.58	61.32	46.89	0.06	4.78	3.58
Grading	4.16	45.12	31.25	0.05	3.27	2.48
Building Construction	4.94	37.33	39.50	0.08	4.69	2.68
Paving	2.02	20.36	15.48	0.02	1.29	1.09
Architectural Coating	64.90	2.36	4.02	0.01	0.66	0.31
Maximum[1]	66.92	61.32	46.89	0.08	4.78	3.58
SCAQMD Threshold	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Construction activities are not expected to overlap except during paving and painting; therefore, the maximum emissions represent the largest of each activity alone except for painting and paving which are combined.

Localized Construction Emissions

Table 2 illustrates the construction related Thresholds for Localized Significance (LST) for project area. The emissions will be below the SCAQMD thresholds of significance for localized construction emissions. Therefore, the proposed Project will not result in significant localized construction emissions.

TABLE II

Localized Construction Emissions

LST Pollutants[1]	CO (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
On-site Emissions	46.89	61.32	4.8	3.58
SCAQMD Construction Threshold[2]	1,864	190	44	11
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Table C-1 for a disturbance area of 5 acres and at a receptor distance of 50 meters.
[2] Reference: Source Receptor Area 20 Thresholds.

Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, and cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, and weather conditions at the time of construction.

The proposed Project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust. Table I illustrates total construction emissions, i.e., fugitive-dust emissions and construction equipment exhausts that have incorporated a number of feasible control measures that can be reasonably implemented to significantly reduce PM_{10} emissions from construction. Table I illustrates that for all construction phases, the daily total construction emissions with standard control measures would be below the daily SCAQMD thresholds. Therefore, the proposed Project would cause less than significant Fugitive Dust emissions.

Odors

Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The Proposed Project is required to comply with SCAQMD Rule 402 during construction. No other sources of objectionable odors have been identified for the proposed Project. Therefore, the proposed Project will not result in significant odors.

Naturally Occurring Asbestos

The proposed Project is located in Orange County which is not among the counties that are found to have serpentine and ultramafic rock in their soils. Therefore, the potential risk for naturally occurring asbestos during construction of the proposed Project is small and less than significant.

<u>Operational Air Quality Emissions Impact</u>

Regional Operational Emissions

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The stationary source emissions would come from

additional natural gas consumption for on-site buildings and electricity for the lighting in the buildings and at the parking area. Based on trip generation factors included in the traffic study and in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, 9th Edition, the long-term operational emissions associated with the proposed Project are shown in Table III. Table III shows the proposed Project's increase in all criteria pollutants are below the SCAQMD daily emission thresholds. Therefore, the proposed Project will not result in significant Regional Operational Emissions.

TABLE III

Regional Operational Emissions

LST Pollutants[1]	**VOC** (lbs/day)	**NOx** (lbs/day)	**CO** (lbs/day)	**SO_2** (lbs/day)	**PM_{10}** (lbs/day)	**$PM_{2.5}$** (lbs/day)
Total: Area Sources + Energy + Mobil	18.00	12.74	60.98	0.16	11.16	3.11
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

Localized Operational Emissions

Table IV shows the calculated emissions for the proposed operational activities compared with appropriate Thresholds for Localized Significance (LST). The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table IV include all on-site project-related stationary sources and 5% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table IV indicates that the operational emission rates would not exceed the LST thresholds for the nearest sensitive receptors at 50 meters. Therefore, the proposed Project will not result in significant Localized Operational Emissions.

TABLE IV

Localized Operational Emissions

LST Pollutants[1]	**CO** (lbs/day)	**NOx** (lbs/day)	**PM_{10}** (lbs/day)	**$PM_{2.5}$** (lbs/day)
On-site Emissions[2]	3.45	1.00	0.6	0.18
SCAQMD Operation Threshold[3]	1,864	190	11	3
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Table C-1 for a disturbance area of 5 acre and at a receptor distance of 50 meters.
[2] Per LST methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 5% of mobile emissions will occur on the project site.
[3] Reference: Source Receptor Area 20 Thresholds.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project* result *in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)*?

No New Impact. See response to (b) above. The proposed Project will not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors). The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations*?

No New Impact. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardiorespiratory diseases. For CEQA purposes, the SCAQMD, in its Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2), considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc).

The closest existing sensitive receptors are proposed residential units located approximately 50 - 100 meters (Vantis Apartments) to the southeast of the Project site.

Proposed Project construction and operational emissions were compared to the SCAQMD's threshold of significance. The projected emissions will be below SCAQMD thresholds of significance for local or regional construction and operational emissions. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Would the project create objectionable odors affecting a substantial number of people*?

No New Impact. See response to (b) above. Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after construction is completed. No other sources of objectionable odors have been identified for the proposed Project. Therefore, the proposed Project will not create objectionable odors affecting a substantial number of people.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
IV. **BIOLOGICAL RESOURCES**. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Environmental Setting:

City of Aliso Viejo - The City of Aliso Viejo is located within the Coastal sub-region of the Orange County Natural Community Conservation Plan and Habitat Conservation Plan (Conservation Plan). The County approved the Conservation Plan and an associated Implementation Agreement in 1996

prior to the City's incorporation in 2001. The Conservation Plan designated three species as "target species" to be used as umbrella species to guide design of a permanent habitat system within the Central and Coastal sub-regions. The Conservation Plan provides for long-term protection for habitat required by the coastal California Gnatcatcher, coastal cactus wren and orange-throated whiptail lizard, all of which are on the federal list of threatened or endangered species. Although much of Aliso Viejo is comprised of urbanized or disturbed areas that generally have low habitat value for wildlife, nearly 25% of the City's land are is set aside as open space, the majority of which is located within Aliso and Wood Canyons Wilderness Park, a significant source of ecological and biological resources. Important vegetative communities in Aliso Viejo include scrub, grassland, chaparral, woodland, riparian and vernal pool. Sensitive wildlife species are typically associated with scrub, grassland or chaparral habitat. Several areas within Aliso and Wood Canyons Wilderness Park are designated as "Non-Reserve Open Space" within the Conservation Plan. In addition, substantial area west of Aliso Viejo is designated as Conservation Habitat Reserve. The Conservation Plan restricts types of permitted uses within the Habitat Reserve area to protect long-term habitat values.

Extensive research and planning studies conducted by the County of Orange and other jurisdictions identified locations of sensitive habitats and species.

Summit West Site Development Permit (SDP 04-27) – The approved Summit West Development Project, Site Development Permit allows for a mixed-use master planned professional office project on a 56 gross acre site. The Master Plan allows 1,581,077 square feet (excluding parking structures) of office buildings with commercial support uses, including retail services, a health club, hotel and day care. The Summit West Development Project is build out except for Phase 7.

Project Site - The Project site is phase 7 of the approved Summit West Development Project. The site is mass graded into two development pads, in conformance with SDP 04-27. Perimeter slopes adjacent to Aliso Viejo Parkway and Enterprise have been landscaped in compliance with SDP 04-27.

Impact Assessment:

Response:

a) *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service*?

No Impact. The most recent site inspection was February 18, 2015. At that time the undeveloped graded pads had sparse signs of vegetation, there are no wetland, streams, drainage channels etc. onsite.

The Project site is surrounded on all sides by developed parcels. The graded development pads are devoid of trees (see Aerial and Site Photos, Figures 3 thru 5). The Project site does contain suitable habit to support candidate, sensitive, or special status species. EARSI[8] conducted walkovers of the Project site, the last being February 23, 2015. No wildlife was observed on the Project site. The Project site is not located within the boundaries of a habitat conservation plan or natural community conservation plan.

[8] Environmental & Regulatory Specialists, Inc., consultant to the City of Aliso Viejo

The proposed Project will result in incremental impacts to air quality[9], climate change[10] and hydrology and water quality[11] which will not result in significant impacts to any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The cumulative effect of the proposed Project's incremental impacts will not result in cumulatively significant impacts that could potentially adversely impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the Project will not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service*?

No Impact. See response to "a" above. There is no riparian habitat on the Project site. The nearest sensitive riparian habitat to the Project site is the Aliso and Wood Canyons Regional Park approximately 1 mile to the west.

The proposed Project will not result in significant impacts to air quality, climate change or water resources that could potentially adversely impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the proposed Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means*?

No Impact. See response to "a" above. The Project site is not located within the boundaries of a habitat conservation plan or natural community conservation plan. The proposed Project will not result in significant impacts to air quality, climate change or water resources that could potentially adversely impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or

[9] See Section III Air Quality
[10] See Section VII Greenhouse Gas
[11] See Section IX Hydrology and Water Quality

U.S. Fish and Wildlife Service. Therefore, the proposed Project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites*?

No Impact. See response to "a" above. The Project site does not contain drainage channels (federally protected wetlands as defined by Section 404 of the Clean Water Act). The Project site is not located within the boundaries of a habitat conservation plan or natural community conservation plan. The proposed Project will not result in significant impacts to air quality, climate change or water resources that could potentially adversely impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, the Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance*?

No Impact. See response to "a" above. The Project site does not contain drainage channels (federally protected wetlands as defined by Section 404 of the Clean Water Act). The Project site is not located within the boundaries of a habitat conservation plan or natural community conservation plan. The proposed Project will not result in significant impacts to air quality, climate change or water resources that could potentially adversely impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The proposed Project is consistent with the City General Plan. Therefore, the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

f) *Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan*?

No Impact. See response to "a" above. The Project site does not contain drainage channels (federally protected wetlands as defined by Section 404 of the Clean Water Act). The Project site is not located within the boundaries of a habitat conservation plan or natural community conservation plan. The proposed Project will not result in significant impacts to air quality, climate change or water resources that could potentially adversely impact any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The proposed Project is consistent with the City General Plan. Therefore, the proposed Project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
V. **CULTURAL RESOURCES**. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Environmental Setting:

The Aliso Viejo General Plan states that Aliso Viejo contains cultural and historic resources within its boundaries. Aliso Viejo was surveyed for significant archaeological and paleontological resources prior to any development. Most of Aliso Viejo is within an area of prehistoric archaeological resource sensitivity. Thirty-three of the many sites identified were in areas designated open space. Aliso and Wood Canyons Wilderness Park has assorted pictographs and carvings of historical significance. The Aliso Creek area and other areas within the City are highly fossiliferous.

The National Register of Historic Places (National Register) is the nation's official list of cultural resources designated for preservation. The National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect historic and archaeological resources. Properties listed in the National Register include districts, sites, buildings, structures and objects significant in American history, architecture, archaeology, engineering and culture. Aliso Viejo has no sites listed in the National Register. The California Register of Historical Resources (California Register) includes historic resources of importance at the State level. All properties listed in the National Register are automatically included in the California Register. The State of California also maintains an historical resources inventory administered by twelve regional offices. Aliso Viejo has no sites listed in the California Register.

The 7.7± acre Aliso Viejo Ranch property is a part of the original Moulton Niguel Ranch complex and is considered by the City to be a locally significant property.

Summit West Site Development Permit (SDP 04-27) – The approved Summit West Development Project, Site Development Permit allows for a mixed-use master planned professional office project on a 56 gross acre site. The Master Plan allows 1,581,077 square feet (excluding parking structures)

of office buildings with commercial support uses, including retail services, a health club, hotel and day care. The Summit West Development Project is build out except for Phase 7. There are no cultural resources known to exist within the Summit West Development Project.

Project Site - The Project site is phase 7 of the approved Summit West Development Project. The Project site is mass graded into two development pads, in conformance with SDP 04-27. Perimeter slopes adjacent to Aliso Viejo Parkway and Enterprise have been landscaped in compliance with SDP 04-27.

Impact Assessment:

Response:

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5*?

No Impact. The Project site has been mass graded and is devoid of natural features. There are no known historical resources on the Project site. However, the 2004 Summit West Addendum to the Final EIR contained the following Mitigation Measure in the event historical resources were uncovered during site grading actives:

> Mitigation Measure No.4 *During Construction activities, if archaeological and/or paleontological resources are encountered, the contractor shall be responsible for immediate notification and securing of the site area immediately. A qualified archaeologist and/or paleontologist approved by the City shall be retained by the property owner to establish, in cooperation with the project developer and City, procedures for temporarily halting or redirecting work to permit sampling, identification and evaluation of cultural resource finds. If major archaeological and/or paleontological resources are discovered which require long-term halting or redirecting of grading, a report shall be prepared identifying such findings to the project developer and to the City of Aliso Viejo. Discovered cultural resources shall be offered to the City of Aliso Viejo or its designee on a first-refusal basis.*

Therefore, the proposed Project will not cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5*?

No Impact. The Project site has been mass graded and is devoid of natural features. There are no known archaeological resources on the Project site. See response to V (a) above and previous mitigation required. Therefore, the proposed Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature*?

No Impact. The Project site has been mass graded and is devoid of natural features. There are no known paleontological resources on the Project site. See response to V (a) above and previous mitigation required. Therefore, the proposed Project will not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project disturb any human remains, including those interred outside of formal cemeteries*?

No Impact. The Project site has been mass graded and is devoid of natural features. There are no known human remains, including those interred outside of formal cemeteries on the Project site. See response to V (a) above and Mitigation Measure #4. Therefore, there is no probable likelihood, of Native American human remains within the Project site.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VI. **GEOLOGY AND SOILS**. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Environmental Setting:

Geological hazards: Aliso Viejo is located in a region that includes seismic activity, erosion and soil limitations.

Seismic Activity: Aliso Viejo is located in a region with several active fault lines. While the San Andreas is the dominant fault in California, locally, the most significant faults potentially affecting Aliso Viejo are the Newport-Inglewood fault and the Whittier fault. The Newport-Inglewood fault runs north-south approximately seven miles northwest of Aliso Viejo. Residents and property in Aliso Viejo are subject to risks from hazards associated with earthquakes. Seismic activity poses primary and secondary hazard types. Primary hazards include ground rupture, ground shaking, ground displacement and subsidence and uplift from earth movement. Potential seismic hazards affecting Aliso Viejo include ground shaking, ground failure, and liquefaction. The City is subject to moderate to high ground shaking from a seismic event occurring on regional faults.

Erosion and Soil Limitations: Aliso Viejo has two general soil associations: Sorrento-Mocho and Alo-Bosanko, which are described as being well drained with slow runoff and moderately rapid permeability. Within Aliso and Wood Canyons Wilderness Park, soils consist primarily of Sorrento-Mocho association which is described as well-drained, nearly level or moderately sloping sandy loams, loams, or clay loams on alluvial fans and flood plains. The remainder of Aliso Viejo consists of the Alo-Bosanko association, which consists of strongly sloping, steep and well drained clays on coastal foothills. Geological hazards in Aliso Viejo include seismic activity, erosion and soil limitations. Soils within Aliso Viejo are susceptible to erosion and loss of topsoil.

Impact Assessment:

Response:

a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:*

No New Impact.

i. *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

No New Impact. The Final EIR for the 2004 General Plan[12] identified that: 1) Aliso Viejo is located in a region with several active fault lines; 2) The most significant faults potentially affecting the City are the Newport-Inglewood and Whittier fault; 3) Regional faults create the potential for ground shaking impacts within the City; 4) Potential seismic hazards affecting Aliso Viejo include ground shaking, ground failure and liquefaction, and 5) The City is subject to high ground shaking from a seismic event occurring on regional faults.

The Final EIR contained mitigation measures (GS-1 through GS-3) that were found to reduce potential impacts to a level of less than significant. No new or different impacts will result from the proposed Project. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.

[12] Final EIR SCH # 2003101060, Section 5.5 Geology/Soils

ii. *Strong seismic ground shaking*?

No New Impact. The Final EIR for the General Plan identified that: 1) Aliso Viejo is located in a region with several active fault lines; 2) The most significant faults potentially affecting the City are the Newport-Inglewood and Whittier fault; 3) Regional faults create the potential for ground shaking impacts within the City; 4) Potential seismic hazards affecting Aliso Viejo include ground shaking, ground failure and liquefaction, and 5) The City is subject to high ground shaking from a seismic event occurring on regional faults.

The Final EIR contained mitigation measures (GS-1 through GS-3) that were found to reduce potential impacts to a level of less than significant. No new or different impacts will result from the proposed Project. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving strong seismic ground shaking.

iii. *Seismic-related ground failure, including liquefaction*?

No New Impact. The Final EIR for the General Plan identified that: 1) Aliso Viejo is located in a region with several active fault lines; 2) The most significant faults potentially affecting the City are the Newport-Inglewood and Whittier fault; 3) Regional faults create the potential for ground shaking impacts within the City; 4) Potential seismic hazards affecting Aliso Viejo include ground shaking, ground failure and liquefaction, and 5) The City is subject to high ground shaking from a seismic event occurring on regional faults.

The Final EIR contained mitigation measures (GS-1 through GS-3) that were found to reduce potential impacts to a level of less than significant. No new or different impacts will result from the proposed Project. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving seismic-related ground failure, including liquefaction.

iv. *Landslides*?

No Impact. The Project site has been previously mass graded in anticipation of future Professional Office development. There are no landslides on the Project site.

The Final EIR for the General Plan identified that development may occur in areas prone to landslides or where soil limitations present a hazard to residents. This was considered a potentially significant impact. The Final EIR contained mitigation measures (GS-1 through GS-3) that were found to reduce potential impacts to a level of less than significant. No new or different impacts will result from the proposed Project. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving landslides.

b) *Would the project result in substantial soil erosion or the loss of topsoil*?

No New Impact. The Final EIR for the General Plan identified that: 1) during the construction phase of projects grading could subject temporary exposed soil surfaces to erosion through storm water runoff and wind. Long-term soil loss could also occur from the increased peak flows and total runoff produced by paved or landscaped surfaces in the planning area. Uncontrolled flows could result in scouring or downcutting of stream channels in sections where runoff velocities and volumes are high. This was considered a potentially significant impact.

The Final EIR contained mitigation measure GS-1 that was found to reduce potential impacts to a level of less than significant. No new or different impacts will result from the proposed Project. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not result in substantial soil erosion or the loss of topsoil.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse*?

No New Impact. The Final EIR for the General Plan identified that: 1) Aliso Viejo is located in a region with several active fault lines; 2) The most significant faults potentially affecting the City are the Newport-Inglewood and Whittier fault; 3) Regional faults create the potential for ground shaking impacts within the City; 4) Potential seismic hazards affecting Aliso Viejo include ground shaking, ground failure and liquefaction, and 5) The City is subject to high ground shaking from a seismic event occurring on regional faults.

The Final EIR contained mitigation measures (GS-1 through GS-3) that were found to reduce potential impacts to a level of less than significant. No new or different impacts will result from the proposed Project. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property*?

No New Impact. The Final EIR for the General Plan identified that: 1) Aliso Viejo is located in a region with several active fault lines; 2) The most significant faults potentially affecting the City are the Newport-Inglewood and Whittier fault; 3) Regional faults create the potential for ground shaking impacts within the City; 4) Potential seismic hazards affecting Aliso Viejo include ground shaking, ground failure and liquefaction, and 5) The City is subject to high ground

shaking from a seismic event occurring on regional faults.

The Final EIR contained mitigation measures (GS-1 through GS-3) that were found to reduce potential impacts to a level of less than significant. No new or different impacts will result from the proposed Project. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating substantial risks to life or property.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water*?

No Impact. The Final EIR for the General Plan identified that development may occur in areas prone to landslides or where soil limitations present a hazard to residents. This was considered a potentially significant impact. The Final EIR contained mitigation measures (GS-1 through GS-3) that were found to reduce potential impacts to a level of less than significant. Future development would not be served by septic tanks or alternative waste water disposal systems because sewer service is available. No new or different impacts will result from the proposed Project. Therefore, the proposed Project will not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VII. **GREENHOUSE GAS EMISSIONS**. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

The following information was summarized from an Air Quality/Greenhouse Gas analysis prepared for the proposed Project. For further detailed information please refer to this report which is incorporated herein as Attachment "B".[13]

Environmental Setting:

Regulatory Setting

National

Greenhouse Gas Endangerment: On December 2, 2009, the EPA announced that GHGs threaten the public heath and welfare of the American people. The EPA also states that GHG emissions from on-road vehicles contribute to that threat. The decision was based on Massachusetts v. EPA (Supreme Court Case 05-1120) which argued that GHGs are air pollutants covered by the Clean Air Act and that the EPA has authority to regulate those emissions.

Clean Vehicles**:** Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil

[13] Source: Summit 7 Corporate Office Building Air Quality and GHG Impact Study, City of Aliso Viejo, California Prepared by: RK Engineering Group, Inc., March 19, 2015, Appendix "C" hereto

over the lifetime of the vehicles sold under the program (model years 2012-2016). The second phase of the national program would involve proposing new fuel economy and greenhouse gas standards for model years 2017 – 2025 by September 1, 2011.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel efficiency of heavy-duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and 15 percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively, if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards starting in the 2014 model year which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.

Mandatory Reporting of Greenhouse Gases: On January 1, 2010, the EPA started requiring large emitters of heat-trapping emissions to begin collecting GHG data under a new reporting system. Under the rule, suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of greenhouse gas emissions are required to submit annual reports to the EPA.

New Source Review: On May 13, 2010 the EPA issued a final rule that establishes common sense approach to addressing greenhouse gas emissions from stationary sources under the Clean Air Act (CAA) permitting programs. In the first phase of the Rule (Jan 2011 – Jun 2011), only sources currently subject to the New Source Review Prevention of Significant Deterioration (PSD) permitting program (i.e., those that newly constructed or modified in a way that significantly increase emissions of a pollutant other than GHGs) are subject to permitting requirements for their GHG emissions under PSD. For these projects, only GHG increases of 75,000 tons per year CO2e or more need to determine the Best Available Control Technology (BACT) for their GHG emissions. Similarly for the operating permit program, only sources currently subject to the program are subject to Title V requirements for GHG. In the second phase of the rule (July 2011 – June 2013), new construction projects that exceed a threshold of 100,000 tons per year and modifications of existing facilities that increase emissions by at least 75,000 tons per year will be subject to permitting requirements. Additionally, operating facilities that emit at least 100,000 tons per year will be subject to Title V permitting requirements (USEPA 2010a). EPA estimates that facilities responsible for nearly 70 percent of the national greenhouse gas emissions from stationary sources will be subject to permitting requirements under this rule. This rule took effect on January 2, 2011.

California

Title 24**:** California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings for which an application for a building permit is submitted on or after January 1, 2011 must follow the 2008 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Green Building Standards: On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard which buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- Short-term bicycle parking. If a commercial project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack (5.106.4.1).
- Long-term bicycle parking. For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of tenant-occupied motorized vehicle parking capacity, with a minimum of one space (5.106.4.2).
- Designated parking. Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles (5.106.5.2).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling.
- Construction waste. A minimum 50-percent diversion of construction and demolition waste from landfills, increasing voluntarily to 65 and-75 percent for new homes and 80-percent for commercial projects. All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.
- Wastewater reduction. Each building shall reduce the generation of wastewater by one of the following methods:
- The installation of water-conserving fixtures or
- Utilizing non-potable water systems (5.303.4).
- Water use savings. 20-percent mandatory reduction in indoor water use with voluntary goal standards for 30, 35 and 40-percent reductions.
- Water meters. Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day.
- Irrigation efficiency. Moisture-sensing irrigation systems for larger landscaped areas.
- Materials pollution control. Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.
- Building commissioning. Mandatory inspections of energy systems (i.e. heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies.

Pavley Regulations**:** California AB 1493, enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. The regulation was stalled by automaker lawsuits and by the EPA's denial of an implementation waiver. On January 21, 2009, the ARB requested that the EPA reconsider its previous waiver denial. On January 26, 2009, President Obama directed that the EPA assess whether the denial of the waiver was appropriate. On June 30, 2009, the EPA granted the waiver request.

The standards phase in during the 2009 through 2016 model years. When fully phased in, the near term (2009-2012) standards will result in about a 22-percent reduction compared with the 2002 fleet, and the mid-term (2013-2016) standards will result in about a 30-percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

Executive Order S-3-05**:** California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for greenhouse gas emissions:

- By 2010, California shall reduce greenhouse gas emissions to 2000 levels;
- By 2020, California shall reduce greenhouse gas emissions to 1990 levels.
- By 2050, California shall reduce greenhouse gas emissions to 80% below 1990 levels.

The 2050 reduction goal represents what scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be an aggressive, but achievable, mid-term target. The Climate Action Team's Report to the Governor in 2006 contains recommendations and strategies to help ensure the 2020 targets in Executive Order S-3-05 are met.

Low Carbon Fuel Standard - Executive Order S-01-07: The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, the ARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by California Energy Commission on December 24, 2007) and was submitted to ARB for consideration as an "early action" item under AB 32. The ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

SB 1368**:** In 2006, the State Legislature adopted Senate Bill (SB) 1368, which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for greenhouse gas emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this

standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the new law will effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California's energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out-of-state producers that cannot satisfy the performance standard for greenhouse gas emissions required by SB 1368. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007.

SB 97 and the CEQA Guidelines Update**:** Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)." Section 21097 was also added to the Public Resources Code. It provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to adequately analyze the effects of greenhouse gases would not violate CEQA.

On April 13, 2009, the Office of Planning and Research submitted to the Secretary for Natural Resources its recommended amendments to the CEQA Guidelines for addressing greenhouse gas emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code section 21083.05. Following a 55-day public comment period and two public hearings, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of greenhouse gas emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance is offered on the crucial next step in this assessment process—how to determine whether the project's estimated greenhouse gas emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. Greenhouse gas mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze

greenhouse gas emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic greenhouse gas analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b). In addition, the amendments revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include greenhouse gas questions.

AB 32: The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. ARB is the state agency charged with monitoring and regulating sources of greenhouse gases. AB 32 states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

The ARB Board approved the 1990 greenhouse gas emissions level of 427 million metric tons of carbon dioxide equivalent (MMTCO2e) on December 6, 2007 (California Air Resources Board 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO2e. Emissions in 2020 in a "business as usual" scenario are estimated to be 596 MMTCO2e.

Under AB 32, the ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. Discrete early action measures are currently underway or are enforceable by January 1, 2010. The ARB has 44 early action measures that apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. Of these early action measures, nine are considered discrete early action measures, as they are regulatory and enforceable by January 1, 2010. The ARB estimates that the 44 recommendations are expected to result in reductions of at least 42 MMTCO2e by 2020, representing approximately 25 percent of the 2020 target.

The ARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the Year 2020 (California Air Resources Board 2008). The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 greenhouse gas target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, Including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional greenhouse gas emission reductions.

SB 375: Passing the Senate on August 30, 2008, SB 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of greenhouse gas emissions, which emits over 40 percent of the total greenhouse gas emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing greenhouse gas emissions, (2) aligns planning for transportation and housing, and (3) creates specified incentives for the implementation of the strategies. Concerning CEQA, SB 375, section 21159.28 states that CEQA findings determinations for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the ARB accepts as achieving the greenhouse gas emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the mitigation measures required by an applicable prior environmental document.

Executive Order S-13-08**:** Executive Order S-13-08 indicates that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009)

was adopted, which is the ". . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Renewable Electricity Standards: On September 12, 2002, Governor Gray Davis signed SB 1078 requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21¬09) to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB Board approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23.

South Coast Air Quality Management District

The project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD Threshold Development

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO2e per year for stationary/industrial sources and 3,000 metric tons of CO2e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

- Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas

reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.

- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
    - All land use types: 3,000 MTCO2e per year
    - Based on land use types: residential is 3,500 MTCO2e per year; commercial is 1,400 MTCO2e per year; and mixed use is 3,000 MTCO2e per year
- Tier 4 has the following options:
    - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    - Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
    - Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

Impact Assessment:

Thresholds of Significance

CEQA Guidelines for Greenhouse Gas

CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on greenhouse gases, the type, level, and impact of emissions generated by the project must be evaluated.

The following greenhouse gas significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97. A significant impact would occur if the project would:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
(b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

SCAQMD Interim Significance Thresholds

In addition to CEQA guidelines, the SCAQMD established working group to develop an interim significance threshold for GHG emissions under CEQA as discussed above. This analysis compares the Project's GHG emissions to the SCAQMD's Tier 3 approach.

Response:

a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*?

No New Impact. The assessment analyzes the net change in emissions as a result in the proposed Project. Total construction GHG emissions are estimated at 35.35 metric tons of CO_2e per year which is below the SCAQMD Significance Threshold. Total Operational GHG emissions will be 2,989.14 metric tons of CO_2e per year which are below the SCAQMD's significance threshold. Therefore, the proposed Project will not result in significant construction and operational emissions.

Project Construction Greenhouse Gas Emissions

CalEEMod was used to estimate onsite and offsite emissions. Greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table V.

The total construction emissions amortized over a period of 30 years are estimated at 35.35 metric tons of CO_2e per year which is below the SCAQMD Significance Thresholds. Therefore, the proposed Project will not result in significant Construction Greenhouse Gas Emissions

TABLE V

Project Construction Greenhouse Gas Emissions

Activity	Emissions ($MTC0_2e$)[1]		
	Onsite	Offsite	Total
Site Preparation	111.33	53.66	164.99
Grading	84.73	52.77	137.50
Building Construction	278.72	442.88	721.60
Paving	20.83	1.43	22.25
Coating	5.12	9.18	14.30
Total	500.72	559.92	1,060.64
Averaged over 30 years[2]	16.69	18.66	35.35

[1] $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydroflurocarbons).
[2] The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD recommendations.

Project Operational Greenhouse Gas Emissions

Operational or long-term emissions occur over the life of the project. The operational emissions for the proposed Project are 2,989.14 metric tons of CO_2e per year which is below the SCAQMD Significance Thresholds. Therefore, the proposed Project will not result in significant Operational Greenhouse Gas Emissions.

TABLE VI

Project Operational Greenhouse Gas Emissions

Emission Source	Emissions ($MTCO_2e$) [1]
Area Source	0.03
Energy Source	1,117.35
Mobile Source	1,581.43
Waste	43.46
Water	220.57
Construction (averaged over 30 years)	27.11
Total Emissions	**2,989.94**
SCAQMD Threshold	3,000
Exceeds Threshold (?)	**No**

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents per year

Greenhouse Gas Emissions were not analyzed in the FEIR or its Addendum. The proposed Project will have no significant Greenhouse Gas impact. Therefore, the proposed Project will have no new significant or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR as addended remains adequate for this topical area.

b) *Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases*?

No New Impact. The proposed Project will promote the goals of AB 32. The Project site location is positioned within the City's planned growth urban footprint. The proposed Project incorporates a number of features that would minimize greenhouse gas emissions. Although the proposed Project would generate greenhouse gas emissions, emissions levels are below SCAQMD Significance Thresholds. Therefore, the proposed Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

Greenhouse Gas Emissions were not analyzed in the FEIR or its Addendum. The proposed Project will have no significant Greenhouse Gas impact. Therefore, the proposed Project will have no new significant or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR as addended remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VIII. **HAZARDS AND HAZARDOUS MATERIALS**. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Environmental Setting:

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state or local agency, or if it has characteristics defined as hazardous by such an agency. According Health and Safety Code Section 25501(o), "hazardous material" is any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous waste, and any material a handler or administering agency has a reasonable basis for believing would be injurious to health and safety of persons or harmful to the environment if released into the workplace or the environment. Hazardous materials are present in all urban environments in one form or another and include gasoline and diesel fuel, household chemicals, paints and cleansers.

In addition, Aliso Viejo residents are exposed to hazards associated with potential wildfires because portions of the City abut Aliso and Woods Canyon Wilderness Park which is located within the Orange County Fire Authority (OCFA) Very High Fire Hazard Severity Zone. OCFA has established a Wildland Task Force to educate the public living near wildlands about ways they can protect themselves from wildfire threats. OCFA provides fire protection and emergency services to Aliso Viejo on a contract basis. One fire station is located with Aliso Viejo at 57 Journey; other stations serving the City are located at 24241 Avila Road in the City of Laguna Niguel and at 24001 Paseo de Valencia in the City of Laguna Woods. Emergency medical transportation is provided through City contracts with private sector providers.

Impact Assessment:

Response:

a) *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

No New Impact. The Initial Study for the General Plan Final EIR[14] determined that business and operations involving the use, transport, or disposal of hazardous materials will only proceed in strict compliance with extensive federal, State, and local hazardous materials regulations. The General Plan Safety Element includes the following goals and policies to further reduce the risk of hazardous material incidents: Goal S-4, Policy S-4.2, S-4.3 and S-4.4. Implementation of these policies together with compliance with existing regulations will result in a less than significant impact.

The Project tenant, MicroVention is a leading producer of neurovascular intervention therapies and its products involve the use of various chemicals, some of which are classified as "hazardous materials" under Chapter 50 of the 2013 California Fire Code (CFC). MicroVention has submitted information required by the Orange County Fire Authority Guideline G-06, to insure Maximum Allowable Quantities are not exceeded and that proper fire and life safety protection systems and procedures are in place. MicroVention will comply with all CFC provisions and permit requirements. Therefore, the proposed Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

[14] Final EIR SCH # 2003101060 (Attachment "A" hereto), Appendix A – NOP, Initial Study and NOP Comment Letters

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

No New Impact. The Initial Study for the General Plan Final EIR determined that business and operations involving the use, transport, or disposal of hazardous materials will only proceed in strict compliance with extensive federal, State, and local hazardous materials regulations. The General Plan Safety Element includes the following goals and policies to further reduce the risk of hazardous material incidents: Goal S-4, Policy S-4.2, S-4.3 and S-4.4. Implementation of these policies together with compliance with existing regulations will result in a less than significant impact.

The Project tenant, MicroVention is a leading producer of neurovascular intervention therapies and its products involve the use of various chemicals, some of which are classified as "hazardous materials" under Chapter 50 of the 2013 California Fire Code (CFC). MicroVention has submitted information required by the Orange County Fire Authority Guideline G-06, to insure Maximum Allowable Quantities are not exceeded and that proper fire and life safety protection systems and procedures are in place. MicroVention will comply whit all CFC provisions and permit requirements. Therefore, the proposed Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No New Impact. The Project site is located with one-quarter mile of the Don Juan Avila Middle School (26278 Wood Canyon Dr., Aliso Viejo). The Project site's southern property line is located approximately 750 feet northeast of the Don Juan Avila Middle School's northern property line.

The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and City Municipal Code, (subject to the approval of a Site Development Permit, Administrative Use Permit, Conditional Use Permit and Exception Permit). The Project tenant, MicroVention is a leading producer of neurovascular intervention therapies and its products involve the use of various chemicals, some of which are classified as "hazardous materials" under Chapter 50 of the 2013 California Fire Code (CFC). MicroVention has submitted information required by the Orange County Fire Authority Guideline G-06, to insure Maximum Allowable Quantities are not exceeded and that proper fire and life safety protection systems and procedures are in place. MicroVention will comply with all CFC provisions and permit requirements.

While the proposed Project will handle hazardous materials as defined by Chapter 50 of the 2013 CFC within one-quarter mile of an existing or proposed school, the proposed Project will not emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing extremely hazardous substances in a quantity equal to or greater than the state threshold quantity specified in subdivision (j) of Section 25532 of the Health and Safety Code, that may impose a health or safety hazard to persons who would attend or would be employed at the school. The Applicant/MicroVention will comply with all CFC provisions and permit requirements which will reduce the potential impacts related to the use, handling and disposal of hazardous materials within one-quarter mile of an existing or proposed school to a level of less than significant.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

No Impact. The Project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5. Therefore, the proposed Project will not create a significant hazard to the public or the environment.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The Project site is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The nearest airport to the Project site is the John Wayne Airport located approximately 13 miles to the west. Therefore, the proposed Project will not result in a safety hazard for people residing or working in the project area.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

f) *For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?*

No Impact. The Project site is not located within the vicinity of a private airstrip. Therefore, the proposed Project will not result in a safety hazard for people residing or working in the project area.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

g) *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

No Impact. The Initial Study for the General Plan Final EIR identified that Aliso Viejo had developed an Emergency Operations Plan consistent with State Emergency Management System Requirements. The General Plan also identifies evacuation routes within the City to be used in the event of a major emergency.

Compliance with the adopted Emergency Operations Plan will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

h) *Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?*

No New Impact. The Final EIR for the General Plan[15] identified that future development will expose persons and structures to hazardous associates with wildfires. This was considered a potentially significant impact. The Final EIR contained mitigation measures (H-1 through H-9) that were found to reduce potential impacts to a level of less than significant.

Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

[15] Source: Final EIR SCH # 2003101060 (Attachment "A" hereto), Section 5.6 Hazards

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
IX. **HYDROLOGY AND WATER QUALITY**. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Environmental Setting:

Aliso Viejo is located in the San Diego Region (Region 9) of the California Regional Water Quality Control Board (Water Quality Control Board). The City is located within the Water Quality Control Board Aliso Creek Watershed Management Area and on the San Juan Hydrologic Unit.

The Orange County Flood Control District (Flood Control District) is responsible for regional flood control and drainage facilities. The City maintains local facilities that tie into the Flood Control District regional system. Local drainage facilities consist mostly of underground closed conduits and storm drains located primarily in developed areas of the City. Local drainage facilities collect and convey storm water to regional facilities such as Laguna Canyon, Wood Canyon, and Aliso Creek Channels. The Water Quality Control Board has designated creeks within these Channels as impaired because the creeks have been found to have toxic levels of coliform bacteria, a pollutant of concern per Clean Water Act Section 303(d).

Federal Emergency Management Agency (FEMA) Flood Insurance Rater Maps depict portions of Aliso Viejo as within the 100-year flood zone.

Aliso Viejo is located approximately four miles inland from the Pacific Ocean. City elevations range from 180 feet above mean sea level at the southern end of the City in Aliso Canyon to over 870 feet at Moulton Peak. Due to its proximity to the Pacific Ocean, portions of Aliso Viejo may be subject to a tsunami. In addition, existing development is subject to hazards from seiches in ponds, water tanks and swimming pools. Mudflows associated with erosion also may occur in portions of Aliso Viejo, primarily in the Aliso and Wood Canyon drainage channels.

Impact Assessment:

Response:

a) *Would the project violate any water quality standards or waste discharge requirements*?

No Impact. Initial Study for the General Plan Final EIR identified that all new development will be required to comply with existing water quality standards and waste discharge regulations set forth by the San Diego Regional Water Quality Control Board including NPDES-MS4 requirements and AVMC 7.35. The proposed Project will also comply with these regulations. Waste discharges are to be connected to the public wastewater system and conveyed to the Regional Treatment Plant for treatment. Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)*?

No Impact. The Final EIR for the General Plan identified 1) That future development, especially on currently undeveloped land, will increase the amount of impervious surfaces; 2) That storm water containing urban pollutants conveyed to the Aliso Creek Channel has the potential to impact groundwater resources in the Aliso Creek groundwater basin; and 3) that the increased demand for domestic water supply that will result from implementation of the General Plan may impact groundwater resources. The Final EIR determined this was a potentially significant impact. The Final EIR contained mitigation measures (HWQ-2, HWQ-4, HWQ-6, HWQ-7, HWQ-9 and HWQ-11) that were found to reduce potential impacts to a level of less than significant.

The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and City Municipal Code. The Project site is surrounded by existing developed lands. The Project site has been mass graded in two development pads. Underground utilities including storm drain facilities have been installed to these pads. Development of the Project site will require additional site grading and connection to existing storm drains. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not lead to substantial depletion of groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site*?

No Impact. The Final EIR for the General Plan identified 1) That future development, especially on currently undeveloped land, will increase the amount of impervious surfaces; 2) That storm water containing urban pollutants conveyed to the Aliso Creek Channel has the potential to impact groundwater resources in the Aliso Creek groundwater basin; and 3) that the increased demand for domestic water supply that will result from implementation of the General Plan may impact groundwater resources. The Final EIR determined this was a potentially significant impact.

The Final EIR contained mitigation measures (HWQ-2, HWQ-4, HWQ-6, HWQ-7, HWQ-9 and HWQ-11) that were found to reduce potential impacts to a level of less than significant. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site*?

No Impact. The Final EIR for the General Plan identified that future development, especially on currently undeveloped land, will increase the amount of impervious surfaces. The Final EIR determined this was a potentially significant impact. The Final EIR contained mitigation measures (HWQ-1 through HWQ-9) that were found to reduce potential impacts to a level of less than significant.

The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and City Municipal Code. The Project site is surrounded by existing developed lands. The Project site has been mass graded in two development pads. Underground utilities including storm drain facilities have been installed to these pads. Development of the Project site will require additional site grading and connection to existing storm drains. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Would the project create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff*?

No Impact. The Final EIR for the General Plan identified that future development, especially on currently undeveloped land, will increase the amount of impervious surfaces. The Final EIR determined this was a potentially significant impact. The Final EIR contained mitigation measures (HWQ-1 through HWQ-9) that were found to reduce potential impacts to a level of less than significant.

The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and City Municipal Code. The Project site is surrounded by existing developed lands. The Project site has been mass graded in two development pads. Both interim and permanent private storm drain facilities were designed and constructed in 2006 to drain the Pacific Life project, as well as to accept the storm water discharge from the rough graded pads for the future development of the Project site. These facilities were designed according to City approved construction plans along with supporting hydrology reports and hydraulic calculations. While the proposed Project will shift the connection point to the existing storm drain facilities the capacity of existing facilities remains adequate to accommodate the proposed Project.

Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant. Therefore, the proposed Project will not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

f) *Would the project otherwise substantially degrade water quality*?

No Impact. The Initial Study for the General Plan Final EIR identified that each new development project will be required to comply with storm water regulations set forth by the San Diego Regional Water Quality Control Board including NPDES regulations. The Initial study concluded that compliance with existing regulations on a project-by-project basis will reduce potential impact to a less than significant level. The proposed Project will comply with these regulations. Therefore, the proposed Project will not otherwise substantially degrade water quality.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

g) *Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map*?

No Impact. The proposed Project does not involve construction of housing. Therefore, the proposed Project will not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

h) *Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows*?

No Impact. The proposed Project does not propose construction of structures within a 100-year flood hazard area. Therefore, the proposed Project will not place within a 100-year flood hazard area structures which would impede or redirect flood flows.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

i) *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam*?

No Impact. The Project is not located within a flood hazard area or near a levee or dam. The proposed Project will comply with all existing requirements regarding hydrology and drainage. The Final EIR contains Mitigation Measures 7, 8 and 9 requiring that prior to the issuance of any grading permit, the applicant shall prepare a hydrology study for review and approval by the City Engineer; submit a Water Quality Management Plan to the City Engineer for review and

approval; and a Storm Water Pollution Prevention Plan and provide evidence that a NPDES Notice of Intent has been filed with the State Water Quality Control Board.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

j) *Would the project expose people or structures to inundation by seiche, tsunami, or mudflow*?

No Impact. The Final EIR for the General Plan identified the possibility of inundation from a tsunami as remote because Aliso Viejo is located nearly four miles inland and the elevation is greater than 180 feet above mean sea level. No new or different impacts will result from the proposed Project. The proposed Project will not effect this conclusion. Therefore, the proposed Project will not expose people or structures to inundation by seiche, tsunami, or mudflow.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
X. **LAND USE AND PLANNING**. Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

Environmental Setting:

On July 1, 2001 with a population of about 42,000 the City of Aliso Viejo became the 34th and newest City in Orange County. The City encompasses approximately 7 square miles and is bordered by Laguna Beach to the west, Laguna Woods to the north, Laguna Hills to the east and Laguna Niguel to the east and south. Prior to cityhood, Aliso Viejo was an unincorporated area within the County of Orange which had been completely master-planned by the Mission Viejo Company.

The City of Aliso Viejo has a mixture of residential uses, commercial uses, light industrial, office uses, open space and community facility land uses. The City is approximately 95% built-out. According to the 2010 Census, the 2010 City population was approximately 47,823 residents.

The Aliso Viejo General Plan addresses issues related to growth and development. The Plan is a blueprint describing what the residents want the City to become, as well as options to get there through 2024.

Regulatory Context

City of Aliso Viejo General Plan and Development Code

California State law (Government Code Section 65300) requires each city and county to adopt a comprehensive, long-term General Plan for its own physical development and for any land outside its boundaries related to its planning activities.

Land uses within the City of Aliso Viejo are controlled by the Aliso Viejo General Plan and Development Code. More than 95 percent of developable land in Aliso Viejo is built upon. Existing land uses with Aliso Viejo include single-family and multi-family residential; commercial; business park; professional office; community facilities; open space; and recreation.

California Coastal Act

The California Coastal Commission was established by voter initiative in 1972 (Proposition 20) and later made permanent by the Legislature through adoption of the California Coastal Act of 1976.

The Coastal Commission, in partnership with coastal cities and counties, plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government.

Only a very small portion of the city south of Wood Canyon Drive and Aliso Creek Road is within the Coastal Zone. The proposed Project is not located within or adjacent to the Coastal Zone.

Approved General Plan:

The adopted 2004 City of Aliso Viejo General Plan states in its Introduction that:

"Under California law, every City must adopt a comprehensive, long-term General Plan to guide physical development within the incorporated area, as well as to plan for land beyond the municipal boundaries that bear a relationship to the city's planning activities. In essence, a city's General Plan serves as the blueprint for future growth and development. The plan must contain policies and programs to provide decision makers with a solid basis for future decisions related to land use and development.

State law further indicates the General Plan is the primary document a jurisdiction must use to regulate land use. Consequently, the Zoning Ordinance, development agreements, specific plans, and individual public and private development proposals must be consistent with General Plan goals, policies, and standards.

The Aliso Viejo General Plan addresses many of these issues that are directly related to and influence land use decisions. In addition to land use, State law requires that the Plan address circulation, housing, conservation of natural resources, preservation of open space, the noise environment, and protection of public safety. These issues are discussed throughout the General Plan to the extent they apply to Aliso Viejo."

Approved Summit West Development Project:

The Summit West Development Project, Site Development Permit SDP-04-27 proposed a mixed-use master planned professional office project on a 56 gross acre site within Aliso Viejo (Summit West Project). The Master Plan allows 1,581,077 square feet (excluding parking structures) of office buildings with commercial support uses, including retail services, a health club, hotel and day care. The Summit West Project was to be developed in phases. The proposed Project is the final phase of the approved Summit West Development Project.

Impact Assessment:

Response:

a) Would the project physically divide an established community?

No Impact. The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and City Municipal Code. The Project site is surrounded by existing developed lands. Therefore, the proposed Project will not physically divide any established community.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect*?

No New Impact. The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and site zoning. Development of the Project site will be required to conform to applicable policies and regulations of other agencies having regulatory authority (e.g., South Coast Air Quality Management District, Regional Water Quality Control Board) as discussed in other sections of this Addendum. Therefore, the proposed Project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project conflict with any applicable habitat conservation plan or natural community conservation plan*?

No Impact. The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and City Municipal Code. The Project site has been previously mass graded and is devoid of natural vegetation. No new or different impacts will result from the proposed Project. The Project site is not in the plan areas of any conservation plan, preserve or natural community conservation plan. Therefore, the proposed Project will not conflict with any applicable habitat conservation plan or natural community conservation plan.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XI. **MINERAL RESOURCES**. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Environmental Setting:

Aliso Viejo has no known mineral resources.[16]

Impact Assessment:

Response:

a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state*?

No Impact. Aliso Viejo has no known mineral resources identified by any Federal, State or local plans, and construction of the proposed Project will not require use of significant mineral resources. No new or different impacts will result from the proposed Project. Therefore, the proposed Project will not result in the loss of availability of a known mineral resource that would be of value to the

[16] Aliso Viejo General Plan and Final Environmental Impact Report, Appendix "I" hereto

region and the residents of the state and no impact will result.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan*?

No Impact. Aliso Viejo has no known mineral resources identified by any Federal, State or local plans. No new or different impacts will result from the proposed Project. Therefore, the proposed Project will not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, specific plan or other land use plan and no impact will result.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XII. **NOISE**. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Information contained in this section was summarized from a Noise Impact Study[17] prepared for the proposed Project. For further detailed information please refer to this report which is incorporated herein as Attachment "D".

Environmental Setting:[18]

Aliso Viejo is subject to typical urban noises, such as noise generated by traffic, heavy machinery, and day-to-day outdoor activities. Noise in the community is the cumulative effect of noise from

[17] Summit 7 Corporate Office Building Noise Impact Study, City of Aliso Viejo, California Prepared by: RK Engineering Group, Inc, March 9, 2015, Appendix D
[18] Source: Final EIR SCH # 2003101060, Section 5.9 Noise

transportation activities and stationary sources. Transportation noise refers to noise from automobile use, trucking, airport operations and rail operations. Non-transportation noise typically refers to noise from stationary sources such as commercial establishments, machinery, air conditioning systems, compressors and landscape maintenance equipment.

Noise is generally defined as unwanted or annoying sound that is typically associated with human activity and which interferes with or disrupts normal activities. Although exposure to high noise levels has been demonstrated to cause hearing loss, the principal human response to environmental noise is annoyance. Hearing loss requires that noise levels exceed thresholds generally not found in ambient environments. Hearing loss danger is generally associated with occupational exposures. Hearing damage is proportional to the product of noise magnitude time's exposure duration (dose), which accumulates over time. The combination of high noise levels and chronic, persistent exposure pose the greatest risk.

The response to environmental noise is mainly psychological. Some physiological effects from loss of sleep, irritation or similar annoyance can be observed in people exposed to elevated environmental noise. The response of individuals to similar noise events is diverse and influenced by the type of noise, the perceived importance of the noise and its appropriateness in the setting, the time of day, the type of activity during which the noise occurs, and the sensitivity of the individual hearing the sound.

Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually expressed as the logarithmic ratio of the square of the ambient sound pressure level compared to the pressure from the faintest sound detectable by a young person with good auditory acuity. The units of this ratio are called decibels (dB). Most of the sounds we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies differing in sound level. The intensities of each frequency add to generate the sound we hear. The method commonly used to quantify environmental sounds consists of determining all of the frequencies of a sound according to a weighting system that reflects that human hearing is less sensitive at low and extremely high frequencies than at the mid-range frequencies. This is called "A" weighting, and the decibel level measured is called the "A" weighted sound level (or dBA). In practice, the level of a noise source is conveniently measured using a sound level meter that includes a filter corresponding to the dBA curve. Any further reference to decibels expressed at "dB" should be understood to be "A" weighted unless otherwise noted.

Although the "A" weighted sound level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a combination of noise from distant sources that create a relatively steady background noise in which no particular source is identifiable. A single descriptor called the Leq (equivalent sound level) is most commonly used for environmental noise. Leq is the energy-mean "A" weighted sound level during a measured time interval. It is the 'equivalent' constant sound level that would have to be produced by a steady state source to equal the fluctuating level measured.

Another sound descriptor has been developed in an attempt to characterize the "total" sound environment. This descriptor penalizes noise levels during periods of greater noise sensitivity to create an artificially weighted 24 hour exposure. This noise metric is known as the Community Noise Equivalent Level (or CNEL). It is calculated by adding a 5 decibel penalty to sound levels in the evening (7:00 p.m. to 10:00 p.m.), and a 10 decibel penalty to sound levels in the night (10:00 p.m. to 7:00 a.m.) to compensate for the increased sensitivity to noise during the quieter evening and nighttime hours.

California state law requires that development planning use CNEL as the appropriate noise/land use compatibility criterion. CNEL's are used mainly to make land use decisions regarding noise exposure for those noise sources pre-empted from local control such as motor vehicles, airplanes, trains, etc. In contrast to noise performance standards governing sources amenable to local control, CNEL levels are therefore more reactive to the noise environment rather than being proactive noise control standards.

City of Aliso Viejo Acoustical Standards/ Significance Thresholds

The City of Aliso Viejo outlines their noise regulations and standards within the Noise Element from the General Plan and Municipal Code (Appendix A). For purposes of this analysis, the City of Aliso Viejo's Noise Element is used to evaluate the roadway noise impacts to and from the proposed project. The Noise Element outlines Noise Zones and a Land Use Compatibility Matrix based on land use. Zone "A" refers to a normally acceptable condition, Zone "B" refers to a conditionally acceptable condition, Zone "C" refers to a normally unacceptable condition and Zone "D" refers to a clearly unacceptable condition. The Project site is located in a normally acceptable location.

The City outlines stationary noise limits in the Municipal Code (Section 8.12.050A). In addition, the City's Municipal Code outlines the construction noise standards (Section 8.12.070E).

The Noise Element of the City General Plan define noise sensitive uses as "noise sensitive land uses that include, but are not limited to residences, schools, hospitals, religious meetings and recreational areas. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with the use. Sensitive receptor sites in Aliso Viejo are identified in the Noise Policy Map (Figure N-1)".

Traffic Noise Regulation

The City of Aliso Viejo's noise standards for residential development requires that noise sensitive uses proposed to be located in areas with noise levels of 60 dBA LDN/CNEL or greater include the recommended mitigation measures or demonstrate the interior levels will not exceed an LDN/CNEL of 45 dBA (Noise Element – pg. N-2).

Stationary Noise Regulation

Exterior

The City has implemented a stationary noise limit for offending stationary noise sources (e.g., loading/unloading, condenser units, compressors, blowers, etc), Section 8.12.050A of the Municipal Code. Table VII lists he City's residential limits.

Table VII
City of Aliso Viejo Municipal Code - Exterior Noise Limits

Exterior Residential Noise Level	Time Period
55 dB (A)	7:00 AM – 10:00 PM
50 dB (A)	10:00 PM – 7:00 AM

It is unlawful for any person any location within the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other residential property to exceed:

1. The noise standard for a cumulative period of more than 30 minutes in any hour; or

2. The noise standard plus 5 dB(A) for a cumulative period of more than 15 minutes in any hour; or
3. The noise standard plus 10 dB(A) for a cumulative period of more than 5 minutes in any hour; or
4. The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dB(A) for any period of time.

Interior

The interior noise limits, unless otherwise specifically indicated, shall apply to all residential property within the city (Section 8.12.050B of the Municipal Code).

Table VIII
City of Aliso Viejo Municipal Code - Interior Noise Limits

Interior Residential Noise Level	Time Period
55 dB (A)	7:00 AM – 10:00 PM
45 dB (A)	10:00 PM – 7:00 AM

In the event the noise consists of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dBA.

It shall be unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by the person, when the foregoing causes the noise level when measured within the interior of any residential parcel within the city to exceed.

1. The interior noise standard for a cumulative period of more than five minutes in any hour.

2. The noise standard plus 5 dB(A) for a cumulative period of more than 1 minute in any hour.

3. The noise standard plus 10 dB(A) for any period of time.

In the event the ambient noise level exceeds either of the first two noise level categories above, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under that category shall be increased to reflect the maximum ambient noise level.

Construction Noise Regulation

Section 8.12.070 of the municipal code indicates construction noise is exempt from the noise ordinance. The following outlines the municipal code with regard to construction noise: "Noise sources associated with construction, repair, remodeling, or grading of any real property, provided the activities do not take place between the hours of 8:00 PM and 7:00 AM on weekdays, and 8:00 PM and 8:00 AM on Saturday, or at any time on Sunday or a federal holiday."

Impact Assessment:

Thresholds of Significance

CEQA Guidelines identify significant impacts as those that cause standards to be exceeded when they are currently met. An impact is also considered significant if it "substantially" worsens an existing unacceptable noise environment.

"Substantially" is not defined in any guidelines. The accuracy of sound level meters and of sound propagation computer models is no better than ±1 dB. This is also the human loudness difference discrimination level under ideal laboratory conditions. Most people cannot distinguish a change in the noise environment that differs by less than 3 dB between the pre- and post-project exposure if the change occurs under ambient conditions. For the purposes of this analysis, an increase of 3 dB which creates or worsens an area of noise/land use incompatibility would be considered a significant degradation of noise quality.

Because of the logarithmic relationship between traffic volumes and noise levels, it requires a dramatic increase in traffic to create even a perceptible change in noise levels. A +1 dB increase requires a 25 percent greater traffic volume. A +3 dB noise increase occurs when volumes double. In those areas where traffic levels are already high enough to create a noise concern, few projects would individually cause traffic volumes to double. Off-site traffic noise impacts tend therefore to be more of a cumulative, rather than an individual impact.

CEQA guidelines also require consideration of noise from public or private airports. There are no airports in/near Aliso Viejo that require consideration in noise impact analyses.

Response:

The analysis below demonstrates that under the worst-case scenario, the proposed Project will result in less than significant Noise impacts.

a) *Would the project result in* **e***xposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies*?

   No New Impact. The proposed Project will generate temporary construction noise and long term operational noise. The proposed Project will comply with the allowable hours for construction activities contained within the City's Noise Ordinance. Operation of the proposed Project will not generate noise sources that will exceed the applicable City Noise criterion. The Project site and surrounding land uses will remain within the normally acceptable condition. The anticipated noise generated by the proposed Project's is further discussed below.

Project's Off-Site Traffic Noise Impact

Table IX shows Existing, Existing Plus Project Exterior Noise Levels at 100' from the centerline of impacted roadways. The proposed Project will increase exterior noise levels along Aliso Viejo Parkway by approximately 0.0 to 0.3 dBA CNEL. The proposed Project's increase in ambient noise levels is below the 3.0 dBA significance threshold. The loudest noise levels along Aliso Viejo Parkway for Existing, Plus Project conditions would be 65.3 dBA CNEL. The CNEL noise levels under Existing, Plus Project conditions fall within the Office/Commercial Zone B Conditionally Acceptable category, and no change in the noise zone is expected as a result of the proposed Project.

The proposed Project will increase exterior noise levels along Enterprise by approximately 2.9 dBA CNEL. The proposed Project's increase in ambient noise levels is below the 3.0 dBA significance threshold. The loudest noise levels along Enterprise for Existing, Plus Project conditions would be 64.2 dBA CNEL. The noise levels along Enterprise under Existing, Plus Project conditions fall within the Residential Zone A Conditionally Acceptable category, and no change in the noise zone is expected as a result of the proposed Project.

The noise level increase will be greatest near the Project site and will decrease as traffic disperses from the Project site. The closest roadways near Project site were assessed as a worst-case scenario. Since the nearest roadways show no significant impact it is not necessary to access roadway segments located at a further radius from the proposed Project. Hence, the study area for this noise analysis only includes the Aliso Viejo Parkway and Enterprise locations.

TABLE IX
Existing, Plus Project Exterior Noise Levels (dBA CNEL)[1]

	Exterior CNEL Noise Levels at 100 Feet from Centerline of Roadway		
Roadway	Existing	Existing Plus Project	Change as a Result of Project
Aliso Viejo Parkway:			
North of Enterprise	65.0	65.3	0.3
South of Enterprise	65.1	65.1	0.0
Enterprise:			
West of Aliso Viejo Parkway	61.3	64.2	2.9
East of Aliso Viejo Parkway	59.7	62.6	2.9

[1] Exterior noise levels calculated 5-feet above pad elevation, perpendicular to subject roadway.

Table X shows Year 2035 without Project and with Project scenarios. The proposed Project is anticipated to have a minimal impact to the Year 2035 traffic noise levels. Noise levels are expected to increase by a maximum of 0.4 dBA CNEL, as a result of the proposed Project, along Enterprise east of Aliso Viejo Parkway.

TABLE X
General Plan (Year 2035) With Project Noise Levels (dBA CNEL)[1]

	Exterior CNEL Noise Levels at 100 Feet from Centerline of Roadway		
Roadway	Year 2035 w/o Project	General Plan w/ Project	Change as a Result of Project
Aliso Viejo Parkway:			
North of Enterprise	65.8	66.0	0.2
South of Enterprise	66.1	66.2	0.1
Enterprise:			
West of Aliso Viejo Parkway	64.6	64.9	0.3
East of Aliso Viejo Parkway	62.8	63.2	0.4

[1] Exterior noise levels calculated 5-feet above pad elevation, perpendicular to subject roadway.

As shown in Tables IX and X the proposed Project will increase exterior noise levels along Aliso Viejo Parkway by approximately 0.1 to 0.2 dBA CNEL. The loudest noise levels along Aliso Viejo Parkway for Existing, Plus Project conditions would be 66.2 dBA CNEL. The CNEL noise levels under Existing, Plus Project conditions fall within the Office/Commercial Zone B Conditionally Acceptable category, and no change in the noise zone is expected as a result of the proposed Project.

The proposed Project will increase exterior noise levels along Enterprise by approximately 0.3 to 0.4 dBA CNEL. The loudest noise levels along Enterprise for Existing, Plus Project conditions would be 64.9 dBA CNEL. The noise levels along Enterprise under Year 2035 Existing, Plus Project conditions fall within the Residential Zone "B" Conditionally Acceptable category. No change in the noise zone is expected as a result of the proposed Project.

The noise level increase will be greatest near the site and will decrease as traffic disperses from the Project site. The closest roadways near the Project site were assessed as a worst-case scenario. Since the nearest roadways show no significant impact it is not necessary to access roadway segments located at a further radius from the proposed Project.

Noise Impact to Sensitive Land Uses within Project Vicinity

The Noise Element of the City General Plan Noise Policy Map (Figure N-1) designates one sensitive land use within the project vicinity. The Noise Policy Map designates the Don Juan Avila Middle School as a noise sensitive use.

The Project site's southern property line is located approximately 750 feet northeast of the Don Juan Avila Middle School's northern property line. The school's nearest structure is approximately 1,050 feet from the Project site. Enterprise and several structures, including a 6-story parking structure, separate the Project site from the school. The proposed Project will have no stationary noise sources (e.g., loading/unloading, compressors, rooftop condensers) that face

towards the school. Furthermore, the distance and the existing structures will further attenuate any potential noise impact from the proposed Project.

The proposed Project's traffic noise impact will have a minimal impact to the school. Based upon the noise analysis, the proposed Project would increase noise levels on Aliso Viejo Parkway by 0.1 dBA. This incremental increase in traffic noise levels is less than significant.

The proposed Projects incremental increase in noise levels will not interrupt normal activities typically associated with Don Juan Avila Middle School.

Therefore, the proposed Project will have a less than significant noise impact to sensitive uses.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels*?

No Impact. The proposed Project will not expose persons to excessive groundborne vibration. No vibration sources are anticipated to be on-site. Therefore, the proposed Project will not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project*?

No New Impact. The proposed Project will increase exterior noise levels along Aliso Viejo Parkway by approximately 0.0 to 0.3 dBA CNEL and approximately 2.9 dBA CNEL along Enterprise.

The proposed Project's increase in ambient noise levels is below the 3.0 dBA significance threshold. Therefore, the proposed Project will not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project*?

No New Impact. See response to question "a" above. During operation the proposed Project will not generate noise source that will exceed the applicable City noise criterion. Therefore, the proposed Project will not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Would the project result in for a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels*?

No Impact. Aliso Viejo is not located within an airport land use plan area. The nearest airport is John Wayne/Orange County Airport, approximately 10 miles from Aliso Viejo. No public airport or private airstrip is located in or within two miles of the City. Therefore, the proposed Project will not expose people residing or working in the project area to excessive noise levels.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels*?

No Impact. No public airport or private airstrip is located in or within two miles of the City. Therefore, the proposed Project will not expose people residing or working in the project area to excessive noise levels.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIII. **POPULATION AND HOUSING**. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Environmental Setting:

2010 United States Census

The 2010 United States Census[19] reported that Aliso Viejo had a population of 47,823. The population density was 6,400.4 people per square mile (2,471.2/km²). The racial makeup of Aliso Viejo was 34,437 (72.0%) White, 967 (2.0%) African American, 151 (0.3%) Native American, 6,996 (14.6%) Asian, 89 (0.2%) Pacific Islander, 2,446 (5.1%) from other races, and 2,737 (5.7%) from two or more races. Hispanic or Latino of any race totaled 8,164 persons (17.1%).

The Census reported that 47,354 people (99.0% of the population) lived in households, 450 (0.9%) lived in non-institutionalized group quarters, and 19 (0%) were institutionalized.

There were 18,204 households, out of which 7,095 (39.0%) had children under the age of 18 living in them, 9,358 (51.4%) were opposite-sex married couples living together, 1,966 (10.8%) had a female householder with no husband present, 791 (4.3%) had a male householder with no wife present. There were 987 (5.4%) unmarried opposite-sex partnerships, and 206 (1.1%) same-sex married couples or partnerships. 4,416 households (24.3%) were made up of individuals and 638 (3.5%) had someone living alone who was 65 years of age or older. The average household size was 2.60. There were 12,115 families (66.6% of all households); the average family size was 3.16.

[19] All data are derived from the United States Census Bureau reports from the 2010 United States Census. The data on unmarried partnerships and same-sex married couples are from the Census report DEC_10_SF1_PCT15. All other housing and population data are from Census report DEC_10_DP_DPDP1. Percentage totals may not add to 100% due to rounding. The Census Bureau defines families as a household containing one or more people related to the householder by birth, opposite-sex marriage, or adoption. People living in group quarters are tabulated by the Census Bureau as neither owners nor renters.

The population was spread out with 12,395 people (25.9%) under the age of 18, 3,739 people (7.8%) aged 18 to 24, 17,138 people (35.8%) aged 25 to 44, 12,003 people (25.1%) aged 45 to 64, and 2,548 people (5.3%) who were 65 years of age or older. The median age was 35.1 years. For every 100 females there were 92.8 males. For every 100 females age 18 and over, there were 89.2 males.

There were 18,867 housing units at an average density of 2,525.1 per square mile (974.9/km²), of which 11,049 (60.7%) were owner-occupied, and 7,155 (39.3%) were occupied by renters. The homeowner vacancy rate was 1.2%; the rental vacancy rate was 3.6%. 29,819 people (62.4% of the population) lived in owner-occupied housing units and 17,535 people (36.7%) lived in rental housing units.

Impact Assessment:

Response:

a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)*?

No New Impact. The proposed Project is consistent with the City General Plan and approved Summit West Development Project. Regional growth forecasts such as those prepared by the Southern California Association of Governments (SCAG) base their regional growth forecasts on City and County General Plans. Since the proposed Project is consistent with the City General Plan the proposed Project is consistent with SCAG regional growth forecasts. The proposed Project is anticipated to have a maximum of 967 employees upon completion.

Since the proposed Project is consistent with the adopted SCAG growth forecasts for the City, the proposed Project will not induce substantial growth either directly (for example, by proposing new businesses beyond that anticipated by the City General Plan or regional growth forecasts) or indirectly (for example, through extension of road or other infrastructure beyond that anticipated by the City General Plan and regional growth forecasts) because adequate infrastructure currently exist (roads storm, drains, etc.) to serve the proposed Project. Therefore, the proposed Project will not induce substantial population growth in an area, either directly or indirectly.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere*?

No Impact. The proposed Project will occur on privately owned vacant land designated for professional office development. Therefore, the proposed Project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere*?

No Impact. The proposed Project will occur on privately owned vacant land designated for professional office development. Therefore, the proposed Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIV. **PUBLIC SERVICES**. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☒	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Environmental Setting:

Fire Protection: The Orange County Fire Authority (OCFA) provides fire protection and emergency services to Aliso Viejo on a contract basis. One fire station is located within the City at 57 Journey. Two other stations (Laguna Niguel and Laguna Woods) that are near the City's boundaries also provide service to Aliso Viejo residents and businesses. Emergency medical transportation is provided through City contracts with private sector providers.

Police Protection: The City of Aliso Viejo contracts with the Orange County Sheriff's Department to provide law enforcement services. Sherriff facilities are located at the Aliso Viejo sub-station located at 11 Journey. Aliso Viejo and the Sheriff's Department also have implemented a "Crime Prevention

through Environmental Design" (CPTED) Program. CPTED principles are based on the premise that proper design and effective use of the physical environment can lead to a reduction in incidence and fear of crime and thereby improve quality of life. The Police Services Department reviews site and design plans for significant projects to ensure risks associated with criminal activity are minimized before a project is built. Aliso Viejo also has active Neighborhood Watch and Community Oriented Policing programs organized by Police Services.

Schools: Three school districts serve Aliso Viejo residents: Capistrano Unified School District; Saddleback Valley Unified School District; and Laguna Beach Unified School District.

Parks: The Aliso Viejo Community Association ('AVCA') is a master association that was established to enhance the maintenance and aesthetics of the community. AVCA owns and maintains twenty-one parks within the community (257.5 ± acres). AVCA also maintains most of the slopes adjacent the major thoroughfare streets within Aliso Viejo. The City owns and maintains Iglesia Park and View Park and operates the Family Resource Center in Iglesia Park.

Other Public Facilities:

Library: The Orange County Public Library system provides library service to Aliso Viejo.

Drainage: The Orange County Flood Control District is responsible for regional flood control facilities for which it has fee title or flood control easement. Maintenance of privately owned portions of channels and watercourses is the responsibility of individual property owners. The City maintains publicly owned local facilities within its jurisdiction.

Impact Assessment:

Response:

a) *Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:*

No New Impact.

Fire Protection and Emergency Services: The FEIR[20] for the General Plan identified that additional fire stations, personnel and equipment may be required over time to ensure adequate fire and emergency service capabilities and achieve established response time goals. This was considered a potentially significant impact. The FEIR concluded that implementation of mitigation measures PSU-7 through PSU-12 will reduce impacts to a less than significant level.

The proposed Project is consistent with the City General Plan and approved Summit West Development Project. The Addendum to the Final EIR concluded the Summit West Project had the potential to require additional fire stations, personnel and equipment over time to ensure adequate fire and emergency service capabilities and achieve established response time goals. The Addendum to the FEIR for the Summit West Project added an additional Mitigation Measure

[20] Source Final EIR SCH # 2003101060 (Appendix "I" hereto), Section 5.11 Public Services and Utilities

(#12) requiring the Project to comply with the requirements of the Orange County Fire Authority. The requirements pertain to fire hydrants, water availability, automatic fire sprinkler systems, fire access roads, fire lane markings, traffic signal preemption devices, access gates, hazardous materials, and fire alarm systems.

Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant.

Police Protection: The FEIR for the General Plan identified that with the increase in population and new development, additional police services, and new or expanded facilities will be required to provide acceptable service levels. This was considered a potentially significant impact. The FEIR concluded that implementation of mitigation measures PSU-1 through PSU-6 will reduce impacts to a less than significant level.

The proposed Project is consistent with the City General Plan and approved Summit West Development Project. This potential increase in development and population may require additional police services, and new or expanded facilities will be required to provide acceptable service levels. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant.

Schools: The FEIR for the General Plan identified that new or expanded educational facilities will be required to adequately accommodate new students within the Capistrano Unified School District (CUSD). This was considered a potentially significant impact. The FEIR concluded that payment of fees to the affected school district in accordance with SB 50 reduces school facilities impacts to a less than significant level.

The proposed Project does not propose construction of residential dwellings. Therefore, the Project will have no impact on schools.

Parks: The FEIR for the General Plan identified that new development may result in increased use of existing neighborhood and regional parks, other recreational facilities and trails and as a result accelerated deterioration of these facilities. This was considered a potentially significant impact. The FEIR concluded that implementation of mitigation measures PSU-13 through PSU-21 will reduce impacts to a less than significant level.

The proposed Project is consistent with the City General Plan and approved Summit West Development Project. The proposed Project is anticipated to have no impact on public parks.

Other Public Facilities

Library: The FEIR for the General Plan identified that current resources of the Aliso Viejo Library are sufficient and will result in an estimated ratio of 5.17 volumes and 1.11 square feet of library space per capita at build-out of the General Plan. The FEIR concluded that potential impact to library services will be less than significant.

The proposed Project is consistent with the City General Plan and approved Summit West Development Project. The proposed Project is anticipated to have no impact on public libraries.

Drainage: The FEIR for the General Plan identified that new residential and non-residential development will increase the amount of impervious surfaces, leading to increased storm water

flows. As a result, local and regional drainage facilities may have to be expanded, or new facilities constructed to accommodate planned development. This was considered a potentially significant impact. The FEIR concluded that implementation of mitigation measures PSU-22 through PSU-27 will reduce impacts to a less than significant level.

The proposed Project is consistent with the City General Plan and approved Summit West Development Project. This potential increase in development and population may increase the amount of impervious surfaces, leading to increased storm water flows. As a result, local and regional drainage facilities may have to be expanded, or new facilities constructed to accommodate planned development. Application of the previously adopted mitigation measures will ensure Project-related impacts are less than significant.

Conclusion: General Plan mitigation measures PSU-1 through PSU-27 will reduce Project related impacts to Fire Protection and Emergency Services, Police Protection and Drainage facilities to a level of less than significant.

Therefore, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XV. **RECREATION**. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☒	☐

Environmental Setting:

The Aliso Viejo Community Association ('AVCA') is a master association that was established to enhance the maintenance and aesthetics of the community. AVCA owns and maintains twenty-one parks within the community (257.5 ± acres). AVCA also maintains most of the slopes adjacent the

major thoroughfare streets within Aliso Viejo. The City owns and maintains Iglesia Park and View Park and operates the Family Resource Center in Iglesia Park. The Family Resources Center offers a wide range of services and programs to empower families living in Aliso Viejo to obtain resources needed to enable children to mature into well-educated, healthy and self-sufficient adults.

The City also owns the 7± Acre Aliso Viejo Ranch property which is used for community events including the annual founders Day Fair.

Existing General Plan

In order to ensure adequate parks, recreational facilities, trails and community center, the General Plan contains the following Implementation Measure[21]: "Require payment of park fees, dedication of land for parks and/or dedication and preservation of multi-use trails as conditions of new development, as applicable. Park-related dedications or fees will be determined using the City's ratio of 5 acres of parkland and/or parkland improvements per 1,000 residents. Research options or opportunities to provide necessary or desired community facilities, such as a Community Center. Funding Source: Development fees".

Impact Assessment:

Response:

a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated*?

No New Impact. The FEIR for the General Plan identified that new development may result in increased use of existing neighborhood and regional parks, other recreational facilities and trails that may cause of accelerate substantial physical deterioration of these facilities. This was considered a potentially significant impact. The FEIR concluded that implementation of mitigation measures PSU-13 through PSU-21 will reduce impacts to a less than significant level.

The proposed Project will construct a four-story office structure of 205,460 square feet and an 822-space, five-level parking structure. The proposed Project is anticipated to have a maximum of 967 employees upon completion. The proposed Project is consistent with the City General Plan and approved Summit West Development Project. The proposed Project is not anticipated to impact local or regional parks or other recreational facilities. Therefore, the proposed Project will not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment*?

[21] Source: 2004 Aliso Viejo General Plan, Appendix A, Implementation, Section III, Conditions or Requirements Placed Upon Applicants during Development Review. Program III-10 Adequate Parks, Recreational Facilities and Community Centers. Related Policies: LU-12.1, 12.2, 12.3, COS-7.1

No New Impact. The Project site has been mass graded into two development pads as part of the Summit West Development Project. The proposed Project does not include recreational facilities or require the expansion of recreational facilities. Therefore, the proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVI. **TRANSPORTATION / TRAFFIC**. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Information contained in this section was summarized from a Traffic Impact Study prepared for the proposed Project. For further detailed information please refer to this report which is incorporated herein as Attachment "E" [22].

Environmental Setting[23]:

Vehicular roadways are the primary existing transportation facilities within Aliso Viejo. The existing roadway network consists of primary arterial roads, secondary arterial roads, and collector streets. Intersection Level of Service "C" (LOS "C") is acceptable and is met throughout Aliso Viejo. No airports are located in Aliso Viejo or within ten miles of Aliso Viejo.

Regulatory Context

Aliso Viejo General Plan - Circulation Element: Aliso Viejo's circulation system consists primarily of arterials and local streets. Regional access is provided by the San Joaquin Hills Transportation Corridor (SR-73), which roughly bisects the City northwest to southeast. Transit service is provided by the Orange County Transit Authority (OCTA) allowing an alternative to vehicular transportation and enabling inter-jurisdictional connections. Aliso Viejo also has an extensive network of hiking and biking trails taking advantage of community sidewalks, natural hiking trails in Aliso and Woods Canyons Wilderness Park, and bicycle routes. Creating effective strategies to ensure the continued adequacy of these transportation resources is the central objective of the General Plan Circulation Element.

City of Aliso Viejo Streets and Trails Amenities Master Plan: The "City of Aliso Viejo Streets and Trails Amenities Master Plan" depicts concepts for streets and trails throughout Aliso Viejo to increase pedestrian opportunities within the City and to enhance aesthetics of the existing street network. This Plan encompasses policies and guidelines in the City Council-adopted Street Median Program, Bikeway Master Plan, and Multi-Use Trail and Greenways Master Plan and thereby provides an overall community-wide master plan. The Plan identifies streets and trails amenity needs, alternative solutions to facility requirements, and recommended actions that will support the City's vision of an enhanced walkable and bikeable community.

County of Orange Master Plan of Arterial Highways (MPAH): The County of Orange Master Plan of Arterial Highways (MPAH) designates the arterial system in the Circulation Element of the Orange County General Plan. The MPAH identifies the intended future roadway system for the County. With the exception of Wood Canyon Drive south of Aliso Creek Road, all roadways in Aliso Viejo are built and striped to the County MPAH specifications. This segment of Wood Canyon Drive is currently striped as a two-lane undivided roadway, and will be re-striped to the County classification as a four-lane secondary roadway when needed.

County of Orange Congestion Management Program: The State of California requires urbanized areas such as Orange County to adopt a Congestion Management Program (CMP) with the goal of reducing traffic congestion and facilitating coordination of local land use planning and regional transportation improvement decisions. By and large, the Orange County CMP is a composite of data collected by local jurisdictions according to guidelines established by the Orange County Transportation Authority (OCTA). The data is compiled by the OCTA and submitted to the Southern

[22] Summit 7 Corporate Office Building Traffic and Parking Study, City of Aliso Viejo, California
Prepared by: RK Engineering Group, Inc, March 9, 2015, Appendix E
[23] Source: Aliso Viejo General Plan, Circulation Element.

California Association of Governments (SCAG), the agency that determines regional consistency.

County of Orange Growth Management Plan (Measure M): In 1990, Orange County voters approved Measure M authorizing a half-cent retail sales tax increase for a period of 20 years effective April 1, 1991. Revenue generated by Measure M is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To qualify for this revenue, each jurisdiction must comply with the Countywide Traffic Improvement and Growth Management Program. Specifically, to receive an allocation of Measure M funds, Aliso Viejo must submit a statement of compliance with the growth management components of this Program. Requirements include the adoption of a traffic circulation plan consistent with the MPAH, adoption of a Growth Management Element within the General Plan, adoption and adequate funding for a local transportation fee program, and adoption of a seven-year capital improvement program that includes all transportation projects funded either partially or fully by Measure M funds.

OCTA 2001 Commuter Bikeways Strategic Plan: The Orange County Transportation Authority (OCTA) 2001 Commuter Bikeways Strategic Plan is a regional planning document that identifies existing and proposed bikeways in Orange County. The comprehensive inventory of County bikeways was achieved through the cooperation of cities and the County and priority corridors for new bikeways were identified. OCTA's bikeway classification system is employed by Aliso Viejo and the City's bikeway plan, as discussed in this Element, is linked to regional County bikeways.

Regional Transportation Plan: SCAG prepared a Regional Comprehensive Plan and Guide (RCP&G) in 1995 to address regional issues, goals, objectives, and policies for the Southern California region into the early part of the 21st Century. Part of the RCP&G is the Regional Transportation Plan (RTP). Updated periodically, the RTP has been developed with active participation from local agencies throughout the region, elected officials, the business community, community groups, and private institutions and citizens. The RTP sets broad goals for the region and provides strategies to reduce problems associated with congestion and mobility. In recognition of the close relationship between traffic and air quality issues, the assumptions, goals, and programs contained in the RTP parallel those used to prepare the Air Quality Management Plan.

Air Quality Management Plan: Aliso Viejo is located in the South Coast Air Basin, a non-attainment area (geographic area not meeting state or federal standards for a given pollutant). The federal Clean Air Act requires the preparation of plans to improve air quality in non-attainment areas. Implementing the Clean Air Act, the South Coast Air Quality Management Plan (SCAQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. The Circulation Element includes SCAQMD circulation programs to be implemented in Aliso Viejo. For example, Circulation Element Goals C-3 "Promote and support an efficient public transportation network connecting activity centers in Aliso Viejo to each other and the region" and Goal C-4 "Provide for safe and convenient mobility of pedestrians and bicyclists".

Existing Condition:

Existing Entitlements: The existing Aliso Viejo General Plan Land Use Policy Map designates the site as Professional Office. The existing Aliso Viejo Municipal Code, Official Zoning Map designates the Project site as Professional Office.

The Summit West Development Project, Site Development Permit SDP-04-27 proposed a mixed-use master planned professional office project on a 56 gross acre site within Aliso Viejo (Summit West Project). The Master Plan allows 1,581,077 square feet (excluding parking structures) of office

buildings with commercial support uses, including retail services, a health club, hotel and day care. The Summit West Project was to be developed in phases. The Project site is the last phase of the Summit West Development Project.

Existing Traffic Volumes: Existing AM and PM peak hour traffic volumes for the study area intersections are shown on Figure 11. Existing average daily traffic (ADT) volumes on arterial highways in the study area are also shown on Figure 11.

Acceptable Level of Service and Significance Criteria: The acceptable Level of Service (LOS) for intersections within the City of Aliso Viejo is "C" or better. Therefore, any intersections operating at a LOS "D", "E" or "F" will be considered deficient. For this study, the ICU (Intersection Capacity Utilization) methodology has been used for signalized intersections and the HCM (Highway Capacity Manual) methodology has been used for un-signalized intersections within the study area.

A project's significant impact to intersections is determined if the project causes an intersection's level of service to degrade from LOS "C" or better to "D", "E" or "F" or if the project causes a change in volume/capacity ratio (V/C) greater than 0.01, if the intersection is operating at LOS "E" or "F".

Existing Level of Service: Existing intersection levels of service calculations for affected intersections are shown on Table XI. For existing traffic conditions, all study area intersections are currently operating at acceptable levels of service during peak hours.

Figure 11
Existing AM and PM Peak Hour Traffic Volumes

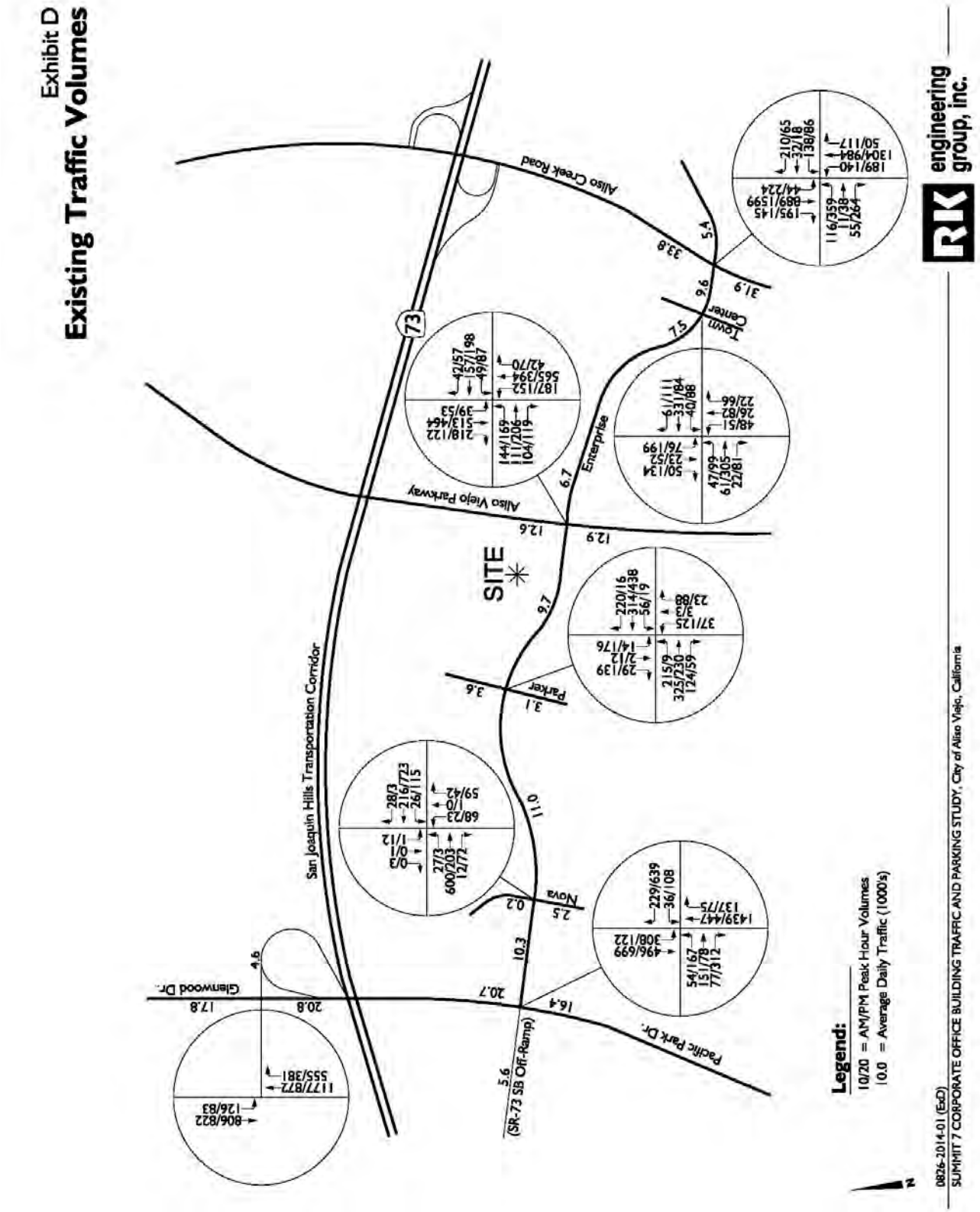


Table XI
Existing Intersection Level of Service

Intersection	Level of Service	
	AM	**PM**
Glenwood Drive (NS)		
1. SR-73 NB On-Ramp (EW)	A	A
Pacific Park Drive (NS)		
2. Enterprise (EW)	C	A
Nova Way (NS)		
3. Enterprise (EW)	A	A
Parker Place (NS)		
4. Enterprise (EW)	A	A
Aliso Viejo Parkway (NS)		
5. Enterprise (EW)	A	A
Town Center (NS)		
6. Enterprise (EW)	A	A
Aliso Creek Road (NS)		
7. Enterprise (EW)	A	B

LOS Existing Plus Project Conditions: Intersection levels of service for the Existing, Plus Project traffic conditions are shown in Table XII. For Existing, Plus Project traffic conditions with Project Design Features all study area intersections are projected to operate at acceptable levels of service during peak hours. Project Design Features includes minor restriping of the eastbound off-ramp and restriping of Pacific Park Drive southbound to provide dual left turn lanes.

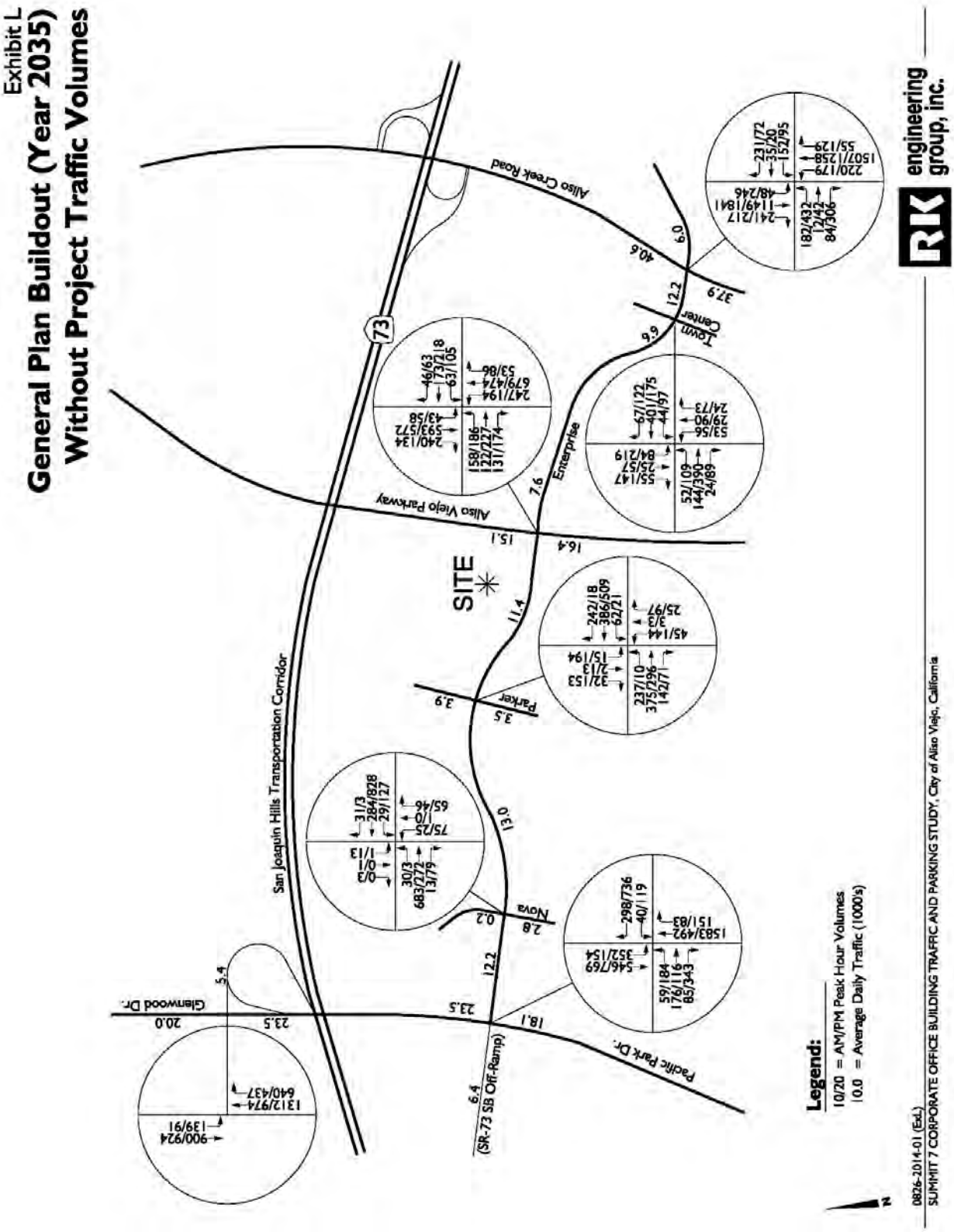
Table XII
Existing Plus Project Intersection Level of Service

Intersection	Level of Service	
	AM	**PM**
Glenwood Drive (NS)		
1. SR-73 NB On-Ramp (EW)	A	A
Pacific Park Drive (NS)		
2. Enterprise (EW)	C	A
Nova Way (NS)		
3. Enterprise (EW)	A	A
Parker Place (NS)		
4. Enterprise (EW)	A	A
Aliso Viejo Parkway (NS)		
5. Enterprise (EW)	A	A
Town Center (NS)		
6. Enterprise (EW)	A	A
Aliso Creek Road (NS)		
7. Enterprise (EW)	A	B

General Plan Build-out (Year 2035) Traffic Volumes: General Plan Build-out (Year 2035) Without Project traffic conditions consist of existing traffic volumes, a 10% growth, and cumulative projects traffic volumes[24]. General Plan Build-out (Year 2035) Without Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Figure 12.

[24] The Summit 7 Corporate Office Building Traffic and Parking Study lists on Table 7 cumulative projects for the General Plan Build-out (Year 2035) traffic conditions, known at the time this study was prepared.

Figure 12
Existing General Plan Build-out (Year 2035) AM and PM Peak Hour Intersection Turning Movement Volumes and Average Daily Traffic



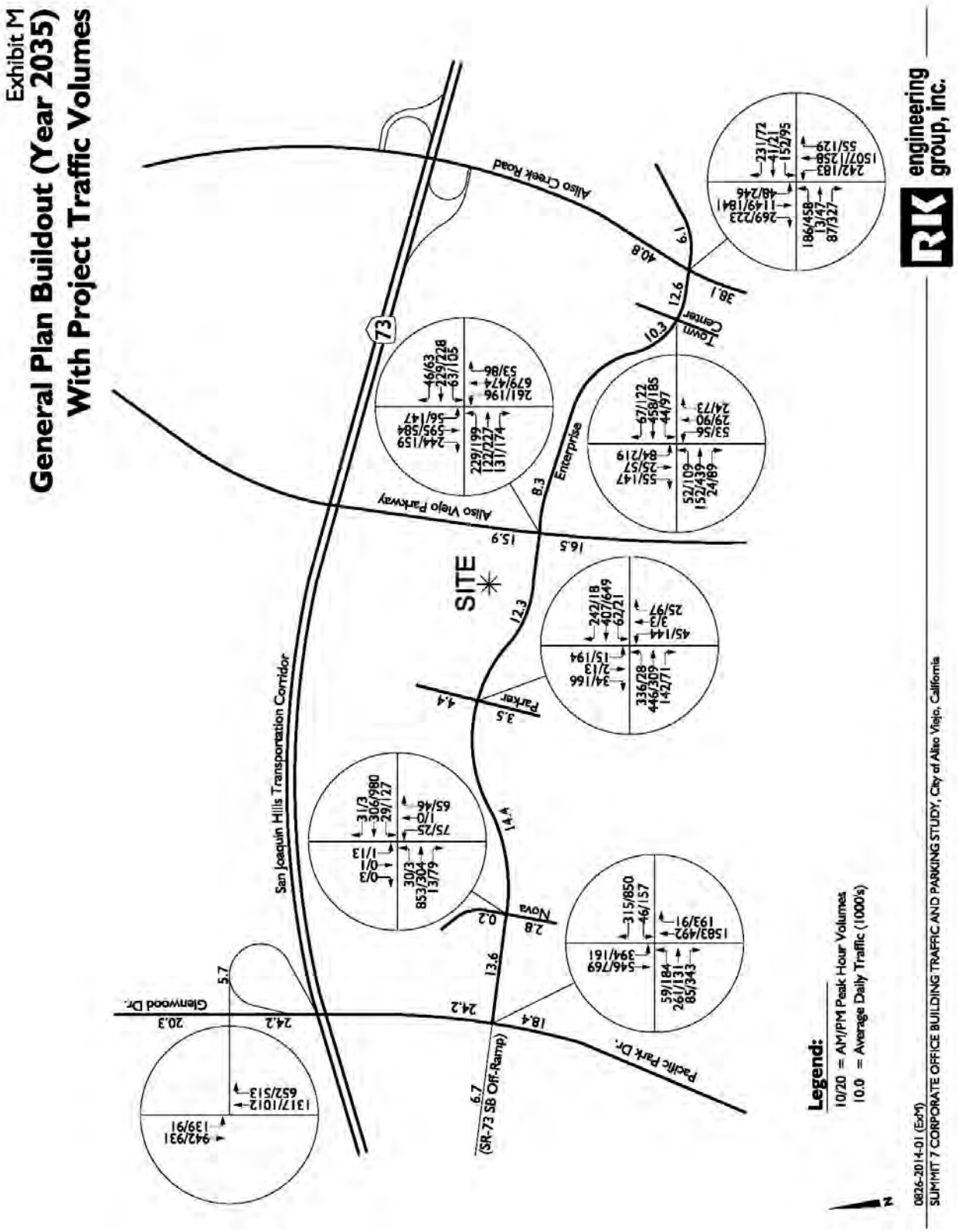
LOS for General Plan Build-out (Year 2035) Conditions: Intersection levels of service for the General Plan Build-out (Year 2035) Without Project traffic conditions are shown in Table XIII. For General Plan Build-out (Year 2035) Without Project traffic conditions, the intersection of Pacific Park Drive (NS) at Enterprise/SR-73 Off-Ramp (EW) is projected to operate below the acceptable level of service.

Table XIII
General Plan Build-out (2035) Without Project
Intersection Level of Service

Intersection	Level of Service	
	AM	**PM**
Glenwood Drive (NS)		
1. SR-73 NB On-Ramp (EW)	A	A
Pacific Park Drive (NS)		
2. Enterprise (EW)	D	A
Nova Way (NS)		
3. Enterprise (EW)	A	A
Parker Place (NS)		
4. Enterprise (EW)	A	A
Aliso Viejo Parkway (NS)		
5. Enterprise (EW)	A	A
Town Center (NS)		
6. Enterprise (EW)	A	A
Aliso Creek Road (NS)		
7. Enterprise (EW)	B	C

General Plan Build-out (Year 2035) With Project Traffic Volumes: General Plan Build-out (Year 2035) With Project traffic conditions consist of existing traffic volumes, a 10% growth, cumulative projects traffic volumes, and the proposed Project's traffic volumes. General Plan Build-out (Year 2035) with Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Figure 13.

Figure 13
Proposed General Plan Build-out (Year 2035) With Project AM and PM Peak Hour Intersection Turning Movement Volumes and Average Daily Traffic



LOS for General Plan Build-out (Year 2035) With Project Conditions: Intersection levels of service for the General Plan Build-out (Year 2035) With Project traffic conditions are shown in Table XIV.

For General Plan Build-out (Year 2035) With Project traffic conditions and Project Design Features all study area intersections are projected to operate at acceptable levels of service during peak hours. Project Design Features includes minor restriping of the eastbound off-ramp and restriping of Pacific Park Drive southbound to provide dual left turn lanes.

Table XIV
General Plan Build-out (2035) With Project
Intersection Level of Service

Intersection	Level of Service	
	AM	**PM**
Glenwood Drive (NS)		
1. SR-73 NB On-Ramp (EW)	A	A
Pacific Park Drive (NS)		
2. Enterprise (EW)	C	A
Nova Way (NS)		
3. Enterprise (EW)	A	A
Parker Place (NS)		
4. Enterprise (EW)	A	A
Aliso Viejo Parkway (NS)		
5. Enterprise (EW)	A	A
Town Center (NS)		
6. Enterprise (EW)	A	A
Aliso Creek Road (NS)		
7. Enterprise (EW)	B	C

All study area intersections are projected to operate at an acceptable level of service during the General Plan Build-out (Year 2035) With Project conditions during the peak hours. The proposed Project will not have any significant impacts to the study area intersections.

Impact Assessment:

Response:

a) *Would the project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit*?

Reduced Impact. The proposed Project will construct a four-story office structure of 205,460 square feet and an 822-space, five-level parking structure. The proposed Project is anticipated to have a maximum of 967 employees upon completion. The proposed Project is consistent with the City General Plan and approved Summit West Development Project. The proposed Project is projected to generate approximately 2,266 total trip-ends per day, with 320 total vehicles per hour during the AM peak hour and 306 combined total vehicles per hour during the PM peak hour. In addition to vehicular access, Project employees will have access to existing City bike lanes (including Class II bike lanes on Aliso Viejo Parkway and Pacific Park Drive and trails which if utilized, will reduce projected traffic demand. The Project traffic analysis assumed worst-case conditions and did not assume any traffic reduction for use of bike lanes or trail by Project employees.

Existing Conditions: All study area intersections are currently operating at acceptable levels of service during peak hours.

Existing Plus Project Condition: For Existing, Plus Project traffic conditions with Project Design Features 1& 2 all study area intersections are projected to operate at acceptable levels of service during peak hours.

PDF #1: Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the total cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

PDF #2: Prior to the issuance of a certificate of use and occupancy the proposed Project will pay the fair share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise to include a southbound dual left turn lane.

General Plan Build-out Condition: Upon build-out of the General Plan (year 2035) (without the Project) the intersection of Pacific Park Drive (NS) at Enterprise/SR-73 Off-Ramp (EW) will experience a decrease in Level of Service from "C" to "**D**" during the AM Peak hour. Intersection Level of Service "C" (LOS "C") is acceptable and is met throughout Aliso Viejo.

Therefore, build-out of the General Plan without the proposed Project will result in an unacceptable level of service at the intersection of Pacific Park Drive (NS) at Enterprise/SR-73 Off-Ramp (EW).

General Plan Build-out With Project Condition: For General Plan Build-out (Year 2035) With Project traffic conditions and Project Design Features 1 and 2, all study area intersections are projected to operate at acceptable levels of service during peak hours. Project Design Features 1 and 2 are provided above.

The proposed Project will improve the projected level of service condition of the General Plan upon build-out at the intersection of Pacific Park Drive (NS) at Enterprise/SR-73 Off-Ramp (EW) from LOS "D" to LOS "C" in the AM Peak Hour.

The Proposed Project will have no effect on the Aliso Viejo General Plan - Circulation Element; City of Aliso Viejo Streets and Trails Amenities Master Plan; County of Orange Master Plan of Arterial Highways; County of Orange Congestion Management Program; County of Orange Growth Management Plan; OCTA 2001 Commuter Bikeways Strategic Plan; Regional Transportation Plan; or the Air Quality Management Plan.

Therefore, the proposed Project will not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways*?

No New Impact. See response to question "a" above. The proposed Project Traffic Study was prepared in accordance with the requirements of the Orange County Congestion Management Program (CMP). The proposed Project would not contribute more than 1,400 daily trips to any CMP roadway segment. The proposed Project will comply with the goals and policies set forth by the Orange County CMP. Therefore, the proposed Project will not conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks*?

No New Impact. The proposed Project will have no effect on air traffic patterns. Therefore, the proposed Project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)*?

No New Impact. The proposed Project will be designed in compliance with all applicable State, County and City building codes. The proposed Project shall meet City of Aliso Viejo and County of Orange standards for roadway design. The proposed Project will comply with the sight distance standards set fort in AVMC Section 15.22.020. Future detailed Project plans will insure proper striping and signage are incorporated into the Project design. Combined, compliance with these regulation will reduce the potential for hazardous design features to a less than significant level. Therefore, the proposed Project will not substantially increase hazards due to a design feature.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Would the project result in inadequate emergency access*?

No New Impact. The proposed Project will not result in significant impacts to study area intersections and will not affect existing roadway design. Future development will be governed by the City of Aliso Viejo Municipal Code including Chapter 15.62, Design Standards insuring adequate emergency access. Therefore, the proposed Project will not result in inadequate emergency access.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

f) *Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities*?

No New Impact. The proposed Project is consistent with the City General Plan and approved Summit West Development Project. The proposed Project will have no effect on existing policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The proposed Project includes construction of public sidewalks and pedestrian walkways and includes Project Design Features requiring future tenants to institute a ride sharing/van pool program open to at least to a third of the employees; encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees; and implements charging stations for electric vehicles. These Project improvements and Project Design Features will further the policies, plans and programs regarding public transit, bicycle and pedestrian facilities. Therefore, the proposed Project will not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVII. **UTILITIES AND SERVICE SYSTEMS**. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Environmental Setting:

Flood Control: The Orange County Flood Control District is responsible for regional flood control facilities for which it has fee title or flood control easements. Maintenance of privately owned portions of channels and watercourses is the responsibility of individual property owners. Aliso

Viejo maintains publicly owned local facilities within its jurisdiction that tie into the Flood Control District regional system. Local drainage facilities, consist primarily of underground closed conduits and storm drains located primarily in developed areas of Aliso Viejo, collect storm water and convey it to regional facilities including the Laguna Canyon, Wood Canyon and Aliso Creek Channels.

Water and Wastewater: Aliso Viejo is served by two water providers: Moulton Niguel Water District and El Toro Water District. Both Districts have numerous potable water emergency inter-district connections with neighboring water districts to ensure water delivery continuity to Aliso Viejo in case of service failure in any district. The MNWD 2010 Urban Water Management Plan (UWMP) states that Moulton Niguel Water District is capable of meeting the water demands of its customers in normal, single dry and multiple dry years between 2015 and 2035. Existing and projected housing needs for Orange County used in the Moulton Niguel UWMP were incorporated into the Southern California Association of Governments' (SCAG) 2007 Final Regional Housing Need Allocation Plan (2007 RHNA Plan). This plan covers the planning period January1, 2006 to June 30, 2014.

The El Toro Water District serves a small portion of northern Aliso Viejo, which is built out with little opportunity for new development or redevelopment.

Wastewater: Wastewater generated within Aliso Viejo is carried by the Moulton Niguel and El Toro Water Districts' wastewater collection system to the Regional Treatment Plant operated by the South Orange County Wastewater Authority.

Electricity: The Southern California Edison Company provides electricity service to Aliso Viejo.

Natural Gas: The Southern California Gas Company provides natural gas service to Aliso Viejo.

Solid Waste: Solid waste generated in Aliso Viejo is collected by a private sector contractor and transported to various Class III landfills operated by the Orange County Integrated Waste Management Department. Class III landfills accept non-hazardous municipal waste.

Aliso Viejo General Plan

To ensure adequate water services and supplies, the General Plan contains the following Implementation Measure[25]:

> "Require engineering studies to determine water infrastructure requirements for future development projects. Require that study recommendations be incorporated into the design of projects. Require the dedication of necessary right-of-way and construction of water infrastructure improvements for all development projects.
>
> Review all development projects in consultation with the applicable water district to ensure adequate water supplies, treatment, and distribution capacity for projects without negative impact to the community. For projects that satisfy the criteria set forth in Sections 10910-10915 of the California Water Code and Section 66473.7 of the Government Code, a Water Supply Assessment on water supply verification demonstrating available water supplies exist to support development shall also be prepared. Funding Source: Development fees".

[25] Source: Aliso Viejo General Plan, Appendix A, Implementation, Section III, Conditions or Requirements Placed Upon Applicants during Development Review, Program III-4, Water Services and Supplies. Related Policies: LU-6.1, COS-1.1

To ensure adequate sewer and wastewater treatment services, the General Plan contains the following Implementation Measure[26]:

> "Require engineering studies to determine water infrastructure requirements for future development projects. Require that study recommendations be incorporated into the design of projects. Require the dedication of necessary right-of-way and construction of water infrastructure improvements for all development projects. Funding Source: Development fees."

Aliso Viejo General Plan FEIR

The FEIR for the General Plan identified that General Plan build-out will result in increased demand utility and service providers. This increased demand may exceed the capacity of these existing facilities and result in the need for new, or expansion of existing facilities. The Final EIR determined this was a potentially significant impact. The Final EIR contained mitigation measures (PSU-30 through PSU-35; HWQ-1 through HWQ-9) that were found to reduce potential impacts to a level of less than significant.

The FEIR for the General Plan identified that General Plan build-out will result in new residential and non-residential development, as well as population growth. This new development and population growth will generate an increased demand for solid waste collection and disposal capacity. The FEIR estimated the City would generate approximately 124 tons per day of solid waste at build-out of the General Plan.

The County Integrated Waste Management District is responsible for ensuring that waste disposal is disposed of in a way that protects public health, safety and the environment. To accomplish this objective, the Department developed Regional Landfill Options for Orange County Strategic Plan in 2001. The FEIR concluded that compliance with existing plans and regulations will ensure a less than significant impact to landfill capacity. To further reduce the City's impact on solid waste facilities, the General Plan included Implementation Measures I-11, III-1, III-6 and IV-6.

The Summit West Development Project FEIR Addendum

The Final EIR Addendum for the Summit West Development Project further evaluated the Summit West Project's impact as required by Mitigation Measures PSU-35; HWQ-1 through HWQ-9 and added Mitigation Measures No. 13 & 14 (below) to reduce the Summit West's Project's impacts to less that significant.

> Mitigation Measure No. 13 *Prior to the commencement of grading activities the applicant to coordinate with utility and service organizations regarding any construction activities to insure existing facilities are protected and any necessary expansion or relocation of facilities are planned and scheduled in consultation with the appropriate public agencies.*
>
> Mitigation Measure No. 14 *Prior to the commencement of grading activities, the applicant shall submit to the Planning Division a letter from the utility and service provider confirming availability of services (i.e. water, wastewater etc.) to and from the site.*

[26] Source: Aliso Viejo General Plan, Appendix A, Implementation, Section III, Conditions or Requirements Placed Upon Applicants During Development Review, Program III-5, Sewer and Wastewater Treatment Services. Related Policy: LU-7.1

Impact Assessment:

Response:

a) *Would the project Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board*?

No New Impact. The proposed Project is within the service area of the Moulton Niguel Water District (MNWD). The MNWD provides wastewater treatment to the Project site. The existing MNWD public water and sewer system in Summit Phase 7 was master-planned and anticipated the future development of an office building and parking structure on the proposed project site. The utilities were constructed in 2006 with the Pacific Life project and sewer and water laterals were constructed for the future buildings. MNWD previously issued will-serve letters for the Pacific Life project. MNWD will be requested to provide a new will-serve letter with the applications for water and sewer service. Therefore, the proposed Project will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

b) *Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects*?

No New Impact. See response to "a" above. Previous mitigation measures required by the Final EIR and its Addendum have been implemented and the Project site has been graded. Additional onsite connection facilities may be required as part of the proposed Project. The need will be determined as part of the plan check process with the City and Moulton Niguel Water District. Therefore, the proposed Project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

c) *Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects*?

No New Impact. Previous mitigation measures required by the Final EIR and its Addendum have been implemented. The proposed Project is being constructed on previously mass graded pads with existing drainage facilities in place in anticipation of future development. Both interim and permanent private storm drain facilities were designed and constructed in 2006 to drain the Pacific Life project, as well as to accept the storm water discharge from the rough graded pads for the future development of the proposed Project. These facilities were designed according to City approved construction plans along with supporting hydrology reports and hydraulic calculations. Modifications to the storm drain system will be required to implement the proposed Project, however the existing facilities are adequate to accommodate the development. Therefore, the

proposed Project will not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

d) *Would the project* h*ave sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).*

No New Impact. Previous mitigation measures required by the Final EIR and its Addendum have been implemented. The proposed Project is consistent with the City General Plan which is incorporated in the Moulton Niguel Water District (MNWD) Urban Water Management Plan. The existing MNWD public water and sewer system in Summit Phase 7 was master-planned and anticipated the future development of an office building and parking structure on the proposed project site. The utilities were constructed in 2006 with the Pacific Life project and sewer and water laterals were constructed for the future buildings. MNWD previously issued will-serve letters for the Pacific Life project. MNWD will be requested to provide a new will-serve letter with the applications for water and sewer service.. Therefore, the MNWD will have sufficient water supplies available to serve the proposed Project from existing entitlements and resources. No new or expanded entitlements are needed.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

e) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments*?

No New Impact. Previous mitigation measures required by the Final EIR and its Addendum have been implemented. The proposed Project is consistent with the City General Plan which is incorporated in the Moulton Niguel Water District (MNWD) Urban Water Management Plan. The existing MNWD public water and sewer system in Summit Phase 7 was master-planned and anticipated the future development of an office building and parking structure on the proposed project site. The utilities were constructed in 2006 with the Pacific Life project and sewer and water laterals were constructed for the future buildings. MNWD previously issued will-serve letters for the Pacific Life project. MNWD will be requested to provide a new will-serve letter with the applications for water and sewer service. Therefore, the proposed Project will result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

f) *Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs*?

No New Impact. The proposed Project is consistent with the City General Plan and approved Summit West Development Project. Previous mitigation measures required by the Final EIR Addendum for the Summit West Development have been implemented. Therefore, the proposed Project will be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

g) *Would the project comply with federal, state, and local statutes and regulations related to solid waste*?

No Impact. The proposed Project will comply with all federal, state, and local statutes and regulations related to solid waste. Therefore, the proposed Project will have no impact on city compliance with federal, state, and local statutes and regulations related to solid waste.

The proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. The Final EIR remains adequate for this topical area.

	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVIII. **MANDATORY FINDINGS OF SIGNIFICANCE**				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	☐	☐	☒	☐
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Responses:

a) **No Impact**. On the basis of the foregoing analysis the proposed Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The proposed Project is the final phase of the approved Summit West Development Project. The proposed Project is consistent with the General Plan and Municipal Code (subject to approval of a Site Development Permit, Administrative Use Permit, Conditional Use Permit and Exception Permit). The Project site has been previously mass graded into two development pads which are devoid of vegetation. The Project site is surrounded by urban development. This environmental document has concluded that the proposed Project will have no new or more severe impacts

beyond that previously disclosed in the FEIR for the General Plan or its Addendum. Therefore, the Final EIR as amended, remains adequate and complete.

b) **No Impact**. On the basis of the foregoing analysis the proposed Project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals. The proposed Project implements the City General Plan development goals and policies for the Project site. No adverse environmental impacts have been identified. This environmental document has concluded that the proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. Therefore, Final the EIR as amended, remains adequate and complete.

c) **No New Impact**. On the basis of the foregoing analysis the proposed Project does not have impacts that are individually limited, but cumulatively considerable.

The proposed Project implements the City General Plan development goals and policies for the Project site. The proposed Project complies with long-term regional air quality plans, regional population forecasts, and is within the service capabilities of utility purveyors. No significant adverse environmental impacts have been identified.

Incremental impacts resulting from development and operation of the proposed Project and other cumulative projects[27] that will be under construction include increased traffic, generation of greenhouse gas, increased short and long-term air quality emissions, increased use of domestic water, generation of wastewater and solid waste, and short-term construction noise and long-term operational noise impacts. The analysis concluded these incremental impacts are each less than significant and do not result in new significant impacts which were not addressed in the previously certified final EIR. When viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects, these impacts are not cumulatively considerable. This environmental document has concluded that the proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. Therefore, the Final EIR as amended remains adequate and complete.

d) **No New Impact**. On the basis of the foregoing analysis the proposed Project will not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. The proposed Project is consistent with the General Plan and Municipal Code. This environmental document has concluded that the proposed Project will have no new or more severe impacts beyond that previously disclosed in the FEIR for the General Plan or its Addendum. Therefore, Final the EIR as amended, remains adequate and complete.

[27] Cumulative Projects include: The Renaissance Expansion (hotel), Vantis Project (apartments and hotel), Commons Specific Plan (shopping center), 2C Liberty Project (senior apartments), 4 Liberty Project (apartments and general office) and Aliso Viejo Ranch Community Facilities Project.

Attachments

The attachments listed below are incorporated into this CEQA document

A. Final Environmental Impact Report Aliso Viejo General Plan SCH 2003101060
   April 21, 2004

B. Summit West Development, Initial Study and Addendum
   City of Aliso Viejo, California
   Prepared by: Hodge & Associates
   November 2004

C. Summit 7 Corporate Office Building Air Quality and GHG Impact Study
   City of Aliso Viejo, California
   Prepared by: RK Engineering Group, Inc
   March 19, 2015

D. Summit 7 Corporate Office Building Noise Impact Study
   City of Aliso Viejo, California
   Prepared by: RK Engineering Group, Inc
   March 19, 2015

E. Summit 7 Corporate Office Building Traffic and Parking Study
   City of Aliso Viejo, California
   Prepared by: RK Engineering Group, Inc
   March 19, 2015

SUMMIT 7 CORPORATE OFFICE BUILDING
TRAFFIC AND PARKING STUDY
(UPDATED 3/19/15)
City of Aliso Viejo, California

Attachment 4a PA15-003 MicroVention
Traffic & Parking Study - 3/19/15
4/01/15 City Council

RK engineering group, inc.

RK engineering group, inc.

transportation planning • traffic engineering
acoustical engineering • parking studies

March 19, 2015

Mr. Russ Parker
PARKER PROPERTIES
20 Enterprise, Suite 305
Aliso Viejo, CA 92656

Subject: Summit 7 Corporate Office Building Traffic and Parking Study, City of Aliso Viejo (Revised March 19, 2015)

Dear Mr. Parker:

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this Traffic Impact Analysis and Parking Study for the proposed Summit 7 Corporate Headquarters Office Building Project. The proposed project is located at the northwest corner of Enterprise and Aliso Viejo Parkway in the City of Aliso Viejo. The project includes the construction of a four-story office structure of 205,460 square feet and an 822 space, five-level parking structure, on a 5.13 acre site.

This report provides a summary of the findings, analysis procedures, and evaluation of the proposed project with respect to on-site and off-site traffic impacts pursuant to the City of Aliso Viejo requirements. The purpose of this analysis is to review existing and future traffic conditions with and without the proposed development. Future conditions include General Plan Buildout Year (2035) conditions.

In addition, the City of Aliso Viejo is requiring a parking study to address parking requirements based on the municipal parking code and anticipated employee shifts.

Based upon the analysis of existing and future traffic volumes, the project would have a less than significant impact at all study area intersections with the implementation of the project design features described in this report. Therefore, this project can be accommodated within the City of Aliso Viejo with the recommendations included in this report.

RK Engineering Group, Inc. is pleased to assist PARKER PROPERTIES and the CITY OF ALISO VIEJO with the Summit 7 Corporate Headquarters Office Building Traffic Impact Analysis and Parking Study and looks forward to working with you again in the future.

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
http://www.rkengineer.com

If you have any questions regarding this study, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
No. 0555
Exp. 12/31/15
TRAFFIC
STATE OF CALIFORNIA

Robert Kahn, PE Principal	Mario Gutierrez Engineer II	Bryan Estrada Senior Transportation Planner

Attachments

BE:MG:dt/RK10821.doc
JN:0826-2014-01

SUMMIT 7 CORPORATE OFFICE BUILDING
TRAFFIC AND PARKING STUDY
City of Aliso Viejo, California

Prepared for:

RUSS PARKER
PARKER PROPERTIES
20 Enterprise, Suite 305
Aliso Viejo, CA 92656

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

Robert Kahn, P.E.
Mario Gutierrez
Bryan Estrada

March 19, 2015

BE:dt/RK10821.doc
JN:0826-2014-01

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1.0 Introduction

1.1 Purpose of Report and Study Objectives

The purpose of this Traffic Impact Analysis is to evaluate the potential traffic and parking impacts of the proposed Summit 7 Corporate Headquarters Office Building. The proposed development is located within the City of Aliso Viejo.

Study objectives include: (1) documentation of Existing traffic conditions in the vicinity of the site; (2) evaluation of Existing Plus Project traffic conditions; (3) evaluation of General Plan Buildout (Year 2035) conditions with and without the project; (4) determination of off-site improvements and system management actions needed to achieve the City of Aliso Viejo level of service requirements; and (5) analysis of the future parking demand.

1.2 Site Location and Study Area

The proposed project is located at the northwest corner of Aliso Viejo Parkway and Enterprise, in the City of Aliso Viejo. The project includes the construction of a four-story office structure of 205,460 square feet and an 822 space five-level parking structure, on a 5.13 acre site. Exhibit A illustrates the site location map and traffic analysis study area. The project would have direct access to Enterprise and Aliso Viejo Parkway, which are classified as a secondary arterial and a major arterial respectively. The study area includes the following intersections:

North-South Street	East-West Street
Glenwood Drive	SR-73 NB On-Ramp
Pacific Park Drive	Enterprise/SR-73 SB Off-Ramp
Nova Way	Enterprise
Parker Place	Enterprise
Aliso Viejo Parkway	Enterprise

1.3 Development Project Description

The Project consists of an application for a Conditional Use Permit and Site Development Permit for the Summit VII MicroVention Project (The Project). The Project is the final phase of the previously approved Summit Office Campus Master Plan.

The Project includes the construction of a four-story office structure of 205,460 square feet and an 822-space, five-level parking structure on a 5.13-acre Site (The Site). The Site is currently disturbed, having been previously master graded in two master development pads at different elevations. The office structure is proposed on the higher westerly pad, nearest Enterprise Street. The proposed parking structure is located on the lower pad adjacent to Aliso Viejo Parkway. The Proposed Site Development Plan is provided on Exhibit1.

Access - The Project will have one full access point to Parker Place, one (1) right-in/right-out access to Enterprise, and one (1) right-in/right-out access to Aliso Viejo Parkway. The structure can be entered and exited directly from Aliso Viejo Parkway, indirectly from the access on Enterprise, and from the interior drive aisle separating the parking structure from the office building.

Project Design Features

The following Project Design Features are incorporated into the Project thereby reducing the Project's potential to result in a potentially significant impact on the environment.

1. The Project proposes to pay the full cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

2. The Project proposes to pay a fair-share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise to include a southbound dual left turn lane.

3. The Project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

4. The Project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all exposed surfaces a minimum of three times per day.

5. The Project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

6. The Project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

7. Traffic calming measures shall be implemented to increase pedestrian safety and walkability.

8. The Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards1 and Green Building Code Standards.

9. The Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

10. The proposed Project shall require that a water-efficient irrigation system be installed that reduces water demand by at least 6.1% and meets the requirements of AVMC7.30 Water Efficient Landscape Requirements.

11. The Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

12. The Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

13. The Project shall require to the extent feasible, use of paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

14. The Project applicant shall encourage future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

15. The Project applicant shall encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

16. The Project shall implement charging stations for electric vehicles.

17. The Project shall be constructed in accordance with The California Energy Code (Title 24 of the California Code of Regulations).

1.4 Acceptable Level of Service and Significant Impact Criteria

There are various policies that are used to evaluate acceptable Level of Service (LOS) and significant impact criteria. The local level policy is the Aliso Viejo General Plan Circulation

Element. On page C-15 of the Circulation Element, the local established acceptable LOS for intersections within the City of Aliso Viejo is LOS C or better. Therefore, any intersections operating at an LOS D, LOS E, or LOS F will be considered deficient. For this study, the ICU (Intersection Capacity Utilization) methodology has been used for signalized intersections and the HCM (Highway Capacity Manual) methodology has been used for unsignalized intersections within the study area.

The County level of service policy is the Orange County Congestion Management Program (CMP). The CMP identifies multiple intersections that must operate at LOS E or better. If the LOS is lower than LOS E, the change in volume/capacity (V/C) ratio cannot be greater than 0.01. If the intersection does not meet the requirements, then the responsible agency must identify and complete mitigation measures to improve the intersection. There are no CMP intersections within the City of Aliso Viejo's jurisdiction, which consequently determines there are no CMP intersections in the project's study area.

The City of Aliso Viejo has resolved to use the CMP established procedures to determine significant impacts, as stated in the Aliso Viejo Circulation Element. Therefore, the project is deemed to have a significant impact to an intersection if the project causes an intersection's level of service to degrade from LOS C or better to LOS D, LOS E, LOS F or if the project causes a change in volume/capacity (V/C) ratio greater than 0.01 and the intersection is operating at LOS D, LOS E or LOS F.

Section 3, Methodology, provides more detail regarding level of service and significant impact criteria.

1.5 Transportation Impact Analysis (CEQA) Checklist

The following is a summary of the analysis findings, according to the California Environmental Quality Act (CEQA) impact guidelines.

Impact-1: *Does project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less than Significant: The following intersection is projected to operate at an acceptable level of service for Existing Plus Project and General Plan Buildout (Year 2035) With Project Conditions with the incorporation of project design features:

1. Pacific Part Drive (NS) at Enterprise/SR-73 SB Off-Ramp (EW)

As shown in Table 10, RK has recommended improvements that will return the Level of Service of the intersection to an acceptable level. This will be a project design feature of the project.

Impact-2: *Does project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less Than Significant: The traffic impact study has been performed in accordance with the requirements of the Orange County Congestion Management program. The project would not contribute more than 1,400 daily trips to any CMP roadway

segment. The project would comply with the goals and policies set forth by the Orange County CMP for high density/mixed-use development.

Impact-3: *Does the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact: The project does not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. There are no airports located in Aliso Viejo or within ten miles of Aliso Viejo.

Impact-4: *Does the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant: The project will be designed and operate in such a way to have a less than significant impact with regards to hazardous design features. The project shall be designed to meet City of Aliso Viejo and County of Orange standards for roadway and site design. Adequate sight distance is required to be established and maintained at all project access locations and internal drive aisles. Proper signage and striping will be required in conjunction with a detail site plan.

Impact-5: *Does the project result in inadequate emergency access?*

Less Than Significant: Emergency access will be reviewed by the Orange County Fire Authority prior to the issuing of building permits. Based on the preliminary review of the site plan, adequate emergency access will be provided.

Impact-6: *Does the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?*

Less Than Significant: The project will have a less than significant with the following policies, plans or programs regarding public transit, bicycle or pedestrian facilities:

1. Aliso Viejo General Plan – Circulation Element
2. City of Aliso Viejo Streets and Trails Amenities Master Plan
3. County of Orange Master Plan for Arterial Highways (MPAH)
4. County of Orange Growth Management Plan (Measure M)
5. OCTA 2001 Commuter Bikeways Strategic Plan
6. Regional Transportation Plan
7. Air Quality Management Plan

Section 6.0 includes a list of recommendations to further promote alternative modes of transportation.

2.0 Area Conditions

2.1 Study Area

The study area includes the following intersections:

North-South Street	East-West Street
Glenwood Drive	SR-73 NB On-Ramp
Pacific Park Drive	Enterprise/SR-73 SB Off-Ramp
Nova Way	Enterprise
Parker Place	Enterprise
Aliso Viejo Parkway	Enterprise

2.2 Existing Traffic Controls and Intersection Geometrics

Exhibit C identifies the existing roadway conditions for the study area roadways. The number of through traffic lanes for existing roadways and the existing intersection controls are identified.

2.3 Existing Traffic Volumes

Existing AM and PM peak hour traffic volumes for the study area intersections are shown on Exhibit D. These volumes are based upon manual AM and PM peak hour turning movement counts compiled for RK in December 2014. The AM peak hour traffic volumes were determined by counting a two-hour period between 7:00 AM and 9:00 AM. Similarly, the PM peak hour traffic volumes were identified by counting the two-hour period between 4:00 PM and 6:00 PM. The traffic count worksheets are included in Appendix A.

Existing average daily traffic (ADT) volumes on study area roadways were calculated based upon the following formula:

Peak Hour (Approach Volume + Exit Volume) * 10 = Leg Volume

It is typical for most suburban areas, with definable peak hours in traffic, to experience a peak in traffic which is approximately 1/10th of the average daily traffic. This formula for calculating average daily traffic volumes coincides with historical traffic counts in Aliso Viejo and is generally accepted engineering practice for areas in Orange County.

2.4 Existing Level of Service

Existing level of service calculations for intersections are shown in Table 1 and are based upon manual AM and PM peak hour turning movement counts compiled for RK in December 2014.

For existing traffic conditions, all study area intersections are currently operating at acceptable levels of service during peak hours.

The ICU (Intersection Capacity Utilization) and HCM (Highway Capacity Manual) calculation worksheets for existing conditions are provided in Appendix B.

2.5 Roadway Classifications

A hierarchical classification system is used to distinguish roadways in the City of Aliso Viejo. Roadway categories are differentiated by size, function, and capacity. Because City arterial highways were built according to County standards, the arterial classification system is derived from the County Master Plan of Arterial Highways (MPAH). Exhibit E-1 shows the roadway classifications as part of the current City of Aliso Viejo Policy Map. There are six (6) basic categories of roadways in the City of Aliso Viejo, briefly summarized below. Schematic cross-sections are included that represent desirable standards (Exhibit F). These standards may be deviated from cases where physical constraints and/or right-of-way

limitations are present, and where preservation of community character dictates special treatment. The provision of adequate bikeways and sidewalks, and the need to comply with MPAH capacity requirements may also affect the specific design of roadways. In addition, the median width of major and secondary roadways will vary according to the area being served, right-of-way constraints, and turn lane requirements.

The following roadway classification discussion is extracted from the City of Aliso Viejo General Plan Circulation Element on pages C-11 through C-15.

2.5.1 Smart Street Arterials

Smart Street Arterials are typically six (6) to eight (8) lane roadways with enhanced capacity compared to a standard arterial street. Moulton Parkway is classified as a six-lane Smart Street as it runs through the City. Traffic carrying capacities of Smart Streets can range from 60,000 to 79,000 vehicles per day, depending on the number of lanes, degree of access control, peak period loading, and the configurations of major intersections. The Smart Street concept seeks to improve roadway capacity and smooth traffic flow through measures such as traffic signal synchronization, bus turn-outs, intersection improvements, and addition of travel lanes by removing on-street parking and consolidating driveways. Moulton Parkway is currently in various stages of implementation by partner Cities.

2.5.2 Major Arterial Highways

Major Arterial Highways are six-lane roadways with painted or raised landscaped medians. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred, and left-turn restrictions are typically placed at unsignalized access locations. Curbside parking is prohibited. Traffic carrying capacities of 54,000 vehicles per day can be achieved depending on the degree of access control, peak period loadings, and the configurations of major intersections.

2.5.3 Primary Arterial Highways

Primary Arterial Highways are four-lane roadways with painted or raised landscaped medians. Unsignalized minor street and driveway access may be allowed, but signalized access is preferred, and left-turn restrictions are typically placed at unsignalized access locations. Curbside parking is prohibited. Traffic carrying capacities of 37,000 vehicles per day can be achieved depending on the degree of access control, peak period loadings, and the configurations of major intersections.

2.5.4 Secondary Arterial Highways

Secondary Arterial Highways are four-lane undivided roadways without medians. Direct access from private residential properties should be avoided where possible unless medians can be provided at such access points. While the Secondary Arterial Highway provides for curbside parking, such parking should be prohibited near intersections where left-turn lane striping is provided. Traffic carrying capacities of 25,000 vehicles per day can be achieved depending on the degree of access allowed and peak period traffic loadings.

2.5.5 Collectors

Collectors are two-lane roadways with no median or with painted medians for two-way left-turn movements at selected intersections. The right-of-way width for collectors varies from 40 feet to 56 feet, depending on location. The 56-foot cross-sections are typically applied to collectors located within industrial areas, whereas a smaller dimension may be appropriate for residential areas. Collectors provide for curbside parking, but parking should be restricted near intersection approaches where a separate right turn lane is provided. Traffic carrying capacities of 12,000 vehicles per day can be achieved depending on the degree of access

control and peak period traffic loadings. Due to varying standards, collector roadways are not identified in the Circulation Element.

2.5.6 Local Streets

Local Streets are two-lane roadways without medians. Centerline striping is typically not provided, and curbside parking is allowed. While the traffic carrying capacity is similar to a collector roadway, the limit of acceptable traffic volumes in a residential environment is substantially lower for safety and quality of life reasons (less than 5,000 vehicles per day). Local Streets are not identified in the Circulation Element.

2.6 Public Transit Service

Public transit services in the study area are provided by the Orange County Transportation Authority (OCTA). The following bus route is currently operating near the site and is shown in Exhibit E-1:

- Route 490 (Enterprise and Aliso Viejo Parkway)

2.7 Recreational Trails and Bikeways

Part of the City of Aliso Viejo's General Plan is to provide a system of complete streets that accommodates safe and convenient access and travel for all users and to promote a healthy and sustainable transportation throughout the community. The City's Bike Plan is shown on Exhibit E-2. The following bicycle facilities are located near the project site:

- Aliso Viejo Parkway – Class II (Bike Lane)
- Pacific Park Drive – Class II (Bike Lane)

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3.0 Methodology

Based on current City of Aliso Viejo standards stated in the Circulation Element, the methodology used to assess the operation of the signalized study area intersections is Intersection Capacity Utilization (ICU). To calculate the ICU, the volume of traffic using the intersection is compared with the capacity of the intersection. ICU is usually expressed as a ratio. This ratio represents that portion of the hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

3.1 ICU Methodology (Signalized Intersections)

The ICU methodology was used to analyze signalized study area intersections with the following parameters:

1. Saturation Flow Rate:

   Saturation flow value of 1,700 vehicles per lane per hour for all lanes; no adjustments are used for protected movements with dedicated lanes (including both right and left turns). A volume adjustment of 0.85 was used for right turn movements where there existed a right turn or "defacto" right turn lane adjacent to the curb lane.[1]

2. Clearance Interval and Cycle Time:

   A clearance interval factor of 5% (0.05) is applied to the ICU calculations[1]. The cycle time is 100 seconds for ICU analysis purposes only, and actual signal cycle length may vary.

[1] Source: Orange County GMP (Growth management Program) TIM (Transportation Implementation Manual)

3. Level of Service Ranges[1]:

LOS	Critical Volume To Capacity Ratio
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	>1.00

4. Peak-Periods:

Weekday peak-hour analysis periods are defined as follows:

7:00 AM to 9:00 AM

4:00 PM to 6:00 PM

5. Peak-Hour:

The highest one-hour period in the AM and PM peak periods, as determined by four (4) consecutive 15-minute count periods are used in the ICU calculations. AM and PM peak hours are studied.

6. Peak-Hour Data Consistency:

Variations in peak-hour volumes can affect LOS calculations because they vary from day to day. To minimize these variations, no counts are taken on Mondays, Fridays, holidays, or weekends. The traffic count worksheets for this study are included in Appendix A.

7. Right Turn Movements:

If the distance from the edge of the outside through-lane is at least 19 feet and parking is prohibited during the peak period, right turning vehicles may be assumed to utilize this as a right turn lane[2]. Otherwise, all right turn traffic is assigned to the through lane. If a right turn lane exists, right turn activity is checked for conflicts with other critical movements. It is assumed that right turn movements are accommodated during non-conflicting left turn phases (e.g., northbound right turns during westbound left turn phase), as well as non-conflicting through flows (e.g., northbound right turn movements and north/south through flows). Right turn movements become critical when conflicting movements (e.g., northbound right turns, southbound left turns, and eastbound through flows) represent a sum of V/C ratios that are greater than the normal through/left turn critical movements.

3.2 HCM Methodology (Unsignalized Intersections)

The study area intersections that are stop-sign controlled with stop-control on the minor street only have been analyzed using the unsignalized intersection methodology of the Highway Capacity Manual. For these intersections, the calculation of level of service is dependent on the occurrence of gaps occurring in the traffic flow of the main street. Using data collected describing the intersection configuration and traffic volumes at these locations the level of service has been calculated. It is typical to determine level of service for unsignalized intersections based on the worst individual movement or movements sharing a single lane. The relationship between the level of service and delay is different than for signalized intersections.

[2] Source: Orange County GMP (Growth management Program) TIM (Transportation Implementation Manual)

The levels of service defined for the unsignalized intersection methodology[3] is as follows:

LOS	Average Control Delay Per Vehicle (Seconds)
	Unsignalized
A	0.00 - 10.00
B	10.01 - 15.00
C	15.01 - 25.00
D	25.01 - 35.00
E	35.01 - 50.00
F	>50.01

3.3 Acceptable Level of Service and Significant Impact Criteria

The acceptable Level of Service (LOS) for intersections within the City of Aliso Viejo is LOS C or better. Therefore, any intersections operating at an LOS D, LOS E, or LOS F will be considered deficient. For this study, the ICU (Intersection Capacity Utilization) methodology has been used for signalized intersections and the HCM (Highway Capacity Manual) methodology has been used for unsignalized intersections within the study area.

A project is deemed to have a significant impact to an intersection if the project causes an intersection's level of service to degrade from LOS C or better to LOS D, LOS E, LOS F or if the project causes a change in volume/capacity (V/C) ratio greater than 0.01 and the intersection is operating at LOS E or LOS F. Please refer to Section 1.4 for more information regarding the policies that determine the Level of Service and Significant Impact Criteria.

[3] Source: HCM (Highway Capacity Manual)

4.0 Projected Traffic

4.1. Project Traffic Conditions

4.1.1 Trip Generation

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition. This publication provides a comprehensive evaluation of trip generation rates for a variety of land uses.

Both daily and peak hour trip generation rates for the proposed land uses analyzed in this study are shown in Table 2.

As previously mentioned, the proposed tenant plans to occupy the project building with various land uses; however, this analysis conservatively assumes the building will be occupied with all general office use. The Summit 7 Office Building Project will consist of an approximately 205,460 square foot of general office use. Trip generation for general office land use (ITE land use code 710) has been used to determine the expected project trip generation.

Both daily and peak hour trip generation for the proposed development are shown in Table 3. The proposed development is projected to generate approximately 2,266 total trip-ends per day, with 320 total vehicles per hour during the AM peak hour and 306 total vehicles per hour during the PM peak hour.

4.1.2 Trip Distribution and Assignment

Trip distribution represents the directional orientation of traffic to and from the Summit 7 Office Building Project. Trip distribution is heavily influenced by the

geographical location of the sites, the location of retail, employment, recreational opportunities, and the proximity to the regional freeway system. The directional orientation of traffic was determined by evaluating existing and proposed land uses and highways within the community.

Trip distribution patterns for this study have been based upon near-term and General Plan buildout conditions, and are based upon those highway facilities that are either in place or will be contemplated over the next few years. The trip distribution patterns for the project are graphically depicted on Exhibits G-1 and G-2.

The assignment of traffic from the sites to the adjoining roadway system has been based upon the site's trip generation, trip distribution, and proposed arterial highway and local street systems that this traffic study assumes would be in place by the time of initial occupancy of the site.

4.1.3 Modal Split

Modal split denotes the proportion of traffic generated by a project that would use any of the transportation modes, namely buses, cars, bicycles, motorcycles, trains, carpools, etc. The traffic reducing potential of public transit and other modes is significant. However, the traffic projections in this study are conservative in that public transit and alternative transportation may be able to reduce the traffic volumes. Thus no modal split reduction is applied to the projections. With the implementation of transit service and provision of alternative transportation ideas and incentives, the automobile traffic demand can be reduced significantly.

4.1.4 Project Peak Hour Traffic Volumes

Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit H.

4.1.5 Existing Plus Project Peak Hour Traffic Volumes

Existing Plus Project AM and PM peak hour intersection turning movement volumes and average daily traffic includes existing traffic volumes, counted in December 2014, and project traffic volumes. Existing Plus Project traffic volumes are shown in Exhibit I.

4.2 Background Traffic

4.2.1 Method of Projection

To assess General Plan Buildout (Year 2035) traffic conditions, project traffic is combined with existing traffic, area-wide growth, and cumulative projects' traffic.

In order to determine an appropriate ambient growth rate for Year 2035 conditions, RK used data provided by the Orange County Transportation Analysis Model (OCTAM 3.3) and data for the City of Aliso Viejo from the 2012 Orange County Progress Report. Demographic data from the Regional Statistical Area (RSA) D-40, in which the City of Aliso Viejo is located, was also used to help establish an appropriate growth rate. This area is expected to have a growth in population, housing, and employment ranging between 4.2% and 7.3% to the Year 2035.

Based on the RSA growth data and OCTA OCTAM model predictions, a conservative 10% ambient growth rate was applied to the existing traffic counts taken in December 2014 for the study area. This conservative growth is included to account for the growth that may occur within the developed City, even though new development in the City is finite. This growth rate is considered conservative, and the overall Year 2035 traffic volumes are representative of a worst case scenario in terms of the traffic analysis and will cover any other unforeseen growth in traffic in the study area.

RK compared the projected Year 2035 average daily traffic (ADT) volumes to the OCTA OCTAM 3.3 projections. The results of the Year 2035 ADT volumes are included in Appendix C and are consistent with the OCTA OCTAM 3.3 projections. All Year 2035 forecasting data is provided in Appendix C.

4.2.2 Cumulative Projects Traffic

Table 5 lists the proposed land uses for the nearby cumulative projects for the General Plan Buildout (Year 2035) traffic conditions, known at the time this study was prepared. Cumulative projects have been obtained from the City of Aliso Viejo Staff. Cumulative impacts analyzed in this traffic impact study were conservatively assessed. Some of the cumulative projects may be downsized or may not be developed. In addition, many of the related projects have been or will be subject to a variety of mitigation measures that will reduce the potential environmental impacts associated with those projects. However, those mitigation measures have not been taken into account in projecting the environmental impact of the related projects. Therefore, the cumulative analyses set forth below are conservative and result in greater impacts than actually anticipated. Land use developments that are proposed in the existing General Plan include the projects illustrated on Exhibit J. The cumulative development trip distributions are shown in Appendix D.

Table 5 shows the peak hour and daily vehicle trips generated by the Cumulative Projects being processed concurrently in the study area. Cumulative Projects AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit K.

4.2.3 Background Traffic Growth Rate

To account for area-wide growth on the roadways, future traffic volumes have been calculated based on a total ten percent (10%) overall growth of existing traffic

volumes over a 20-year period for Year 2035 conditions. The growth is based on the method of projection described in Section 4.2.1 of this report.

4.3 General Plan Buildout (Year 2035) Without Project Traffic Volumes

General Plan Buildout (Year 2035) Without Project traffic conditions consist of existing traffic volumes, a 10% growth rate, and cumulative projects traffic volumes. General Plan Buildout (Year 2035) Without Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit L.

4.4 General Plan Buildout (Year 2035) With Project Traffic Volumes

General Plan Buildout (Year 2035) With Project traffic conditions consist of existing traffic volumes, a 10% growth rate, cumulative projects traffic volumes, and the proposed projects traffic volumes. General Plan Buildout (Year 2035) With Project AM and PM peak hour intersection turning movement volumes and average daily traffic are shown on Exhibit M.

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5.0 Traffic Analysis

5.1. Capacity and Level of Service Improvement Analysis

5.1.1 Level of Service (LOS) for Existing Plus Project Conditions

Intersection levels of service for the Existing Plus Project conditions are shown in Table 4. As shown in Table 4, the following intersection is projected to operate below acceptable levels of service for Existing Plus Project traffic conditions;

- Pacific Park Drive (NS) at Enterprise / SR-73 SB Off-Ramp (EW)

The level of significance with project design features would improve to LOS C in the AM peak hour and LOS A in the PM peak hour. This would include a minor restriping of the eastbound off-ramp at the intersection.

ICU and HCM calculation worksheets for Existing Plus Project conditions are provided in Appendix E.

5.1.2 LOS for General Plan Buildout (Year 2035) Without Project Conditions

Intersection levels of service for the General Plan Buildout (Year 2035) Without Project conditions are shown in Table 6. As shown in Table 6, the following intersection is projected to operate below the acceptable levels of service during General Plan Buildout (Year 2035) Without Project Conditions;

- Pacific Park Drive (NS) at Enterprise / SR-73 SB Off-Ramp (EW)

ICU and HCM calculation worksheets for General Plan Buildout (Year 2035) Without Project conditions are provided in Appendix F.

5.1.3 LOS for General Plan Buildout (Year 2035) With Project Conditions

Intersection levels of service for the General Plan Buildout (Year 2035) With Project conditions are shown in Table 7. As shown in Table 7, the following intersection is projected to continue to operate below the acceptable levels of service during General Plan Buildout (Year 2035) With Project Conditions;

- Pacific Park Drive (NS) at Enterprise / SR-73 SB Off-Ramp (EW)

The level of service with the project design features would improve to LOS C in the AM peak hour and LOS A in the PM peak hour. This would include a minor restriping of the eastbound off-ramp and the restriping of the southbound Pacific Park Drive to provide dual left turn lanes.

ICU and HCM calculation worksheets for General Plan Buildout (Year 2035) With Project conditions are provided in Appendix G.

6.0 Parking Management Plan

The purpose of this parking management plan is to review site operations and develop recommendations to help ensure that adequate parking is available to serve the Summit 7 Corporate Office Building. An effective parking management plan would serve as a guide to deal with the different modes of transport (auto, bus, bicycle, pedestrians, vanpooling, etc.) that would access the site. On-site circulation has been reviewed to maximize the effectiveness of parking lot operations and recommendations have been made to reduce potential conflicts.

6.1 Project Overview

The Summit 7 Corporate Office Building will consist of 205,460 square feet of general office. A separate 5-story parking structure will also be included to accommodate the site. The proposed tenant for the Summit 7 building, MicroVention, currently has an existing facility located in Tustin, CA. The existing facility consists of 74,000 square feet of general office land use, which provides a total of 246 on-site parking spaces and 225 off-site parking spaces.

6.2 Hours of Operation and Staff Schedule

The Summit 7 facility will be used for research and development (R&D), micro assembly, and administrative purposes and will be open 24 hours a day, 6 days a week (Monday-Saturday). The proposed tenant for the Summit 7 building, MicroVention, plans to operate with a workforce of 967 employees. MicroVention has provided RK with proposed staffing schedule and is as follows:

<Schedule shown on following page>

- First Clean Room and R&D Shift:
    - 355 Employees (Monday – Saturday; 5:30 AM – 3:30 PM)
- Second Clean Room and R&D Shift:
    - 150 Employees (Monday – Saturday; 4:00 PM – 2:00 AM)
- Administrative Shift:
    - 462 Employees (Monday- Friday; 9:00 AM – 5:30 PM)

Based on the staffing schedules, RK has determined the number of staff present on site at each hour on a typical day for the proposed operations, as shown in Table 8. MicroVention is proposing a two shift model for clean room and R&D staff and a standard shift for administrative staff. Based on the on-site staffing numbers, it is expected that clean room and R&D and administrative shifts will overlap. As shown in Table 8, the time frame between the hours of 9:00 AM and 3:30 PM (Monday through Friday) will generate the highest peak of on-site employees, eight-hundred and seventeen (817).

It should be noted that a "parking demand adjustment" was applied to the peak parking demand. Based on data received from MicroVention, 20 vans will transport 120 first-shift employees to the site and approximately 5% of all employees use an alternative mode of transportation. As shown in Table 8, a peak parking demand reduction of 135 can be applied to the proposed project.

In addition, minimal visitor parking should also be provided. Based on the Urban Land Institute's Shared Parking Model, for general office use approximately 7.9% of the total parking demand should be applied as visitor parking. Therefore, based on the staffing schedule, "parking demand adjustments," and visitor parking, the project should provide 736 parking spaces.

6.3 City of Aliso Viejo Parking Requirements

The City of Aliso Viejo Parking Code parking requirements are included in Appendix H. The City of Aliso Viejo Zoning Code Section 15.38.040, Non-Residential Parking Requirements, states that general office uses should provide one (1) space per 250 square feet of gross floor area. Specialized research and development should provide one (1) space per 400 square feet of gross area and warehouse uses should provide one (1) space per 1,000 square feet. Based on the proposed land uses, the project would require a total of 624 parking spaces. Table 8a shows the Aliso Viejo Parking Requirements for this project. Based upon the city parking code for all general office uses for the project, the requirement would be 822 parking spaces (see Table 8a)

6.4 Parking Management Recommendations

As previously mentioned, based on employee parking demand and visitor parking, the project site should provide 736 parking spaces. RK recommends that the project site provide the City's requirement of 822 parking spaces. By providing 822 parking spaces, the project site can provide sufficient on-site parking and could accommodate a facility which was 100% office uses. Therefore, if the parking demand is maximized, the project site will still have a 10% vacancy.

The Summit 7 Project can provide sufficient on-site parking by further reducing user parking demand through various measures and design features. An approach and solution to mitigating parking conditions for a given site is to manage and reduce user parking demand through various parking demand management strategies. It should be noted that the proposed tenant, MicroVention, currently uses some parking demand strategies, such as vanpooling, at their existing site.

The following is a list of recommend parking management strategies and project design features which could potentially improve paring conditions at the parking site:

1. **Implementation of Transportation Demand Management (TDM) Measures:**
   Create and make available a range of various plans and incentives to encourage employees to utilize alternative modes of transportation other than solo-occupied vehicles. Provide incentives to promote carpooling and provide vanpooling services. The following are examples of TDM strategies and project design features that can be used to further incentivize use of alternative modes of transportation and/or reduce parking as well as traffic generation:
   - Create a pedestrian-friendly environment;
   - Provide or enhance existing bicycle facilities such as bicycle racks, lockers, showers, etc. As a precaution, bicycle racks should be placed at locations that minimize bicycle and vehicular conflicts;
   - Educate and provide information on alternative transportation modes;
   - Coordinate with OCTA to help and promote local bus transit schedule routes to tenants;
   - Provide electric vehicle charging stations;
   - Providing flex cars on the site; and
   - Provide discounted employee rail and bus transit passes.
2. **Formation of a Transportation Management Association (TMA):**
   Once TDM plans are setup and planned, a TMA is used as a tool to promote awareness of a variety of available TDM strategies and project design features to encourage employees to utilize the available TDM services and incentives and create Transportation Management Plans (TMPs) for the employees. Specific components of a TMA could include:
   - Carpool rideshare matching;
   - Vanpool rideshare matching;
   - Administration support in formation of vanpools and/or carpools;
   - Promotion of bus transit;
   - Promotion of biking and walking;
   - Providing emergency rides home and/or guaranteed ride home (GRH) program;
   - Management of flex cars; and
   - Providing a transportation information center.

Parking demand should be monitored on a regular basis to evaluate the effectiveness of the mitigations.

7.0 Findings and Recommendations

The proposed project would consist of an approximately 205,460 square feet of general office. A separate 5-story parking structure will also be included to accommodate the site. Exhibit B illustrates the conceptual site plan.

The Summit 7 Office Building Project is projected to generate approximately 2,266 total trip-ends per day, with 320 total vehicles per hour during the AM peak hour and 306 total vehicles per hour during the PM peak hour.

7.1 Intersection Analysis Summary

A summary of the level of service analysis for existing and future conditions is included in Table 10. The summary table shows the change in the overall intersection volume to capacity (V/C) ratio as a result of the projects for both the Existing and General Plan Buildout (Year 2035) scenarios. As seen in Table 9, all study area intersections are projected to operate at an acceptable level of service with the inclusion of the project design features.

7.2 Off-Site Recommendations

A summary of the project design features that are necessary to meet level of service standards are included in Table 10. The proposed improvements are graphically summarized on Exhibit N-1.

The intersection of Pacific Park Drive at Enterprise/SR-73 SB Off-Ramp is expected to operate at an unacceptable level of service for Buildout (Year 2035) conditions, both without and with the project. The following project design feature will maintain acceptable levels of service at this intersection:

1. Restripe eastbound approach (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane. (The project should fully fund this improvement because of the direct project impact.)

2. Restripe southbound approach (Pacific Park Drive) to include a dual left turn lane. (The project has an indirect cumulative impact to this intersection and should pay a fair-share to this improvement.)

7.3 Circulation Improvements

The following improvements are a part of the project design features to remedy on-site and area-wide circulation issues.

1. On-Site

I. Construct the on-site circulation system per the detailed site plan.

II. Provide project access, as shown in Exhibit B.

III. Install stop signs, stop bars, and stop legends at all project access points.

IV. Install "One Way" (Right) signage at the center medians directly adjacent to project access driveways along Enterprise and Aliso Viejo Parkway in order to restrict left turns.

V. Provide adequate parking based on the City's Parking Code (822 parking spaces).

2. Area-Wide

I. Complete any driveway improvements for the project's access to Parker Place, Enterprise, and Aliso Viejo Parkway adjacent to the project.

II. Contribute towards the fair-share improvements needed at the intersection of Pacific Park Drive at Enterprise/SR-73 SB Off-Ramp.

The proposed recommendations are graphically summarized on Exhibits N-1 and N-2.

7.4 Sight Distance

Sight distance standards shall conform to the standards set forth in the City of Aliso Viejo Zoning Code, Section 15.22.020. The height of fences, trees, shrubs, and other visual obstructions shall be limited to a maximum height of 30 inches within the limited use triangular area shown in Exhibit O.

7.5 Project Fair-Share Contribution

Table 11 shows the project fair-share intersection contribution. The project will contribute a fair-share percentage for roadway improvements, required to meet the City of Aliso Viejo level of service standards. The project's fair-share traffic contribution represents the project's traffic contribution at each study area intersection as a percentage of overall growth in traffic for Year 2035 conditions. For the intersection of Pacific Park Drive and Enterprise/SR-73 SB Off-Ramp, the project is projected to contribute between 34.66% and 34.72%. It should be noted that project is responsible for any roadway improvements needed for Existing Plus Project conditions. A detailed cost estimate has been provided in Appendix I. The maximum fair-share amount (direct and indirect impacts) for the off-site roadway improvements would be $15,836.

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8.0 CEQA Guideline Analysis

8.1 Transportation Impact Analysis

The following is a summary of the analysis findings, according to the California Environmental Quality Act (CEQA) impact guidelines.

Impact-1: *Does project conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less than Significant: The following intersection is projected to operate at an unacceptable level of service for Existing Plus Project and General Plan Buildout (Year 2035) With Project Conditions:

2. Pacific Part Drive (NS) at Enterprise/SR-73 SB Off-Ramp (EW)

As shown in Table 10, the project includes design features that will maintain acceptable levels of service at the intersection.

Impact-2: *Does project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less Than Significant: The traffic impact study has been performed in accordance with the requirements of the Orange County Congestion Management program. The project would not contribute more than 1,400 daily trips to any CMP roadway segment. The project would comply with the goals and policies set forth by the Orange County CMP for high density/mixed-use development.

Impact-3: *Does the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?*

No Impact: The project does not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. There are no airports located in Aliso Viejo or within ten miles of Aliso Viejo.

Impact-4: *Does the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?*

Less Than Significant: The project will be designed and operate in such a way to have a less than significant impact with regards to hazardous design features. The project shall be designed to meet City of Aliso Viejo and County of Orange standards for roadway and site design. Adequate sight distance is required to be established and maintained at all project access locations and internal drive aisles. Proper signage and striping will be required in conjunction with a detail site plan.

Impact-5: *Does the project result in inadequate emergency access?*

Less Than Significant: Emergency access will be reviewed by the Orange County Fire Authority prior to the issuing of building permits. Based on the preliminary review of the site plan, adequate emergency access will be provided.

Impact-6: *Does the project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities?*

Less Than Significant: The project will have a less than significant with the following policies, plans or programs regarding public transit, bicycle or pedestrian facilities:

8. Aliso Viejo General Plan – Circulation Element
9. City of Aliso Viejo Streets and Trails Amenities Master Plan
10. County of Orange Master Plan for Arterial Highways (MPAH)
11. County of Orange Growth Management Plan (Measure M)
12. OCTA 2001 Commuter Bikeways Strategic Plan
13. Regional Transportation Plan
14. Air Quality Management Plan

Section 6.0 includes a list of recommendations to further promote alternative modes of transportation.

8.2 Conclusions

Based upon this traffic impact and parking analysis for the proposed Summit 7 Office Building Project, the project can be accommodated with the proposed project design features.

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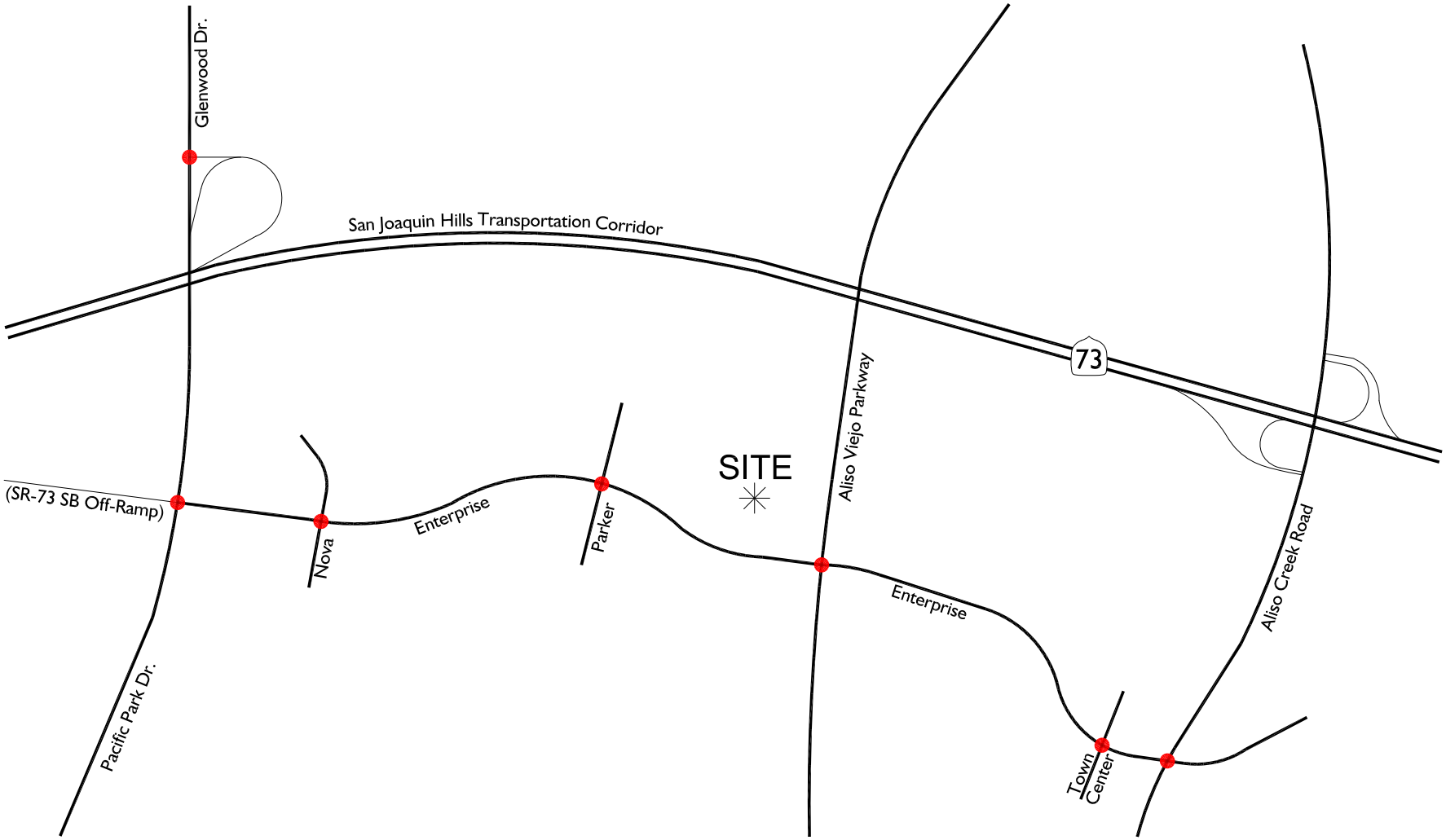
Exhibits

Exhibit A

Location Map



Legend:

● = Study Area Intersection

N

RK engineering group, inc.

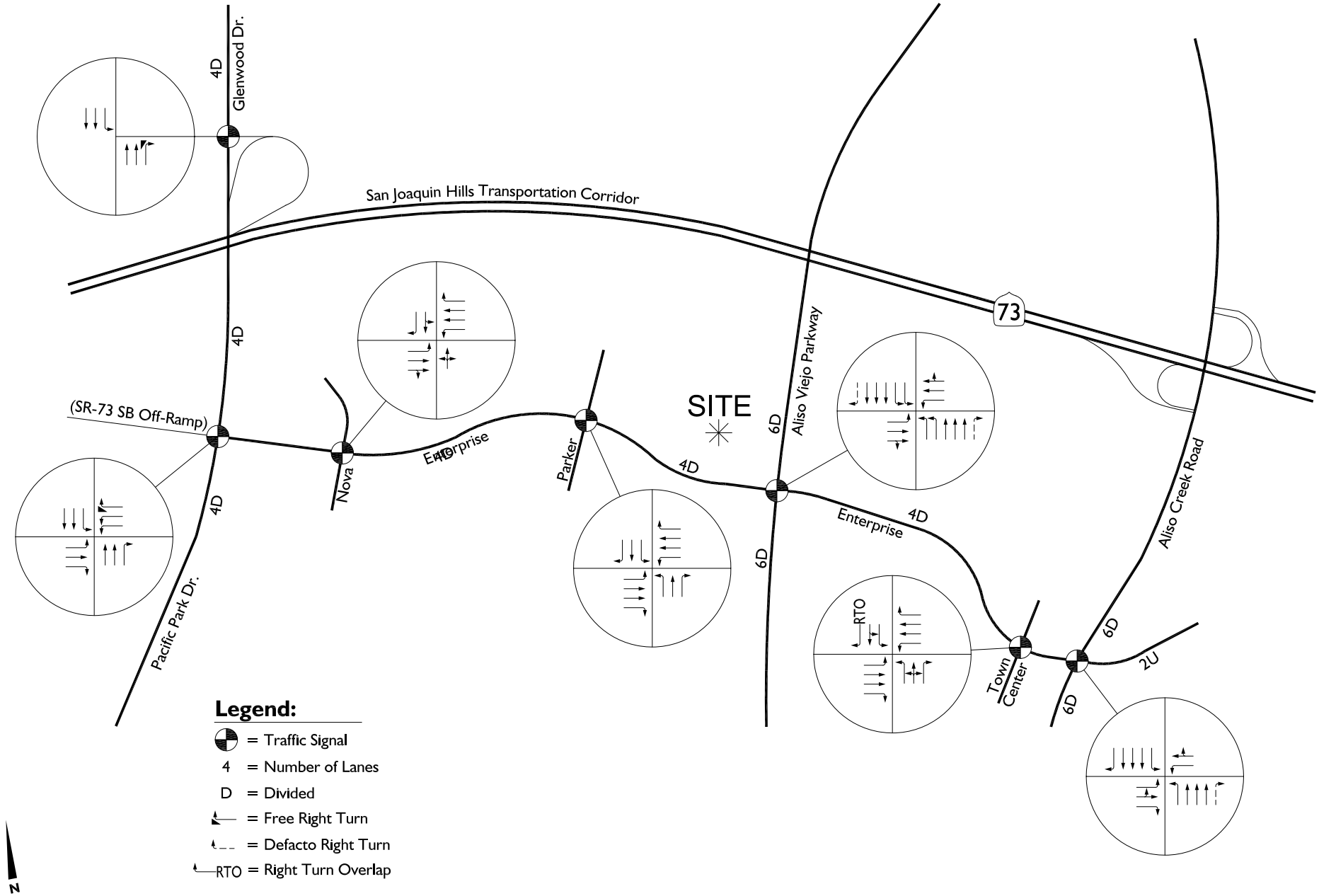
Exhibit B

Site Plan

N

RK engineering group, inc.

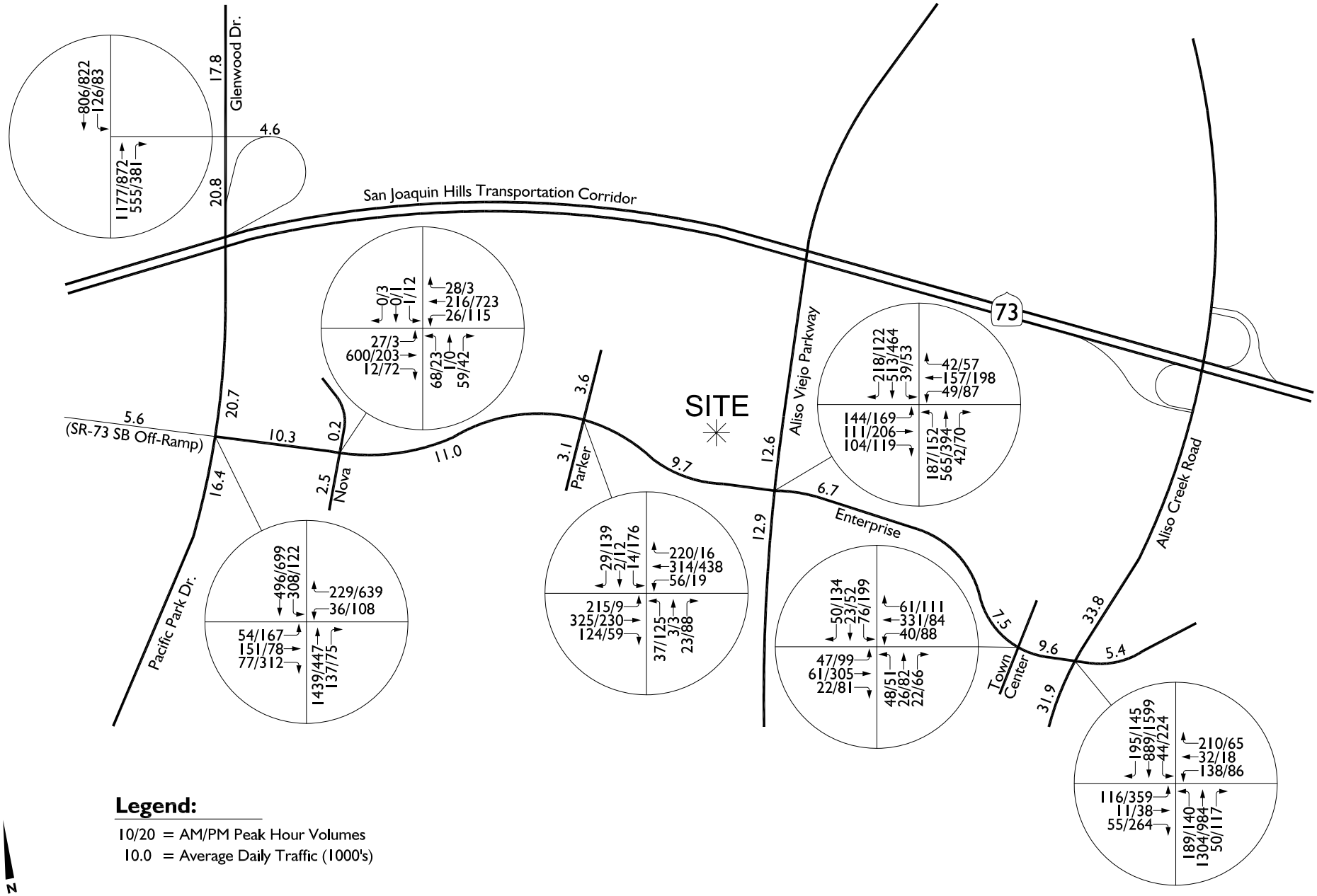
Existing Lane Geometry and Traffic Controls



RK engineering group, inc.

Exhibit D

Existing Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes

10.0 = Average Daily Traffic (1000's)

N

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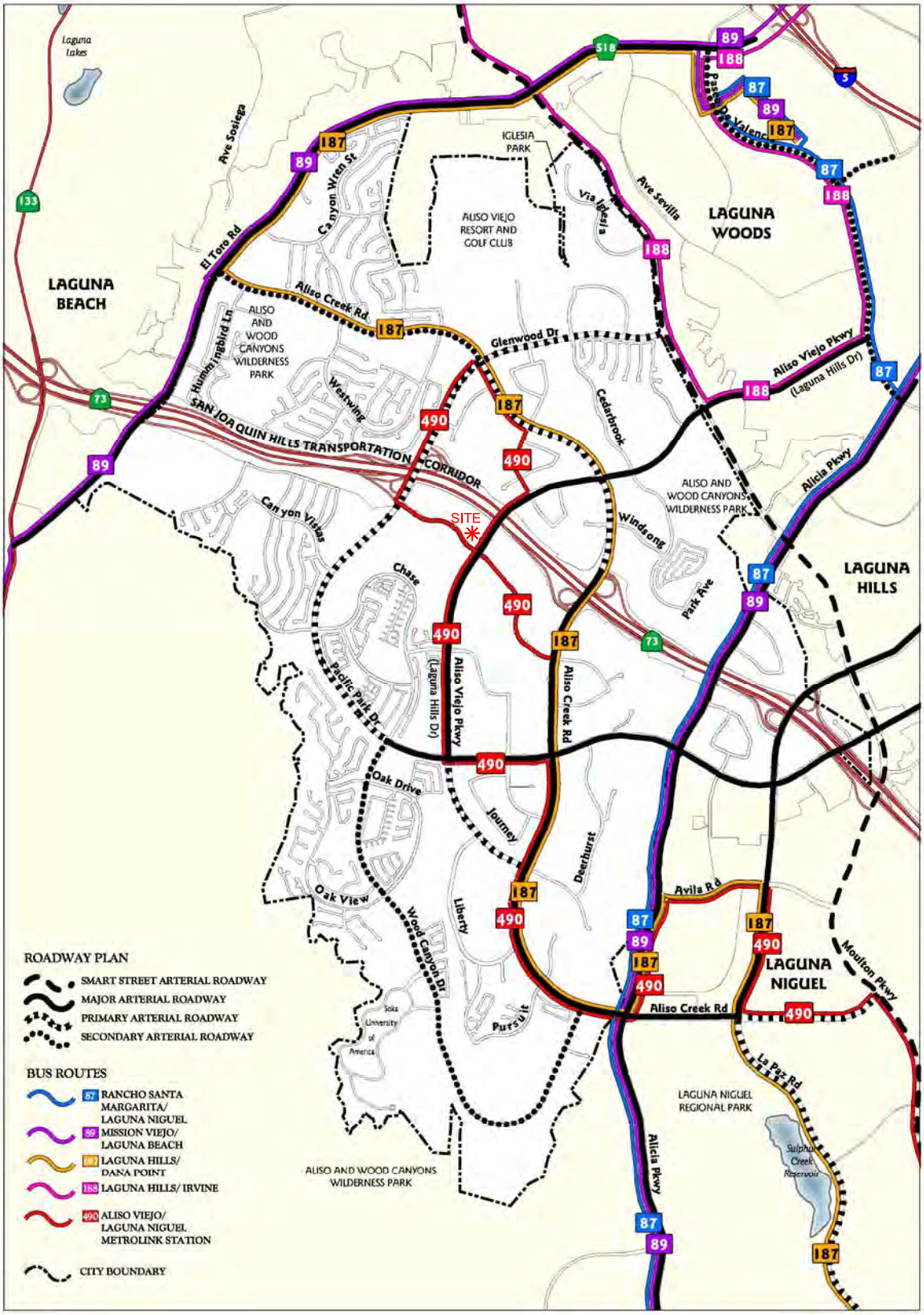
Exhibit E-1

City of Aliso Viejo Policy Map

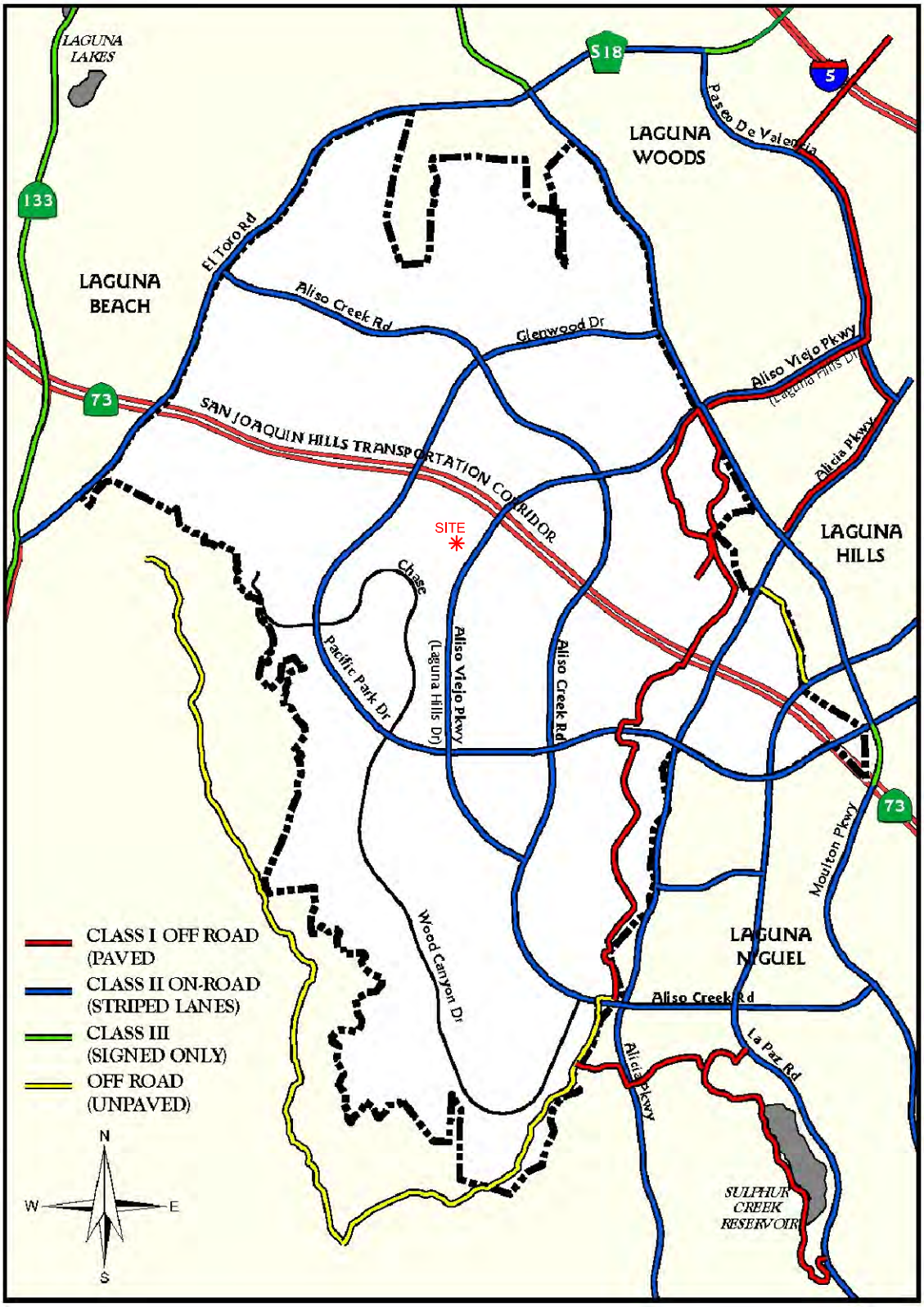


N

RK engineering group, inc.

Exhibit E-2

City of Aliso Viejo Plan for Bikeways



N

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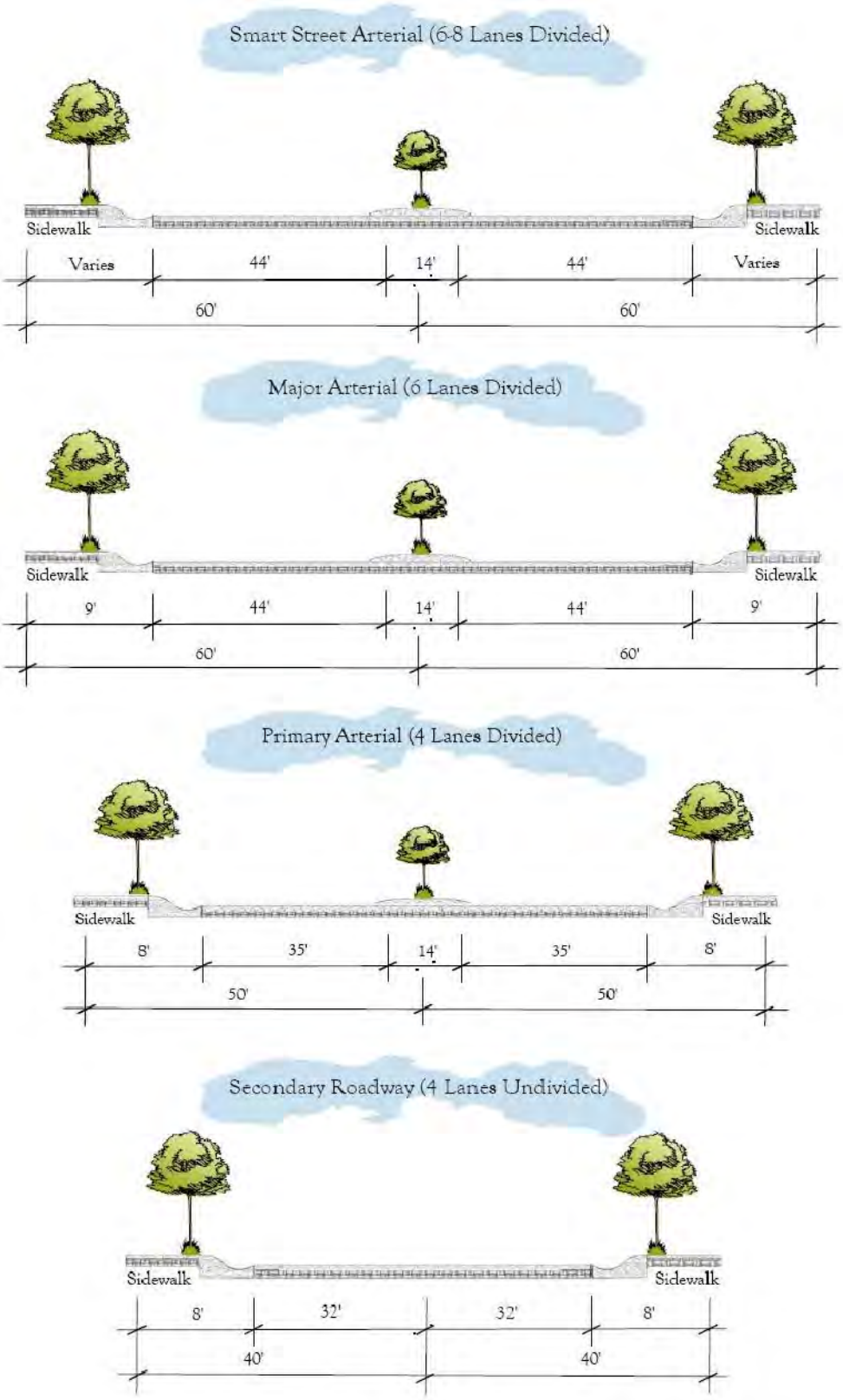
Exhibit F

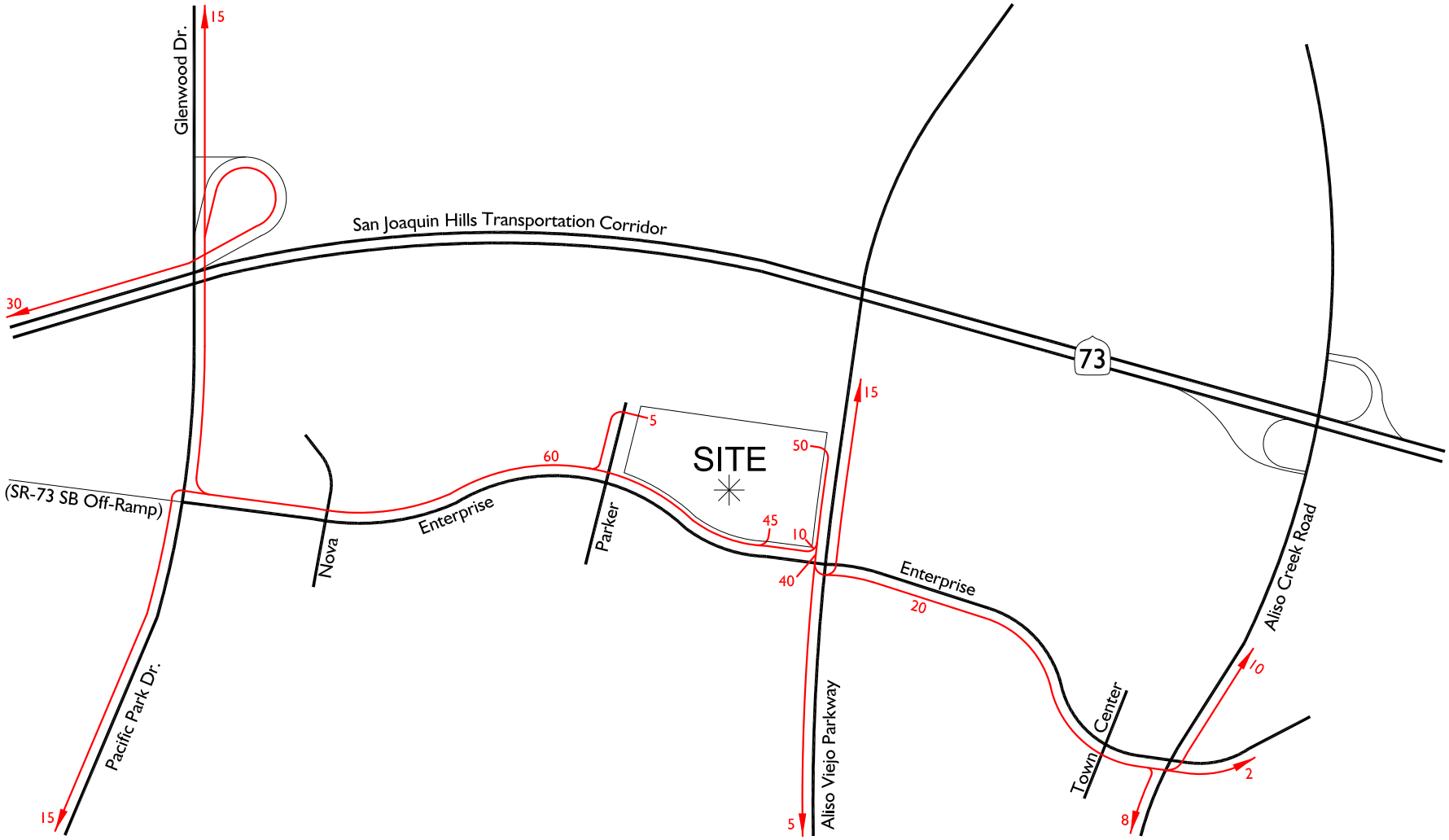
City of Aliso Viejo
Roadway Cross-Sections



N

Exhibit G-1

Project Outbound Trip Distribution



Legend:

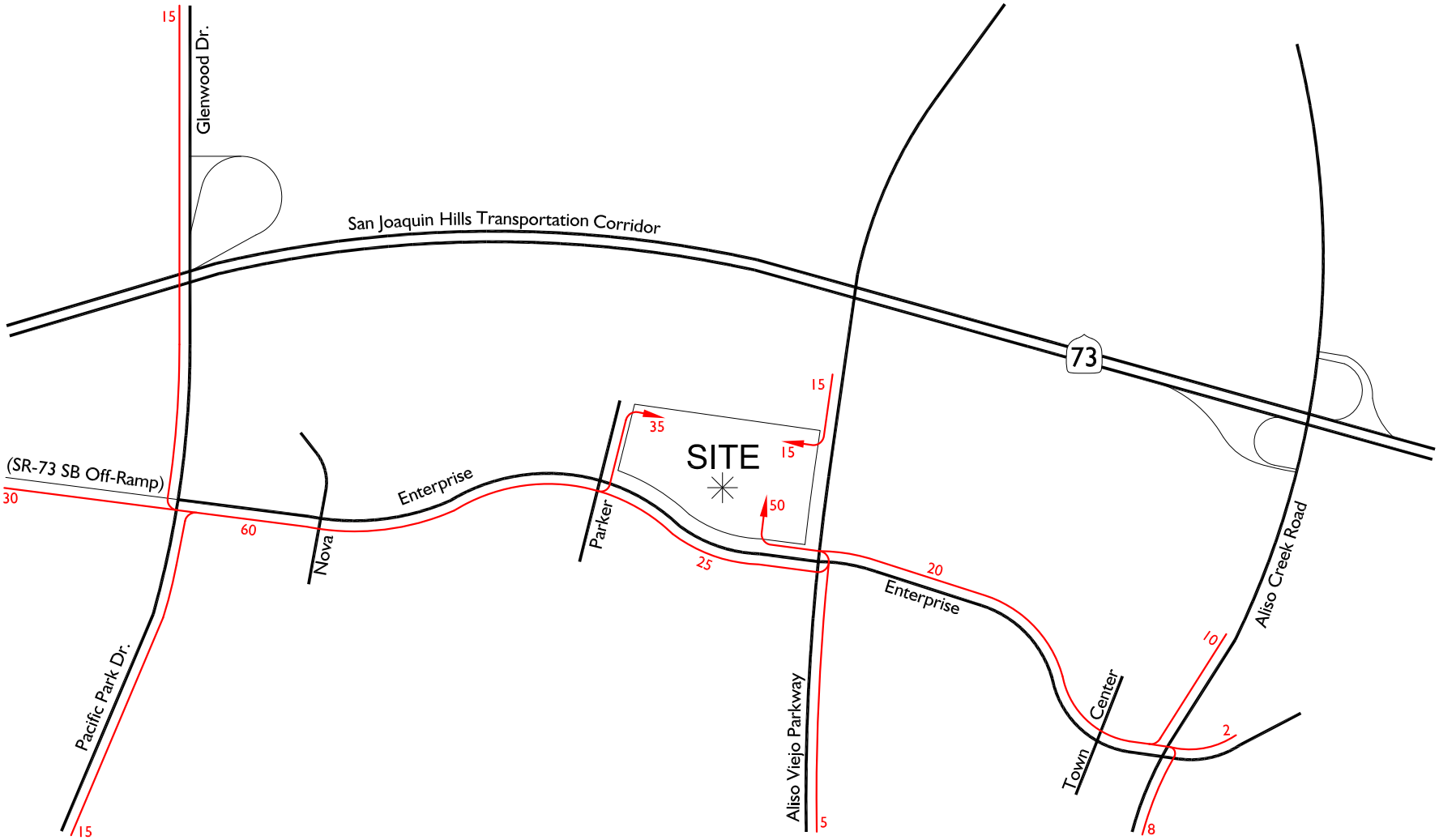
10 = Percent from Project

N

RK engineering group, inc.

Exhibit G-2

Project Inbound Trip Distribution



Legend:

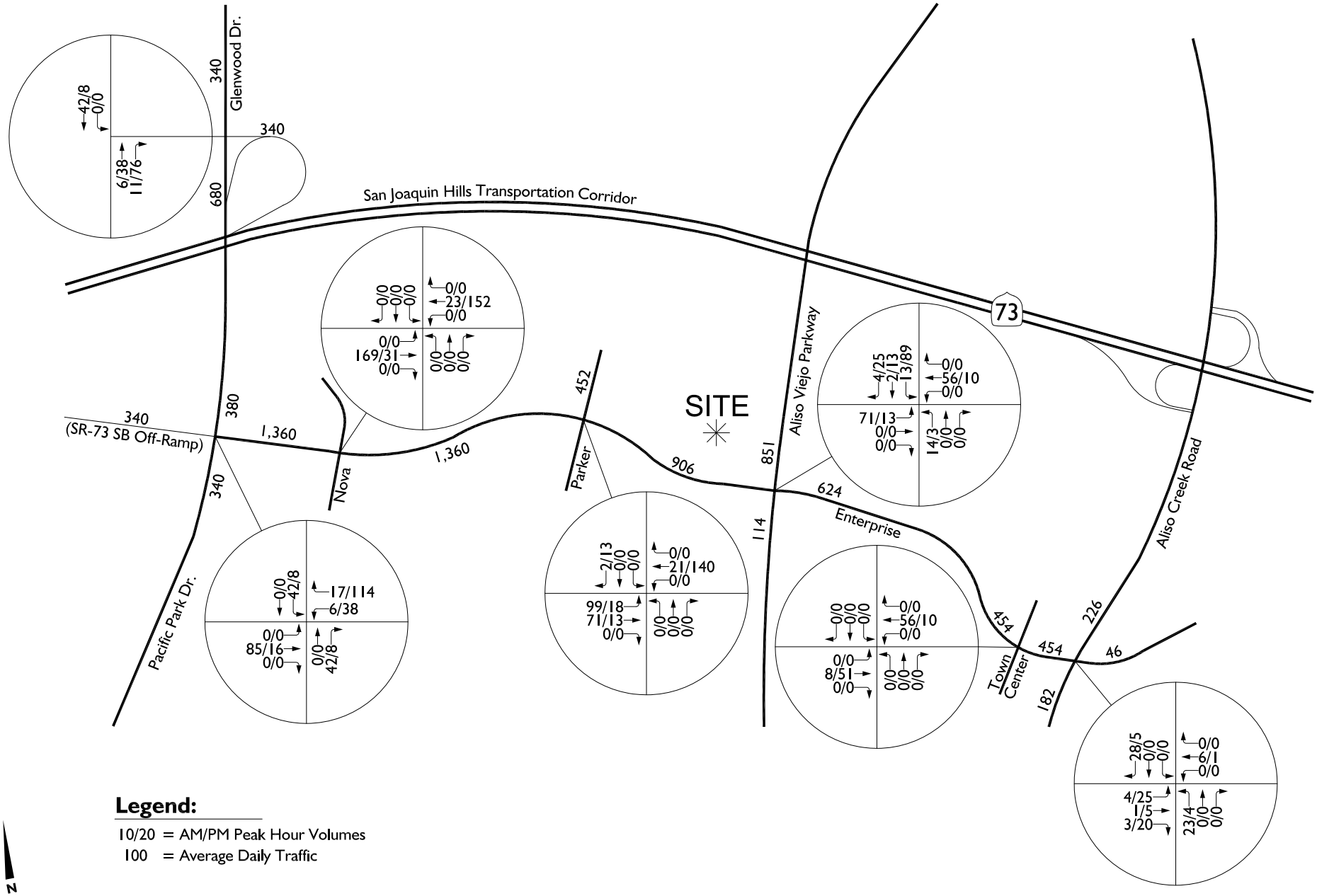
10 = Percent to Project

N

RK engineering group, inc.

Exhibit H

Project Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes
100 = Average Daily Traffic

N

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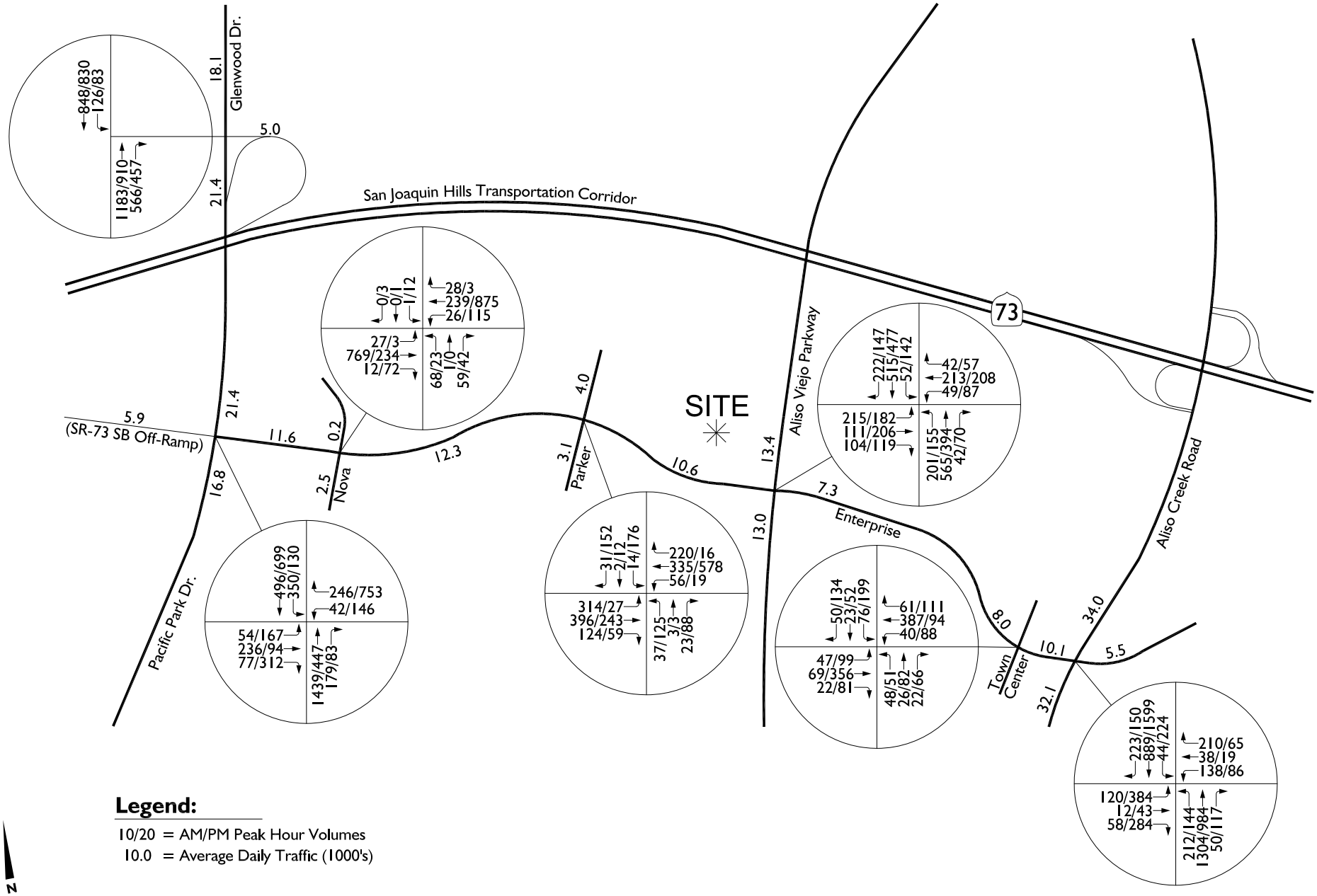
Existing Plus Project Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

N

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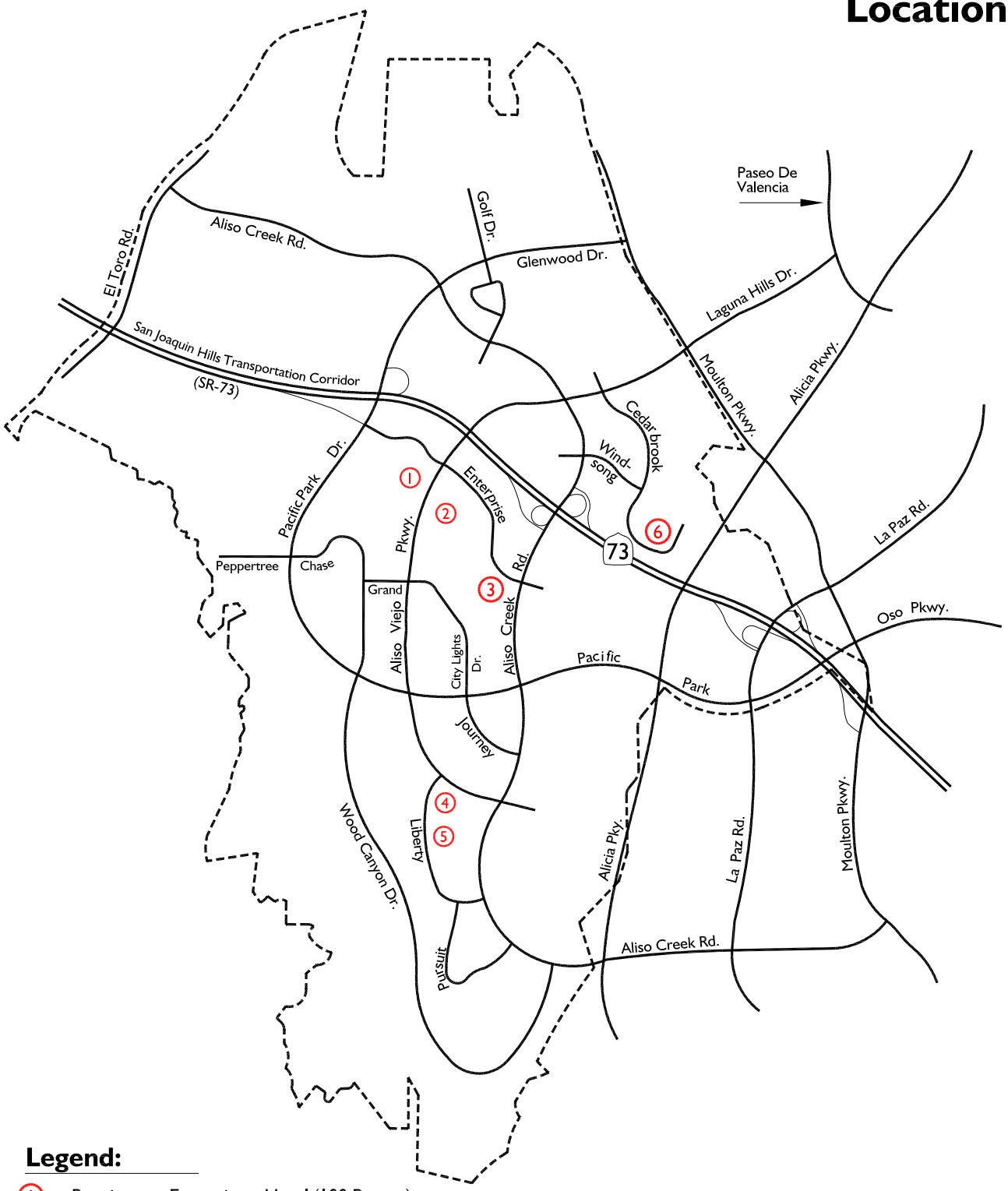
Exhibit J

Cumulative Developments Location Map



Legend:

1 = Renaissance Expansion - Hotel (100 Rooms)

2 = Vantis - Apartments (435 Units); Hotel (135 Rooms)

3 = Commons Specific Plan - Shopping Center (10 TSF)

4 = 2C Liberty - Senior Apartments (202 Units)

5 = 4 Liberty - Apartments (200 Units); General Office (350 TSF)

6 = Aliso Viejo Ranch - Community Center (36.65 TSF); City Park (4.98 Acres)

N

- - - = City of Aliso Viejo Boundary

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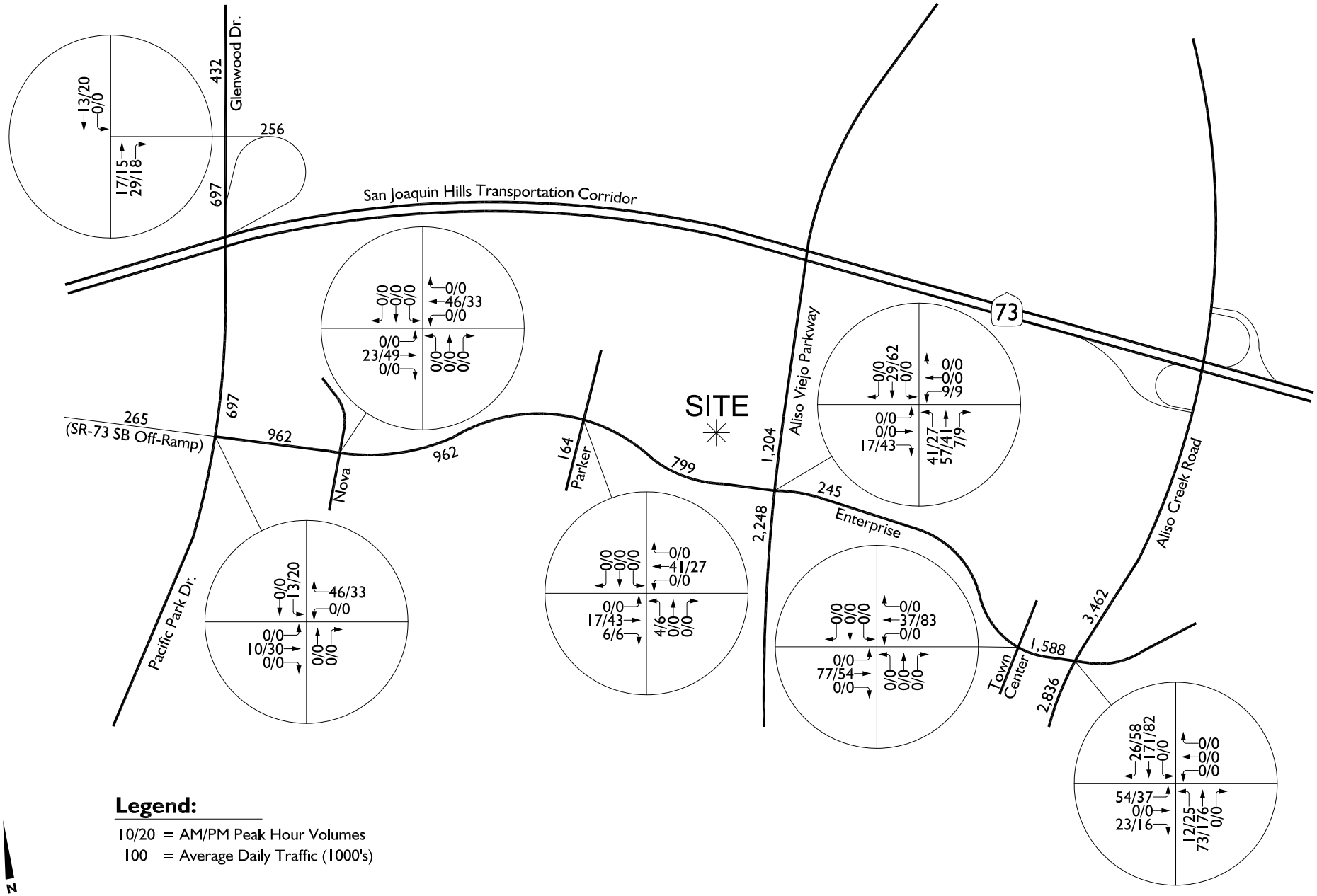
Cumulative Developments Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes
100 = Average Daily Traffic (1000's)

N

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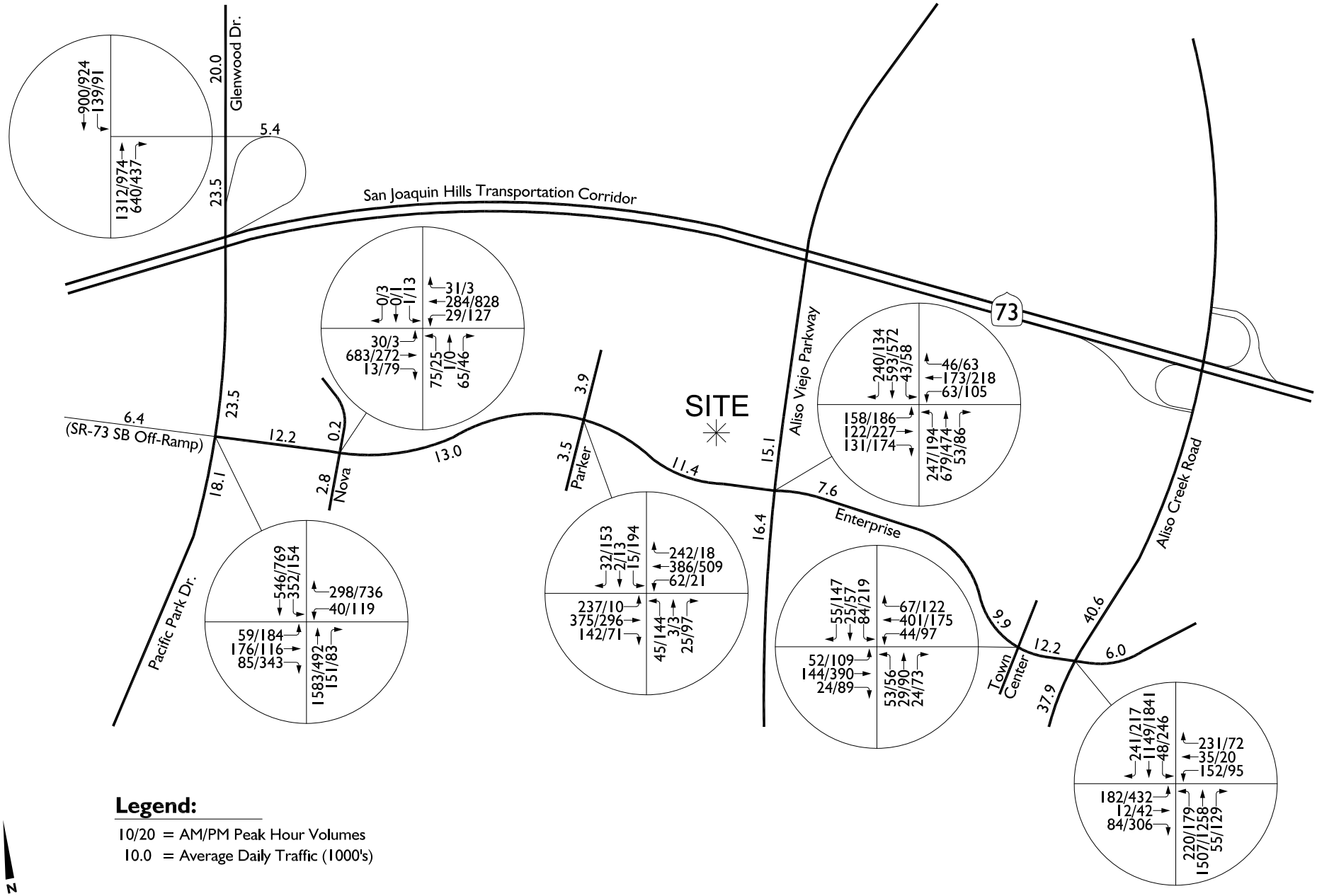
General Plan Buildout (Year 2035)
Without Project Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

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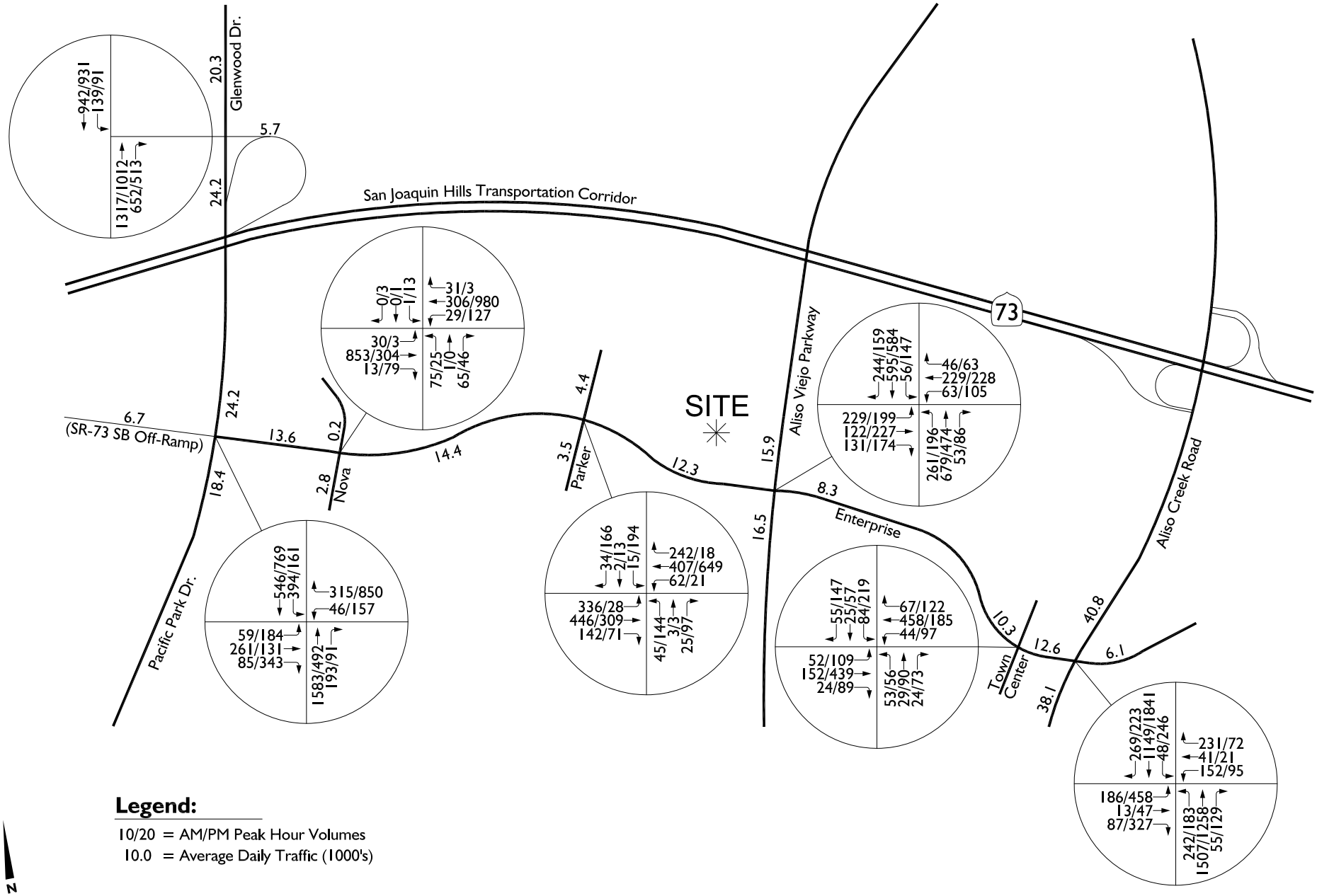
General Plan Buildout (Year 2035)
With Project Traffic Volumes



Legend:

10/20 = AM/PM Peak Hour Volumes
10.0 = Average Daily Traffic (1000's)

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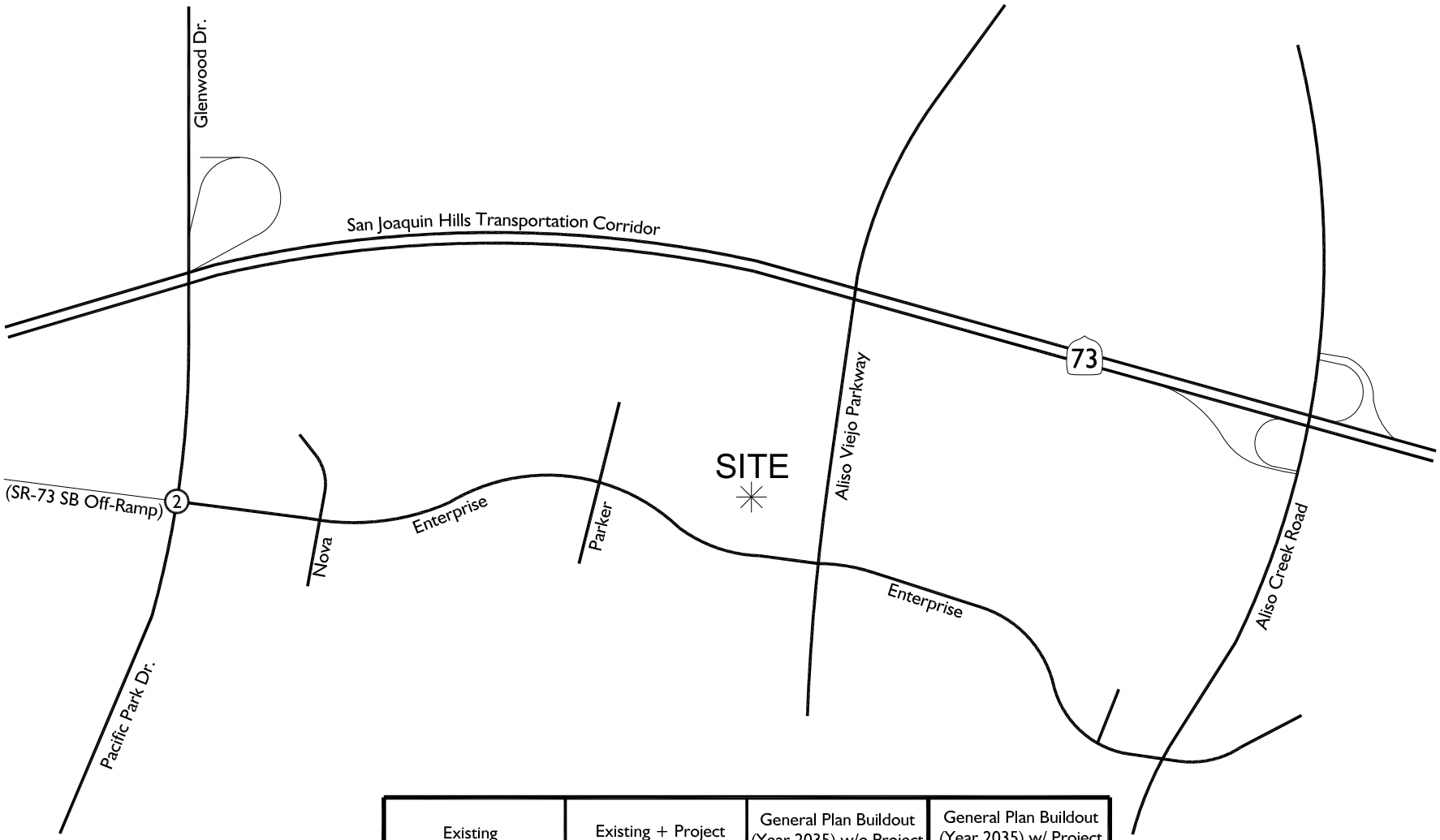
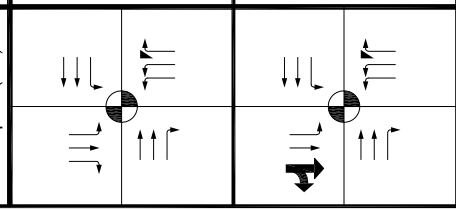
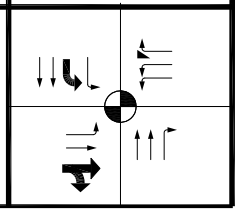
Recommended Intersection Improvements



	Existing	Existing + Project	General Plan Buildout (Year 2035) w/o Project	General Plan Buildout (Year 2035) w/ Project
2 Pacific Park Dr. (NS) at Enterprise (EW)			No Change	

Legend:

- (1) = Study Area Intersection
- = Traffic Signal
- = Recommended Improvement

N

Note:
Only intersections requiring mitigation are shown.

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Exhibit N-2

Circulation Recommendations

RECOMMENDATIONS

1. Construct the on-site circulation system per the detailed site plan.
2. Provide project accesses as shown.
3. Install stop signs, stop bars, and stop legends at project access points.
4. Install "One Way" (Right) signage at the center medians directly adjacent to project access driveways along Enterprise and Pacific Park Drive.
5. Provide adequate parking based on the City's Parking Code (822 parking spaces).
6. Complete any remaining half-section street improvements to Parker Place, Enterprise, and Aliso Viejo Parkway adjacent to the project.
7. Sight distances at the project access points should be reviwed at the time of construction per City of Aliso Viejo standards.
8. The project will pay the total cost of the mitigation improvements needed at the intersection of Pacific Park Drive at Enterprise/SR-73 SB Off-Ramp.
9. The project will pay a fair-share cost to restripe the southbound Pacific Park Drive approach to Enterprise to include a dual left turn lane.
10. As is the case for any roadway design, City of Aliso Viejo should periodically review traffic operations in the vicinity of the site once the project is constructed to assure that the traffic operations are satisfactory.

Legend:

N

= Install stop sign, stop bar, and stop legend

= Install "One Way" (Right) signage.

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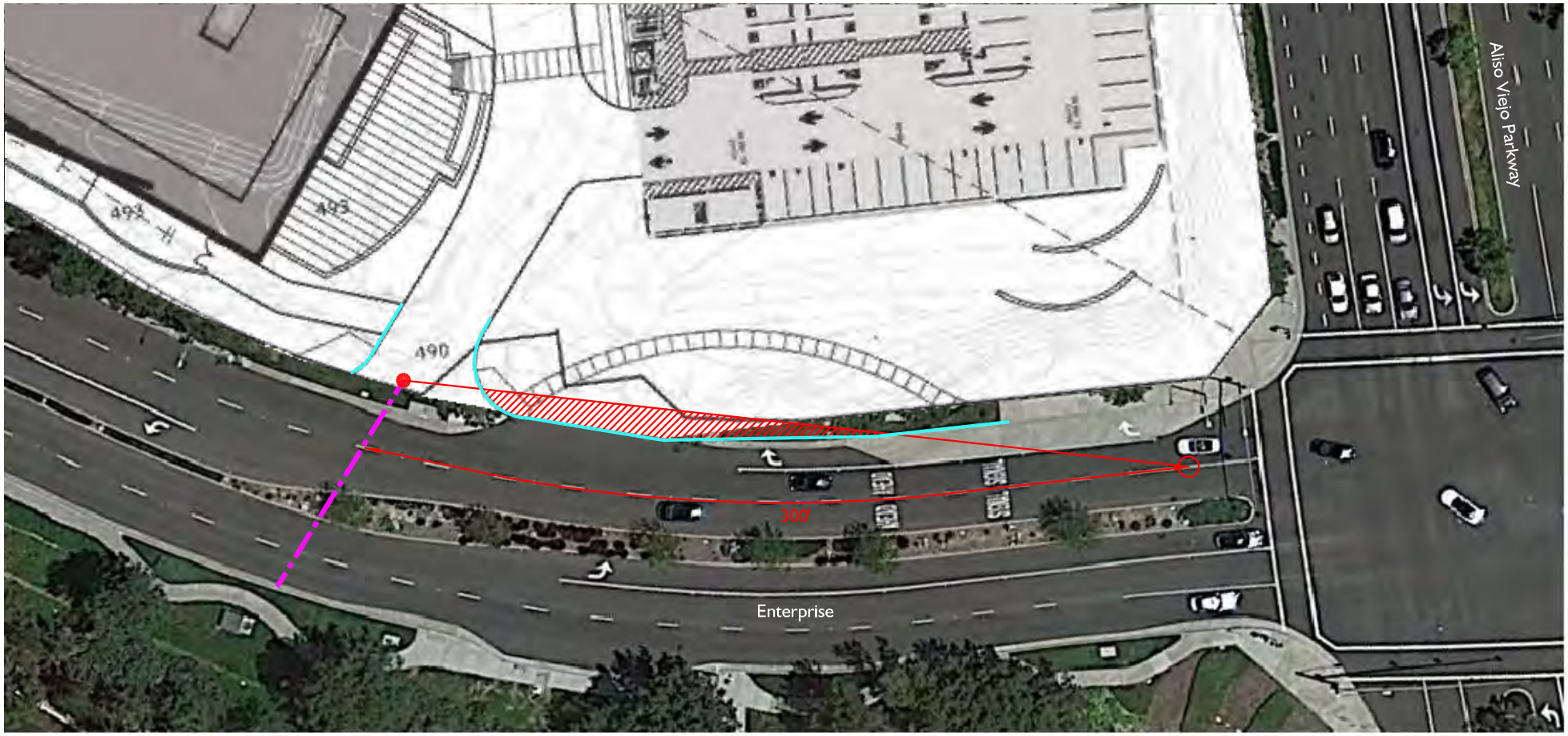
Exhibit O-1

Intersection Sight Distance Analysis
Project Access Driveway at Enterprise



Legend:

- = Road Centerline
- = Proposed Driveway
- = Limited Use Area
- = Driver 1 Location from Driveway A
- = Driver 2 Location from Driveway A

N

Notes

1. A limited use area should be established and maintained to provide a clear line of sight for vehicles negotiating the project access intersections. Trees, bushes, and architectural décor should not block the line of sight requirements at these intersections.
2. Per the Highway Design Manual, dated May 7, 2012 *Section 400-22*, where restrictive conditions exist, the minimum value for corner sight distance at both signalized and unsignalized intersections shall be equal to the stopping sight distance. Stopping sight distance with a speed of 40 MPH equals 300 feet along the roadway centerline.

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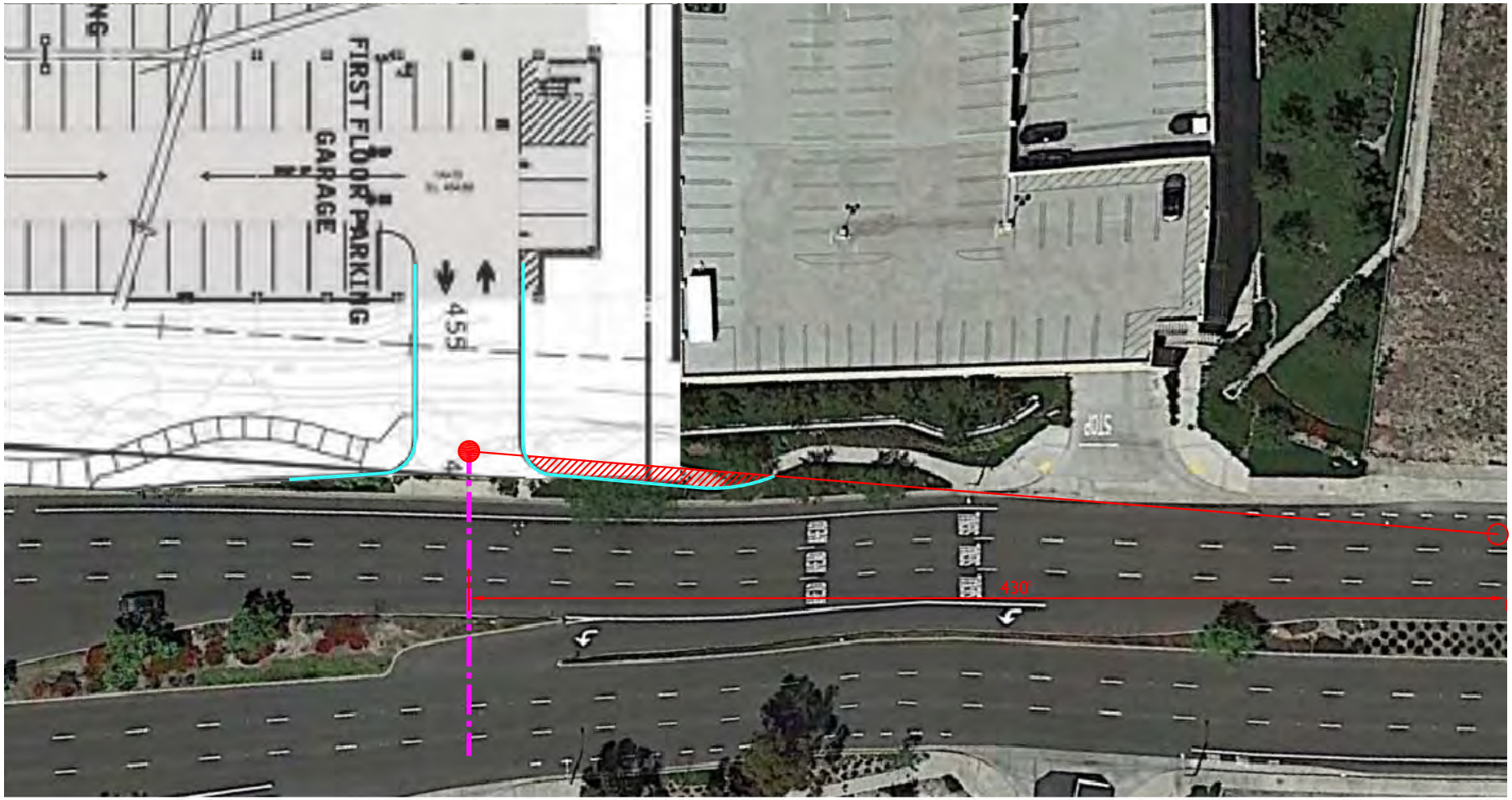
Intersection Sight Distance Analysis
Aliso Viejo Drive at Project Access Driveway



Legend:

- = Road Centerline
- = Proposed Driveway
- = Limited Use Area
- = Driver 1 Location from Driveway A
- = Driver 2 Location from Driveway A

N

Notes

1. A limited use area should be established and maintained to provide a clear line of sight for vehicles negotiating the project access intersections. Trees, bushes, and architectural décor should not block the line of sight requirements at these intersections.
2. Per the Highway Design Manual, dated May 7, 2012 *Section 400-22*, where restrictive conditions exist, the minimum value for corner sight distance at both signalized and unsignalized intersections shall be equal to the stopping sight distance. Stopping sight distance with a speed of 50 MPH equals 430 feet along the roadway centerline.

Tables

TABLE 1

Intersection Analysis for Existing Conditions

		Existing Conditions															
		Intersection Approach Lane(s)[1]												ICU Critical V/C Ratio[2]		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Glenwood Drive (NS)																	
1. SR-73 NB On-Ramp (EW)	TS	0.0	2.0	1>>	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.470	0.355	A	A
Pacific Park Drive (NS)																	
2. Enterprise (EW)	TS	0.0	2.0	1.0	1.0	2.0	0.0	1.0	1.0	1.0	2.0	0.0	1>>	0.754	0.471	C	A
Nova Way (NS)																	
3. Enterprise (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	2.0	1.0	0.321	0.310	A	A
Parker Place (NS)																	
4. Enterprise (EW)	TS	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	0.323	0.339	A	A
Aliso Viejo Parkway (NS)																	
5. Enterprise (EW)	TS	2.0	3.0	1.0	2.0	3.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	0.391	0.402	A	A
Town Center (NS)																	
6. Enterprise (EW)	TS	1.0	1!	1.0	1.5	0.5	1>	1.0	2.0	1.0	1.0	2.0	1.0	0.235	0.314	A	A
Aliso Creek Road (NS)																	
7. Enterprise (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.5	0.5	1.0	1.0	0.5	0.5	0.511	0.652	A	B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

[2] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movement.

[3] TS = Traffic Signal

TABLE 2
Trip Generation Rates[1]

Project	Land Use	ITE CODE	Units[2]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
Summit 7	General Office	710	TSF	1.37	0.19	1.56	0.25	1.24	1.49	11.03

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[2] TSF = Thousand Square Feet

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TABLE 3
Project Trip Generation[1]

Project	Land Use	Quantity	Units[2]	Peak Hour						Daily
				AM			PM			
				In	Out	Total	In	Out	Total	
Summit 7	General Office	205.460	TSF	282	38	320	52	254	306	2,266

[1] Source: Institute of Transportation Engineers (ITE), *Trip Generation, 9th Edition* , 2012

[2] TSF = Thousand Square Feet
AC = Acre

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TABLE 4

Intersection Analysis for Existing Plus Project Conditions

		Existing Conditions															
		Intersection Approach Lane(s)[1]												ICU Critical V/C Ratio[2]		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Glenwood Drive (NS)																	
1. SR-73 NB On-Ramp (EW)	TS	0.0	2.0	1>>	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.472	0.366	A	A
Pacific Park Drive (NS)																	
2. Enterprise (EW)	TS	0.0	2.0	1.0	1.0	2.0	0.0	1.0	1.0	1.0	2.0	0.0	1>>	0.830	0.484	D	A
-With Mitigation Improvements	TS	0.0	2.0	1.0	1.0	2.0	0.0	1.0	**1.5**	**0.5**	2.0	0.0	1>>	0.780	0.484	C	A
Nova Way (NS)																	
3. Enterprise (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	2.0	1.0	0.371	0.354	A	A
Parker Place (NS)																	
4. Enterprise (EW)	TS	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	0.382	0.399	A	A
Aliso Viejo Parkway (NS)																	
5. Enterprise (EW)	TS	2.0	3.0	1.0	2.0	3.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	0.472	0.419	A	A
Town Center (NS)																	
6. Enterprise (EW)	TS	1.0	1!	1.0	1.5	0.5	1>	1.0	2.0	1.0	1.0	2.0	1.0	0.251	0.329	A	A
Aliso Creek Road (NS)																	
7. Enterprise (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.5	0.5	1.0	1.0	0.5	0.5	0.534	0.666	A	B

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

[2] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movement.

[3] TS = Traffic Signal

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TABLE 5

Cumulative Projects Trip Generation[1]

Zone	Project	Land Use	Quantity	Units[2]	Peak Hour AM In	Peak Hour AM Out	Peak Hour AM Total	Peak Hour PM In	Peak Hour PM Out	Peak Hour PM Total	Daily
1	Renaissance Expansion	Hotel	100	RM	31	22	53	31	29	60	817
		Subtotal			**31**	**22**	**53**	**31**	**29**	**60**	**817**
2	Vantis	Apartments	435	DU	44	177	221	175	94	269	2,893
		Hotel	135	RM	42	29	71	41	40	81	1,103
		Subtotal			**86**	**206**	**292**	**216**	**134**	**350**	**3,996**
3	Commons Specific Plan	Shopping Center	10.000	TSF	6	4	10	18	19	37	429
			-50% Internal Capture		*3*	*2*	*5*	*9*	*10*	*19*	*215*
		Subtotal			**3**	**2**	**5**	**9**	**10**	**19**	**215**
4	2C Liberty	Senior Apartments	202	DU	14	27	41	27	23	50	695
		Subtotal			**14**	**27**	**41**	**27**	**23**	**50**	**695**
5	4 Liberty	Apartments	200	DU	20	82	102	80	44	124	1,330
		General Office	350.000	TSF	480	66	546	89	433	522	3,861
		Subtotal			**500**	**148**	**648**	**169**	**477**	**646**	**5,191**
6	Aliso Viejo Ranch Community Facility	Community Center	36.650	TSF	50	26	76	49	51	100	1,240
		City Park	4.980	AC	16	16	32	11	11	22	249
		Subtotal			**66**	**42**	**108**	**60**	**62**	**122**	**1,489**
Total Trip Generation for All Cumulative Projects					**700**	**447**	**1,147**	**512**	**735**	**1,247**	**12,403**

[1] Source: City of Aliso Viejo

[2] TSF = Thousand Square Feet / DU = Dwelling Units / RM = Rooms / AC = Acres

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TABLE 6

Intersection Analysis for General Plan Buildout (Year 2035) Without Project Conditions

		General Plan (Year 2035) Without Project Conditions															
		Intersection Approach Lane(s)[1]												ICU Critical V/C Ratio[2]		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Glenwood Drive (NS)																	
1. SR-73 NB On-Ramp (EW)	TS	0.0	2.0	1>>	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.517	0.390	A	A
Pacific Park Drive (NS)																	
2. Enterprise (EW)	TS	0.0	2.0	1.0	1.0	2.0	0.0	1.0	1.0	1.0	2.0	0.0	1>>	0.838	0.522	D	A
Nova Way (NS)																	
3. Enterprise (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	2.0	1.0	0.355	0.345	A	A
Parker Place (NS)																	
4. Enterprise (EW)	TS	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	0.352	0.376	A	A
Aliso Viejo Parkway (NS)																	
5. Enterprise (EW)	TS	2.0	3.0	1.0	2.0	3.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	0.434	0.457	A	A
Town Center (NS)																	
6. Enterprise (EW)	TS	1.0	1!	1.0	1.5	0.5	1>	1.0	2.0	1.0	1.0	2.0	1.0	0.264	0.356	A	A
Aliso Creek Road (NS)																	
7. Enterprise (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.5	0.5	1.0	1.0	0.5	0.5	0.618	0.752	B	C

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

[2] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movements.

[3] TS = Traffic Signal

j:\rktables\RK10821TB.xls
JN:0826-2014-01

TABLE 7

Intersection Analysis for General Plan Buildout (Year 2035) With Project Conditions

		General Plan (Year 2035) With Project Conditions															
		Intersection Approach Lane(s)[1]												ICU Critical V/C Ratio[2]		Level of Service	
	Traffic	Northbound			Southbound			Eastbound			Westbound						
Intersection	Control[3]	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
Glenwood Drive (NS)																	
1. SR-73 NB On-Ramp (EW)	TS	0.0	2.0	1>>	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.519	0.401	A	A
Pacific Park Drive (NS)																	
2. Enterprise (EW)	TS	0.0	2.0	1.0	1.0	2.0	0.0	1.0	1.0	1.0	2.0	0.0	1>>	0.914	0.537	E	A
-With Mitigation Improvements	TS	0.0	2.0	1.0	**1.5**	**1.5**	0.0	1.0	**1.5**	**0.5**	2.0	0.0	1>>	0.743	0.524	C	A
Nova Way (NS)																	
3. Enterprise (EW)	TS	0.0	1!	0.0	0.5	0.5	1.0	1.0	1.5	0.5	1.0	2.0	1.0	0.405	0.390	A	A
Parker Place (NS)																	
4. Enterprise (EW)	TS	1.0	1.0	1.0	1.0	1.0	1.0	1.0	2.0	1.0	1.0	2.0	1.0	0.410	0.439	A	A
Aliso Viejo Parkway (NS)																	
5. Enterprise (EW)	TS	2.0	3.0	1.0	2.0	3.0	1.0	1.0	1.5	0.5	1.0	1.5	0.5	0.513	0.473	A	A
Town Center (NS)																	
6. Enterprise (EW)	TS	1.0	1!	1.0	1.5	0.5	1>	1.0	2.0	1.0	1.0	2.0	1.0	0.281	0.370	A	A
Aliso Creek Road (NS)																	
7. Enterprise (EW)	TS	1.0	3.0	1.0	1.0	3.0	1.0	1.5	0.5	1.0	1.0	0.5	0.5	0.636	0.767	B	C

---

1 When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. Where "1!" is indicated for the through movement and "0"s are indicated for R/L movements, the R and/or L turns are shared with the through movement.

L = Left; T = Through; R = Right; > = Right Turn Overlap; >> = Free Right Turn; **Bold** = Improvement

2 Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movements.

3 TS = Traffic Signal
CSS = Cross Street Stop

4 Recommended improvements would satisfy City of Aliso Viejo requirements to restore intersection to acceptable Level of Service.

TABLE 8a
Aliso Viejo Parking Requirements[1]

Parking Requirements by Land Use of Proposed Project			
Proposed Land Use	**Amount**	**Aliso Viejo Parking Rate**	**No. of Spaces Required**
General Office	100,939 GFA	1 space per 250 sq/ft GFA	404
Specialized research and development[2]	77,429 GFA	1 space per 400 sq/ft GFA	194
Warehouse	27,092 GFA	1 space per 1,000 sq/ft GFA	27
Total Parking Required Per Code			**624**

Parking Requirements for All General Office Land Use			
Proposed Land Use	**Amount**	**Aliso Viejo Parking Rate**	**No. of Spaces Required**
General Office	205,460 GFA	1 space per 250 sq/ft GFA	822
Total Parking Required Per Code			**822**

[1] City of Aliso Viejo Parking Code Requirements, Section15.38.030/040

[2] Specialized resarch and development includes; research and development = 33,933 SF, Direct Manufacturing/Clean Room = 36,933 SF, and Chemical Lab = 6,563 SF.

Table 8b
Summit 7 Number of Staff Present On Site[1]

Day	AM																																																	
	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30
Monday	150	0	0	0	0	0	0	355	355	355	355	355	355	355	817	817	817	817	817	817	817	817	817	817	817	817	817	817	612	612	612	612	150	150	150	150	150	150	150	150	150	150
Tuesday	150	0	0	0	0	0	0	355	355	355	355	355	355	355	817	817	817	817	817	817	817	817	817	817	817	817	817	817	612	612	612	612	150	150	150	150	150	150	150	150	150	150
Wednesday	150	0	0	0	0	0	0	355	355	355	355	355	355	355	817	817	817	817	817	817	817	817	817	817	817	817	817	817	612	612	612	612	150	150	150	150	150	150	150	150	150	150
Thursday	150	0	0	0	0	0	0	355	355	355	355	355	355	355	817	817	817	817	817	817	817	817	817	817	817	817	817	817	612	612	612	612	150	150	150	150	150	150	150	150	150	150
Friday	150	0	0	0	0	0	0	355	355	355	355	355	355	355	817	817	817	817	817	817	817	817	817	817	817	817	817	817	612	612	612	612	150	150	150	150	150	150	150	150	150	150
Saturday	150	0	0	0	0	0	0	355	355	355	355	355	355	355	355	355	355	355	355	355	355	355	355	355	355	355	355	355	150	150	150	150	150	150	150	150	150	150	150	150	150	150

Summit 7 Employee Shift Parking Summary

Total Required Parking Spaces	No. of Parking Spaces
Total On-Site Parking Spaces Required Per Code [2]	822
Maximum Number of Employees On Site	817
Vanpooling Employees [3]	(-100)
5% Carpooling Employees [4]	(-35)
Total Peak Employee Parking Demand	682
Visitor Spaces (7.9% of Employee Parking) [5]	54
Total Required Spaces Per Staff Schedule	736

[1] Source: MicroVention Staff Schedule.

[2] Parking requirements based on General Office parking rate (1 parking space per 1000 square feet of gross floor area).

[3] A total of 20 vans will transport 120 employees on site. It should be noted the vans will require reserved parking spaces; therefore, only a parking demand adjustment of 100 spaces is applied.

[4] The 5% parking demand adjustment is applied to the total of maximum number of employees on site (817) minus the vanpooling employees (120).

[5] Total percentage of visitor parking is based on the ULI Shared Parking Model for Genral Office Use.

TABLE 9

Summary Intersection Level of Service Comparison

	Existing Conditions Without Project				Existing Conditions With Projects				Change as Result of Project			
	ICU Critical V/C Ratio or Delay (sec.)[1]		Level of Service		ICU Critical V/C Ratio or Delay (sec.)[1]		Level of Service		ICU Critical V/C Ratio or Delay (sec.)[1]		Significant Impact on Level of Service[2]	
Intersection	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Glenwood Drive (NS)												
1. SR-73 NB On-Ramp (EW)	0.470	0.355	A	A	0.472	0.366	A	A	0.002	0.011	NC	NC
Pacific Park Drive (NS)												
2. Enterprise (EW)	0.754	0.471	C	A	0.830	0.484	D	A	0.076	0.013	C to D	NC
-With Mitigation Improvements	N/A	N/A	N/A	N/A	0.780	0.484	C	A	0.026	0.013	NC	NC
Nova Way (NS)												
3. Enterprise (EW)	0.321	0.310	A	A	0.371	0.354	A	A	0.050	0.044	NC	NC
Parker Place (NS)												
4. Enterprise (EW)	0.323	0.339	A	A	0.382	0.399	A	A	0.059	0.060	NC	NC
Aliso Viejo Parkway (NS)												
5. Enterprise (EW)	0.391	0.402	A	A	0.472	0.419	A	A	0.081	0.017	NC	NC
Town Center (NS)												
6. Enterprise (EW)	0.235	0.314	A	A	0.251	0.329	A	A	0.016	0.015	NC	NC
Aliso Creek Road (NS)												
7. Enterprise (EW)	0.511	0.652	A	B	0.534	0.666	A	B	0.023	0.014	NC	NC

	General Plan Buildout (Year 2035) Conditions Without Project				General Plan Buildout (Year 2035) Conditions With Projects				Change as Result of Project			
	ICU Critical V/C Ratio or Delay (sec.)[1]		Level of Service		ICU Critical V/C Ratio or Delay (sec.)[1]		Level of Service		ICU Critical V/C Ratio or Delay (sec.)[1]		Significant Impact on Level of Service[2]	
Intersection	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Glenwood Drive (NS)												
1. SR-73 NB On-Ramp (EW)	0.517	0.390	A	A	0.519	0.401	A	A	0.002	0.011	NC	NC
Pacific Park Drive (NS)												
2. Enterprise (EW)	0.838	0.522	D	A	0.914	0.537	E	A	0.076	0.015	D to E	NC
-With Mitigation Improvements	N/A	N/A	N/A	N/A	0.743	0.524	C	A	-0.095	0.002	D to C	NC
Nova Way (NS)												
3. Enterprise (EW)	0.355	0.345	A	A	0.405	0.390	A	A	0.050	0.045	NC	NC
Parker Place (NS)												
4. Enterprise (EW)	0.352	0.376	A	A	0.410	0.439	A	A	0.058	0.063	NC	NC
Aliso Viejo Parkway (NS)												
5. Enterprise (EW)	0.434	0.457	A	A	0.513	0.473	A	A	0.079	0.016	NC	NC
Town Center (NS)												
6. Enterprise (EW)	0.264	0.356	A	A	0.281	0.370	A	A	0.017	0.014	NC	NC
Aliso Creek Road (NS)												
7. Enterprise (EW)	0.618	0.752	B	C	0.636	0.767	B	C	0.018	0.015	NC	NC

[1] Analysis Software: Traffix, Version 8.0. Per the Intersection Capacity Utilization methodology, overall volume to capacity ratios and levels of service are shown for intersections controlled by traffic signals. Critical delay in seconds is shown per Highway Capacity Manual (HCM 2000) methodology to analyze stop controlled intersections and LOS is determined based on the worst case directional movement.

[2] The acceptable Level of Service (LOS) for intersections within the City of Aliso Viejo is "C" or better. Therefore, any intersections operating at a LOS "D", "E" or "F" will be considered deficient. A project's significant impact to intersections is determined if the project causes an intersection's level of service to degrade from LOS "C" or better to "D", "E" or "F" or if the project causes a change in volume/capacity ratio (V/C) greater than 0.01, if the intersection is operating at LOS "D", "E" or "F". The City does not have established criteria for determining significant impacts at unsignalized intersections.

[3] Recommended improvements would satisfy City of Aliso Viejo requirements to restore intersection to acceptable Level of Service.

TABLE 10
Recommended Intersection Improvements[1]

Intersection	Recommended Improvements for Existing Plus Project Conditions (Direct Project Impact)	Recommended Improvements for Buildout (Year 2035) With Project Conditions (Direct Cumulative Project Impact)[2]
Pacific Park Drive (NS) • Enterprise/SR-73 Off-Ramp (EW)	- Restripe eastbound approach (SR-73 Off-Ramp) right turn lane to be a shared thru/right turn lane.	- Restripe eastbound approach (SR-73 Off-Ramp) right turn lane to be a shared thru/right turn lane. - Restripe southbound approach (Pacific Park Drive) add an additional left turn lane.

[1] Recommended improvements would satisfy City of Aliso Viejo requirements to restore acceptable Level of Service.

[2] The project is not solely responsible for the degradation of Level of Service at the intersection of Pacific Park Drive and Enterprise, and the improvements recommended at this intersection are intended to mitigate the cumulative impacts.

TABLE 11

Project Fair-Share Intersection Contribution[1]

Intersection	Existing Traffic		Year 2035 With Project Traffic		Growth in Traffic		Project Traffic		Project % of Year 2035 With Project Growth in Traffic		Total Cost of Improvement	Maximum Fair Share Amount
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
Pacific Park Drive (NS)												
Indirect Impacts												
2 Enterprise/SR-73 SB Off-Ramp (EW)	2,927	2,647	3,481	3,177	554	530	192	184	34.66%	34.72%	$8,236	$2,860
Direct Impacts												
2 Enterprise/SR-73 SB Off-Ramp (EW)									100%	100%	$7,971	$7,971
Total Fair Share Indirect and Direct											$16,207	$10,831

[1] Project fair-share is based on overall peak hour traffic contributions at the study intersection. The project is not solely responsible for the degradation of Level of Service at the intersection of Pacific Park Drive at Enterprise, and the improvements recommended at this intersection are intended to mitigate the cumulative impacts.

[2] See Appendix I for detailed cost estimate.

Appendices

Appendix A

Existing Traffic Volumes

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-001 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

AM

NS/EW Streets:	Enterprise			Enterprise			Aliso Viejo Pkwy			Aliso Viejo Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	3	0	1	2	0	1	2	0	
7:00 AM	24	93	7	4	77	30	29	12	14	10	12	8	320
7:15 AM	38	109	6	4	170	46	31	20	23	27	27	4	505
7:30 AM	38	143	7	9	151	39	37	29	29	15	19	14	530
7:45 AM	53	162	9	7	124	55	38	31	21	13	44	5	562
8:00 AM	60	127	13	14	119	61	36	20	29	8	44	9	540
8:15 AM	36	133	13	9	119	63	33	31	25	13	50	14	539
8:30 AM	48	90	14	6	88	35	36	32	34	15	39	14	451
8:45 AM	30	72	6	9	84	41	37	26	22	13	34	15	389
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	327	929	75	62	932	370	277	201	197	114	269	83	3836
APPROACH %'s :	24.57%	69.80%	5.63%	4.55%	68.33%	27.13%	41.04%	29.78%	29.19%	24.46%	57.73%	17.81%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	187	565	42	39	513	218	144	111	104	49	157	42	2171
PEAK HR FACTOR :		0.886			0.967			0.945			0.805		0.966

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-001 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

PM

NS/EW Streets:	Enterprise			Enterprise			Aliso Viejo Pkwy			Aliso Viejo Pkwy			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	3	0	2	3	0	1	2	0	1	2	0	
4:00 PM	30	97	11	11	81	22	32	33	24	19	25	9	394
4:15 PM	20	63	14	20	93	31	29	32	21	30	33	8	394
4:30 PM	41	100	18	12	123	21	39	38	32	20	30	14	488
4:45 PM	28	81	18	13	84	35	25	33	25	25	44	9	420
5:00 PM	44	106	24	13	122	29	52	64	33	22	57	14	580
5:15 PM	43	112	14	14	125	39	48	53	33	22	49	17	569
5:30 PM	33	85	20	16	108	19	39	48	26	20	57	13	484
5:45 PM	32	91	12	10	109	35	30	41	27	23	35	13	458
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	271	735	131	109	845	231	294	342	221	181	330	97	3787
APPROACH %'s :	23.83%	64.64%	11.52%	9.20%	71.31%	19.49%	34.31%	39.91%	25.79%	29.77%	54.28%	15.95%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	152	394	70	53	464	122	169	206	119	87	198	57	2091
PEAK HR FACTOR :		0.885			0.897			0.829			0.919		0.901

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-002 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

AM

NS/EW Streets:	Enterprise			Enterprise			Parker Place			Parker Place			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	1	
7:00 AM	13	0	6	1	1	5	36	44	13	6	34	27	186
7:15 AM	8	1	3	1	0	5	55	70	17	3	64	42	269
7:30 AM	10	2	9	2	0	6	46	85	20	11	53	33	277
7:45 AM	5	2	8	0	1	4	54	87	42	9	72	70	354
8:00 AM	11	0	5	7	0	11	63	66	19	17	89	64	352
8:15 AM	7	1	5	3	0	8	61	89	27	18	87	46	352
8:30 AM	14	0	5	4	1	6	37	83	36	12	66	40	304
8:45 AM	7	0	1	4	1	3	49	78	52	20	60	25	300
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	75	6	42	22	4	48	401	602	226	96	525	347	2394
APPROACH %'s :	60.98%	4.88%	34.15%	29.73%	5.41%	64.86%	32.63%	48.98%	18.39%	9.92%	54.24%	35.85%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	37	3	23	14	2	29	215	325	124	56	314	220	1362
PEAK HR FACTOR :		0.829			0.625			0.907			0.868		0.962

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-002 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

PM

NS/EW Streets:	Enterprise			Enterprise			Parker Place			Parker Place			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	1	1	1	1	1	2	1	1	2	1	
4:00 PM	14	0	8	31	1	48	3	47	8	6	65	4	235
4:15 PM	5	0	15	20	1	31	3	47	8	13	65	8	216
4:30 PM	20	1	16	39	1	37	3	53	10	6	81	5	272
4:45 PM	25	1	10	33	0	36	2	37	11	5	94	8	262
5:00 PM	35	0	25	76	6	69	1	53	9	2	121	4	401
5:15 PM	39	1	22	41	3	29	0	67	25	8	124	2	361
5:30 PM	29	0	24	34	0	21	3	52	12	8	98	2	283
5:45 PM	22	2	17	25	3	20	5	58	13	1	95	8	269
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	189	5	137	299	15	291	20	414	96	49	743	41	2299
APPROACH %'s :	57.10%	1.51%	41.39%	49.42%	2.48%	48.10%	3.77%	78.11%	18.11%	5.88%	89.20%	4.92%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	125	3	88	176	12	139	9	230	59	19	438	16	1314
PEAK HR FACTOR :		0.871			0.541			0.810			0.882		0.819

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-003 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

AM

NS/EW Streets:	Enterprise			Enterprise			Nova Way			Nova Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	1	2	0	1	3	1	
7:00 AM	19	0	15	0	0	0	2	75	3	2	37	2	155
7:15 AM	13	1	21	0	0	0	6	123	4	5	50	5	228
7:30 AM	17	0	24	0	0	0	6	127	7	8	43	2	234
7:45 AM	21	1	18	0	0	0	9	169	2	3	47	10	280
8:00 AM	17	0	12	0	0	0	6	128	3	12	59	11	248
8:15 AM	14	0	13	1	0	0	6	163	6	7	55	4	269
8:30 AM	16	0	16	0	0	0	6	140	1	4	55	3	241
8:45 AM	16	0	19	0	1	0	4	155	2	6	43	3	249
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	133	2	138	1	1	0	45	1080	28	47	389	40	1904
APPROACH %'s :	48.72%	0.73%	50.55%	50.00%	50.00%	0.00%	3.90%	93.67%	2.43%	9.87%	81.72%	8.40%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	68	1	59	1	0	0	27	600	12	26	216	28	1038
PEAK HR FACTOR :		0.800			0.250			0.888			0.823		0.927

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-003 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

PM

NS/EW Streets:	Enterprise			Enterprise			Nova Way			Nova Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	1	0	1	1	2	0	1	3	1	
4:00 PM	4	0	5	2	0	2	1	44	11	14	131	1	215
4:15 PM	5	0	10	0	0	0	1	47	13	17	88	0	181
4:30 PM	11	0	7	4	0	0	0	51	15	18	152	1	259
4:45 PM	7	0	5	3	0	1	2	32	10	24	142	0	226
5:00 PM	2	0	11	3	1	1	1	41	18	27	233	1	339
5:15 PM	8	0	10	4	0	0	0	56	23	44	214	0	359
5:30 PM	8	0	6	2	0	1	0	53	15	14	160	0	259
5:45 PM	5	0	15	3	0	1	2	53	16	30	116	2	243
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	50	0	69	21	1	6	7	377	121	188	1236	5	2081
APPROACH %'s :	42.02%	0.00%	57.98%	75.00%	3.57%	21.43%	1.39%	74.65%	23.96%	13.16%	86.49%	0.35%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	23	0	42	12	1	3	3	203	72	115	723	3	1200
PEAK HR FACTOR :		0.813			0.800			0.880			0.806		0.836

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-004 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

AM

NS/EW Streets:	Enterprise			Enterprise			Pacific Park Dr			Pacific Park Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	1	1	2	0	1	
7:00 AM	0	308	20	42	53	0	9	15	10	8	0	49	514
7:15 AM	0	332	34	68	173	0	9	33	11	12	0	48	720
7:30 AM	0	401	42	76	138	0	10	24	16	7	0	54	768
7:45 AM	0	395	34	98	84	0	19	47	23	11	0	56	767
8:00 AM	0	311	27	66	101	0	16	47	27	6	0	71	672
8:15 AM	0	280	34	85	99	0	21	53	18	16	0	52	658
8:30 AM	0	364	43	65	63	0	18	39	8	14	0	57	671
8:45 AM	0	245	36	71	61	0	18	51	12	13	0	47	554
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2636	270	571	772	0	120	309	125	87	0	434	5324
APPROACH %'s :	0.00%	90.71%	9.29%	42.52%	57.48%	0.00%	21.66%	55.78%	22.56%	16.70%	0.00%	83.30%	

PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	1439	137	308	496	0	54	151	77	36	0	229	2927
PEAK HR FACTOR :		0.889			0.834			0.783			0.860		0.953

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-004 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

PM

NS/EW Streets:	Enterprise			Enterprise			Pacific Park Dr			Pacific Park Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	1	1	1	2	0	1	
4:00 PM	0	123	17	23	138	0	17	16	31	22	0	113	500
4:15 PM	0	110	16	25	135	0	31	20	49	18	0	78	482
4:30 PM	0	117	18	30	147	0	20	18	44	8	0	150	552
4:45 PM	0	108	12	19	197	0	29	15	59	24	0	134	597
5:00 PM	0	117	20	25	196	0	35	15	71	20	0	208	707
5:15 PM	0	119	18	38	150	0	36	26	79	26	0	199	691
5:30 PM	0	90	17	33	175	0	45	20	85	42	0	124	631
5:45 PM	0	121	20	26	178	0	51	17	77	20	0	108	618
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	905	138	219	1316	0	264	147	495	180	0	1114	4778
APPROACH %'s :	0.00%	86.77%	13.23%	14.27%	85.73%	0.00%	29.14%	16.23%	54.64%	13.91%	0.00%	86.09%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	447	75	122	699	0	167	78	312	108	0	639	2647
PEAK HR FACTOR :		0.926			0.929			0.928			0.819		0.936

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-005 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

AM

NS/EW Streets:	SR-73 NB On Ramps			SR-73 NB On Ramps			Glenwood Dr			Glenwood Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	0	0	0	0	0	0	
7:00 AM	0	278	92	15	90	0	0	0	0	0	0	0	475
7:15 AM	0	262	124	36	255	0	0	0	0	0	0	0	677
7:30 AM	0	326	149	34	201	0	0	0	0	0	0	0	710
7:45 AM	0	328	133	31	185	0	0	0	0	0	0	0	677
8:00 AM	0	261	149	24	165	0	0	0	0	0	0	0	599
8:15 AM	0	234	114	36	189	0	0	0	0	0	0	0	573
8:30 AM	0	283	160	34	126	0	0	0	0	0	0	0	603
8:45 AM	0	193	111	56	134	0	0	0	0	0	0	0	494
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2165	1032	266	1345	0	0	0	0	0	0	0	4808
APPROACH %'s :	0.00%	67.72%	32.28%	16.51%	83.49%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	1177	555	125	806	0	0	0	0	0	0	0	2663
PEAK HR FACTOR :		0.912			0.800			0.000			0.000		0.938

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1326-005 **Day:** Wednesday

City: Aliso Viejo **Date:** 12/10/2014

PM

NS/EW Streets:	SR-73 NB On Ramps			SR-73 NB On Ramps			Glenwood Dr			Glenwood Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	1	1	2	0	0	0	0	0	0	0	
4:00 PM	0	198	62	11	164	0	0	0	0	0	0	0	435
4:15 PM	0	163	58	16	157	0	0	0	0	0	0	0	394
4:30 PM	0	213	72	14	178	0	0	0	0	0	0	0	477
4:45 PM	0	203	76	15	209	0	0	0	0	0	0	0	503
5:00 PM	0	241	114	25	221	0	0	0	0	0	0	0	601
5:15 PM	0	234	120	20	194	0	0	0	0	0	0	0	568
5:30 PM	0	194	71	23	198	0	0	0	0	0	0	0	486
5:45 PM	0	214	61	14	204	0	0	0	0	0	0	0	493
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1660	634	138	1525	0	0	0	0	0	0	0	3957
APPROACH %'s :	0.00%	72.36%	27.64%	8.30%	91.70%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	872	381	83	822	0	0	0	0	0	0	0	2158
PEAK HR FACTOR :		0.882			0.920			0.000			0.000		0.898

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1148-001 **Day:** Tuesday

City: Aliso Viejo **Date:** 6/10/2014

AM

NS/EW Streets:	Town Center			Town Center			Enterprise			Enterprise			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	.3	1.3	1.5	.5	1	1	2	1	1	2	1	
7:00 AM	7	2	1	10	3	3	4	15	4	2	44	8	103
7:15 AM	4	5	4	7	3	4	2	23	4	11	59	7	133
7:30 AM	14	2	3	5	4	7	13	25	2	9	63	5	152
7:45 AM	11	10	2	11	4	11	10	20	2	9	92	12	194
8:00 AM	6	6	8	11	3	8	10	18	3	13	89	10	185
8:15 AM	14	5	3	27	7	14	12	13	5	6	86	16	208
8:30 AM	17	6	7	17	5	11	14	11	8	10	80	19	205
8:45 AM	11	9	4	21	8	17	11	19	6	11	76	16	209
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	45	32	109	37	75	76	144	34	71	589	93	1389
APPROACH %'s :	52.17%	27.95%	19.88%	49.32%	16.74%	33.94%	29.92%	56.69%	13.39%	9.43%	78.22%	12.35%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	48	26	22	76	23	50	47	61	22	40	331	61	807
PEAK HR FACTOR :		0.800			0.776			0.903			0.964		0.965

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1148-001 **Day:** Tuesday

City: Aliso Viejo **Date:** 6/10/2014

PM

NS/EW Streets:	Town Center			Town Center			Enterprise			Enterprise			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	.3	1.3	1.5	.5	1	1	2	1	1	2	1	
4:00 PM	5	27	10	58	9	31	20	43	15	23	19	24	284
4:15 PM	3	14	3	59	9	25	16	31	8	21	23	34	246
4:30 PM	9	15	8	47	18	25	26	46	5	18	21	22	260
4:45 PM	14	19	7	48	20	21	19	56	13	25	14	26	282
5:00 PM	16	18	22	57	16	36	24	93	18	23	19	19	361
5:15 PM	10	20	19	48	13	25	32	75	21	23	21	23	330
5:30 PM	13	20	9	51	11	28	23	72	18	28	18	32	323
5:45 PM	12	24	16	43	12	45	20	65	24	14	26	37	338
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	82	157	94	411	108	236	180	481	122	175	161	217	2424
APPROACH %'s :	24.62%	47.15%	28.23%	54.44%	14.30%	31.26%	22.99%	61.43%	15.58%	31.65%	29.11%	39.24%	

PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	51	82	66	199	52	134	99	305	81	88	84	111	1352
PEAK HR FACTOR :		0.888			0.883			0.898			0.907		0.936

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1148-003 **Day:** Tuesday

City: Aliso Viejo **Date:** 6/10/2014

AM

NS/EW Streets:	Aliso Creek Rd			Aliso Creek Rd			Enterprise			Enterprise			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	1.5	.5	1	1	1	0	
7:00 AM	24	213	4	6	104	22	17	1	12	21	7	55	486
7:15 AM	30	201	8	5	176	45	27	5	6	39	9	52	603
7:30 AM	33	328	8	10	287	34	28	3	12	52	6	78	879
7:45 AM	53	348	24	8	212	64	34	3	13	39	4	42	844
8:00 AM	56	353	11	18	209	42	26	1	11	21	11	44	803
8:15 AM	47	275	7	8	181	55	28	4	19	26	11	46	707
8:30 AM	46	290	11	12	236	50	34	7	14	25	10	45	780
8:45 AM	46	196	7	15	195	53	31	7	13	16	9	34	622
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	335	2204	80	82	1600	365	225	31	100	239	67	396	5724
APPROACH %'s :	12.79%	84.15%	3.05%	4.01%	78.16%	17.83%	63.20%	8.71%	28.09%	34.05%	9.54%	56.41%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	189	1304	50	44	889	195	116	11	55	138	32	210	3233
PEAK HR FACTOR :		0.908			0.852			0.892			0.699		0.920

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-1148-003 **Day:** Tuesday

City: Aliso Viejo **Date:** 6/10/2014

PM

NS/EW Streets:	Aliso Creek Rd			Aliso Creek Rd			Enterprise			Enterprise			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	3	0	1	3	1	1.5	.5	1	1	1	0	
4:00 PM	25	249	34	38	273	36	68	4	49	17	2	12	807
4:15 PM	46	202	17	46	293	36	62	9	38	18	2	11	780
4:30 PM	25	193	24	53	317	28	67	8	47	15	5	14	796
4:45 PM	35	209	15	35	292	33	60	7	54	14	6	14	774
5:00 PM	31	249	25	56	375	30	91	10	76	19	2	18	982
5:15 PM	25	250	26	50	405	44	98	9	73	19	7	15	1021
5:30 PM	36	244	34	61	409	35	81	9	61	30	5	16	1021
5:45 PM	48	241	32	57	410	36	89	10	54	18	4	16	1015
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	271	1837	207	396	2774	278	616	66	452	150	33	116	7196
APPROACH %'s :	11.71%	79.35%	8.94%	11.48%	80.45%	8.06%	54.32%	5.82%	39.86%	50.17%	11.04%	38.80%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	140	984	117	224	1599	145	359	38	264	86	18	65	4039
PEAK HR FACTOR :		0.967			0.974			0.918			0.828		0.989

CONTROL : Signalized

Appendix B

Existing Conditions
Intersection Analysis Worksheets

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1177	555	126	806	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1177	555	126	806	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1177	472	126	806	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1177	472	126	806	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1177	472	126	806	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.28	0.07	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

EX (PM) Wed Dec 17, 2014 14:32:12 Page 2-1

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0 0	0 0	0 0	0
Volume Module:												
Base Vol:	0	872	381	83	822	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	872	381	83	822	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	872	381	83	822	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	872	381	83	822	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	872	381	83	822	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.22	0.05	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

EX (AM) Wed Dec 17, 2014 14:32:04 Page 3-1

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1439	137	308	496	0	54	151	77	36	0	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1439	137	308	496	0	54	151	77	36	0	229
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1439	116	308	496	0	54	151	65	36	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1439	116	308	496	0	54	151	65	36	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1439	116	308	496	0	54	151	65	36	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.07	0.18	0.15	0.00	0.03	0.09	0.04	0.01	0.00	0.00
Crit Moves:		****		****				****		****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.471
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	447	75	122	699	0	167	78	312	108	0	639
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	75	122	699	0	167	78	312	108	0	639
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	447	75	122	699	0	167	78	312	108	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	75	122	699	0	167	78	312	108	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	447	75	122	699	0	167	78	312	108	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.04	0.07	0.21	0.00	0.10	0.05	0.18	0.03	0.00	0.00
Crit Moves:					****				****	****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.321
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	1	59	1	0	0	27	600	12	26	216	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1	59	1	0	0	27	600	12	26	216	28
User Adj:	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1	59	1	0	0	27	600	12	26	216	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1	59	1	0	0	27	600	12	26	216	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1	59	1	0	0	27	600	12	26	216	24
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.01	0.46	1.00	1.00	0.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	903	13	784	1700	1700	0	1700	3333	67	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.00	0.00	0.00	0.02	0.18	0.18	0.02	0.06	0.01
Crit Moves:		****		****				****		****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0	1 0	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	23	0	42	12	1	3	3	203	72	115	723	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	42	12	1	3	3	203	72	115	723	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	42	12	1	3	3	203	72	115	723	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	42	12	1	3	3	203	72	115	723	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	42	12	1	3	3	203	72	115	723	3
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.00	0.65	1.00	0.25	0.75	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	602	0	1098	1700	425	1275	1700	2510	890	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.01	0.00	0.00	0.00	0.08	0.08	0.07	0.21	0.00
Crit Moves:			****	****			****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

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Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.323
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	37	3	23	14	2	29	215	325	124	56	314	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	3	23	14	2	29	215	325	124	56	314	220
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	3	20	14	2	25	215	325	105	56	314	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3	20	14	2	25	215	325	105	56	314	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	3	20	14	2	25	215	325	105	56	314	187
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.01	0.00	0.01	0.13	0.10	0.06	0.03	0.09	0.11
Crit Moves:	****					****	****					****

****

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SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.339
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	125	3	88	176	12	139	9	230	59	19	438	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	3	88	176	12	139	9	230	59	19	438	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	3	88	176	12	139	9	230	59	19	438	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	3	88	176	12	139	9	230	59	19	438	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	3	88	176	12	139	9	230	59	19	438	16
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.10	0.01	0.08	0.01	0.07	0.03	0.01	0.13	0.01
Crit Moves:			****	****			****				****	

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SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.391
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	187	565	42	39	513	218	144	111	104	49	157	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	565	42	39	513	218	144	111	104	49	157	42
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	565	36	39	513	185	144	111	104	49	157	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	565	36	39	513	185	144	111	104	49	157	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	187	565	36	39	513	185	144	111	104	49	157	42
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.03	0.97	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1755	1645	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.02	0.01	0.10	0.11	0.08	0.06	0.06	0.03	0.09	0.02
Crit Moves:	****					****	****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	152	394	70	53	464	122	169	206	119	87	198	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	394	70	53	464	122	169	206	119	87	198	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	394	70	53	464	122	169	206	119	87	198	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	394	70	53	464	122	169	206	119	87	198	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	394	70	53	464	122	169	206	119	87	198	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.27	0.73	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	2155	1245	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.04	0.02	0.09	0.07	0.10	0.10	0.10	0.05	0.12	0.03
Crit Moves:	****				****		****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.235
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	48	26	22	76	23	50	47	61	22	40	331	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	26	22	76	23	50	47	61	22	40	331	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	26	22	76	23	50	47	61	22	40	331	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	26	22	76	23	50	47	61	22	40	331	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	26	22	76	23	50	47	61	22	40	331	61
OvlAdjVol:						3						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.50	0.50	1.00	1.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2550	850	1700	2610	790	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.03	0.03	0.03	0.03	0.02	0.01	0.02	0.10	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****			****			****			****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

****

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.314
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	51	82	66	199	52	134	99	305	81	88	84	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	82	66	199	52	134	99	305	81	88	84	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	82	66	199	52	134	99	305	81	88	84	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	82	66	199	52	134	99	305	81	88	84	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	82	66	199	52	134	99	305	81	88	84	111
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	2696	704	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.04	0.07	0.07	0.08	0.06	0.09	0.05	0.05	0.02	0.07
OvlAdjV/S:						0.02						
Crit Moves:	****			****			****			****		

****

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	189	1304	50	44	889	195	116	11	55	138	32	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1304	50	44	889	195	116	11	55	138	32	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1304	50	44	889	195	116	11	55	138	32	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1304	50	44	889	195	116	11	55	138	32	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1304	50	44	889	195	116	11	55	138	32	210
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.83	0.17	1.00	1.00	0.13	0.87
Final Sat.:	1700	5100	1700	1700	5100	1700	3106	294	1700	1700	225	1475
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.03	0.03	0.17	0.11	0.04	0.04	0.03	0.08	0.14	0.14
Crit Moves:		****		****			****					****

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	140	984	117	224	1599	145	359	38	264	86	18	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	984	117	224	1599	145	359	38	264	86	18	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	984	117	224	1599	145	359	38	264	86	18	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	984	117	224	1599	145	359	38	264	86	18	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	984	117	224	1599	145	359	38	264	86	18	65
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.81	0.19	1.00	1.00	0.22	0.78
Final Sat.:	1700	5100	1700	1700	5100	1700	3075	325	1700	1700	369	1331
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.07	0.13	0.31	0.09	0.12	0.12	0.16	0.05	0.05	0.05
Crit Moves:	****				****				****	****		

Appendix C

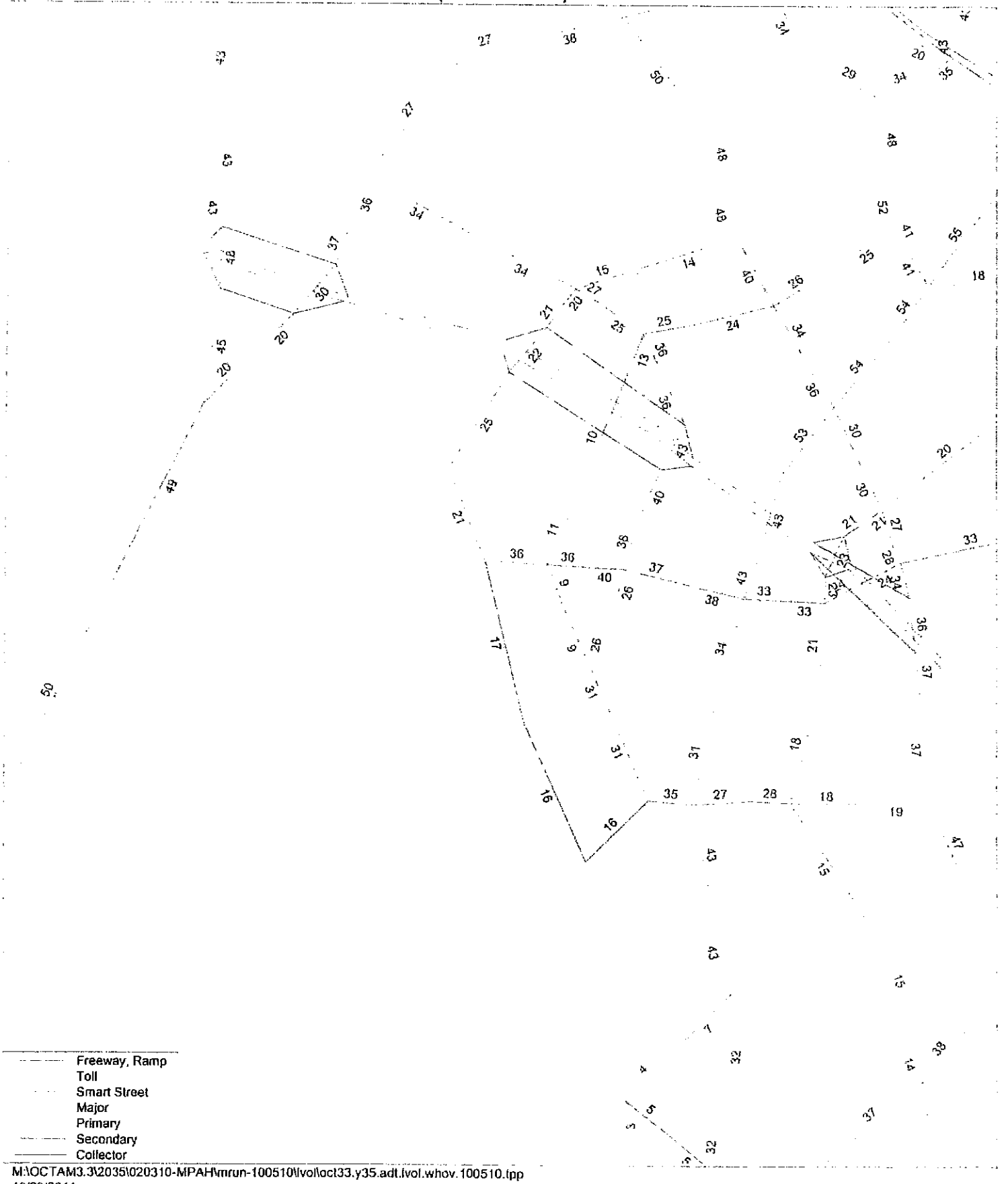
General Plan Buildout (Year 2035)
Forecasting Data

Appendix C
Aliso Viejo Roadway Segments
24-Hour ADT (Average Daily Traffic) Growth: Existing to 2035 (OCTAM 3.3)

Roadway Segment	Aliso Viejo Model (ADT)					OCTAM 3.3 2035 (ADT)[1]	ADT Difference
	2011	Plus 10% Growth	Cumulatives	Projects	2035		
Aliso Creek Road							
1. El Toro Road to Pacific Park Drive	32,766	36,043	1,102	92	37,237	34,000	3,237
2. Pacific Park Drive to Aliso Viejo Parkway	19,833	21,816	800	92	22,708	25,000	(2,292)
3. Aliso Viejo Parkway to SR-73 NB Ramps	28,218	31,040	594	92	31,726	36,000	(4,274)
4. SR-73 SB Ramps to Enterprise	35,615	39,177	1,732	684	41,593	43,000	(1,408)
5. Enterprise to Pacific Park Drive	39,034	42,937	1,614	995	45,546	38,000	7,546
6. Pacific Park Drive to Journey	23,344	25,678	613	1,626	27,917	26,000	1,917
7. Aliso Viejo Parkway to Liberty	28,334	31,167	1,031	-	32,198	31,000	1,198
8. Wood Canyon Drive to Alicia Parkway	33,412	36,753	724	343	37,820	35,000	2,820
Aliso Viejo Parkway							
9. Moulton Parkway to Aliso Creek Road	24,452	26,897	2,426	172	29,495	24,000	5,495
10. SR-73 to Enterprise	15,288	16,817	2,991	172	19,980	13,000	6,980
11. Enterprise to Grand	12,806	14,087	898	172	15,157	10,000	5,157
12. Grand to Pacific Park Drive	10,351	11,386	573	172	12,131	11,000	1,131
13. Pacific Park Drive to Liberty	8,881	9,769	597	1,463	11,829	9,000	2,829
14. Liberty to Aliso Creek Road	6,877	7,565	377	1,626	9,568	9,000	568
Glenwood Drive							
15. Moulton Parkway to Golf Drive	12,210	13,431	384	382	14,197	14,000	197
16. Golf Drive to Aliso Creek Road	11,660	12,826	384	382	13,592	15,000	(1,408)
Pacific Park Drive							
17. Aliso Creek Road to SR-73 NB Ramp	17,897	19,687	384	382	20,453	20,000	453
18. SR-73 SB Ramps to Peppertree / Chase	18,099	19,909	680	763	21,352	25,000	(3,648)
19. Peppertree/ Chase to Wood Canyon Drive	14,502	15,952	603	763	17,318	21,000	(3,682)
20. Wood Canyon Drive to Aliso Viejo Parkway	21,793	23,972	742	763	25,477	36,000	(10,523)
21. Aliso Viejo Parkway to Journey	20,302	22,332	392	527	23,251	36,000	(12,749)
22. Journey to Aliso Creek Road	22,150	24,365	631	267	25,263	40,000	(14,737)
23. Aliso Creek Road to Alicia Parkway	37,678	41,446	1,284	553	43,283	37,000	6,283
Wood Canyon Drive							
24. South of Pacific Park Drive	16,784	18,462	282	-	18,744	17,000	1,744
25. South of Aliso Creek Road	10,726	11,799	42	-	11,841	16,000	(4,159)
Totals	523,012	575,313	21,880	12,483	609,676	621,000	(11,324)

[1] OCTAM 3.3 - Year 2035

OCTAM3.3 Forecast Year 2035 MPAH Daily Volumes
(in thousands)



Freeway, Ramp
Toll
Smart Street
Major
Primary
Secondary
Collector

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10/20/2011
Viper Software by The Urban Analysis Group

Licensed to Orange County Transportation Authority

ORANGE COUNTY PROJECTIONS 2010
RSA D-40

	2008	2010	2035	Delta 2008-2035	Delta 2010-2035	% Delta 2008-2035	% Delta 2010-2035
POPULATION	315,428	320,026	338,322	22,894	18,296	7.26%	5.72%
Housing	129,662	130,347	135,063	5,401	4,716	4.17%	3.62%
Employment	129,526	120,208	135,409	5,883	15,201	4.54%	12.65%
Total	574,616	570,581	608,794	34,178	38,213	5.95%	6.70%

ATTACHMENT A

CDR
Center for Demographic Research

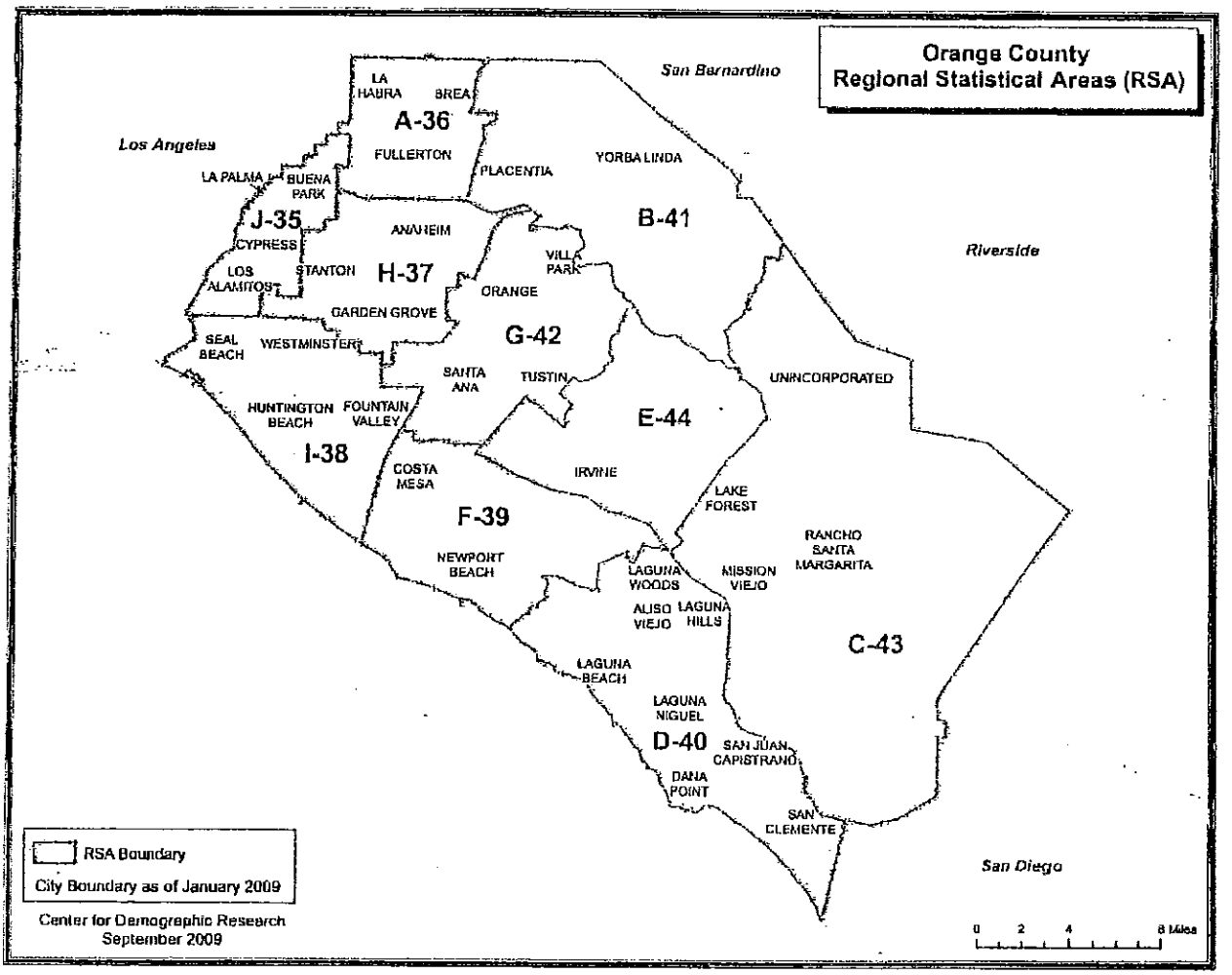
Final Orange County Projections 2010 (Approved 1/27/2011)

POPULATION	July 2008	July 2010	July 2015	July 2020	July 2025	July 2030	July 2035
RSA A-36	227,910	230,881	238,859	245,067	258,888	263,844	264,617
RSA B-41	210,902	213,847	225,883	233,536	249,765	254,564	262,179
RSA C-43	293,665	297,124	317,838	338,812	350,831	359,859	362,851
RSA D-40	315,428	320,026	331,900	339,177	339,418	341,629	339,322
RSA E-44	164,627	176,320	193,765	216,435	241,789	244,470	244,875
RSA F-39	262,998	269,241	278,223	291,996	296,453	302,917	306,226
RSA G-42	587,229	596,598	612,000	621,116	622,465	634,976	636,929
RSA H-37	497,228	506,679	531,319	547,088	552,641	563,004	563,846
RSA I-38	377,331	382,444	393,475	400,682	404,519	408,587	405,919
RSA J-35	185,740	188,664	193,262	196,565	196,881	197,657	196,199
Population Total	3,123,058	3,181,814	3,315,624	3,430,472	3,512,940	3,571,507	3,581,963

HOUSING	July 2008	July 2010	July 2015	July 2020	July 2025	July 2030	July 2035
RSA A-36	77,084	77,345	78,413	79,694	84,570	86,559	87,754
RSA B-41	68,836	69,302	71,667	74,116	79,549	80,976	84,581
RSA C-43	100,524	100,701	105,134	110,294	115,210	118,487	120,629
RSA D-40	129,662	130,347	132,605	134,079	134,388	134,653	135,063
RSA E-44	63,068	66,953	72,803	81,554	91,465	92,060	93,381
RSA F-39	106,600	109,840	111,652	115,836	118,198	120,675	123,861
RSA G-42	151,036	152,743	153,474	153,749	156,256	161,586	166,667
RSA H-37	137,985	139,705	143,865	149,095	151,223	153,745	156,086
RSA I-38	138,960	139,395	140,640	141,385	143,822	144,663	145,534
RSA J-35	59,360	59,628	59,888	60,458	60,942	61,136	61,378
Housing Total	1,035,005	1,045,959	1,070,141	1,100,260	1,135,593	1,154,539	1,174,912

EMPLOYMENT	July 2008	July 2010	July 2015	July 2020	July 2025	July 2030	July 2035
RSA A-36	123,210	115,744	118,308	120,741	129,511	145,166	148,994
RSA B-41	110,036	108,320	111,581	116,610	122,148	125,628	125,708
RSA C-43	109,100	102,623	106,080	114,211	117,848	120,559	130,112
RSA D-40	129,525	120,208	126,523	133,095	134,086	134,958	136,400
RSA E-44	173,725	171,179	184,677	205,386	227,251	240,739	252,859
RSA F-39	250,214	219,073	223,797	231,640	238,742	244,125	248,798
RSA G-42	301,772	284,297	291,603	301,466	307,187	311,587	317,357
RSA H-37	179,550	168,029	174,583	181,327	187,906	194,352	198,269
RSA I-38	149,861	138,982	144,552	150,149	150,613	150,925	151,086
RSA J-35	88,937	82,470	86,015	88,811	90,248	90,625	90,885
Employment Total	1,624,061	1,510,928	1,567,497	1,646,437	1,705,540	1,758,664	1,799,477

Center for Demographic Research
California State University, Fullerton



ATTACHMENT B

ALISO VIEJO

12 JOURNEY, SUITE 100
ALISO VIEJO, CA 92656

INCORPORATED: 2001
AREA: 6.9 square miles
TELEPHONE: (949) 425-2500
WEBSITE: www.cityofalisoviejo.com

Mayor:	Donald A. Garcia	City Manager:	(949) 425-2500
Mayor Pro Tem:	William Philips	Community Development:	425-2525
Council Members:	Phillip Tsunoda	City Council:	425-2510
	Greg Ficke	Parks & Recreation:	425-2550
	Carmen Cave	OC Fire Authority:	(714) 744-0400
		Sheriff Department:	647-7000

Population Characteristics

Population

1960:	*
1970:	*
1980:	*
1990:	*
2000:	40,166 (*1)
2010:	47,823 (*1)
2001:	*
2002:	42,705 (*2)
2003:	44,162 (*2)
2004:	45,197 (*2)
2005:	45,302 (*2)
2006:	45,382 (*2)
2007:	45,604 (*2)
2008:	46,131 (*2)
2009:	46,751 (*2)
2010:	47,814 (*3)
2011:	48,320 (*3)

2010 Racial and Ethnic Population (*1)

	Number	%
White	29,538	61.8%
Hispanic	8,164	17.1%
Asian & Pacific Islander	6,902	14.4%
Black	892	1.9%
All Other Races	2,327	4.9%
Total Population:	47,823	100%

Current Projections Series (*4) Population (OCP-2010 Modified)

2015	50,910
2020	51,467
2025	51,407
2030	51,648
2035	51,016

Vital Statistics (*5)

	2007	2008	2009
Total Births	#	771	765
Birth Rate	#	16.7	16.4
Total Deaths	135	109	122
Death Rate	3.0	2.4	2.6

2010 Population by Age (*1)

	Total	%
0-4	3,689	7.7%
5-9	3,511	7.3%
10-14	3,302	6.9%
15-19	3,008	6.3%
20-24	2,624	5.5%
25-34	7,674	16.1%
35-44	9,464	19.8%
45-54	5,832	16.8%
55-59	2,334	4.9%
60-64	1,614	3.4%
65-74	976	3.2%
75-84	676	1.4%
85+	315	0.7%
Total:	47,823	100.0%
Median Age:	35.1	
Percent of County:		1.4%

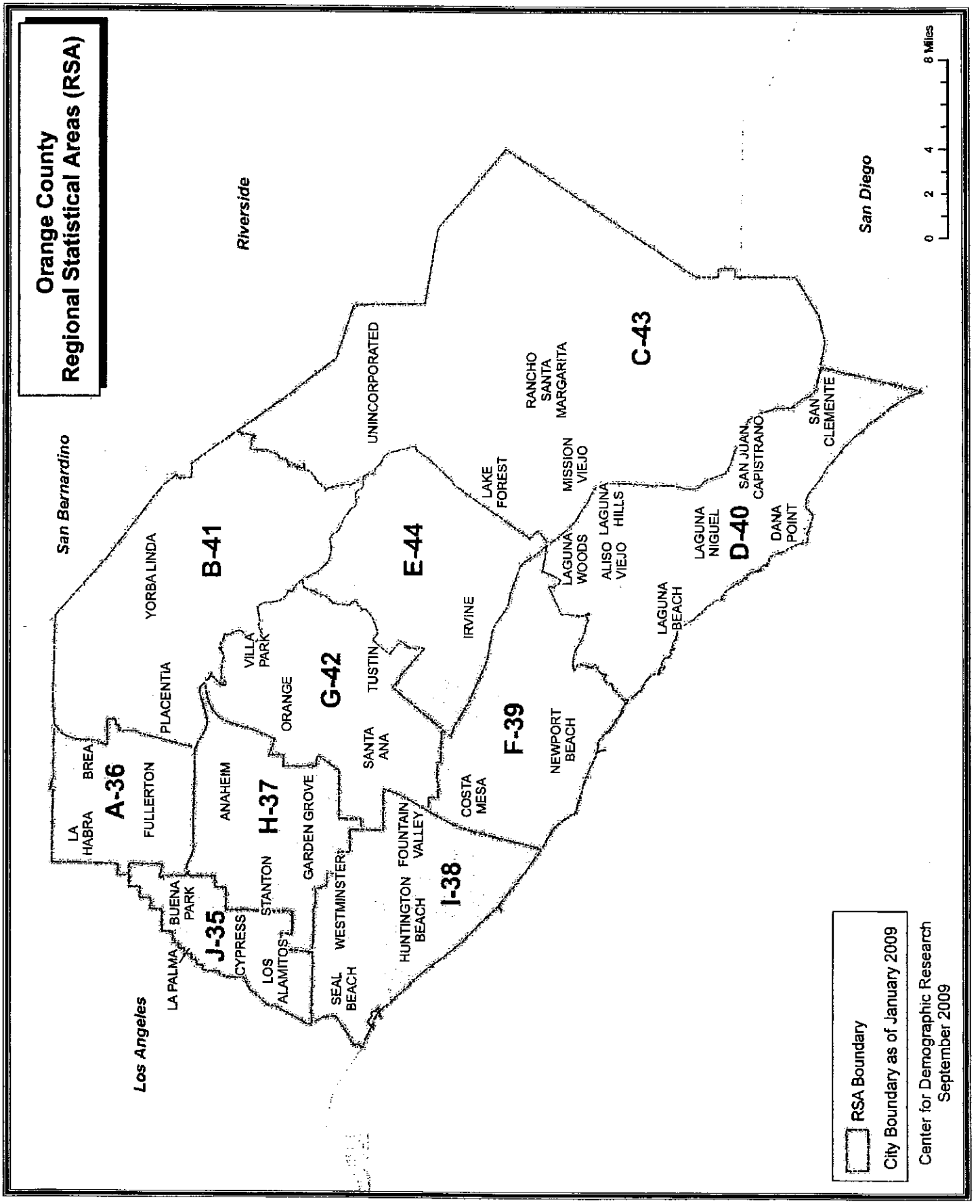
Voter Registration, 2011 (*6)

Democratic	8,086	Peace & Freedom	50
Republican	11,629	Misc.	92
Independent	778	Decline To State	6,876
Green	140		
Libertarian	225	Total:	**27,876**

* City not incorporated at this date.
\# Data not available

Sources: (*1) April Decennial Census of Population, U.S. Census Bureau.
(*2) E-4 Released August 2011, State Dept. of Finance.
(*3) E-5 (Revised) Released May 2011, State Dept. of Finance.
(*4) Center for Demographic Research, CSUF.
(*5) OC Health Care Agency rates per 1,000 population. 2009 is the latest published data by city.
(*6) OC Registrar of Voters, 2011.

ATTACHMENT B



ATTACHMENT A

CDR
Center for Demographic Research

Final Orange County Projections 2010 (Approved 1/27/2011)

POPULATION	July 2008	July 2010	July 2015	July 2020	July 2025	July 2030	July 2035
RSA A-36	227,910	230,881	238,659	245,067	258,688	263,844	264,617
RSA B-41	210,902	213,847	225,383	233,536	249,765	254,564	262,179
RSA C-43	293,665	297,124	317,638	338,812	350,831	359,859	362,851
RSA D-40	315,428	320,026	331,900	339,177	339,418	341,629	338,322
RSA E-44	164,627	176,320	193,765	216,435	241,789	244,470	244,875
RSA F-39	262,998	269,241	278,223	291,996	296,453	302,917	306,226
RSA G-42	587,229	596,598	612,000	621,116	622,455	634,976	636,929
RSA H-37	497,228	506,679	531,319	547,086	552,641	563,004	563,846
RSA I-38	377,331	382,444	393,475	400,682	404,519	408,587	405,919
RSA J-35	185,740	188,654	193,262	196,565	196,381	197,657	196,199
Population Total	3,123,058	3,181,814	3,315,624	3,430,472	3,512,940	3,571,507	3,581,963

HOUSING	July 2008	July 2010	July 2015	July 2020	July 2025	July 2030	July 2035
RSA A-36	77,084	77,245	78,413	79,694	84,576	86,250	87,754
RSA B-41	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA C-43	100,534	101,701	105,134	110,204	115,210	118,487	120,629
RSA D-40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA E-44	63,099	68,053	72,803	81,564	91,488	92,060	93,381
RSA F-39	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA G-42	151,038	152,743	153,474	153,749	158,258	161,588	164,887
RSA H-37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA I-38	138,980	139,395	140,649	141,265	143,872	144,663	145,534
RSA J-35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Housing Total	1,035,095	1,045,050	1,076,141	[illegible]	1,136,693	1,164,539	1,174,912

EMPLOYMENT	July 2008	July 2010	July 2015	July 2020	July 2025	July 2030	July 2035
RSA A-36	123,310	115,744	118,366	120,741	120,511	145,160	149,204
RSA B-41	[illegible]	[illegible]	[illegible]	[illegible]	122,145	125,032	[illegible]
RSA C-43	109,100	100,623	106,080	114,211	117,848	121,559	130,112
RSA D-40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA E-44	173,735	171,179	184,677	205,366	227,251	240,739	252,859
RSA F-39	250,214	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA G-42	301,772	284,397	291,609	301,468	307,187	311,587	317,357
RSA H-37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA I-38	149,881	138,092	144,552	150,149	153,613	158,929	161,098
RSA J-35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Employment Total	1,624,061	1,510,028	1,567,497	1,648,637	1,705,640	1,753,664	1,769,477

Center for Demographic Research
California State University, Fullerton

CDR
Center for Demographic Research

Proposed OCP-2010 Modified with Census 2010 and State EDD 2010 Updates

POPULATION	*July 2008	*July 2010	**Revised 2015	**Revised 2020	**Revised 2025	**Revised 2030	**Revised 2035
RSA A-36	221,091	223,281	231,059	237,467	251,088	256,244	257,017
RSA B-41	198,092	201,116	212,648	220,801	237,031	241,830	249,445
RSA C-43	284,811	285,997	306,542	327,743	340,060	349,081	352,063
RSA D-40	294,297	296,128	307,997	315,272	315,513	317,722	314,419
RSA E-44	165,839	174,134	191,578	214,248	239,602	242,283	242,689
RSA F-39	250,567	256,376	267,001	277,431	282,172	291,695	295,005
RSA G-42	548,274	551,550	566,952	576,067	577,406	589,927	591,880
RSA H-37	482,079	490,287	514,927	530,694	536,249	546,612	547,454
RSA I-38	359,863	361,555	372,339	379,545	383,381	387,449	384,782
RSA J-35	177,141	178,932	183,537	186,839	186,655	187,930	186,474
Population Total	2,982,054	3,019,356	3,154,580	3,266,107	3,349,157	3,410,773	3,421,228

HOUSING	*July 2008	*July 2010	**Revised 2015	**Revised 2020	**Revised 2025	**Revised 2030	**Revised 2035
RSA A-36	77,626	77,887	78,955	80,236	85,112	87,101	88,296
RSA B-41	70,150	70,382	72,747	75,196	80,629	82,056	85,661
RSA C-43	100,939	101,103	105,537	110,697	115,613	118,890	121,032
RSA D-40	129,492	130,146	132,404	133,878	134,187	134,452	134,862
RSA E-44	65,085	67,533	73,383	82,134	92,045	92,640	93,961
RSA F-39	108,984	110,265	113,722	116,867	119,199	122,745	125,931
RSA G-42	152,357	154,062	154,793	155,068	157,575	162,905	167,986
RSA H-37	138,686	140,423	144,583	149,813	151,941	154,463	156,784
RSA I-38	139,126	139,574	140,819	141,564	144,001	144,842	145,713
RSA J-35	58,677	58,955	59,215	59,785	60,269	60,462	60,703
Housing Total	1,041,122	1,050,330	1,076,158	1,105,238	1,140,571	1,160,556	1,180,929

EMPLOYMENT	2008	***2010	**Revised 2015	**Revised 2020	**Revised 2025	**Revised 2030	**Revised 2035
RSA A-36	123,210	115,929	118,491	120,926	129,696	145,351	149,179
RSA B-41	118,036	107,115	110,167	117,396	120,934	124,414	124,494
RSA C-43	109,100	99,517	102,974	111,105	114,742	117,453	127,006
RSA D-40	129,526	120,849	127,164	133,737	134,727	135,599	136,050
RSA E-44	173,725	173,287	186,785	207,494	229,359	242,847	254,967
RSA F-39	250,214	218,858	223,582	231,425	238,527	243,910	248,583
RSA G-42	301,772	268,974	276,280	286,143	291,864	296,264	302,034
RSA H-37	179,680	167,306	173,846	180,610	187,189	193,635	197,552
RSA I-38	149,861	136,348	141,918	147,515	147,979	148,291	148,452
RSA J-35	88,937	82,113	85,658	89,454	89,891	90,268	90,528
Employment Total	1,624,061	1,490,296	1,546,865	1,625,805	1,684,908	1,738,032	1,778,845

*Revised data includes benchmark to Census 2010
**Revised data is based on 5-year growth approved in OCP-2010 added to revised 2010 data
***Revised data includes State Employment Development Dept. (EDD) 2010 Benchmark, released 3/2011

11/16/2011

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Number Difference: Modified OCP-2010 and Approved OCP-2010 1/27/2011

POPULATION	2008	2010	2015	2020	2025	2030	2035
RSA A-36	(8,210)	(7,600)	(7,600)	(7,600)	(7,600)	(7,600)	(7,600)
RSA B-41	(2,410)	(2,721)	(2,735)	(2,732)	(2,729)	(2,729)	(2,729)
RSA C-43	(8,854)	(11,137)	(11,066)	(11,066)	(10,771)	(10,778)	(10,768)
RSA D-40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA E-44	1,212	(2,136)	(2,187)	(2,187)	(2,187)	(2,187)	(2,187)
RSA F-39	(12,[illegible])	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA G-42	(38,954)	(45,049)	(45,049)	(45,049)	(45,049)	(45,049)	(45,049)
RSA H-37	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
RSA I-38	(17,468)	(20,869)	(21,136)	(21,137)	(21,136)	(21,136)	(21,137)
RSA J-35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Population Total	(141,004)	(162,456)	(161,644)	(164,361)	(163,060)	(160,734)	(160,734)

HOUSING	2008	2010	2015	2020	2025	2030	2035
RSA A-36	542	542	542	542	542	542	542
RSA B-41	1,314	1,080	1,080	1,080	1,080	1,080	1,080
RSA C-43	415	402	403	403	403	403	403
RSA D-40	(170)	(201)	(201)	(201)	(201)	(201)	(201)
RSA E-44	2,017	580	580	580	580	580	580
RSA F-39	484	425	2,070	1,031	1,031	2,070	2,070
RSA G-42	1,321	1,319	1,319	1,319	1,319	1,319	1,319
RSA H-37	701	718	718	718	718	718	718
RSA I-38	166	179	179	179	179	179	179
RSA J-35	(673)	(673)	(673)	(673)	(673)	(673)	(673)
Housing Total	6,117	4,371	6,017	4,978	4,978	6,017	6,017

EMPLOYMENT	2008	2010	2015	2020	2025	2030	2035
RSA A-36	-	185	185	185	185	185	185
RSA B-41	-	(1,214)	(1,214)	(1,214)	(1,214)	(1,214)	(1,214)
RSA C-43	-	(3,106)	(3,106)	(3,106)	(3,106)	(3,106)	(3,106)
RSA D-40	-	641	641	641	641	641	641
RSA E-44	-	2,108	2,108	2,108	2,108	2,108	2,108
RSA F-39	-	(215)	(215)	(215)	(215)	(215)	(215)
RSA G-42	-	(15,323)	(15,323)	(15,323)	(15,323)	(15,323)	(15,323)
RSA H-37	-	(717)	(717)	(717)	(717)	(717)	(717)
RSA I-38	-	(2,634)	(2,634)	(2,634)	(2,634)	(2,634)	(2,634)
RSA J-35	-	(357)	(357)	(357)	(357)	(357)	(357)
Employment Total	-	(20,632)	(20,632)	(20,632)	(20,632)	(20,632)	(20,632)

11/16/2011

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Center for Demographic Research

Percent Difference: Modified OCP-2010 and Approved OCP-2010 1/27/2011

POPULATION	2008	2010	2015	2020	2025	2030	2035
RSA A-36	-3.0%	-3.3%	-3.2%	-3.1%	-2.9%	-2.9%	-2.9%
RSA B-41	-6.1%	-6.0%	-5.7%	-5.5%	-5.1%	-5.0%	-4.9%
RSA C-43	-3.0%	-3.7%	-3.5%	-3.3%	-3.1%	-3.0%	-3.0%
RSA D-40	-6.7%	-7.5%	-7.2%	-7.0%	-7.0%	-7.0%	-7.1%
RSA E-44	0.7%	-1.2%	-1.1%	-1.0%	-0.9%	-0.9%	-0.9%
RSA F-39	-4.7%	-4.8%	-4.0%	-5.0%	-4.8%	-3.7%	-3.7%
RSA G-42	-6.6%	-7.6%	-7.4%	-7.3%	-7.2%	-7.1%	-7.1%
RSA H-37	-3.0%	-3.2%	-3.1%	-3.0%	-3.0%	-2.9%	-2.9%
RSA I-38	-4.6%	-5.5%	-5.4%	-5.3%	-5.2%	-5.2%	-5.2%
RSA J-35	-4.6%	-5.2%	-5.0%	-4.9%	-5.0%	-4.9%	-5.0%
Population Total	-4.5%	-5.1%	-4.9%	-4.8%	-4.7%	-4.5%	-4.5%

HOUSING	2008	2010	2015	2020	2025	2030	2035
RSA A-36	0.7%	0.7%	0.7%	0.7%	0.6%	0.6%	0.6%
RSA B-41	1.9%	1.6%	1.5%	1.5%	1.4%	1.3%	1.3%
RSA C-43	0.4%	0.4%	0.4%	0.4%	0.3%	0.3%	0.3%
RSA D-40	-0.1%	-0.2%	-0.2%	-0.1%	-0.1%	-0.1%	-0.1%
RSA E-44	3.2%	0.9%	0.8%	0.7%	0.6%	0.6%	0.6%
RSA F-39	0.4%	0.4%	1.9%	0.9%	0.9%	1.7%	1.7%
RSA G-42	0.9%	0.9%	0.9%	0.9%	0.8%	0.8%	0.8%
RSA H-37	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
RSA I-38	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%
RSA J-35	-1.1%	-1.1%	-1.1%	-1.1%	-1.1%	-1.1%	-1.1%
Housing Total	0.6%	0.4%	0.6%	0.5%	0.4%	0.5%	0.5%

EMPLOYMENT	2008	2010	2015	2020	2025	2030	2035
RSA A-36	0.0%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%
RSA B-41	0.0%	-1.1%	-1.1%	-1.0%	-1.0%	-1.0%	-1.0%
RSA C-43	0.0%	-3.0%	-2.9%	-2.7%	-2.6%	-2.6%	-2.4%
RSA D-40	0.0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
RSA E-44	0.0%	1.2%	1.1%	1.0%	0.9%	0.9%	0.8%
RSA F-39	0.0%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%	-0.1%
RSA G-42	0.0%	-5.4%	-5.3%	-5.1%	-5.0%	-4.9%	-4.8%
RSA H-37	0.0%	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%
RSA I-38	0.0%	-1.9%	-1.8%	-1.8%	-1.7%	-1.7%	-1.7%
RSA J-35	0.0%	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%	-0.4%
Employment Total	0.0%	-1.4%	-1.3%	-1.3%	-1.2%	-1.2%	-1.1%

OCP Update/Revision process calls for OCP modifications which are greater than +/-2.5% of the approved RSA totals to be taken through the formal OCP approval process.
Items identified by yellow highlight are those outside the +/-2.5% range.

11/16/2011

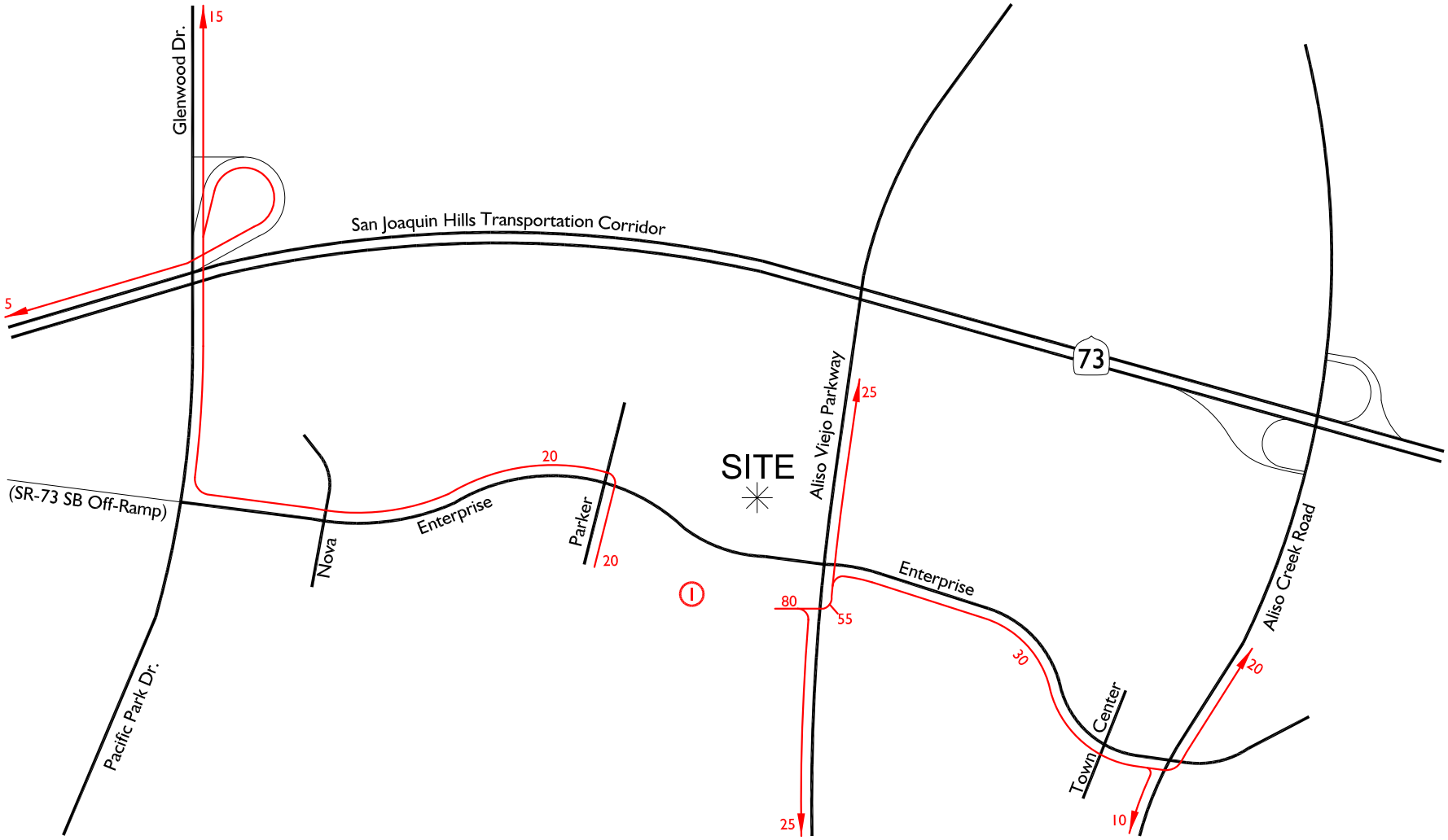
Center for Demographic Research
California State University, Fullerton

Appendix D

Cumulative Projects Information

Appendix D-1

Zone 1 Trip Distribution



Legend:

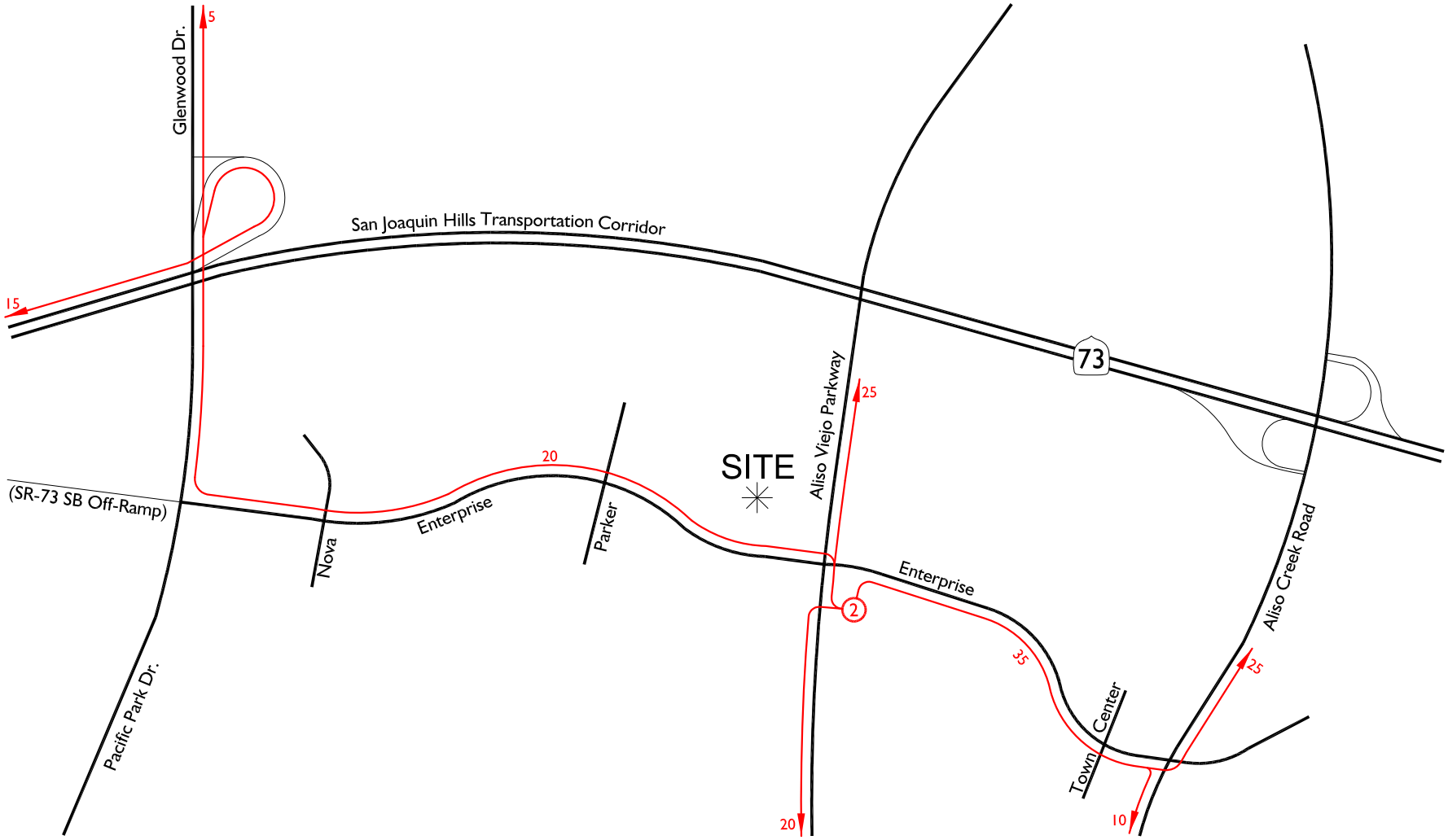
1 = Renaissance Expansion - Hotel (100 Rooms)

10 = Percent to/from Project

N

RK engineering group, inc.

Zone 2 (Apartments) Trip Distribution



Legend:

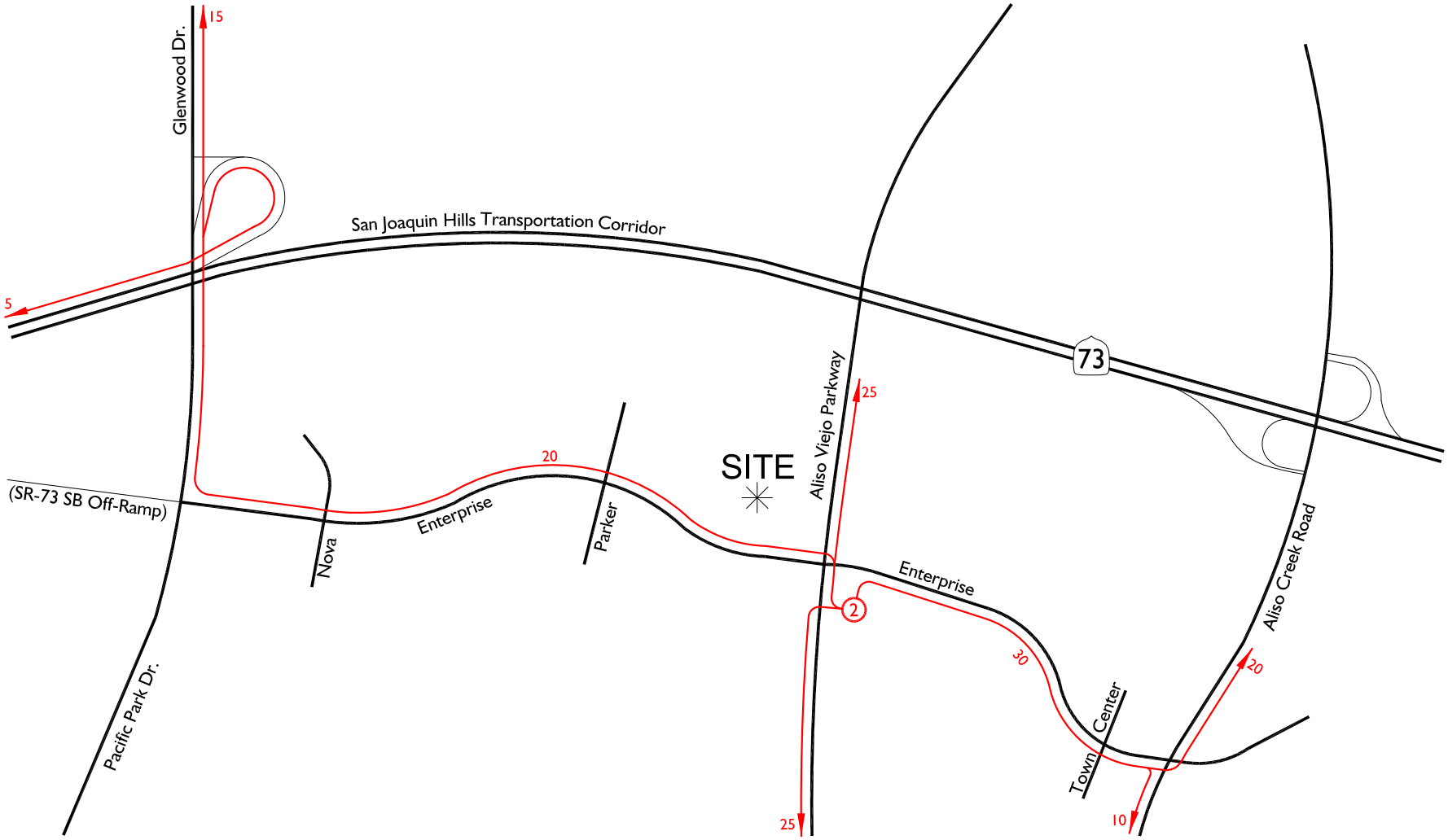
(2) = Vantis - Apartments (435 Units)

10 = Percent to/from Project

N

RK engineering group, inc.

Zone 2 (Hotel) Trip Distribution



Legend:

(2) = Vantis - Hotel (135 Rooms)

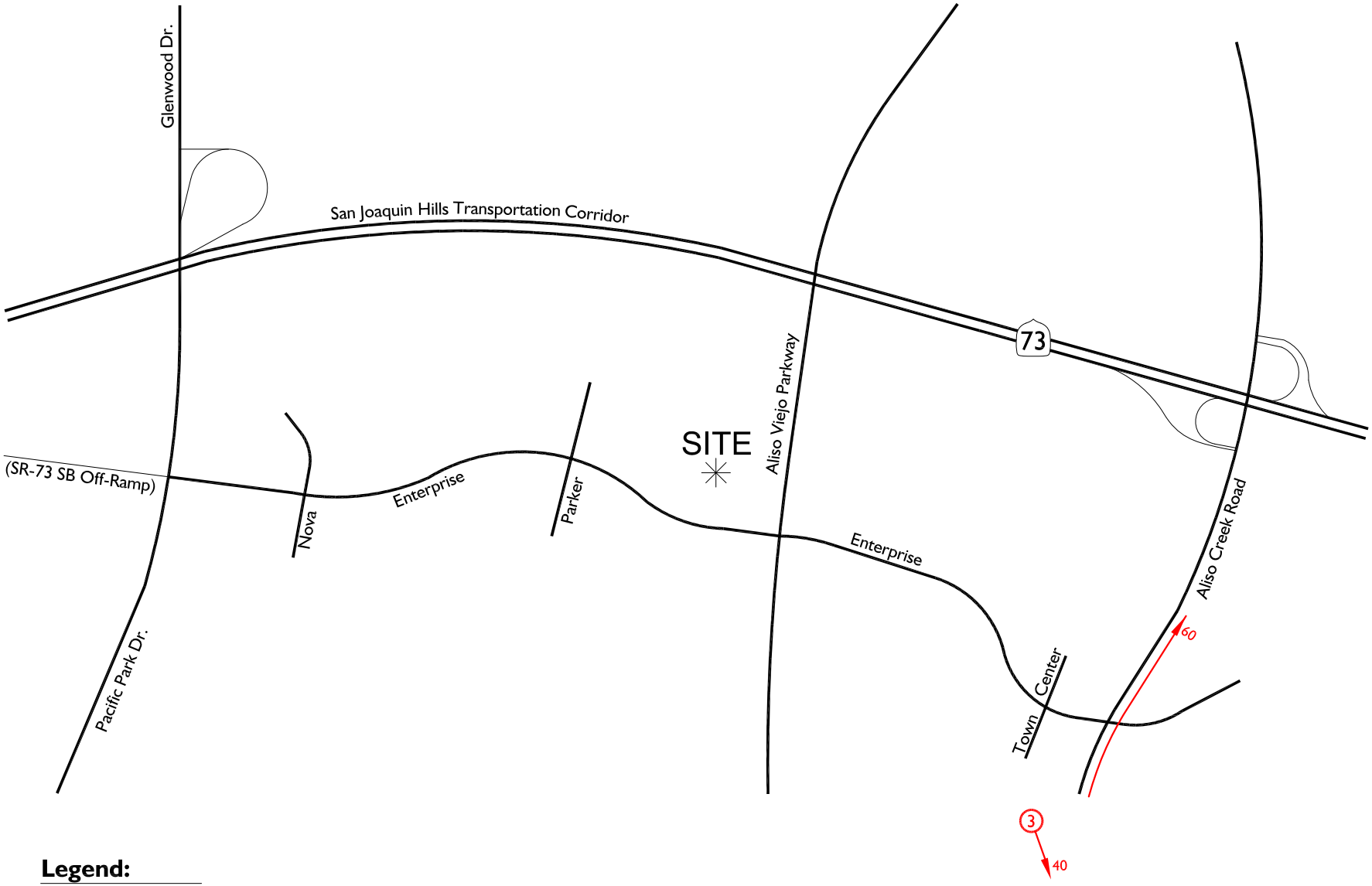
10 = Percent to/from Project

N

RK engineering group, inc.

Appendix D-3

Zone 3 Trip Distribution



Legend:

3 = Town Center Vision Plan - Shopping Center (10 TSF)

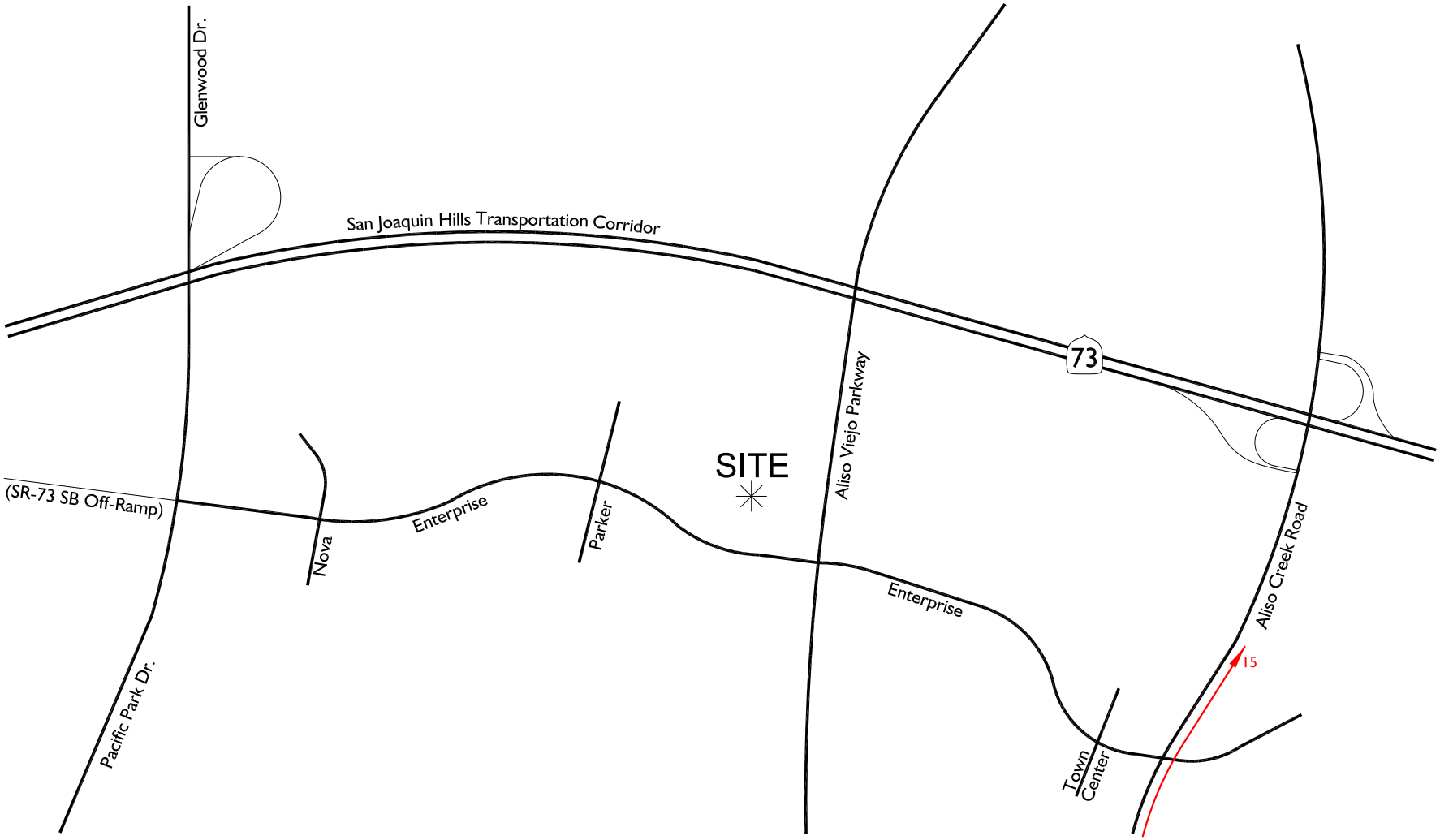
10 = Percent to/from Project

N

RK engineering group, inc.

Appendix D-4

Zone 4 Trip Distribution



Legend:

4 = 2C Liberty - Senior Apartments (202 Units)

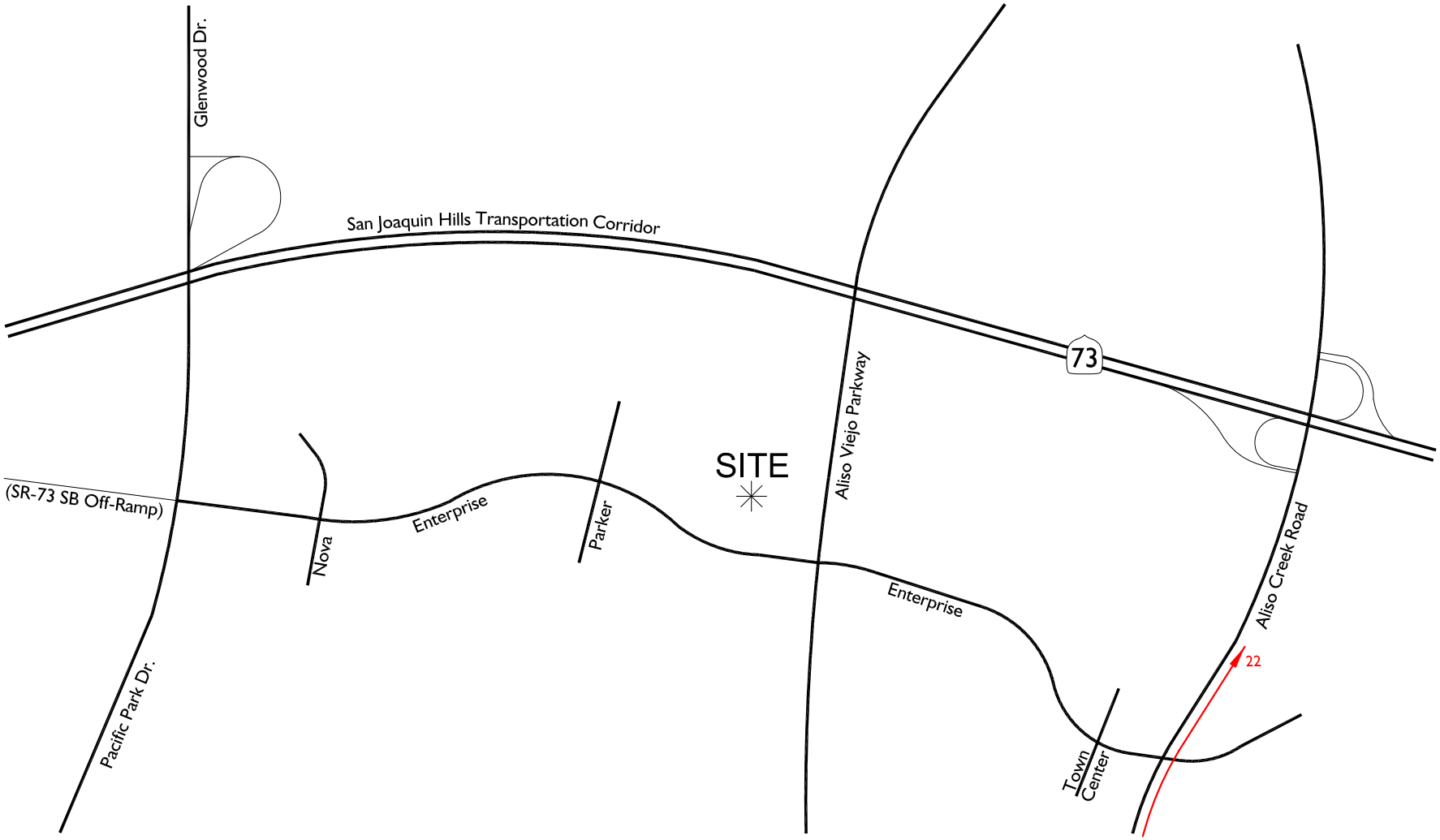
10 = Percent to/from Project

N

40 4 45

RK engineering group, inc.

Zone 5 (Apartments) Trip Distribution



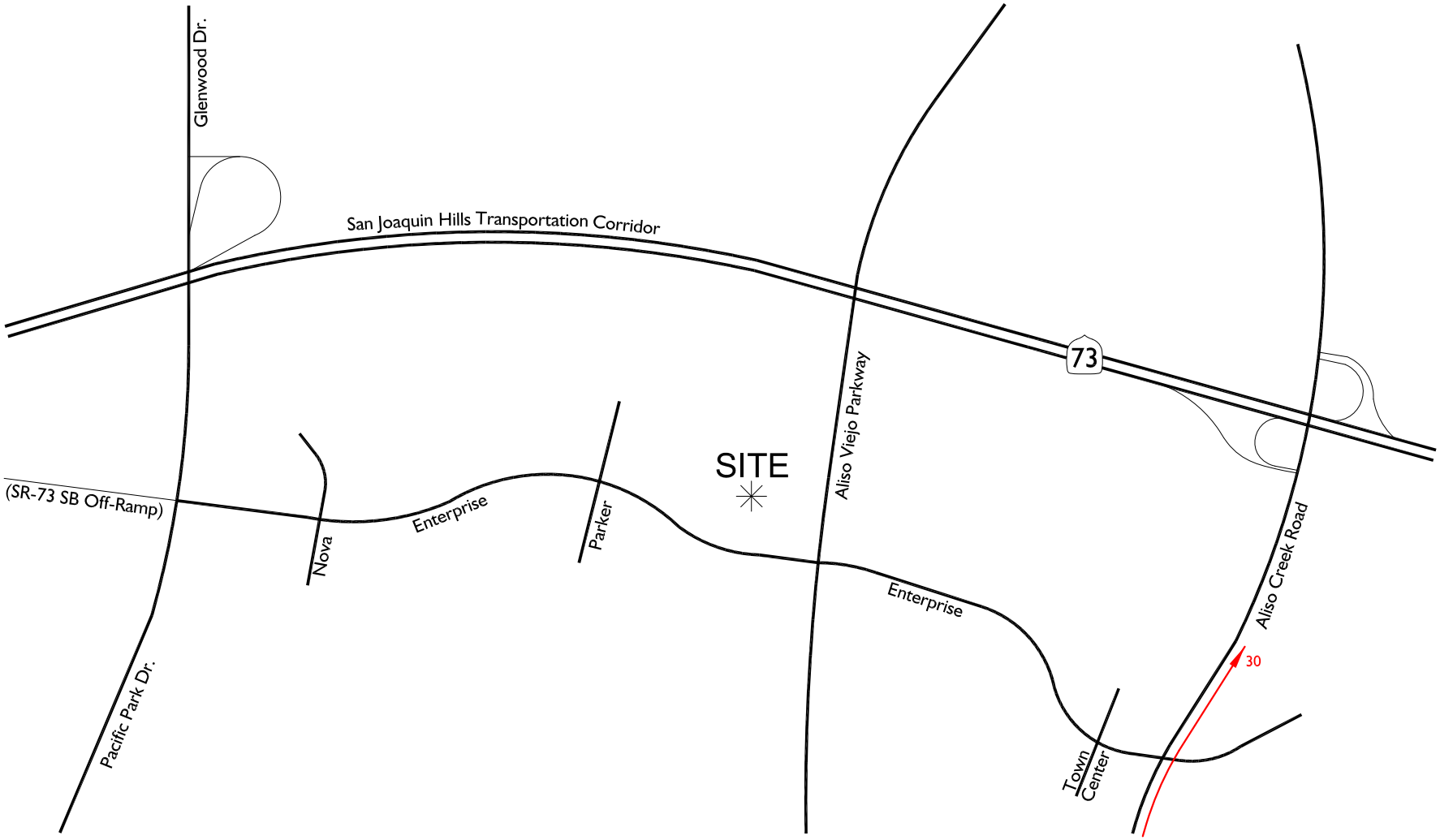
Legend:

5 = 4 Liberty - Apartments (200 Units)

10 = Percent to/from Project

RK engineering group, inc.

Zone 5 (General Office)Trip Distribution



Legend:

(5) = 4 Liberty - General Office (350 TSF)

10 = Percent to/from Project

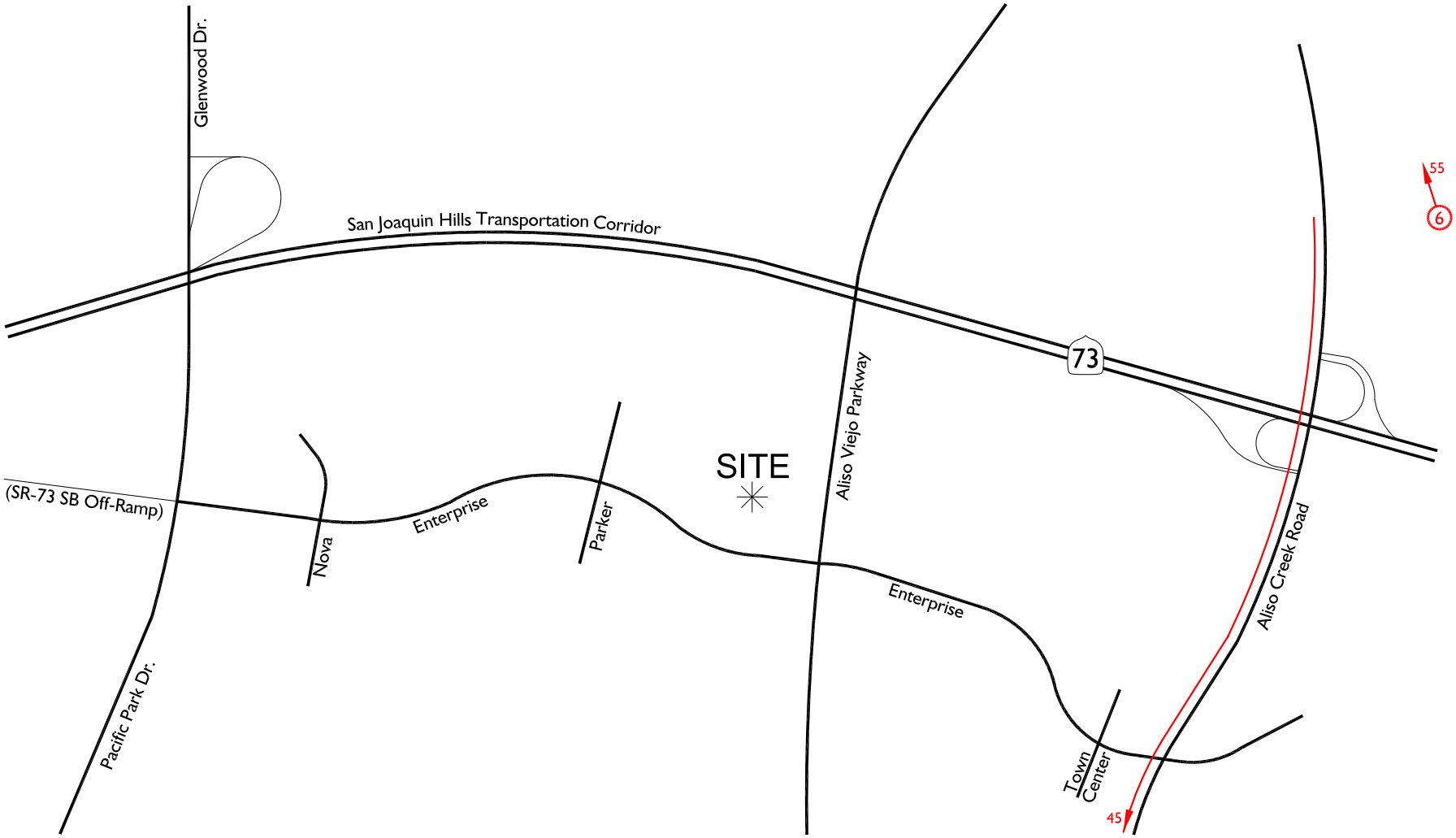
N

45 (5) 25

RK engineering group, inc.

Appendix D-6

Zone 6 Trip Distribution



Legend:

6 = Aliso Viejo Ranch - Community Center (36.65 TSF); City Park (4.98 Acres)

10 = Percent to/from Project

N

RK engineering group, inc.

Appendix E

Existing Plus Project Conditions
Intersection Analysis Worksheets

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1177	555	126	806	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1177	555	126	806	0	0	0	0	0	0	0
Added Vol:	0	6	11	0	42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1183	566	126	848	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1183	481	126	848	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1183	481	126	848	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1183	481	126	848	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.28	0.07	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.366
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	872	381	83	822	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	872	381	83	822	0	0	0	0	0	0	0
Added Vol:	0	38	76	0	8	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	457	83	830	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	910	457	83	830	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	910	457	83	830	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	910	457	83	830	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.05	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1439	137	308	496	0	54	151	77	36	0	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1439	137	308	496	0	54	151	77	36	0	229
Added Vol:	0	0	42	42	0	0	0	85	0	6	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1439	179	350	496	0	54	236	77	42	0	246
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1439	152	350	496	0	54	236	65	42	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1439	152	350	496	0	54	236	65	42	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1439	152	350	496	0	54	236	65	42	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.09	0.21	0.15	0.00	0.03	0.14	0.04	0.01	0.00	0.00
Crit Moves:		****		****				****		****		

Mitigation.

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 2	0 1		1 0 2	0 0		1 0 1	1 0		2 0 0	0 1	
Volume Module:												
Base Vol:	0	1439	179	350	496	0	54	236	77	42	0	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1439	179	350	496	0	54	236	77	42	0	246
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1439	152	350	496	0	54	236	65	42	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1439	152	350	496	0	54	236	65	42	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1439	152	350	496	0	54	236	65	42	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.57	0.43	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	2662	738	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.09	0.21	0.15	0.00	0.03	0.09	0.09	0.01	0.00	0.00
Crit Moves:		****		****				****		****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	447	75	122	699	0	167	78	312	108	0	639
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	75	122	699	0	167	78	312	108	0	639
Added Vol:	0	0	8	8	0	0	0	16	0	38	0	114
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	447	83	130	699	0	167	94	312	146	0	753
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	447	83	130	699	0	167	94	312	146	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	83	130	699	0	167	94	312	146	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	447	83	130	699	0	167	94	312	146	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.08	0.21	0.00	0.10	0.06	0.18	0.04	0.00	0.00
Crit Moves:		****		****					****	****		

Mitigation

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 1	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	447	75	122	699	0	167	78	312	108	0	639
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	447	75	122	699	0	167	78	312	108	0	639
Added Vol:	0	0	8	8	0	0	0	16	0	38	0	114
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	447	83	130	699	0	167	94	312	146	0	753
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	447	83	130	699	0	167	94	312	146	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	83	130	699	0	167	94	312	146	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	447	83	130	699	0	167	94	312	146	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.05	0.08	0.21	0.00	0.10	0.06	0.18	0.04	0.00	0.00
Crit Moves:		****		****					****	****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.371
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	1	59	1	0	0	27	600	12	26	216	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1	59	1	0	0	27	600	12	26	216	28
Added Vol:	0	0	0	0	0	0	0	169	0	0	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1	59	1	0	0	27	769	12	26	239	28
User Adj:	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	1	59	1	0	0	27	769	12	26	239	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1	59	1	0	0	27	769	12	26	239	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1	59	1	0	0	27	769	12	26	239	24
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.01	0.46	1.00	1.00	0.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	903	13	784	1700	1700	0	1700	3348	52	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.00	0.00	0.00	0.02	0.23	0.23	0.02	0.07	0.01
Crit Moves:		****		****				****		****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.354
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	23	0	42	12	1	3	3	203	72	115	723	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	42	12	1	3	3	203	72	115	723	3
Added Vol:	0	0	0	0	0	0	0	31	0	0	152	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	42	12	1	3	3	234	72	115	875	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	42	12	1	3	3	234	72	115	875	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	42	12	1	3	3	234	72	115	875	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	42	12	1	3	3	234	72	115	875	3
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.00	0.65	1.00	0.25	0.75	1.00	1.53	0.47	1.00	2.00	1.00
Final Sat.:	602	0	1098	1700	425	1275	1700	2600	800	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.01	0.00	0.00	0.00	0.09	0.09	0.07	0.26	0.00
Crit Moves:			****	****			****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.382
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	37	3	23	14	2	29	215	325	124	56	314	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	3	23	14	2	29	215	325	124	56	314	220
Added Vol:	0	0	0	0	0	2	99	71	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	3	23	14	2	31	314	396	124	56	335	220
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	3	20	14	2	26	314	396	105	56	335	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	3	20	14	2	26	314	396	105	56	335	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	3	20	14	2	26	314	396	105	56	335	187
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.01	0.00	0.02	0.18	0.12	0.06	0.03	0.10	0.11
Crit Moves:	****					****	****					****

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	125	3	88	176	12	139	9	230	59	19	438	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	3	88	176	12	139	9	230	59	19	438	16
Added Vol:	0	0	0	0	0	13	18	13	0	0	140	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	3	88	176	12	152	27	243	59	19	578	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	3	88	176	12	152	27	243	59	19	578	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	3	88	176	12	152	27	243	59	19	578	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	3	88	176	12	152	27	243	59	19	578	16
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.10	0.01	0.09	0.02	0.07	0.03	0.01	0.17	0.01
Crit Moves:	****					****	****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.472
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1	1 0	1 0	1	0 1
Volume Module:												
Base Vol:	187	565	42	39	513	218	144	111	104	49	157	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	565	42	39	513	218	144	111	104	49	157	42
Added Vol:	14	0	0	13	2	4	71	0	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	565	42	52	515	222	215	111	104	49	213	42
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	565	36	52	515	189	215	111	104	49	213	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	565	36	52	515	189	215	111	104	49	213	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	565	36	52	515	189	215	111	104	49	213	42
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.03	0.97	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1755	1645	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.02	0.02	0.10	0.11	0.13	0.06	0.06	0.03	0.13	0.02
Crit Moves:	****					****	****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.419
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	152	394	70	53	464	122	169	206	119	87	198	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	394	70	53	464	122	169	206	119	87	198	57
Added Vol:	3	0	0	89	13	25	13	0	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	394	70	142	477	147	182	206	119	87	208	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	394	70	142	477	147	182	206	119	87	208	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	394	70	142	477	147	182	206	119	87	208	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	394	70	142	477	147	182	206	119	87	208	57
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.27	0.73	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	2155	1245	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.04	0.04	0.09	0.09	0.11	0.10	0.10	0.05	0.12	0.03
Crit Moves:	****				****		****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.251
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	16	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	48	26	22	76	23	50	47	61	22	40	331	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	26	22	76	23	50	47	61	22	40	331	61
Added Vol:	0	0	0	0	0	0	0	8	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	26	22	76	23	50	47	69	22	40	387	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	26	22	76	23	50	47	69	22	40	387	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	26	22	76	23	50	47	69	22	40	387	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	26	22	76	23	50	47	69	22	40	387	61
OvlAdjVol:						3						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.50	0.50	1.00	1.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2550	850	1700	2610	790	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.03	0.03	0.03	0.03	0.02	0.01	0.02	0.11	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.329
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	51	82	66	199	52	134	99	305	81	88	84	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	82	66	199	52	134	99	305	81	88	84	111
Added Vol:	0	0	0	0	0	0	0	51	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	82	66	199	52	134	99	356	81	88	94	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	82	66	199	52	134	99	356	81	88	94	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	82	66	199	52	134	99	356	81	88	94	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	82	66	199	52	134	99	356	81	88	94	111
OvlAdjVol:						35						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	2696	704	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.04	0.07	0.07	0.08	0.06	0.10	0.05	0.05	0.03	0.07
OvlAdjV/S:						0.02						
Crit Moves:		****			****			****		****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	189	1304	50	44	889	195	116	11	55	138	32	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1304	50	44	889	195	116	11	55	138	32	210
Added Vol:	23	0	0	0	0	28	4	1	3	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	1304	50	44	889	223	120	12	58	138	38	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	212	1304	50	44	889	223	120	12	58	138	38	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1304	50	44	889	223	120	12	58	138	38	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	212	1304	50	44	889	223	120	12	58	138	38	210
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.82	0.18	1.00	1.00	0.15	0.85
Final Sat.:	1700	5100	1700	1700	5100	1700	3091	309	1700	1700	260	1440
Capacity Analysis Module:												
Vol/Sat:	0.12	0.26	0.03	0.03	0.17	0.13	0.04	0.04	0.03	0.08	0.15	0.15
Crit Moves:	****				****		****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
EXISTING PLUS PROJECT CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	140	984	117	224	1599	145	359	38	264	86	18	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	984	117	224	1599	145	359	38	264	86	18	65
Added Vol:	4	0	0	0	0	5	25	5	20	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	984	117	224	1599	150	384	43	284	86	19	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	984	117	224	1599	150	384	43	284	86	19	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	984	117	224	1599	150	384	43	284	86	19	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	984	117	224	1599	150	384	43	284	86	19	65
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.80	0.20	1.00	1.00	0.23	0.77
Final Sat.:	1700	5100	1700	1700	5100	1700	3058	342	1700	1700	385	1315
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.07	0.13	0.31	0.09	0.13	0.13	0.17	0.05	0.05	0.05
Crit Moves:	****				****				****	****		

Appendix F

General Plan Buildout (Year 2035) Without Project
Intersection Analysis Worksheets

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SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.517
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1177	555	126	806	0	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1295	611	139	887	0	0	0	0	0	0	0
Added Vol:	0	17	29	0	13	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1312	640	139	900	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1312	544	139	900	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1312	544	139	900	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1312	544	139	900	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.32	0.08	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	872	381	83	822	0	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	959	419	91	904	0	0	0	0	0	0	0
Added Vol:	0	15	18	0	20	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	974	437	91	924	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	974	437	91	924	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	974	437	91	924	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	974	437	91	924	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.26	0.05	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1439	137	308	496	0	54	151	77	36	0	229
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1583	151	339	546	0	59	166	85	40	0	252
Added Vol:	0	0	0	13	0	0	0	10	0	0	0	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1583	151	352	546	0	59	176	85	40	0	298
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1583	128	352	546	0	59	176	72	40	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1583	128	352	546	0	59	176	72	40	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1583	128	352	546	0	59	176	72	40	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.08	0.21	0.16	0.00	0.03	0.10	0.04	0.01	0.00	0.00
Crit Moves:		****		****				****		****		

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SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.522
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	447	75	122	699	0	167	78	312	108	0	639
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	492	83	134	769	0	184	86	343	119	0	703
Added Vol:	0	0	0	20	0	0	0	30	0	0	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	492	83	154	769	0	184	116	343	119	0	736
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	492	83	154	769	0	184	116	343	119	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	492	83	154	769	0	184	116	343	119	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	492	83	154	769	0	184	116	343	119	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.05	0.09	0.23	0.00	0.11	0.07	0.20	0.03	0.00	0.00
Crit Moves:		****		****					****	****		

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SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.355
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	1	59	1	0	0	27	600	12	26	216	28
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	75	1	65	1	0	0	30	660	13	29	238	31
Added Vol:	0	0	0	0	0	0	0	23	0	0	46	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1	65	1	0	0	30	683	13	29	284	31
User Adj:	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1	65	1	0	0	30	683	13	29	284	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1	65	1	0	0	30	683	13	29	284	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1	65	1	0	0	30	683	13	29	284	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.01	0.46	1.00	1.00	0.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	903	13	784	1700	1700	0	1700	3336	64	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.00	0.00	0.00	0.02	0.20	0.20	0.02	0.08	0.02
Crit Moves:		****		****				****		****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.345
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	23	0	42	12	1	3	3	203	72	115	723	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	0	46	13	1	3	3	223	79	127	795	3
Added Vol:	0	0	0	0	0	0	0	49	0	0	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	46	13	1	3	3	272	79	127	828	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	46	13	1	3	3	272	79	127	828	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	46	13	1	3	3	272	79	127	828	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	46	13	1	3	3	272	79	127	828	3
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.00	0.65	1.00	0.25	0.75	1.00	1.55	0.45	1.00	2.00	1.00
Final Sat.:	602	0	1098	1700	425	1275	1700	2634	766	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.01	0.00	0.00	0.00	0.10	0.10	0.07	0.24	0.00
Crit Moves:			****	****			****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.352
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	37	3	23	14	2	29	215	325	124	56	314	220
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	41	3	25	15	2	32	237	358	136	62	345	242
Added Vol:	4	0	0	0	0	0	0	17	6	0	41	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	3	25	15	2	32	237	375	142	62	386	242
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	3	22	15	2	27	237	375	121	62	386	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	3	22	15	2	27	237	375	121	62	386	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	3	22	15	2	27	237	375	121	62	386	206
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.01	0.00	0.02	0.14	0.11	0.07	0.04	0.11	0.12
Crit Moves:	****					****	****					****

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.376
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	125	3	88	176	12	139	9	230	59	19	438	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	138	3	97	194	13	153	10	253	65	21	482	18
Added Vol:	6	0	0	0	0	0	0	43	6	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	3	97	194	13	153	10	296	71	21	509	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	3	97	194	13	153	10	296	71	21	509	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	3	97	194	13	153	10	296	71	21	509	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	3	97	194	13	153	10	296	71	21	509	18
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.11	0.01	0.09	0.01	0.09	0.04	0.01	0.15	0.01
Crit Moves:			****	****			****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Include			Include			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	187	565	42	39	513	218	144	111	104	49	157	42
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	206	622	46	43	564	240	158	122	114	54	173	46
Added Vol:	41	57	7	0	29	0	0	0	17	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	679	53	43	593	240	158	122	131	63	173	46
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	679	45	43	593	204	158	122	131	63	173	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	679	45	43	593	204	158	122	131	63	173	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	247	679	45	43	593	204	158	122	131	63	173	46
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.03	0.01	0.12	0.12	0.09	0.07	0.08	0.04	0.10	0.03
Crit Moves:	****				****		****				****	

EX + A + C (PM) Fri Jan 9, 2015 08:53:33 Page 8-1

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TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	152	394	70	53	464	122	169	206	119	87	198	57
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	167	433	77	58	510	134	186	227	131	96	218	63
Added Vol:	27	41	9	0	62	0	0	0	43	9	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	474	86	58	572	134	186	227	174	105	218	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	474	86	58	572	134	186	227	174	105	218	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	474	86	58	572	134	186	227	174	105	218	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	474	86	58	572	134	186	227	174	105	218	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.13	0.87	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1924	1476	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.02	0.11	0.08	0.11	0.12	0.12	0.06	0.13	0.04
Crit Moves:	****				****		****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.264
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	48	26	22	76	23	50	47	61	22	40	331	61
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	53	29	24	84	25	55	52	67	24	44	364	67
Added Vol:	0	0	0	0	0	0	0	77	0	0	37	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	29	24	84	25	55	52	144	24	44	401	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	29	24	84	25	55	52	144	24	44	401	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	29	24	84	25	55	52	144	24	44	401	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	29	24	84	25	55	52	144	24	44	401	67
OvlAdjVol:						3						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.50	0.50	1.00	1.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2550	850	1700	2610	790	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.03	0.03	0.03	0.03	0.04	0.01	0.03	0.12	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.356
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	51	82	66	199	52	134	99	305	81	88	84	111
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	56	90	73	219	57	147	109	336	89	97	92	122
Added Vol:	0	0	0	0	0	0	0	54	0	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	90	73	219	57	147	109	390	89	97	175	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	90	73	219	57	147	109	390	89	97	175	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	90	73	219	57	147	109	390	89	97	175	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	90	73	219	57	147	109	390	89	97	175	122
OvlAdjVol:						38						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	2696	704	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.04	0.08	0.08	0.09	0.06	0.11	0.05	0.06	0.05	0.07
OvlAdjV/S:						0.02						
Crit Moves:		****			****			****			****	

EX + A + C (AM) Fri Jan 9, 2015 08:53:16 Page 10-1

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	189	1304	50	44	889	195	116	11	55	138	32	210
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	208	1434	55	48	978	215	128	12	61	152	35	231
Added Vol:	12	73	0	0	171	26	54	0	23	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1507	55	48	1149	241	182	12	84	152	35	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1507	55	48	1149	241	182	12	84	152	35	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1507	55	48	1149	241	182	12	84	152	35	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1507	55	48	1149	241	182	12	84	152	35	231
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.88	0.12	1.00	1.00	0.13	0.87
Final Sat.:	1700	5100	1700	1700	5100	1700	3188	212	1700	1700	225	1475
Capacity Analysis Module:												
Vol/Sat:	0.13	0.30	0.03	0.03	0.23	0.14	0.06	0.06	0.05	0.09	0.16	0.16
Crit Moves:	****				****			****				****

EX + A + C (PM) Fri Jan 9, 2015 08:53:33 Page 10-1

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT YEAR 2035 CONDITIONS

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	140	984	117	224	1599	145	359	38	264	86	18	65
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	154	1082	129	246	1759	160	395	42	290	95	20	72
Added Vol:	25	176	0	0	82	58	37	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	1258	129	246	1841	218	432	42	306	95	20	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	1258	129	246	1841	218	432	42	306	95	20	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1258	129	246	1841	218	432	42	306	95	20	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1258	129	246	1841	218	432	42	306	95	20	72
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.82	0.18	1.00	1.00	0.22	0.78
Final Sat.:	1700	5100	1700	1700	5100	1700	3100	300	1700	1700	369	1331
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.08	0.14	0.36	0.13	0.14	0.14	0.18	0.06	0.05	0.05
Crit Moves:	****				****				****	****		

Appendix G

General Plan Buildout (Year 2035) With Project
Intersection Analysis Worksheets

EX + A + C + P (AM) Fri Jan 9, 2015 09:51:57 Page 6-1

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.519
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0 0	0 0	0 0	0 0
Volume Module:												
Base Vol:	0	1177	555	126	806	0	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1295	611	139	887	0	0	0	0	0	0	0
Added Vol:	0	22	41	0	55	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1317	652	139	942	0	0	0	0	0	0	0
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1317	554	139	942	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1317	554	139	942	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1317	554	139	942	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.33	0.08	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 GLENWOOD DR (NS) AT SR-73 NB RAMP (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	872	381	83	822	0	0	0	0	0	0	0
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	959	419	91	904	0	0	0	0	0	0	0
Added Vol:	0	53	94	0	27	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1012	513	91	931	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1012	513	91	931	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1012	513	91	931	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1012	513	91	931	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	3400	1700	1700	3400	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.05	0.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****			****							

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	1439	137	308	496	0	54	151	77	36	0	229
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1583	151	339	546	0	59	166	85	40	0	252
Added Vol:	0	0	42	55	0	0	0	95	0	6	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1583	193	394	546	0	59	261	85	46	0	315
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1583	164	394	546	0	59	261	72	46	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1583	164	394	546	0	59	261	72	46	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1583	164	394	546	0	59	261	72	46	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.10	0.23	0.16	0.00	0.03	0.15	0.04	0.01	0.00	0.00
Crit Moves:		****		****				****		****		

Mitigation

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.743
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 0	1 1	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	1439	137	308	496	0	54	151	77	36	0	229
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	1583	151	339	546	0	59	166	85	40	0	252
Added Vol:	0	0	42	55	0	0	0	95	0	6	0	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1583	193	394	546	0	59	261	85	46	0	315
User Adj:	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1583	164	394	546	0	59	261	72	46	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1583	164	394	546	0	59	261	72	46	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1583	164	394	546	0	59	261	72	46	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	1.57	0.43	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	2665	735	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.10	0.12	0.16	0.00	0.03	0.10	0.10	0.01	0.00	0.00
Crit Moves:		****		****				****		****		

****

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.537
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	1 0	2 0	0	1 0	1 0	1	2 0	0 0	1
Volume Module:												
Base Vol:	0	447	75	122	699	0	167	78	312	108	0	639
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	492	83	134	769	0	184	86	343	119	0	703
Added Vol:	0	0	8	27	0	0	0	45	0	38	0	147
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	492	91	161	769	0	184	131	343	157	0	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	492	91	161	769	0	184	131	343	157	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	492	91	161	769	0	184	131	343	157	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	492	91	161	769	0	184	131	343	157	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	1700	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.05	0.09	0.23	0.00	0.11	0.08	0.20	0.05	0.00	0.00
Crit Moves:		****		****					****	****		

Mitigation

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 PACIFIC PARK DRIVE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	2 0	1	2 0	2 0	0	1 0	1 1	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	447	75	122	699	0	167	78	312	108	0	639
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	0	492	83	134	769	0	184	86	343	119	0	703
Added Vol:	0	0	8	27	0	0	0	45	0	38	0	147
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	492	91	161	769	0	184	131	343	157	0	850
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	492	91	161	769	0	184	131	343	157	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	492	91	161	769	0	184	131	343	157	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	492	91	161	769	0	184	131	343	157	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	1.00	1.00	1.00	2.00	0.00	1.00
Final Sat.:	0	3400	1700	3400	3400	0	1700	1700	1700	3400	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.05	0.05	0.23	0.00	0.11	0.08	0.20	0.05	0.00	0.00
Crit Moves:					****				****	****		

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TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	68	1	59	1	0	0	27	600	12	26	216	28
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	75	1	65	1	0	0	30	660	13	29	238	31
Added Vol:	0	0	0	0	0	0	0	193	0	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1	65	1	0	0	30	853	13	29	306	31
User Adj:	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1	65	1	0	0	30	853	13	29	306	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1	65	1	0	0	30	853	13	29	306	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1	65	1	0	0	30	853	13	29	306	26
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.01	0.46	1.00	1.00	0.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	903	13	784	1700	1700	0	1700	3348	52	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.08	0.00	0.00	0.00	0.02	0.25	0.25	0.02	0.09	0.02
Crit Moves:		****		****				****		****		

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 NOVA WAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.390
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	23	0	42	12	1	3	3	203	72	115	723	3
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	25	0	46	13	1	3	3	223	79	127	795	3
Added Vol:	0	0	0	0	0	0	0	81	0	0	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	46	13	1	3	3	304	79	127	980	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	0	46	13	1	3	3	304	79	127	980	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	0	46	13	1	3	3	304	79	127	980	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	0	46	13	1	3	3	304	79	127	980	3
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.00	0.65	1.00	0.25	0.75	1.00	1.59	0.41	1.00	2.00	1.00
Final Sat.:	602	0	1098	1700	425	1275	1700	2698	702	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.01	0.00	0.00	0.00	0.11	0.11	0.07	0.29	0.00
Crit Moves:			****	****			****				****	

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TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.410
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	37	3	23	14	2	29	215	325	124	56	314	220
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	41	3	25	15	2	32	237	358	136	62	345	242
Added Vol:	4	0	0	0	0	2	99	88	6	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	3	25	15	2	34	336	446	142	62	407	242
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	3	22	15	2	29	336	446	121	62	407	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	3	22	15	2	29	336	446	121	62	407	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	3	22	15	2	29	336	446	121	62	407	206
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.01	0.00	0.02	0.20	0.13	0.07	0.04	0.12	0.12
Crit Moves:	****					****	****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 PARKER PLACE (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	125	3	88	176	12	139	9	230	59	19	438	16
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	138	3	97	194	13	153	10	253	65	21	482	18
Added Vol:	6	0	0	0	0	13	18	56	6	0	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	3	97	194	13	166	28	309	71	21	649	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	3	97	194	13	166	28	309	71	21	649	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	3	97	194	13	166	28	309	71	21	649	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	3	97	194	13	166	28	309	71	21	649	18
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	1700	1700	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.11	0.01	0.10	0.02	0.09	0.04	0.01	0.19	0.01
Crit Moves:	****					****	****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	187	565	42	39	513	218	144	111	104	49	157	42
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	206	622	46	43	564	240	158	122	114	54	173	46
Added Vol:	55	57	7	13	31	4	71	0	17	9	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	679	53	56	595	244	229	122	131	63	229	46
User Adj:	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	679	45	56	595	207	229	122	131	63	229	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	679	45	56	595	207	229	122	131	63	229	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	679	45	56	595	207	229	122	131	63	229	46
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1700	1700	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.03	0.02	0.12	0.12	0.13	0.07	0.08	0.04	0.13	0.03
Crit Moves:	****				****		****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 ALISO VIEJO PARKWAY (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	1 0	1 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	152	394	70	53	464	122	169	206	119	87	198	57
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	167	433	77	58	510	134	186	227	131	96	218	63
Added Vol:	29	41	9	89	74	25	13	0	43	9	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	474	86	147	584	159	199	227	174	105	228	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	474	86	147	584	159	199	227	174	105	228	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	474	86	147	584	159	199	227	174	105	228	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	196	474	86	147	584	159	199	227	174	105	228	63
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.13	0.87	1.00	1.00	1.00
Final Sat.:	3400	5100	1700	3400	5100	1700	1700	1924	1476	1700	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.05	0.04	0.11	0.09	0.12	0.12	0.12	0.06	0.13	0.04
Crit Moves:	****				****		****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Ovl			Include			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	48	26	22	76	23	50	47	61	22	40	331	61
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	53	29	24	84	25	55	52	67	24	44	364	67
Added Vol:	0	0	0	0	0	0	0	85	0	0	94	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	29	24	84	25	55	52	152	24	44	458	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	29	24	84	25	55	52	152	24	44	458	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	29	24	84	25	55	52	152	24	44	458	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	29	24	84	25	55	52	152	24	44	458	67
OvlAdjVol:						3						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.50	0.50	1.00	1.54	0.46	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2550	850	1700	2610	790	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.01	0.03	0.03	0.03	0.03	0.04	0.01	0.03	0.13	0.04
OvlAdjV/S:						0.00						
Crit Moves:		****		****			****				****	

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

****

Intersection #6 TOWN CENTER (NS) AT ENTERPRISE (EW)

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1! 0	1	1 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	51	82	66	199	52	134	99	305	81	88	84	111
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	56	90	73	219	57	147	109	336	89	97	92	122
Added Vol:	0	0	0	0	0	0	0	104	0	0	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	90	73	219	57	147	109	440	89	97	185	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	90	73	219	57	147	109	440	89	97	185	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	90	73	219	57	147	109	440	89	97	185	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	90	73	219	57	147	109	440	89	97	185	122
OvlAdjVol:						38						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.59	0.41	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1700	1700	1700	2696	704	1700	1700	3400	1700	1700	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.04	0.08	0.08	0.09	0.06	0.13	0.05	0.06	0.05	0.07
OvlAdjV/S:						0.02						
Crit Moves:		****			****			****		****		

****

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	189	1304	50	44	889	195	116	11	55	138	32	210
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	208	1434	55	48	978	215	128	12	61	152	35	231
Added Vol:	34	73	0	0	171	54	58	1	26	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	1507	55	48	1149	269	186	13	87	152	41	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	1507	55	48	1149	269	186	13	87	152	41	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1507	55	48	1149	269	186	13	87	152	41	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	1507	55	48	1149	269	186	13	87	152	41	231
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.87	0.13	1.00	1.00	0.15	0.85
Final Sat.:	1700	5100	1700	1700	5100	1700	3176	224	1700	1700	257	1443
Capacity Analysis Module:												
Vol/Sat:	0.14	0.30	0.03	0.03	0.23	0.16	0.06	0.06	0.05	0.09	0.16	0.16
Crit Moves:	****				****			****			****	

EX + A + C + P (PM) Fri Jan 9, 2015 09:52:07 Page 12-1

SUMMIT 7 CORPORATE OFFICE
TRAFFIC IMPACT STUDY
GENERAL PLAN BUILDOUT (YEAR 2035) WITH PROJECT

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 ALISO CREEK ROAD (NS) AT ENTERPRISE (EW)

Cycle (sec):	100	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	3 0	1	1 0	3 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	140	984	117	224	1599	145	359	38	264	86	18	65
Growth Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.10
Initial Bse:	154	1082	129	246	1759	160	395	42	290	95	20	72
Added Vol:	29	176	0	0	82	63	63	5	37	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	1258	129	246	1841	223	458	47	327	95	21	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1258	129	246	1841	223	458	47	327	95	21	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1258	129	246	1841	223	458	47	327	95	21	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1258	129	246	1841	223	458	47	327	95	21	72
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.81	0.19	1.00	1.00	0.23	0.77
Final Sat.:	1700	5100	1700	1700	5100	1700	3085	315	1700	1700	383	1317
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.08	0.14	0.36	0.13	0.15	0.15	0.19	0.06	0.05	0.05
Crit Moves:	****				****				****	****		

Appendix H

Aliso Viejo Parking Code

CHAPTER 15.38
PARKING

Sections:

15.38.010 Purpose and Intent
15.38.020 Determination of Required Parking
15.38.030 Spaces Required for Residential Uses
15.38.040 Spaces Required for Nonresidential Uses
15.38.050 Approval of Parking Facilities
15.38.060 Parking Accessibility and Location
15.38.070 Parking Facility Design
15.38.080 Parking Structures
15.38.090 Screening and Landscaping
15.38.100 Loading Facilities
15.38.110 RV, Motorcycle and Bicycle Parking
15.38.120 Alternative Parking Standards
15.38.130 Joint Parking
15.38.140 Shared Parking
15.38.150 Valet Parking
15.38.160 Disabled Parking
15.38.170 Nonconforming Parking

15.38.010 Purpose and Intent

A. *Purpose.* Off-street parking is required for all land uses in accordance with this chapter. These regulations are intended to: (1) provide for the demand for off-street parking generated by the various land uses in the City; (2) ensure the health, safety and welfare of the public by insuring safe access to homes and businesses; and (3) provide for properly designed parking facilities with adequate numbers of parking spaces in order to reduce traffic congestion, promote business and enhance public safety.

B. *Applicability.* Off-street vehicle parking requirements shall be determined and provided in accordance with this chapter when a building is constructed or a use established or changed.

15.38.020 Determination of Required Parking

A. *Alternative Parking Standards.* The number of parking spaces required for each land use pursuant to sections 15.38.030 and 15.38.040 shall be provided unless the City decision-making authority determines that an alternative standard is more applicable pursuant to the procedures of section 15.38.120.

B. *Land Uses Not Listed.* If no provisions for the required number of offstreet parking spaces are set out in Tables 15.38.030 or 15.38.040 of this chapter, the decision-making authority for the applicable use or project shall determine the number of parking spaces required.

C. *Increase in Required Spaces.* The required number of parking spaces for a use shall be increased in accordance with the parking ratios in this chapter if an existing building is expanded or dwelling units or guest rooms are added, or if a use is

intensified by the addition of floor space or seating capacity or is changed to a use requiring additional parking.

D. *Fractional Parking Spaces.* Whenever the computation of the number of off-street parking spaces required by this chapter results in a fractional parking space, 1 additional parking space shall be required for one-half or more fractional parking space, and any fractional space less than one-half of a parking space shall not be counted.

15.38.030 Spaces Required for Residential Uses

Residential land uses shall provide offstreet parking in accordance with the following table unless modified per the provisions of section 15.38.120.

TABLE 15.38.030: RESIDENTIAL PARKING REQUIREMENTS

Land Use	Minimum Offstreet Parking Requirement	Additional Requirements
Single family detached and single family attached	2 spaces per unit in a garage plus 1 space for any second dwelling unit (which may be a tandem driveway space, subject to sec. 15.14.080)	Plus 0.5 offstreet guest spaces per unit if there is no onstreet parking in front of the units. Each garage space shall have minimum unobstructed interior dimensions of 10 ft. x 20 ft.
Multifamily dwellings, townhomes	2 spaces per unit in a garage	
Multifamily dwellings, apartments (either rental or condominium): • Studio: • 1 bedroom: • 2 or more bedrooms:	 • 1 covered space per unit • 1.2 covered spaces per unit • 2 covered spaces per unit	Plus 0.5 guest spaces per unit, with parking distributed so that all units are within 150 feet of the resident's assigned or reasonably available parking space and within 150 feet of the nearest designated guest space.
Affordable housing pursuant to ch. 15.58: • Studio to 1 bedroom: • 2-3 bedrooms: • 4 or more bedrooms:	 1 space per unit 2 spaces per unit 2.5 spaces per unit	Spaces may be tandem or uncovered.
Live/work and other mixed use developments	2 spaces per unit in a garage plus the spaces required for the nonresidential uses per this chapter; or as required in applicable specific plan	Each garage space shall have minimum unobstructed interior dimensions of 10 ft. x 20 ft.
Mobilehome parks	2 covered spaces per unit, which may be in tandem, plus 0.5 guest spaces per unit	
Single-room occupancy housing	1 space per dwelling unit	
Boarding or rooming houses	1 space per sleeping room	
Managed care: assisted living, congregate care facilities, and other senior group housing (age restricted)	• 1 space per dwelling unit; or • 0.5 spaces per bed in dormitory housing	If the number of beds is uncertain at the time of City review, the requirement shall be 0.5 spaces per each 100 sq/ft of sleeping area
Managed care: convalescent homes	0.5 spaces per bed	
Homeless and emergency shelters	0.3 spaces per bed	If the number of beds is uncertain at the time of City

TABLE 15.38.030: RESIDENTIAL PARKING REQUIREMENTS

Land Use	Minimum Offstreet Parking Requirement	Additional Requirements
Transitional and supportive housing	• 1 space per dwelling unit; or • 0.3 spaces per bed in dormitory housing	review, the requirement shall be 0.3 spaces per each 100 sq/ft of sleeping area
Alcoholism or drug abuse recovery facilities and residential care facilities; all for 6 or fewer persons	As required for the single family or multifamily dwelling unit in which the facility is located	
Clubhouses and community pools and cabanas	1 space per each 500 sq/ft of gross site area	

15.38.040 Spaces Required for Nonresidential Uses

A. *Parking Required.* Nonresidential land uses and uses in the special purpose districts (chapters 15.18 and 15.26) shall provide offstreet parking in accordance with the following table unless modified per the provisions of section 15.38.120.

B. *Bicycle and Motorcycle Parking.* In addition to the automobile parking spaces required per this section, bicycle and motorcycle parking shall be provided for certain nonresidential uses in accordance with section 15.38.110.

TABLE 15.38.040: NONRESIDENTIAL PARKING REQUIREMENTS

Land Use	Minimum Offstreet Parking Requirement (GFA = gross floor area)	Additional Requirements
AUTOMOTIVE USES:		
Auto, motorcycle, truck, recreation vehicle and marine sales and service	1 space per each 2,500 sq/ft of gross site area, but not less than 8	
Auto repair services, major and minor (as a principal or accessory use)	1 space per 400 sq/ft GFA, excluding areas used exclusively for storage	
Auto, truck, recreation vehicle and marine storage and equipment rental	1 space per each 5,000 sq/ft of gross site area, plus 1 for any caretakers residence	
Car washes, automated; as an accessory to gas station use on the same premises	1 space for self-drying after wash tunnel	Applicant must show to the satisfaction of the decision-making authority that there is sufficient space for vehicle queuing and stacking before and after the wash tunnel
Car washes, full service	10 spaces, not counting the wash queuing area	
Gas stations and charging stations	4 spaces, plus the spaces required for any fast food, convenience store, auto repair or other accessory uses	
DINING, DRINKING AND ENTERTAINMENT USES:		
Bars, taverns. cocktail lounges and microbreweries	1 space per 80 sq/ft GFA	• Outdoor dining or drinking area is included in GFA
Coffee houses, cyber or internet cafes, and Hookah lounges	1 space per 100 sq/ft GFA	
Live entertainment and dancing as a principal use	1 space per 60 sq/ft GFA	
Restaurants, full-service, all	1 space per 80 sq/ft GFA	

TABLE 15.38.040: NONRESIDENTIAL PARKING REQUIREMENTS

Land Use		Minimum Offstreet Parking Requirement (GFA = gross floor area)	Additional Requirements
Restaurants, drive-thru, subject to subsection 15.38.070(H)		1 space per 100 sq/ft GFA	
Retail sale of take-out food such as ice cream, frozen yogurt, and bakery goods, with ancillary seating		1 space per 150 sq/ft GFA	
Theaters and cinemas, live or motion picture		*See "Public, Recreation and Assembly Uses"*	
Video arcades as a principal use		1 space per each 200 sq/ft GFA	
LODGING AND GROUP CARE USES:			
Child day care centers and preschools		1 per employee plus 1 dropoff space per each 8 children based on total capacity	Access/dropoff plan may be required
Hospitals		1 per 1.7 patient beds	
Hotels and bed and breakfast inns	Under 200 guest rooms	1.1 space for each guest room plus 1 space for every 75 sq/ft of meeting room floor area	Plus the spaces required for restaurants, retail stores and other ancillary facilities open to the public
	200 guest rooms or more	1.3 spaces for each guest room plus 1 space for every 75 sq/ft of meeting room floor area	
Motels		1.2 spaces for each guest room plus 1 space for every 75 sq/ft of meeting room floor area	Plus the spaces required for restaurants, retail stores and other ancillary facilities open to the public
Managed care: assisted living, congregate care facilities, and other senior group housing (age restricted)		• 1 space per dwelling unit; or • 0.5 spaces per bed in dormitory housing	For convalescent home and dormitory space, if the number of beds is uncertain at the time of City review, the requirement shall be 0.5 spaces per each 100 sq/ft of sleeping area
Managed care: convalescent homes		0.5 spaces per bed	
Homeless and emergency shelters		0.3 spaces per bed	For shelter and dormitory space, If the number of beds is uncertain at the time of City review, the requirement shall be 0.3 spaces per each 100 sq/ft of sleeping area
Transitional/Supportive Housing		• 1 space per dwelling unit; or • 0.3 spaces per bed in dormitory housing	
OFFICE, RETAIL AND SERVICE USES:			
Animal boarding/kennels and grooming services		1 space per 250 sq/ft GFA	
Animal hospitals/veterinary clinics		1 space per 220 sq/ft GFA	
Banks and other financial institutions with tellers		1 space per 220 sq/ft GFA	
Barber shops		1 space per 220 sq/ft GFA	
Beauty, nail, tanning and similar salons		1 space per 150 sq/ft GFA	
Check cashing facilities		1 space per 250 sq/ft GFA	
Convenience stores and liquor stores		1 space per 250 sq/ft GFA	
Dry cleaners, with no central plant onsite		1 space per 300 sq/ft GFA	
Fortune telling, palmistry and similar services		1 space per 250 sq/ft GFA	
Furniture and appliance stores		1 space per 500 sq/ft GFA	

TABLE 15.38.040: NONRESIDENTIAL PARKING REQUIREMENTS

Land Use	Minimum Offstreet Parking Requirement (GFA = gross floor area)	Additional Requirements
Live/work and other mixed use developments	2 spaces per unit in a garage plus the spaces required for the nonresidential uses per this chapter; or as required in an applicable specific plan	Each garage space shall have minimum unobstructed interior dimensions of 10 ft. x 20 ft.
Laundromats	1 space per 220 sq/ft GFA	
Massage parlors, massage centers, day spas and any other establishment offering massage services	1 space per 200 sq/ft GFA	
Miscellaneous small-scale services such as travel services, photo developing, shoe repair, appliance repair, and similar uses	1 space per 300 sq/ft GFA	
Office uses, general and professional	1 space per 250 sq/ft GFA	
Office uses, medical, dental, counseling, chiropractic, acupuncture and similar services	1 space per 200 sq/ft GFA	
Pet stores selling live animals and pet supplies and accessories	1 space per 250 sq/ft GFA	
Plant nurseries and garden supply stores	1 space per 1,000 sq/ft of retail display area, plus1 space per 500 sq/ft of any indoor display area	
Printing and copy services	Services with self-service facilities for the public such as copiers, computers and similar: 1 space per 220 sq/ft GFA. Services without facilities for the public: 1 space per 500 sq/ft GFA	
Retail home improvement and hardware stores over 80,000 sq/ft GFA	1 space per 400 sq/ft GFA	Home improvement stores under 80,000 sq/ft shall conform to the general retail parking standard
Retail stores, general,* under 80,000 sq/ft GFA	1 space per 250 sq/ft GFA	
Retail stores, general,* over 80,000 sq/ft GFA	1 space per 220 sq/ft GFA	Applies to stand-alone stores only. If the store is part of a shopping center, the 1/250 shopping center ratio shall apply for all stores regardless of floor area.
**Such as supermarkets and other retail stores selling such items as food, apparel, shoes, books, office supplies, gifts, and similar merchandise to the general public. Typically open less than 24 hours/day.*		
Shopping centers	1 space per 250 sq/ft GFA	If a center has over 20% GFA of uses which require more parking than the ratio shown at the left, all such GFA over 20% shall be computed at the higher parking rate*
	*For example, if a center of 100,000 GFA has 30% of its space in restaurant use, 10% of the GFA (10,000 sq/ft) will be computed at the restaurant rate of 1/80 sq/ft rather than the overall shopping center rate of 1/250 sq/ft.	
Tattoo parlors	1 space per 220 sq/ft GFA	
Thrift stores and pawn shops	1 space per 300 sq/ft GFA	
Video rental stores	1 space per 250 sq/ft GFA	

TABLE 15.38.040: NONRESIDENTIAL PARKING REQUIREMENTS

Land Use	Minimum Offstreet Parking Requirement (GFA = gross floor area)	Additional Requirements
PUBLIC, RECREATION AND ASSEMBLY USES:		
Bowling alleys	3 spaces per lane plus the spaces required for restaurant and bar area and other uses on the premises	
Churches, temples, other places of worship	1 space per every 3 seats, plus 1 space per every 35 sq/ft of seating area in the main auditorium where there are no fixed seats	For bench or pew seating, 18 inches of lineal bench shall count as 1 seat
Cinemas and live theaters	1 space per every 3 fixed seats	
Clubs, lodges, union halls, and similar uses	1 space per each 75 sq/ft GFA	
Colleges and universities, public or private	1 space per every 3 full-time equivalent students based on maximum capacity, plus 1 space for every 2 faculty or staff members	Additional spaces may be required for athletic facilities on the site such as stadiums and gymnasiums and for performance facilities such as performing arts theaters
Community centers and senior citizen centers	1 space per each 4 persons based on the maximum capacity of all facilities capable of simultaneous use, as determined by the Planning Director	
Driving ranges, lighted or unlighted	1 space per tee plus the spaces required for other uses on the site	
Electric substations	1 space per each employee plus 1 space per each vehicle used in connection with the facility	
Family/Children entertainment centers, indoor, with climbing apparatus, play equipment, food service, video games, party facilities, and similar attractions	1 space per every 4 guests based on maximum capacity, plus bus and drop-off spaces as determined for each use in the conditional use permit	
Family/Children entertainment ctrs., outdoor, and similar outdoor recreation uses, with such attractions as miniature golf, batting cages, boat rides. May also include indoor attractions		
Fire and police stations	1 per employee plus 1 per each fire, police or other emergency vehicle	
Golf courses, miniature, pitch and putt and par 3	3 per hole, plus the spaces required for other uses on the premises	
Golf courses, regulation	5 per hole, plus the spaces required for other uses on the premises	
Government offices	1 space per 250 sq/ft GFA	
Gymnasiums	1 space per every 3 seats, or 1 space per every 35 sq/ft of seating area where there are no fixed seats	
Health clubs, boxing and martial arts uses, gymnastics, dance studios, and similar physical activity uses (all floor area sizes)	1 space per 150 sq/ft GFA	For purposes of this use, swimming pool area shall be counted as part of GFA
Helicopter pads	As required by conditional use permit	
Libraries and museums	1 space per 250 sq/ft GFA	

TABLE 15.38.040: NONRESIDENTIAL PARKING REQUIREMENTS

Land Use	Minimum Offstreet Parking Requirement (GFA = gross floor area)	Additional Requirements
Mortuaries and funeral homes	1 space per every 3 seats, plus 1 space per every 35 sq/ft of seating area in the main auditorium where there are no fixed seats	For bench/pew seating, 18 inches of lineal bench shall count as 1 seat. Spaces provided for funeral services may be tandem if approved by conditional use permit.
Outdoor amphitheaters and stadiums	1 space per every 3 seats, or 1 space per every 35 sq/ft of seating area where there are no fixed seats	
Parks and open space, passive, public	As determined for each park based on the size of the site and the facilities to be provided	
Pool halls/billiard centers as a principal use	1 space per 200 sq/ft GFA	
Roller and ice rinks, indoor	1 space per 100 sq/ft GFA	
Schools, private, with outdoor facilities: • Elementary and middle schools • High schools	• 2 spaces per classroom • 1 space per every 6 full-time equivalent students based on maximum capacity, plus 1 space for each faculty or staff member	Additional spaces may be required for athletic facilities on the site such as stadiums and gymnasiums and for performance facilities such as performing arts theaters
Schools, private, without outdoor facilities, such as business, vocational and professional	1 space per every 1.5 students, based on the maximum capacity	
Schools, public	Same as private school requirements	
Skateboard, roller hockey, and stunt bike facilities, indoor or outdoor	1 space per 500 sq/ft of activity area	
Stations and terminals, train, bus and taxi	As determined in the conditional use permit for each facility	
Swim schools	1 space per 500 sq/ft of enclosed pool area	
Tutorial services, not including schools or colleges	1 space per 250 sq/ft GFA	
RESEARCH, INDUSTRIAL AND HEAVY COMMERCIAL USES:		
Computer data centers and server farms	1 space per 1,000 sq/ft GFA or 1 space per employee, whichever is greater The number of spaces per employee shall be based on the number of employees on duty during any one shift.	
Contractor and construction equipment yards, with outside storage	1 space per 300 sq/ft GFA of associated office space plus 1 per vehicle stored on the premises	
Dry cleaners and laundries, central plants	1 space per 500 sq/ft GFA plus the spaces required for delivery vehicles	
Laboratories, dry	1 space per 400 sq/ft GFA	
Laboratories, wet, when accessory to a permitted use and under 1,000 sq/ft in floor area (wet laboratories as a principal use is listed under "Specialized research, development, manufacturing and wet laboratories", following)	1 space per 400 sq/ft GFA	

TABLE 15.38.040: NONRESIDENTIAL PARKING REQUIREMENTS

Land Use	Minimum Offstreet Parking Requirement (GFA = gross floor area)	Additional Requirements
Light manufacturing and light industrial uses, including the manufacture and assembly of products from materials such as cloth, fiber, fur, glass, leather, stone, wood, plastics, metal, and paper (except milling); may include offices, storage and other incidental uses on the same site	1 space per 400 sq/ft GFA	
Lumber yards and other building materials sales, outdoor	1 space per 1,000 sq/ft of outdoor retail display area, plus1 space per 500 sq/ft of any indoor retail display area	
Pest control services	1 space per 500 sq/ft GFA	
Plumbing repair shops	1 space per 500 sq/ft GFA	
Recycling recovery facilities as a principal use, with collection and sorting only (such as a materials recovery facility), not including auto salvage or junkyards	1 space per every 1.5 employees	
Recycling collection facilities as an accessory use, such as dropoff bins and mobile recycling units	5 spaces plus 1 space for each attendant, if any	
Research and development, other than specialized (see below)	1 space per 400 sq/ft GFA	
Specialized research, development, manufacturing and wet laboratories, where chemicals, drugs or biological matter are tested and analyzed, typically requiring water, direct ventilation, specialized piped utilities and protective measures	1 space per 400 sq/ft GFA	
Storage facilities, personal, indoor, such as miniwarehouses	1 space per every 4,000 sq/ft of gross leasable area	
Welding, machine, milling and plating operations	1 space per 500 sq/ft GFA	
Warehouses and distribution facilities as a principal use, for storing or shipping food, beverages, packages, merchandise or other items:	1 space per 1,000 sq/ft GFA or 1 space per employee, whichever is greater	
OTHER USES:		
Temporary uses and events	As required in the temporary use permit	
Adult businesses, subject to ch. 4.25 (*Adult Business*)	1 space per 150 sq/ft GFA	

15.38.050 Approval of Parking Facilities

A. *Site Development and Grading Permits.* Except for single family detached and single family attached residences, establishment of all offstreet parking facilities shall be subject to approval of a site development permit in accordance with section 15.74.020 unless the parking facilities are part of a previously-approved development project and no changes in intensity of use are being proposed. A grading permit shall also be required unless exempted under the City's grading code.

B. *Site Plan Requirements*. A site plan shall be filed with all applications for a parking facility and/or development project site development permit. The plan shall show the offstreet parking facilities and the use(s) to be served, together with pedestrian arrangements (including crosswalks, if necessary) connecting them. The plan shall be accompanied by information required to determine parking as required by sections 15.38.030 or 15.38.040.

C. *No Credit for Street Parking.* Parking spaces within the ultimate right-of-way of a street, either public or private, shall not be credited toward meeting the minimum offstreet parking requirements of this chapter.

15.38.060 Parking Accessibility and Location

A. *Parking Accessibility.*

1. All required offstreet parking spaces shall be designed, located, constructed and maintained so as to be fully and independently usable and accessible at all times. Violation of this requirement shall be deemed a violation of the discretionary permit authorizing the land use or development served by the parking and shall make the permit subject to revocation pursuant to section 15.74.120.

2. Unless otherwise provided by an approved discretionary permit, no offstreet parking spaces required by this chapter shall be converted to another use or leased, rented or otherwise made unavailable to intended users.

3. No required parking spaces shall be used for the display of vehicles for sale unless part of a permitted vehicle sales use.

4. If an area of parking is set aside for park-and-ride use, those spaces shall be in addition to the required parking for the use on the site.

B. *Parking Location.*

1. *Residential Uses.* Required parking shall be located on the same parcel as the residential building which the parking serves, except that such parking may be located on an adjacent parcel if all of the following conditions are met:

    a. The adjacent parcel is and continues to be under the same ownership as that of the residential building;
    b. The parking is located where the construction of garages, carports or shade structures is permitted; and
    c. The placement and distribution of required parking spaces are such that for any dwelling unit, the resident's assigned or reasonably available parking spaces and the nearest designated guest space are no further than 150 feet by walkway to the entry of that dwelling unit.

2. *Nonresidential Uses.*

   a. Required parking shall be located on the same parcel as the use served, on an adjacent parcel, or on a parcel across an alley. Parking located on an adjacent parcel or on a parcel across an alley shall be subject to the requirements of Sections 15.38.130 and 15.38.140, as applicable.
   b. Required parking spaces shall be within 300 feet of the uses served by the parking.

15.38.070 Parking Facility Design

A. *Design Alternatives for New Facilities.* Proposed modifications to the onsite circulation, landscaping and parking design requirements of this section shall be reviewed pursuant to the provisions of section 15.38.120(A).

B. *Modifications to Existing Facilities.* No existing parking facility shall be modified with respect to paving, layout, striping, aisle width, numbers or sizes of spaces, street access, or any other physical characteristic without prior review by the Planning Director. The Director shall determine if discretionary review is required for the modification pursuant to chapters 15.70 and 15.74.

C. *Parking Lot Surfacing.*

1. All parking and maneuvering areas shall be paved with pavers, asphaltic concrete, Portland cement concrete or pervious paving material approved by the Public Works Director. The structural section of the pavement and base material shall be commensurate with the anticipated loading and shall be calculated in accordance with the method promulgated by the California Department of Transportation.

2. All parking areas shall be designed and built with positive drainage to an approved drainage conveyance. No design which allows ponding shall be permitted.

3. Paving materials in parking facilities shall not be modified without prior review by the Planning Director pursuant to paragraph (B) of this section.

D. *Parking Facility Lighting.*

1. All parking lots, parking structures, pedestrian walkways, and loading areas shall be provided with adequate lighting to insure security and safety and shall conform to the provisions of section 15.22.110.

2. All lighting for parking areas shall be designed to prevent spillover onto neighboring properties.

3. Prior to construction of a parking facility, a lighting plan shall be submitted identifying the type, location and height of proposed lighting fixtures, with an

associated photometric analysis showing lighting illumination levels and spillover. The lighting plan shall conform to the provisions of Appendix "A" of this Code and shall be reviewed and approved by the Planning Director and the Police Services Department prior to issuance of a building permit.

E. *Parking Layout and Circulation.*

1. Except for single-family detached, single-family attached and townhome residential uses, no parking facility shall be designed so that vehicles are required to back into a public or private street to exit the facility.

2. Tandem parking shall be prohibited except for the following: in mobilehome parks/subdivisions, as driveway guest parking for residential uses with driveways of sufficient length pursuant to this chapter, where valet parking is provided, and where otherwise expressly permitted in this Code.

3. Individual wheel stops are prohibited in surface parking lots unless an exception permit is approved pursuant to section 15.74.070. All parking bays within parking lots shall be bordered by continuous curbs to serve as wheel stops for perimeter spaces. Individual wheel stops shall not be permitted in lieu of such curbs.

4. All driveways, accessways and parking aisles shall be designed for positive drainage. If an inverted crown is proposed for a driveway, accessway or aisle, the center portion shall be a ribbon gutter of Portland cement concrete rather than asphaltic concrete unless an alternative design is approved by the Public Works Director.

5. Parking lot layouts shall provide a clear hierarchy of major access drives (connecting the parking area to the public street), fire lanes, loading areas, minor drives, parking bay maneuvering areas, etc. Parking shall be arranged so as to avoid backing out into major access drives.

6. In order to avoid deadend aisles, parking bays with 10 spaces or more shall connect with other parking bays or drive aisles or shall provide a turnaround area at the end of the bay.

7. Driveways shall be located a minimum of 300 feet from the intersection of two public streets unless the Public Works Director determines on a case-by-case basis that, due to unusual traffic conditions and/or street configuration, a shorter distance will achieve the same purpose in terms of traffic safety and access and the driveway location(s) is approved by the decision-making authority.

8. Joint entry driveways for adjacent land uses are encouraged and shall be arranged to allow parking lot maneuvering from one establishment to another without requiring exit to the street. Properties sharing such joint

access shall maintain agreements which permit reciprocal driveway connections across property lines.

9. *Parking Lot Interconnections.* The decision-making authority may require the parking and circulation layouts of adjoining developments to be coordinated and interconnected to allow for reciprocal vehicular and pedestrian access without reentering the street.

F. *Parking Dimensions.*

1. *Regular Space Dimensions.* All parking spaces up to the minimum required shall be designated for regular vehicle parking. Regular vehicle spaces shall have the following minimum dimensions: width: 9 feet; length 17 feet to curb plus 2 feet overhang. Where curbs are not provided, a minimum length of 19 feet is required.

2. *Compact Spaces Prohibited.* Compact parking spaces or other spaces with dimensions less than the minimums required per this section are prohibited unless an exception permit is approved pursuant to section 15.74.070.

3. *End Spaces.* Parking spaces at the end of a parking aisle and against a curb or wall shall be widened by 2 additional feet and/or shall be provided with a back-out “pocket”.

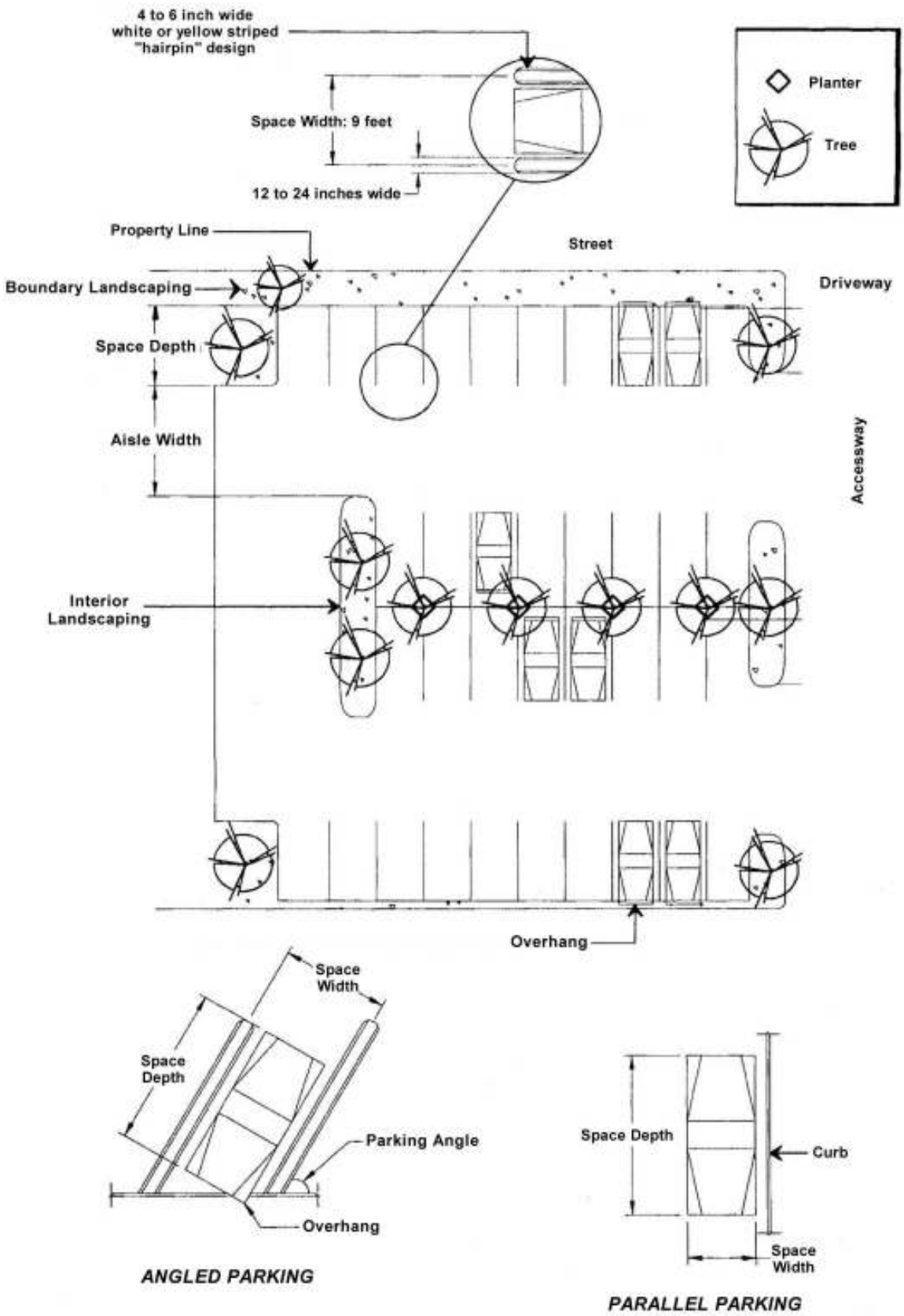
4. *Parallel Spaces.* Spaces provided for parallel parking shall be a minimum of 9 feet wide and 24 feet in length to permit room for maneuvering. If a wall or curb in excess of eight inches in height is adjacent to the parallel parking space, the space shall be 10 feet in width. All end spaces confined by a curb shall be 30 feet long.

5. *Space Marking.* With the exception of residential garage or carport spaces, all parking spaces shall be clearly marked with white or yellow paint or other easily distinguished material. Marking shall be a minimum 4-inch wide single or double ("hairpin" style) stripe.

6. *Parking Aisles.* The following table sets out the minimum required dimensions for parking aisles:

Table 15.38.070: Minimum Parking Aisle Dimensions

Parking Angle (degrees)	One-Way Aisle Width (feet)	Two-Way Aisle Width (feet)
0-44 (0 = parallel)	14	25
45-54	16	25
55-64	18	25
65-79	22	25
80-90	25	25



PARKING FACILITY DESIGN

7. *Parking Accessways.* Parking accessways are required to provide access between a street and parking aisles and internally between parking aisles. Such accessways shall conform to the following standards:

    a. No parking is permitted on a parking accessway.
    b. One-way parking accessways shall have a minimum width of 15 feet, unless the accessway is a fire lane, which requires a minimum of 20 feet. Two-way accessways shall have a minimum width of 28 feet.
    c. Parking accessways shall not be intersected by a parking aisle or another parking accessway for a minimum distance of 30 feet from the ultimate curbline of arterial highways and a minimum distance of 20 feet from the ultimate curbline of local and other non-arterial streets.

8. *Entry/Exit Driveways.* Entry and exit driveways for parking lots shall be a minimum 28 feet in width plus any median width (medians shall be a minimum 3 feet in width). Additional turning lanes, if required, shall be a minimum 12 feet in width. One-way entry or exit drives shall be a minimum 16 feet in width.

9. *Curve Radii.* Entry driveways shall have a minimum curb radius of 5 feet. Internal curb radii shall be a minimum of 3 feet. Driveway curve radius shall be a minimum of 16 feet inside and 29 feet outside if confined by a curb or other construction.

G. *Garages and Carports.* Minimum interior dimensions in residential garages and carports for dwellings constructed after the effective date of this Code shall be 10 feet in width per car by 20 feet in depth (thus, a 2-car garage shall be minimum 20 feet wide by 20 feet deep.) Alterations to existing garage and carport spaces which retain or create smaller dimensions than those preceding may be permitted provided: (1) no space is reduced to less than 9 feet by 18 feet and (2) an exception permit is approved pursuant to section 15.74.070.

H. *Drive-Thru Facilities.* Drive-thru restaurants and other drive-thru facilities, except car washes, shall conform to the following regulations:

1. Safe traffic and pedestrian circulation shall be provided including, but not limited to, traffic circulation which does not conflict with entering or exiting traffic, with parking, or with pedestrian movements.

2. A stacking area shall be provided for each service window or machine which contains a minimum of 7 tandem standing spaces inclusive of the vehicle being served. The standing spaces shall not extend into the public right-of-way nor interfere with any internal circulation patterns.

3. The drive-thru facility shall be designed to integrate with existing or proposed structures, including roof lines, building materials, signs and landscaping.

4. Vehicles at service windows or machines shall be provided with an overhead structure.

5. Amplification equipment, lighting and location of drive-thru elements and service windows shall be screened from public rights-of-way and adjacent properties.

I. *Shopping Cart Storage.* Every land use which provides shopping carts for patrons shall provide shopping cart collection areas or cart racks as follows:

1. Cart racks shall be distributed so that no parking space within the facility is more than 150 feet from the nearest cart rack in order to prevent parking spaces from being lost to the abandonment of shopping carts.

2. Each cart rack shall include either a steel frame or curbs on the lower side to contain the shopping carts.

3. If sidewalks adjacent to stores are used for storage of assembled shopping carts, such sidewalks shall be designed with extra width so that pedestrian flows are not blocked by shopping carts. The decision-making authority may also require a screening wall or landscape screening integrated into the design of the project in front of such a cart storage area.

15.38.080 Parking Structures

A. *Site Development Permit Required*. Parking structures and underground parking shall conform to the requirements of this section and shall be subject to the approval of a site development permit.

B. *Minimum Dimensions.* The minimum dimensions for parking structures and underground parking shall be as set out in section 15.38.070, except additional dimensional requirements may be imposed for conditions or structural impediments created by the parking structure.

C. *Support Posts.* No support posts or other obstructions shall be placed within 2 feet of any parking stall, except that such obstructions are allowed adjacent to the stall within the first 6 feet of the front of the stall, including any overhang area.

D. *Mirrors for Sight Distance.* Blind corners shall be provided with viewing mirrors maintained in a position and condition to provide adequate sight distance.

E. *Interior Treatment.* The interior treatment shall include a coordinated interior sign program designed to identify parking levels and locate stairwells, elevators, phones, exits, and other interior features. Interior colors shall be of light shades.

F. *Exterior Treatment.* Special care shall be taken to mitigate the visual impacts of the mass and height of parking structures. Among other design features, the

decision-making authority may require that upper levels be set back from the level immediately below in order to minimize the apparent mass of the structure from the street.

G. *Landscaping.* Landscaping shall be incorporated into aboveground parking structures to soften their building mass. This shall include perimeter planting, side wall planting and rooftop landscaping as deemed appropriate by the decision-making authority.

15.38.090 Screening and Landscaping

1. *Landscaping*. Parking facility landscaping as a percentage of site area in residential, nonresidential and special purpose districts shall be provided pursuant to Tables 15.10.030, 15.18.030 and 15.26.030 respectively. Design of parking facility screening and landscaping shall conform to section 15.62.060(F).

15.38.100 Loading Facilities

A. *When Required*. When the normal operation of any use or development requires that goods, merchandise, or equipment to be routinely delivered to or shipped from that location, sufficient offstreet loading and unloading area must be provided in accordance with this section to accommodate such activities in a safe and efficient manner. For purposes of this chapter, the term *loading* means both loading and unloading.

B. *Size and Design*. The dimensions and design of loading berths shall be determined during discretionary review of each project pursuant to chapters 15.70 and 15.74.

C. *Location of Loading Berths*.

1. Loading berths may occupy all or any part of any required yard setback area except front and exterior side yards and shall not be located closer than 50 feet from any lot in any residential zone unless enclosed on all sides (except the entrance) by a wall not less than eight feet in height. In addition, the decision-making authority may require screening walls or enclosures for any loading berth if it determines that such screening is necessary to mitigate the visual impacts of the facility.

2. Loading berths shall be so located and designed that the vehicles intended to use them can maneuver safely and conveniently to and from a public right-of-way and complete the loading and unloading operations without obstructing or interfering with any fire lane, public right-of-way or any parking space or parking lot aisle.

15.38.110 RV, Motorcycle and Bicycle Parking

A. *Recreational Vehicles.* Recreational vehicles (RVs) may be stored within residential rear or side yards except where fence heights are limited to less than 6 feet, provided a 2-foot setback is maintained between the RV and the property line. For purposes of this section, the term “stored” shall mean the same as “parked”.

B. *Motorcycle Parking.* Motorcycle parking areas shall be provided for all nonresidential uses as follows:

1. Uses with 25-99 automobile parking spaces shall provide 1 designated area of minimum 50 square feet for use by motorcycles.

2. Uses with more than 100 automobile parking spaces shall provide motorcycle parking areas at the rate of 1 motorcycle parking area of minimum 50 square feet for every 100 automobile parking spaces or fraction thereof provided.

C. *Bicycle Parking.* Bicycle parking shall be provided as follows:

1. Uses required to provide bicycle parking equal to 3 percent of the total required automobile parking spaces include: video and game arcades, bowling alleys, cinemas/movie theaters, commercial recreation, health clubs, libraries, schools, and skating rinks.

2. Uses required to provide at least 5 bicycle parking spaces include: banks, churches, clubs/halls, hospitals, restaurants (all categories).

3. Uses required to provide bicycle parking equal to 1 space for each 25,000 square feet of gross floor area include all office uses.

4. Shopping centers shall provide 5 bicycle parking spaces for each major tenant having over 20,000 square feet of gross floor area. The spaces shall be provided at or near the tenant's main entry.

15.38.120 Alternative Parking Standards

A. *Modified Design Standards*. Modified space and aisle dimensions, onsite circulation, and other parking design standards contained in this chapter may be allowed if an exception permit is approved pursuant to section 15.74.070. No such exception shall be approved unless the decision-making authority makes the following findings in addition to the standard findings for approval of an exception permit set out in section 15.74.070:

1. Given the specific conditions of the site and the projected use of the parking facility, the modified design standards will provide sufficient stall, maneuvering and aisle dimensions for the use(s) served; and

2. Topographic or other physical conditions make it impractical or infeasible to require strict compliance with the design standards.

B. *Modifications to Required Number of Spaces.* The number of parking spaces required for each land use pursuant to sections 15.38.030 and 15.38.040 shall be provided unless the applicant can show to the satisfaction of the City decision-making authority by means of a parking study that an alternative standard is more applicable for the particular land use or project in question. Application for such alternative standards shall be subject to the following:

1. *Exception Permit Required.* Alternative parking standards may be utilized only if an exception permit is approved pursuant to the provisions of section 15.74.070. No such exception shall be approved unless the decision-making authority makes the following findings in addition to the standard findings for approval of an exception permit as set out in section 15.74.070:

   a. Given the specific conditions of the site and the adjacent area, the alternate parking standards will provide sufficient parking for the use(s) served; and
   b. The proposed offstreet parking facilities comply with the intent of these parking regulations as set out in section 15.38.010.

2. *Parking Study Required.* As part of the application for an exemption permit, a parking study shall be submitted with the same information required for shared parking arrangements set out in section 15.38.140(C).

15.38.130 Joint Parking

A. *Joint Parking with No Overall Space Deficiency.* Two or more adjacent nonresidential land uses may provide common parking facilities when there is no overall deficiency in the number of parking spaces provided all of the following requirements are met:

1. The cumulative number of parking spaces required per section 15.38.030 or 15.38.040 is provided.

2. The joint parking plan shall show that the main entries of all uses served shall be no greater than 150 feet from the nearest parking space.

3. Assurance is provided to guarantee that the required parking will continue to be maintained during the life of the respective uses by means of a reciprocal easement or other legal instrument between all affected properties that runs with the land.

B. *Review by Director.* The reciprocal easement and the joint parking plan showing compliance with all of the requirements of this section to the satisfaction of the Planning Director shall be recorded in the office of the Orange County Clerk-Recorder.

15.38.140 Shared Parking

A. *Shared Parking with Overall Space Deficiency.* When there is an overall deficiency in the number of parking spaces, two or more adjacent nonresidential land uses may share use of the same off-street parking spaces to meet the requirements of this chapter provided:

1. The normal hours of operation for the buildings or uses are staggered in such a manner that the joint use of the same parking spaces is feasible;

2. The total quantity of spaces provided is at least equal to the total of the projected parking demand for the structures or uses in operation at any given time.

3. The conditions and requirements set out hereinbelow in this section are satisfied.

B. *Conditional Use Permit Required.* Shared parking plans shall require approval of a conditional use permit pursuant to section 15.74.040.

C. *Required Information.* The applicant shall prepare and submit to the City for review and approval a shared parking study that includes the following information:

1. A site plan showing all parking spaces, building square footage and tenant spaces within the complex(es) or area(s) participating.

2. A joint use parking matrix with the following information:

    a. Project building(s) and tenant address(es);
    b. The number of parking stalls available on-site (parking supply);
    c. Gross square footage of all building and tenant spaces;
    d. The name, type of use, and the days and hours of operation for each tenant;
    e. The number of parking stalls required by this chapter for each tenant or land use, based on the gross square footage and type of use;
    f. The hourly parking demand for all tenants on weekdays (Monday through Friday), Saturday, and Sunday;
    g. A comparison between hourly parking demand and the parking supply to show that demand will not exceed parking supply.

D. *Shared Parking Agreement.* With the request for shared parking, the applicant shall provide a written shared parking agreement suitable for recordation, signed by the owner(s) and/or ground lessee of the property upon which the shared parking is to be located. The agreement shall establish rights to the shared parking requested in the application. Approval of the request for shared parking shall be conditioned upon approval of the agreement by the Director and the City Attorney, which approval shall not be unreasonably withheld provided the agreement satisfies the requirements of this

section. The agreement shall provide that no amendment or modification of the agreement that would materially affect rights to parking may be made without the prior written approval of the Planning Director and the City Attorney. The agreement shall be recorded with the County Clerk-Recorder within 5 days after approval of the shared parking application by the City.

15.38.150 Valet Parking

A. Valet parking proposals shall be reviewed by the decision-making authority in conjunction with the discretionary permit application or other entitlement for the use or separately as an administrative use permit pursuant to the procedures of section 15.74.040 if no discretionary permit is required for the use.

B. When valet parking is provided, a minimum of 25 percent of the required parking area shall be designated and arranged for self-parking.

C. The dropoff point for valet parking shall be convenient to the front door of the facility, shaded, one way, and of sufficient capacity to accommodate a minimum of 3 cars.

D. The accessway from the drop-off point to the parking area shall be via an onsite private drive and shall not utilize any public street.

15.38.160 Disabled Parking

Public accommodations and facilities shall provide parking spaces for the physically disabled in compliance with the federal Americans with Disabilities Act (*ADA*). More specifically, 1 of every 25 parking spaces shall be set aside for and accessible to the disabled. The design of such disabled spaces and additional requirements for van accessible spaces shall conform to the ADA *Standards for Accessible Design* published by the U.S. Department of Justice.

15.38.170 Nonconforming Parking

A. *Continuation of Uses.* A use which was a legal use on the effective date of this Code shall be allowed to continue in operation at whatever parking ratio was in effect at the time the use was established, provided such use was properly permitted and parked in accordance with the regulations in effect at that time.

B. *Discontinued Nonconforming Uses.* If a use which is nonconforming with regard to parking is not used continuously for a period of 1 year, any use of the premises shall conform to the parking requirements of this chapter.

C. *Expansions and Additions.* Any additional uses, intensifications of use, expansions, or changes of use which generate a need for added parking shall comply with the parking required by this chapter.

Appendix I

Cost Estimate

TRAFFIC SIGNAL COST ESTIMATE

Date:	March 3, 2015	**Location:**	DIRECT IMPACT
Job Number:	0826-2014-01		
By:	RK Engineering Group, Inc.	**Prepared for:**	Summit 7 Office Building

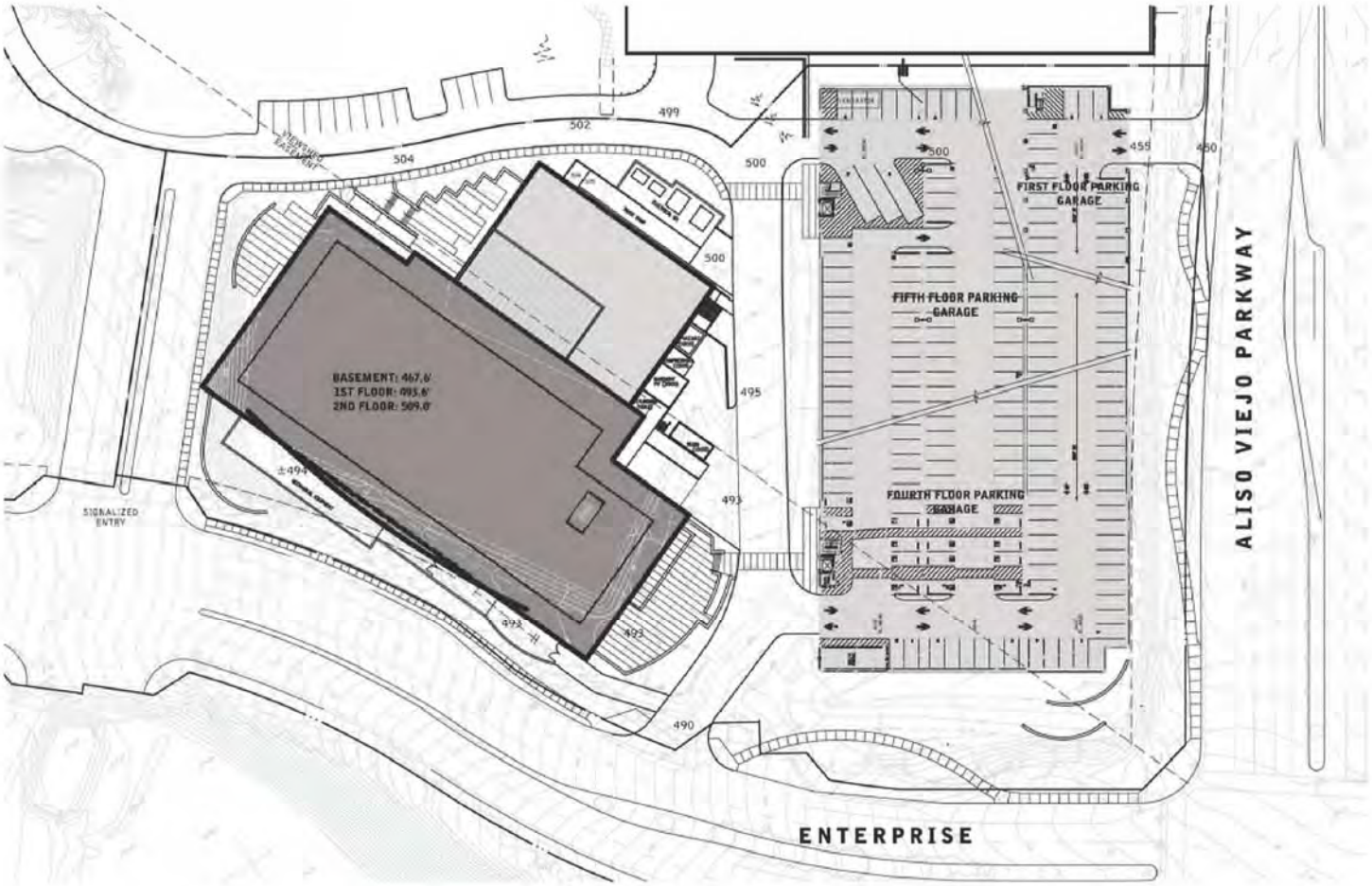
Item No.	Description	Qty.	Unit	Unit Cost	Item Cost
103	Furnish & Install Sign/Post	1	Ea.	$200.00	$200
105	Thermoplastic Pavement Markings (Arrows & Legends)	81	SF	$4.29	$347
108	Sandblast (Pavement Markings)	45	SF	$1.98	$89
136	Remove & Salvage Mast Arm Mounted Sign	2	Ea.	$105.00	$210
137	Furnish & Install Mast Arm Mounted Sign	2	Ea.	$240.00	$480
	Mobilization	1	LS	$1,250.00	$1,250
				SUBTOTAL	$2,577
				Engineering 135.00%	$3,478
				Fees, Permits, Supervision 100.00%	$2,577
				Contingencies 60.00%	$1,546
				TOTAL	$10,178

TRAFFIC SIGNAL COST ESTIMATE

Date:	March 3, 2015	**Location:**	2035 IMPACT
Job Number:	0826-2014-01		
By:	RK Engineering Group, Inc.	**Prepared for:**	Summit 7 Office Building

Item No.	Description	Qty.	Unit	Unit Cost	Item Cost
103	Furnish & Install Sign/Post	0	Ea.	$200.00	$0
105	Thermoplastic Pavement Markings (Arrows & Legends)	60	SF	$4.29	$257
107	Sandblast (Striping)	1700	LF	$0.17	$281
108	Sandblast (Pavement Markings)	30	SF	$1.98	$59
110	Paint 8" White Stripe	0	LF	$0.99	$0
111	Paint 4" White Stripe (Detail 27B/Lane Line)	50	LF	$0.40	$20
112	Paint Channelizing Line (Detail 38/38A)	300	LF	$0.44	$131
114	Paint Median Island (Detail 28/29/31/32)	488	LF	$0.87	$425
115	Paint Lane Striping (Detail 8/9/11/12)	700	LF	$0.29	$203
117	Paint Bike Lane Line (Detail 39/39A)	400	LF	$0.41	$164
136	Remove & Salvage Mast Arm Mounted Sign	1	Ea.	$105.00	$105
137	Furnish & Install Mast Arm Mounted Sign	1	Ea.	$240.00	$240
	Mobilization	1	LS	$2,500.00	$2,500
				SUBTOTAL	$4,385
				Engineering 126.00%	$5,525
				Fees, Permits, Supervision 100.00%	$4,385
				Contingencies 60.00%	$2,631
				TOTAL	$16,926

SUMMIT 7 CORPORATE OFFICE BUILDING
NOISE IMPACT STUDY
City of Aliso Viejo, California



Attachment 4b PA15-003: MicroVention
Noise Impact Study - 3/09/15
4/01/15 City Council

RK engineering group, inc.

transportation planning • traffic engineering
acoustical engineering • parking studies

March 9, 2015

Mr. Russ Parker
PARKER PROPERTIES
20 Enterprise, Suite 305
Aliso Viejo, CA 92656

Subject: Summit VII Corporate Office Building Noise Impact Study, City of Aliso Viejo

Introduction

RK ENGINEERING GROUP, INC. (RK) is pleased to submit this Noise Impact Study for the Summit VII Corporate Headquarters Office Building. The project is located at the northwest corner of Enterprise and Aliso Viejo Parkway, in the City of Aliso Viejo. The project would consist of a general office building totaling approximately 205,460 square feet with a 5-story parking structure.

Project Description

The Project consists of an application for a Conditional Use Permit and Site Development Permit for the Summit VII MicroVention Project (The Project). The Project is the final phase of the previously approved Summit Office Campus Master Plan.

The Project includes the construction of a four-story office structure of 205,460 square feet and an 822-space, five-level parking structure on a 5.13-acre Site (The Site). The Site is currently disturbed, having been previously master graded in two master development pads at different elevations. The office structure is proposed on the higher westerly pad, nearest Enterprise Street. The proposed parking structure is located on the lower pad adjacent to Aliso Viejo Parkway. The Proposed Site Development Plan is provided on Exhibit A.

Project Design Features

The following Project Design Features are incorporated into the Project thereby reducing the Project's potential to result in a potentially significant impact on the environment.

1. The Project proposes to pay the full cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

2. The Project proposes to pay a fair-share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise as necessary to include a southbound dual left turn lane.

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newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
http://www.rkengineer.com

3. The Project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

4. The Project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all exposed surfaces a minimum of three times per day.

5. The Project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

6. The Project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

7. Traffic calming measures shall be implemented to increase pedestrian safety and walkability.

8. The Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards1 and Green Building Code Standards.

9. The Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

10. The proposed Project shall require that a water-efficient irrigation system be installed that reduces water demand by at least 6.1% and meets the requirements of AVMC7.30 Water Efficient Landscape Requirements.

11. The Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

12. The Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

13. The Project shall require to the extent feasible, use of paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

14. The Project applicant shall encourage future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

15. The Project applicant shall encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

16. The Project shall implement charging stations for electric vehicles.

17. The Project shall be constructed in accordance with The California Energy Code (Title 24 of the California Code of Regulations).

City of Aliso Viejo Acoustical Standards/ Significance Thresholds

The City of Aliso Viejo outlines their noise regulations and standards within the Noise Element from the General Plan and Municipal Code (Appendix A). For purposes of this analysis, the City of Aliso Viejo's Noise Element is used to evaluate the roadway noise impacts to and from the proposed project. The Noise Element outlines Noise Zones and a Land Use Compatibility Matrix based on land use. Zone A refers to a normally acceptable condition, Zone B refers to a conditionally acceptable condition, Zone C refers to a normally unacceptable condition and Zone D refers to a clearly unacceptable condition. The site is located in a normally acceptable location.

The City outlines stationary noise limits in the Municipal Code (Section 8.12.050A). In addition, the City's Municipal Code outlines the construction noise standards (Section 8.12.070E).

Traffic Noise Regulation

The City of Aliso Viejo's noise standards for residential development requires that noise sensitive uses proposed to be located in areas with noise levels of 60 dBA LDN/CNEL or greater include the recommended mitigation measures or demonstrate the interior levels will not exceed an LDN/CNEL of 45 dBA (*Noise Element – pg. N-2).*

Stationary Noise Regulation

Exterior

The City has implemented a stationary noise limit for offending stationary noise sources (e.g., loading/unloading, condenser units, compressors, blowers, etc), Section 8.12.050A of the Municipal Code. The following outlines the City's residential limits.

City of Aliso Viejo Noise Ordinance Exterior Noise Standards	
Exterior Residential Standards Noise Level	**Time Period**
55 dB (A)	7:00 AM – 10:00 PM
50 dB (A)	10:00 PM – 7:00 AM

It is unlawful for any person any location within the City to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other residential property to exceed:

1. The noise standard for a cumulative period of more than 30 minutes in any hour; or
2. The noise standard plus 5 dB(A) for a cumulative period of more than 15 minutes in any hour; or
3. The noise standard plus 10 dB(A) for a cumulative period of more than 5 minutes in any hour; or
4. The noise standard plus 15 dB(A) for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dB(A) for any period of time.

Interior

The following interior noise standards, unless otherwise specifically indicated, shall apply to all residential property within the city (Section 8.12.050B of the Municipal Code).

City of Aliso Viejo Noise Ordinance Interior Noise Standards	
Interior Residential Standards Noise Level	**Time Period**
55 dB (A)	7:00 AM – 10:00 PM
45 dB (A)	10:00 PM – 7:00 AM

In the event the noise consists of impact noise, simple tone noise, speech, music, or any combination thereof, each of the above noise levels shall be reduced by five (5) dBA.

It shall be unlawful for any person at any location within the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by the person, when the foregoing causes the noise level when measured within the interior of any residential parcel within the city to exceed.

1. The interior noise standard for a cumulative period of more than five minutes in any hour.
2. The noise standard plus 5 dB(A) for a cumulative period of more than 1 minute in any hour.
3. The noise standard plus 10 dB(A) for any period of time.

In the event the ambient noise level exceeds either of the first two noise level categories above, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. In the event the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under that category shall be increased to reflect the maximum ambient noise level.

Construction Noise Regulation

Section 8.12.070 of the municipal code indicates **construction noise is exempt** from the noise ordinance. The following outlines the municipal code with regard to construction noise: "Noise sources associated with construction, repair, remodeling, or grading of any real property, provided the activities do not take place between the hours of 8:00 PM and 7:00 AM on weekdays, and 8:00 PM and 8:00 AM on Saturday, or at any time on Sunday or a federal holiday."

CEQA Thresholds

The project will be compared to Land Use Compatibility Matrix normally acceptable condition and conditionally acceptable condition (based on land use), and the noise ordinance from the municipal code.

Traffic and Modeling Parameters

Traffic noise from vehicular traffic was projected using a version of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the key input parameters. Traffic data, traffic volumes, and percentages were obtained from the Summit 7 Traffic Impact Study, prepared by RK (January 2015). The following outlines the key adjustments made to the computer model for the roadway inputs:

- Roadway classification – (e.g. freeway, major arterial, arterial, secondary, collector, etc)
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)

- Average Daily Traffic (ADT) Volumes, Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g. soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

Table 1 indicates the roadway parameters and vehicle distribution utilized for this study.

The following outlines key adjustments to the computer model for the project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

RK projected the traffic noise levels at the 100 foot CNEL contour distance. This distance generally represents the nearest building facades facing the adjacent roadway. Traffic noise levels were projected to the first floor areas. The project site and the areas generally surrounding it are designated for business park, general office and commercial uses. The area south of Enterprise and east of Aliso Viejo Parkway is designated for residential use and noise levels in this area would be required to comply with the residential noise standards. The project noise calculation worksheet outputs are provided in Appendix B.

Study Area per Traffic Report

Findings (Existing Traffic Noise Conditions)

Table 2 compares Existing and Existing Plus Project conditions CNEL noise levels, and shows the change in noise levels as a result of the project. The Summit 7 project will increase exterior noise levels along Aliso Viejo Parkway by approximately 0.0 to 0.3 dBA CNEL. The loudest noise levels along Aliso Viejo Parkway for Existing Plus Project conditions would be 65.3 dBA CNEL. The CNEL noise levels under Existing conditions fall within the Office/Commercial Zone B Conditionally Acceptable category, and no change in the noise zone is expected as a result of the project.

The Summit 7 project will increase exterior noise levels along Enterprise by approximately 2.9 dBA CNEL. The loudest noise levels along Enterprise for Existing Plus Project conditions would be 64.2 dBA CNEL. The noise levels along Enterprise under Existing conditions fall within the Residential Zone A Conditionally Acceptable category, and no change in the noise zone is expected as a result of the project.

The noise level increase will be greatest near the site and will decrease as traffic disperses from the site. The closest roadways near site were assessed as a worst-case scenario. Since the nearest roadways show no significant impact it is not necessary to access roadway segments located at a further radius from the project. Hence, the study area for this noise analysis only includes the Aliso Viejo Parkway and Enterprise locations.

Findings (Year 2035 Traffic Conditions)

Table 3 compares General Plan Buildout (Year 2035) Without Project and Year 2035 With Project conditions CNEL noise levels and shows the change in noise levels as a result of the project. The Summit 7 project will increase exterior noise levels along Aliso Viejo Parkway by approximately 0.1 to 0.2 dBA CNEL. The loudest noise levels along Aliso Viejo Parkway for Year 2035 With Project conditions would be 66.2 dBA CNEL. The CNEL noise levels under Year 2035 Without Project conditions fall within the Office/Commercial Zone B Conditionally Acceptable category, and no change in the noise zone is expected with the addition of the project.

The Summit 7 project will increase exterior noise levels along Enterprise by approximately 0.3 to 0.4 dBA CNEL. The loudest noise levels along Enterprise for Year 2035 With Project conditions would be 64.9 dBA CNEL. The noise levels along Enterprise under Year 2035 Without Project conditions fall within the Residential Zone B Conditionally Acceptable category, and no change in the noise zone is expected with the addition of the project.

The noise level increase will be greatest near the site and will decrease as traffic disperses from the site. The closest roadways near site were assessed as a worst-case scenario. Since the nearest roadways show no significant impact it is not necessary to access roadway segments located at a further radius from the project.

Future Residential Development within Project Vicinity

The City of Aliso Viejo requires an acoustical study be prepared for each new proposed residential development where exterior noise levels exceed 60 dBA CNEL. In addition, the study must demonstrate compliance to the City's interior 45 dBA limit. RK has reviewed the Vantis Apartment Acoustical Study and has found that the study takes into account future traffic (Year 2035) noise levels along Aliso Viejo Parkway and Enterprise Road and has provided mitigation to reduce noise levels to a less than significant impact. Therefore, the proposed project will not have an impact to future residential project's within the project vicinity.

Stationary Noise Impact to Sensitive Receptors within Project Vicinity

Noise Impact to Don Juan Avila Middle School

The project site's southern property line is located approximately 750 feet northeast of the Don Juan Avila Middle School's northern property line. The school's nearest structure is approximately 1,050 feet from the project site. Enterprise and several structures, including a 6-story parking structure separate the proposed project from the school. The project site will have no stationary noise sources (e.g., loading/unloading, compressors, rooftop condensers) that face towards the school. Furthermore, the distance and the existing structures will further attenuate any potential noise impact from the proposed project. Therefore, the project will have a less than significant impact to the school within the project vicinity.

From a traffic noise impact the project will have a minimal impact to the school. Based upon this noise analysis, the project would increase noise levels on Aliso Viejo Parkway by 0.1 dBA. Therefore, the project will not have a significant impact from a traffic noise impact standpoint.

CEQA Guideline Analysis

The following California Environmental Quality Act (CEQA) Guidelines Checklist summarizes the impacts in regards to noise impacts. This initial analysis may be used to determine the significance of a project and whether an Environmental Impact Report (EIR) is required:

	NOISE. Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies?			X	
(b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
(c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
(d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
(f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			X	

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable standards of other agencies*?

Response: The project will generate temporary construction noise but will comply with the allowable hours as indicated within the City's noise ordinance During operation the project will not generate noise source that will exceed the applicable City noise criterion. Furthermore the project and surrounding land uses will remain within the normally acceptable condition. The impact is Less than Significant.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Response: The project will not expose persons to excessive groundborne vibration. No vibration sources are anticipated to be on-site. The impact is Less than Significant.

c) *A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

Response: The Summit 7 project will increase existing exterior noise levels along Aliso Viejo Parkway by approximately 0.0 to 0.3 dBA CNEL and approximately 2.9 dBA CNEL along Enterprise. The increase is below the 3.0 dBA significance threshold and is therefore considered Less than Significant .

d) *A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Response: During operation the project will not generate noise source that will exceed the applicable City noise criterion. The impact is Less than Significant

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Response: Less than Significant Impact, Aliso Viejo is not located within an airport land use plan area. The nearest airport is John Wayne/Orange County Airport, approximately 10 miles from Aliso Viejo. Therefore, the Project will not expose people residing or working in an airport land use plan area to excessive noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Response: Less than Significant Impact, Aliso Viejo is not located within the vicinity of a private airstrip. Therefore, the Project will not expose people residing or working in the area of a private airstrip to excessive noise levels.

Conclusion

Based on the traffic noise assessment, the proposed project would not cause a significant increase in noise levels along Aliso Viejo Parkway or Enterprise, adjacent to the site. Because existing and future noise levels are projected to fall within the Zone B Conditionally Acceptable category, the developer should ensure that the project is built to standards and requirements defined in the California Energy Code (Title 24 of the California Code of Regulations).

RK ENGINEERING GROUP, INC. is pleased to provide PARKER PROPERTIES with this noise impact study. If you have any questions regarding this letter or need further review, please call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
No. 20285
Exp. 09/30/15
CIVIL
STATE OF CALIFORNIA

Mike Dickerson, INCE
Noise/Air Specialist

Robert Kahn, P.E.
Principal

Attachment

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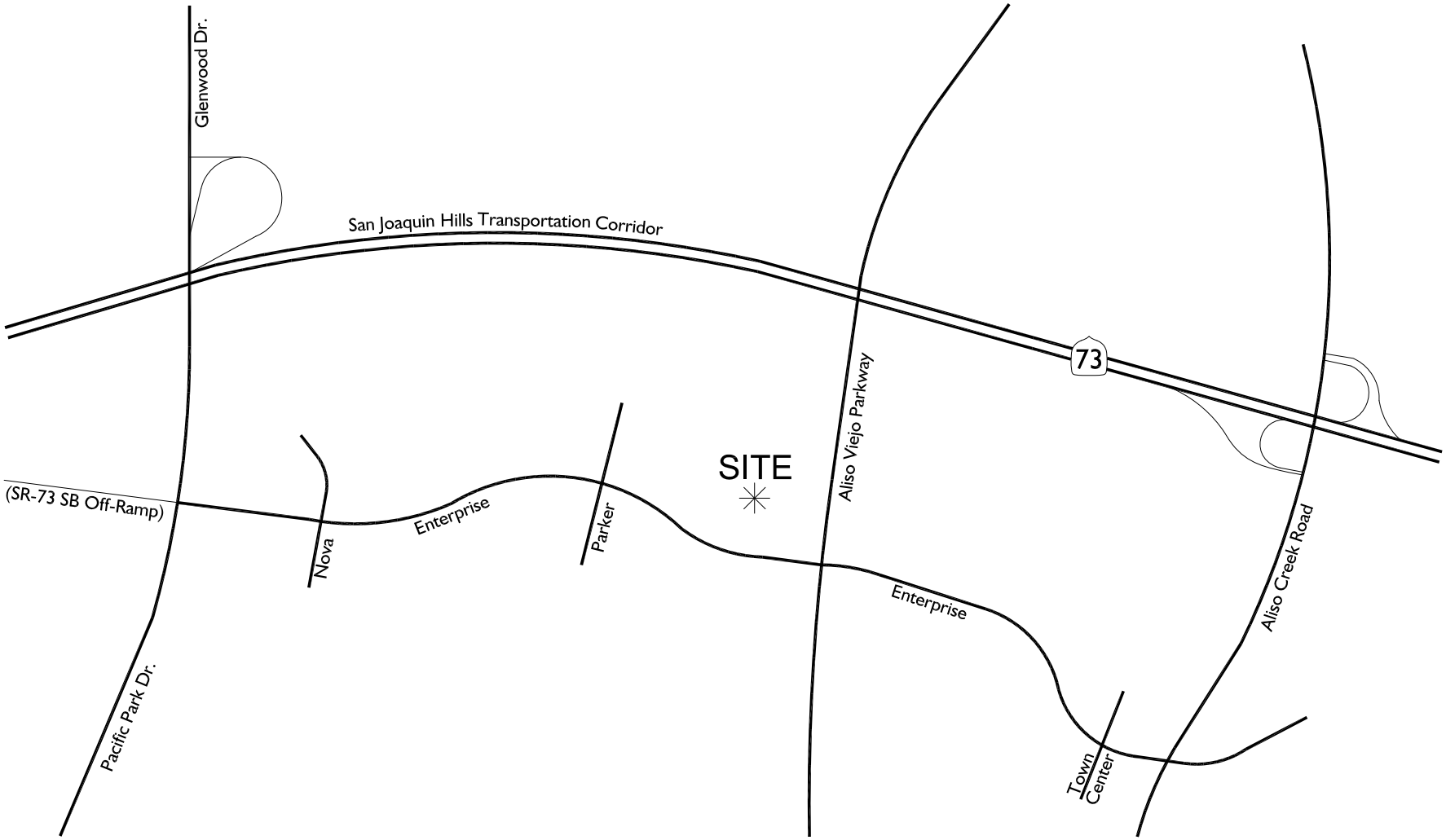
JN:0826-2014-02

Exhibits

Exhibit A

Location Map



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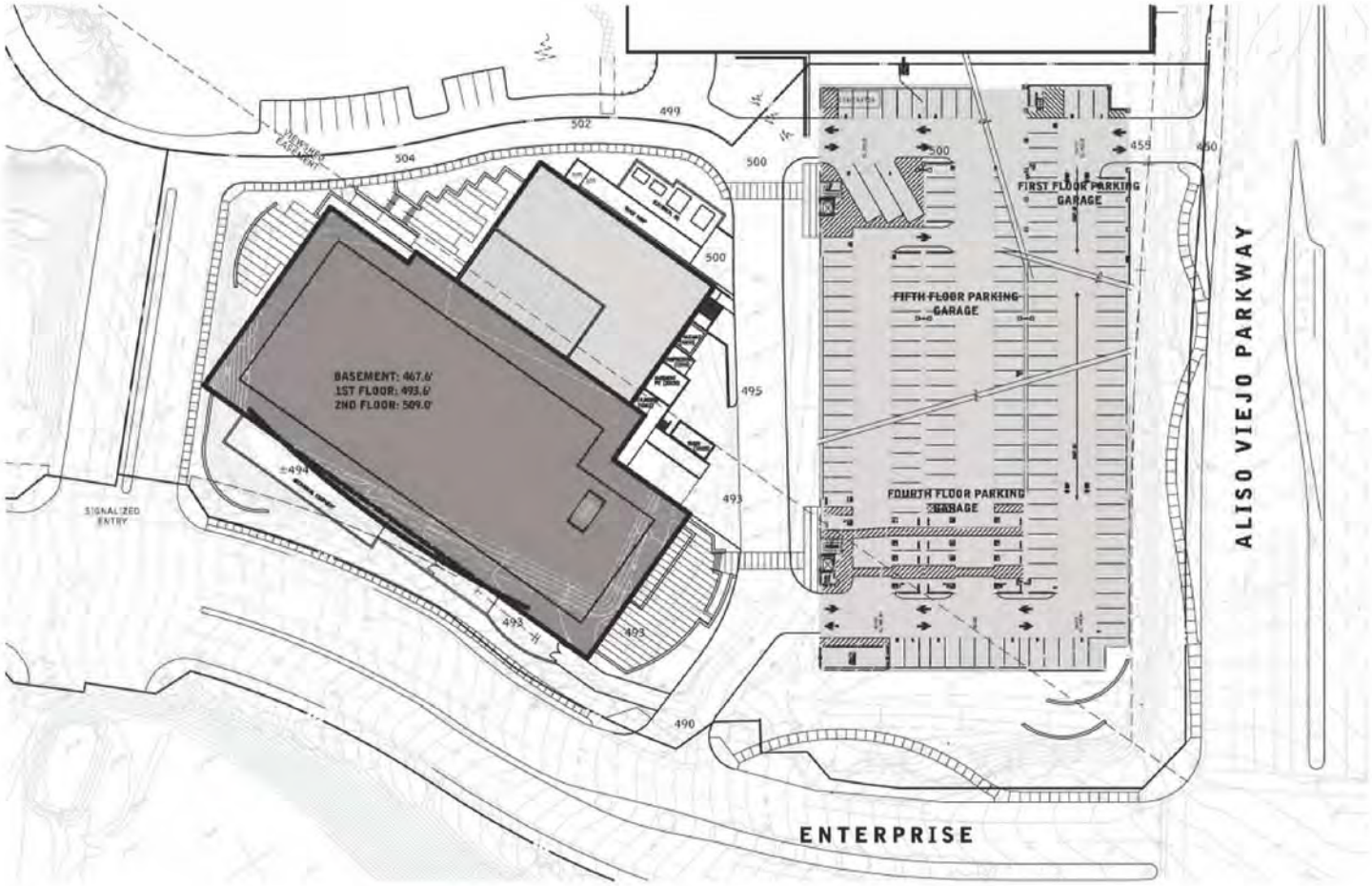
RK engineering group, inc.

Exhibit B

Site Plan



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RK engineering group, inc.

Tables

TABLE 1
Roadway Parameters and Vehicle Distribution

Roadway	Classification	Lanes	Existing ADT	Existing Plus Project ADT	General Plan (Year 2035) w/o Project ADT	General Plan (Year 2035) w/ Project ADT	Speed (MPH)	Site Conditions
Aliso Viejo Parkway:								
North of Enterprise	Major Arterial	6	12,600	13,400	15,100	15,900	Soft	Soft
South of Enterprise	Major Arterial	6	12,900	13,000	16,400	16,500	Soft	Soft
Enterprise:								
West of Aliso Viejo Parkway	Collector	4	9,700	10,600	11,400	12,300	Soft	Soft
East of Aliso Viejo Parkway	Collector	4	6,700	7,300	7,600	8,300	Soft	Soft

Vehicle Distribution (Truck Mix)[2]

Motor-Vehicle Type	Daytime % (7 AM - 7 PM)	Evening % (7 PM - 10 PM)	Night % (10 PM - 7 AM)	Total % of Traffic Flow
Automobiles	75.5	12.9	9.6	97.42
Medium Trucks	84.8	4.9	10.3	1.84
Heavy Trucks	86.5	2.7	10.8	0.74

[1] ADTs obtained from the Summit 7 Traffic Impact Study, prepared by RK Engineering Group, Inc. (January 2015).

[2] Vehicle percentages are typical for southern California roadway, Orange County Mix.

TABLE 2
Existing Plus Project Exterior Noise Levels (dBA CNEL)[1]

Roadway	Exterior CNEL Noise Levels at 100 Feet from Centerline of Roadway		
	Existing	Existing Plus Project	Change as a Result of Project
Aliso Viejo Parkway:			
North of Enterprise	65.0	65.3	0.3
South of Enterprise	65.1	65.1	0.0
Enterprise:			
West of Aliso Viejo Parkway	61.3	64.2	2.9
East of Aliso Viejo Parkway	59.7	62.6	2.9

[1] Exterior noise levels calculated 5-feet above pad elevation, perpendicular to subject roadway.

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JN:0826-2014-02

TABLE 3

General Plan (Year 2035) With Project Noise Levels (dBA CNEL)[1]

Roadway	Exterior CNEL Noise Levels at 100 Feet from Centerline of Roadway		
	Year 2035 w/o Project	General Plan w/ Project	Change as a Result of Project
Aliso Viejo Parkway:			
North of Enterprise	65.8	66.0	0.2
South of Enterprise	66.1	66.2	0.1
Enterprise:			
West of Aliso Viejo Parkway	64.6	64.9	0.3
East of Aliso Viejo Parkway	62.8	63.2	0.4

[1] Exterior noise levels calculated 5-feet above pad elevation, perpendicular to subject roadway.

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Appendices

Appendix A

City of Aliso Viejo Noise Element

NOISE ELEMENT

INTRODUCTION

The City of Aliso Viejo desires to achieve and maintain an environment free from objectionable, excessive, or harmful noise to protect and enhance quality of life for residents. In addition to causing irritation, high noise levels can be a source of stress for those working and residing nearby. Creating effective strategies that reduce excessive noise and limit the community's exposure to loud noise sources is the central objective of the General Plan Noise Element.

PURPOSE OF THE NOISE ELEMENT

The purpose of the Noise Element is to identify current and potential future sources of noise so that future land uses can be organized and new development adequately designed in a manner that minimizes noise impacts to community residents and businesses. This Element contains policies and programs to achieve and maintain a safe noise environment within Aliso Viejo.

SCOPE AND CONTENT OF THE NOISE ELEMENT

The Noise Element is a mandatory component of the General Plan as outlined in the State Government Code. Noise exposure contours in the Element present quantified projections of future noise conditions associated with both short- and long-term growth. This noise information serves as the basis for guidelines describing compatible land uses.

The Noise Element has three sections: 1) this Introduction; 2) Issues, Goals and Policies; and 3) the Noise Plan. In the second section (Issues, Goals and Policies), goals and policies are established which address identified noise issues. The goals identify overall City desires and consist of broad statements of purpose and direction. The policies are guidelines aimed to reduce or avoid adverse noise effects on residents and businesses. The Noise Plan describes how goals and policies will be achieved, or implemented. Specific implementation for the Noise Element is provided in the General Plan Implementation Program, located in Appendix A.

RELATED PLANS AND PROGRAMS

Many plans and programs enacted through State and local legislation directly relate to the Noise Element. These plans and programs are administered by agencies with powers to enforce State and local laws.

California Environmental Quality Act (CEQA) and Guidelines

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate for thorough environmental analysis of projects that might affect the environment. The provisions of the law and environmental review procedure are described in the CEQA Statutes and the CEQA Guidelines. Excessive noise is considered an environmental impact under CEQA. Implementation of

CEQA ensures that during the decision making stage of development, City officials and the general public will be able to assess the potential noise impacts associated with private and public development projects.

California Noise Insulation Standards (Title 24)

The California Commission of Housing and Community Development officially adopted noise insulation standards in 1974. In 1988, the Building Standards Commission approved revisions to the standards (Title 24, Part 2, California Code of Regulations). As revised, Title 24 establishes an interior noise standard of 45 dB(A) for residential space (CNEL or Ldn). Acoustical studies must be prepared for residential structures to be located within noise contours of 60 dB(A) or greater (CNEL or Ldn) from freeways, major streets, thoroughfares, rail lines, rapid transit lines, or industrial noise sources. The studies must demonstrate that the building is designed to reduce interior noise to 45 dB(A) or lower (CNEL or Ldn).

City of Aliso Viejo Noise Control Ordinance

Upon incorporation, Aliso Viejo adopted the Orange County Noise Control Ordinance. The Ordinance establishes interior and exterior noise standards, controls for nuisance and business-related noise, and specific standards for acceptable daytime and nighttime noise levels. Requirements of the Noise Control Ordinance are identified in this Element.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

State planning law requires the Noise Element to be consistent with other General Plan elements. The Land Use, Circulation and Conservation/Open Space Elements are most closely related to the Noise Element.

Policies and plans developed in the Noise Element are intended to protect current and planned land uses identified in the Land Use Element from excessive noise. Potential noise sources are identified in the Noise Element and programs are established to avoid or mitigate noise impacts from planned development. At the same time, policies contained in the Land Use Element ensure that environmental conditions, including noise, are considered in all land use decisions. Preventing the intrusion of negative environmental conditions, such as excessive noise, in order to create a healthy environment is a central objective of the Land Use Element.

The transportation issues discussed in the Circulation Element are also directly related to the Noise Element. Noise from transportation is largely responsible for excessive noise levels in certain locations in urban environments. Projected noise distribution, depicted as noise contours, is corollary to the Circulation Plan. Noise policies and implementation are largely based on the Circulation Element and are aimed to minimize the effects of transportation noise on current and planned land uses.

The Conservation/Open Space Element is also related to the Noise Element. Enjoyment of parks and open spaces can be diminished by excessive noise, and noise information provided in the Noise Element should be considered in planning new recreational areas. At the same time, where appropriate, open space areas can serve as effective buffers between sensitive land uses and noise producers.

ISSUES, GOALS, AND POLICIES

Some parts of Aliso Viejo are subject to high noise levels, which can reduce quality of life in residential neighborhoods and for certain other sensitive uses, like churches and schools. Consideration of noise sources in the planning process, combined with identification of affected areas can minimize the impacts of noise on the community.

Noise Element goals, policies and implementation address three issues: (1) avoiding the negative impacts of noise through land use planning and noise reduction measures; (2) minimizing the impact of transportation related noise; and (3) minimizing the impact of non-transportation related noise.

NOISE AND LAND USE PLANNING

Consideration of the sources and recipients of noise early in the land use planning and development process can be an effective way to reduce the impact of noise on the community. Consideration should be given to both reducing noise in severely impacted areas through rehabilitative improvements and avoiding potential noise impacts through effective land use planning.

Goal N-1	Minimize the impact of point source noise and ambient noise levels throughout the community.

Policy N-1.1 Ensure that construction and occupancy of new development are compatible with, and do not exceed thresholds defining the acceptable noise environment in surrounding areas.

Policy N-1.2 Require inclusion of noise-reducing design features in development projects to address the impact of noise on residential development.

TRANSPORTATION RELATED NOISE

Excessive noise levels in Aliso Viejo are caused primarily by traffic on the San Joaquin Hills Transportation Corridor (SR-73) and major thoroughfares. Reduction of transportation-related noise levels is desired to improve quality of life in all neighborhoods and for other noise-sensitive land uses.

Goal N-2	Minimize transportation-related noise impacts.

Policy N-2.1 Ensure noise impacts generated by motorized vehicles are minimized through the use of noise attenuation measures on City streets.

Policy N-2.2 Control truck traffic routing within the City.

Policy N-2.3 Require inclusion of sound-reducing design measures in development projects impacted by transportation-related noise.

Policy N-2.4 Encourage use of alternative transportation technologies that minimize noise impacts.

NON-TRANSPORTATION RELATED NOISE

Noise is also associated with construction activity, manufacturing or business operations, and everyday activities in Aliso Viejo neighborhoods, such as leafblowing and lawnmowing.

Goal N-3	Minimize noise impacts from sources other than transportation.

Policy N-3.1 Ensure stationary noise impacts on sensitive receptors and noise emanating from construction activities, private developments/residences, landscaping activities and special events are minimized.

Policy N-3.2 Require that mixed-use structures and areas be designed to prevent transfer of noise and vibration from commercial uses to residential uses.

NOISE PLAN

As the population of Aliso Viejo and the surrounding region increases, noise levels associated with transportation and non-transportation related sources will also increase. The City has established goals and policies (listed in the previous section) to safeguard the community from excessive noise levels as the ambient noise level in the community rises. The Noise Plan describes the approach for achieving this aim and provides a general outline of action programs. As an extension of the Noise Plan, noise implementation contained in Appendix A of the General Plan describes specific actions that the City will take to protect the overall quality of life in the community.

NOISE POLICY MAP

Figure N-1 presents graphically the City's noise policies and plan. The Noise Policy Map presents the locations of future noise contours surrounding City roadways, within which land use compatibility and noise mitigation requirements outlined in the Noise Plan will be evaluated and required as needed as a part of development review. In addition, the map identifies the location of several "sensitive receptors". These schools, child care facilities, senior housing complexes, churches, and other similar facilities should be protected from additional noise intrusions associated with new development or roadway improvements, to the extent feasible. As applicable, the Noise Plan refers to the Policy Map for identification of significant locations, conditions, or development requirements.

NOISE AND LAND USE PLANNING

Accumulation of noise from transportation activities and stationary sources determines the overall noise environment within a community. Noise generated from automobile use, trucking, airport and rail operations is referred to as transportation related noise, while noise from stationary sources such as commercial establishments, machinery, air conditioning systems, compressors and landscape maintenance equipment is typically referred to as non-transportation noise. Noise is most problematic when it affects noise sensitive land uses that include, but are not limited to residences, schools, hospitals, religious meetings and recreational areas. These uses are considered sensitive because the presence of excessive noise may interrupt normal activities typically associated with the use. Sensitive receptor sites in Aliso Viejo are identified in the Noise Policy Map (Figure N-1). Consideration of noise sources, sensitive land uses, and information regarding the future noise environment leads to implementation of effective ways to avoid noise impacts.

Measuring Noise

Noise generally is defined as unwanted or intrusive sound. Because noise consists of pitch, loudness, and duration, describing noise with a single unit of measure presents a challenge. The A-weighted decibel scale (dB(A)) has been developed to describe the loudness of a sound or sound environment based on the sensitivity of the human ear.

The dB(A) descriptor only reports noise from a single source or combination of sources at a point in time. To allow a more comprehensive description of the noise environment, Federal and State agencies have established noise and land use compatibility guidelines that use averaging approaches to noise measurement. Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (Ldn). To account for increased human sensitivity at night, the CNEL level includes a 5-decibel penalty on noise during the 7:00 a.m. to 10:00 p.m. time period and a 10-decibel penalty on noise during the 10:00 p.m. to 7:00 a.m. time period. The Ldn level includes only the 10 decibel weighting for late-night noise. These values are nearly identical for all but unusual noise sources.

Noise Standards and Land Use Compatibility

Table N-1 summarizes County of Orange residential noise standards adopted by the City of Aliso Viejo. The standards represent the maximum acceptable noise levels as measured from any residential property in the City. Accordingly, it is unlawful to cause the noise level on any residential property to exceed the exterior noise standards: 1) for a cumulative period of more than thirty minutes in any hour; 2) plus five dB(A) for a cumulative period of more than 15 minutes in any hour; 3) plus 10 dB(A) for a cumulative period of more than five minutes in any hour; 4) plus 15 dB(A) for a cumulative period of more than one minute in any hour; or 5) plus 20 dB(A) for any period of time. In addition, any noise that exceeds the interior noise standards established for residential uses: 1) for a cumulative period of more than five minutes in any hour; 2) plus five dB(A) for a cumulative period of more than one minute in any hour; or 3) plus 10 dB(A) for any period of time, is unlawful.

Table N-1
Orange County Residential Noise Standards

	Daytime Noise Standards (7am to 10pm)	Nighttime Noise Standards (10pm to 7am)
Interior Noise Standards	55 dB(A)	45 dB(A)
Exterior Noise Standards	55 dB(A)	50 dB(A)

Source: County of Orange Code of Ordinances, 2003.
Note: Standards are based on measurements taken from any residential property in the City.

Figure N-1
Noise Policy Map
11x17" Color

Back Side of 11x17" Page

The City's noise standards serve as the basis for the land use compatibility guidelines presented in Table N-2. A project is considered to be compatible with the noise environment if the noise level generated by the project falls within Zone A or Zone B. If the anticipated noise level of a proposed project falls into Zone A, typically no mitigation is needed and if it falls into Zone B, minor mitigation may be required to meet City and State Title 24 noise standards. All project proponents must demonstrate that noise standards have been met prior to human occupation of a building.

If the noise level of a proposed project falls within Zone C, substantial mitigation is likely needed to meet City noise standards. Mitigation may include construction of noise barriers, and/or the inclusion of substantial building sound insulation. Projects in Zone C can be successfully mitigated; however, project proponents with a project in Zone C must demonstrate that the noise standards can be met prior to issuance of a building permit. If noise levels of a proposed project fall within Zone D, the project is clearly incompatible with the noise environment and should not be approved.

The City Planning Director acts as the noise control coordinator, while Aliso Viejo Police Services is responsible for abating nuisance noises. This delegation of responsibility allows consistent and continual enforcement of the noise standards.

Noise Contours and Impacted Areas

Noise contours, based on the location of major noise sources, describe the noise environment within the community. These contours outline areas of equal noise exposure. Information about existing and projected land use development and transportation activity has been used to estimate future noise contours for Aliso Viejo.

Future noise contours for Aliso Viejo are displayed on the Noise Policy Map (Figure N-1). These contours will guide land use and development decisions to address potential noise issues. Noise impacted areas are those areas that fall within the 60 dB(A) CNEL or greater noise contours. An acoustical analysis must be prepared prior to approval of a noise sensitive project proposed within an identified noise impact area in order to assess the impact in more detail. The analysis must show that the project is designed to attenuate noise to meet the City's noise standards as set forth in Tables N-1 and N-2 in order to receive approval.

In addition, noise producing land uses will be evaluated using the standards in Tables N-1 and N-2 to ensure that proposed land uses do not adversely impact the current noise environment. If proposed project designs do not meet noise standards, mitigation will be recommended. If the analysis demonstrates that the noise standards can be met by implementing the mitigation measures, the project can be approved conditioned upon those measures. Noise attenuation measures may include soundwalls, berms, and other noise-reducing devices.

Table N-2
Noise/Land Use Compatibility Matrix

Land Use	Community Noise Exposure (Ldn or CNEL) 50	55	60	65	70	75	80	85
Residential								
Transient Lodging – Motel, Hotel								
Schools, Libraries, Churches, Hospitals, Nursing Homes								
Auditoriums, Concert Halls, Amphitheaters								
Sports Arena, Outdoor Spectator Sports								
Playgrounds, Parks								
Golf Course, Riding Stables, Water Recreation, Cemeteries								
Office Buildings, Business Commercial, and Professional								
Industrial, Manufacturing, Utilities, Agriculture								

Source: Modified by CBA from 1998 State of California General Plan Guidelines.

ZONE A - Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements.

ZONE B - Conditionally Acceptable: New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design.

ZONE C- Normally Unacceptable: New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design.

ZONE D- Clearly Unacceptable: New construction or development clearly should not be undertaken.

Portions of the community fall within the 65 dB(A) CNEL noise contour as depicted in the Airport Environs Land Use Plan (AELUP) for the former Marine Corps Air Station El Toro. At the time this land was developed, the type and intensity of uses were restricted due to noise impacts from the former Air Station. Impacted areas include a broad spectrum of land uses such as business parks, residential areas, and open spaces. Based on provisions within the AELUP, all types of residential uses are normally unacceptable in 65 dB(A) CNEL areas.

Opportunities to intensify areas that were previously within this unacceptable noise contour have emerged in neighboring communities following closure of the Air Station, and future opportunities for such redevelopment exist within portions of Aliso Viejo. The City will continue to monitor the status of the El Toro AELUP and opportunities for appropriate redevelopment of areas within the contour at higher intensities, or with uses that would not have been permitted before closure of the Air Station.

Construction Standards

The City of Aliso Viejo will continue to enforce the provisions of the California Energy Code. Energy Code standards specify that combined indoor noise for multi-family living spaces shall not exceed 45 dB(A) CNEL and must be implemented when the outdoor noise level exceeds 60 dB(A) CNEL. The Noise Policy Map (Figure N-1) can be used to determine when and where it is appropriate to implement this standard. The standard must be applied to all new hotels, motels, and multifamily residential development.

TRANSPORTATION RELATED NOISE

Transportation activity is a significant contributor of noise to the overall noise environment within Aliso Viejo. Transportation related noise is primarily concentrated along the transportation corridors that traverse the community such as State Route 73, major arterials and collector roads.

Noise Control at Reception Sites

The City has little direct control over noise produced by transportation sources since the State is responsible for regulating motor vehicle noise. Therefore, City noise programs focus on reducing the impact of transportation noise on the community.

The most effective ways to mitigate transportation noise impacts on the community are through utilization of a design review process, and implementation of the California Environmental Quality Act (CEQA). Identification of potential impacts from transportation noise will occur during these stages of the development process and mitigation measures may be required to meet City noise standards identified in this Element. The most common ways to reduce transportation-related noise impacts are through site planning, landscaping, use of natural topography, and the design and construction of noise barriers. Small noise reductions can also be achieved by use of setbacks and landscaping.

Noise barriers should be included in roadway and freeway designs and improvements. The City supports efforts by Caltrans and the Transportation Corridor Authority (TCA) to provide acoustical protection for noise sensitive uses along transportation corridors. Additionally, the City will request that barriers be included in any future improvement projects along SR-73 to mitigate identified or potential long- and short-term noise impacts to nearby residences and businesses from roadway expansion or construction related activity. The City continues to promote the use of berms, embankments, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance community aesthetics.

Noise Control at the Source

Reducing noise at the source is the most efficient and effective way to control noise from transportation systems. The California Vehicle Code contains noise regulations pertaining to the operation of all vehicles on public roads, which are enforced through coordination with the California Highway Patrol and the Orange County Sheriff's Department. While the City is ultimately limited in its ability to restrict noise at the source, Aliso Viejo regulates traffic flow and coordinates with the California Highway Patrol and the Orange County Sheriff's Department to enforce speed limits to reduce traffic noise.

NON-TRANSPORTATION RELATED NOISE

In addition to transportation related noise, excessive noise generated by non-transportation sources, such as commercial and industrial centers, agricultural activities, and restaurants and bars, have the potential to impact sensitive receptors. Enforcement of City noise requirements, analysis of potential noise impacts during the site design review process, and compliance with CEQA are the best means to protect sensitive receptors. Potential noise impacts can be identified during the preliminary stages of the development process and mitigation measures can be imposed.

When reviewing proposed non-residential projects, the City considers noise generation and potential impacts to surrounding development. New development can be made compatible with the noise environment by utilizing noise/land use compatibility standards and the Noise Policy Map as a guide for future planning and development decisions. An acoustical analysis is required for projects that will generate noise potentially affecting sensitive receptors. Where significant impacts are identified, mitigation measures are required. Mitigation measures that could be applied when reviewing projects include acoustically treated and/or quiet designs for furnaces, fans, motors, compressors, valves, pumps and other mechanical equipment. Noise resulting from special one-time events should be minimized as well. The City may also require limited delivery hours and/or hours of operation in order to minimize impacts to adjacent residential uses. In addition, all City departments must comply with State and federal OSHA standards. Any new equipment or vehicles purchased by the City will comply with local, State and federal noise standards, and the City will encourage landscaping contractors to utilize modern noise-reducing equipment.

Noise Control Ordinance

Upon incorporation, the City adopted the County of Orange Noise Control Ordinance. This Ordinance is designed to protect people from non-transportation related noise sources such as construction activity, machinery and pumps, and air conditioners. Enforcing the Ordinance requiring proposed development projects to demonstrate compliance ensures that adjacent properties are not exposed to excessive noise from stationary sources or nuisances. The Ordinance will be reviewed periodically for adequacy and amended as needed to address community needs and development patterns.

The City also has the opportunity to control noise and vibration transfers between adjacent land uses. Particular problems arise in cases where noise-producing uses are located immediately adjacent to sensitive uses, such as business park areas near residences or schools. Mixed use projects also present unique problems in this area, such as when restaurants with nighttime entertainment are located below residential units. The City's Zoning Ordinance or any Specific Plan developed following adoption of the General Plan will include standards regulating noise and vibration transfers within mixed use development projects.

Appendix B

Noise Level Calculation Output

Aliso Viejo Parkway (North of Enterprise)

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, NORTH OF ENTERPRISE (EXISTING CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,600	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,260	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.6	62.7	61.0	54.9	63.5	64.1
MEDIUM TRUCKS	55.1	53.6	47.2	45.7	54.1	54.3
HEAVY TRUCKS	55.3	53.9	44.9	46.1	54.5	54.6
NOISE LEVELS (dBA)	65.5	63.7	61.2	55.9	64.5	65.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.6	62.7	61.0	54.9	63.5	64.1
MEDIUM TRUCKS	55.1	53.6	47.2	45.7	54.1	54.3
HEAVY TRUCKS	55.3	53.9	44.9	46.1	54.5	54.6
NOISE LEVELS (dBA)	65.5	63.7	61.2	55.9	64.5	65.0

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	46	100	215	463
LDN	43	92	198	427

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, NORTH OF ENTERPRISE (EXISTING PLUS PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	13,400	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,340	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.9	63.0	61.2	55.2	63.8	64.4
MEDIUM TRUCKS	55.3	53.8	47.5	45.9	54.4	54.6
HEAVY TRUCKS	55.6	54.2	45.1	46.4	54.8	54.9
NOISE LEVELS (dBA)	65.8	64.0	61.5	56.1	64.7	65.3

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.9	63.0	61.2	55.2	63.8	64.4
MEDIUM TRUCKS	55.3	53.8	47.5	45.9	54.4	54.6
HEAVY TRUCKS	55.6	54.2	45.1	46.4	54.8	54.9
NOISE LEVELS (dBA)	65.8	64.0	61.5	56.1	64.7	65.3

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	48	104	224	483
LDN	45	96	207	445

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, NORTH OF ENTERPRISE (YEAR 2035 W/O PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	15,100	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,510	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.4	63.5	61.7	55.7	64.3	64.9
MEDIUM TRUCKS	55.9	54.3	48.0	46.4	54.9	55.1
HEAVY TRUCKS	56.1	54.7	45.7	46.9	55.3	55.4
NOISE LEVELS (dBA)	66.3	64.5	62.0	56.7	65.2	65.8

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.4	63.5	61.7	55.7	64.3	64.9
MEDIUM TRUCKS	55.9	54.3	48.0	46.4	54.9	55.1
HEAVY TRUCKS	56.1	54.7	45.7	46.9	55.3	55.4
NOISE LEVELS (dBA)	66.3	64.5	62.0	56.7	65.2	65.8

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	52	113	243	523
LDN	48	104	224	482

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, NORTH OF ENTERPRISE (YEAR 2035 WITH PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	15,900	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,590	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.6	63.7	62.0	55.9	64.5	65.1
MEDIUM TRUCKS	56.1	54.6	48.2	46.7	55.1	55.4
HEAVY TRUCKS	56.3	54.9	45.9	47.1	55.5	55.6
NOISE LEVELS (dBA)	66.5	64.7	62.3	56.9	65.5	66.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.6	63.7	62.0	55.9	64.5	65.1
MEDIUM TRUCKS	56.1	54.6	48.2	46.7	55.1	55.4
HEAVY TRUCKS	56.3	54.9	45.9	47.1	55.5	55.6
NOISE LEVELS (dBA)	66.5	64.7	62.3	56.9	65.5	66.0

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	54	117	251	541
LDN	50	108	232	499

Aliso Viejo Parkway (South of Enterprise)

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, SOUTH OF ENTERPRISE (EXISTING CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,900	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,290	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.7	62.8	61.1	55.0	63.6	64.2
MEDIUM TRUCKS	55.2	53.7	47.3	45.8	54.2	54.4
HEAVY TRUCKS	55.4	54.0	45.0	46.2	54.6	54.7
NOISE LEVELS (dBA)	65.6	63.8	61.3	56.0	64.6	65.1

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.7	62.8	61.1	55.0	63.6	64.2
MEDIUM TRUCKS	55.2	53.7	47.3	45.8	54.2	54.4
HEAVY TRUCKS	55.4	54.0	45.0	46.2	54.6	54.7
NOISE LEVELS (dBA)	65.6	63.8	61.3	56.0	64.6	65.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	47	101	218	471
LDN	43	94	201	434

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, SOUTH OF ENTERPRISE (EXISTING PLUS PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	13,000	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,300	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.8	62.9	61.1	55.0	63.7	64.3
MEDIUM TRUCKS	55.2	53.7	47.3	45.8	54.3	54.5
HEAVY TRUCKS	55.5	54.1	45.0	46.3	54.6	54.7
NOISE LEVELS (dBA)	65.7	63.8	61.4	56.0	64.6	65.1

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.8	62.9	61.1	55.0	63.7	64.3
MEDIUM TRUCKS	55.2	53.7	47.3	45.8	54.3	54.5
HEAVY TRUCKS	55.5	54.1	45.0	46.3	54.6	54.7
NOISE LEVELS (dBA)	65.7	63.8	61.4	56.0	64.6	65.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	47	102	220	473
LDN	44	94	203	436

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, SOUTH OF ENTERPRISE (YEAR 2035 W/O PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	16,400	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,640	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.8	63.9	62.1	56.1	64.7	65.3
MEDIUM TRUCKS	56.2	54.7	48.3	46.8	55.3	55.5
HEAVY TRUCKS	56.5	55.1	46.0	47.3	55.6	55.8
NOISE LEVELS (dBA)	66.7	64.9	62.4	57.0	65.6	66.1

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.8	63.9	62.1	56.1	64.7	65.3
MEDIUM TRUCKS	56.2	54.7	48.3	46.8	55.3	55.5
HEAVY TRUCKS	56.5	55.1	46.0	47.3	55.6	55.8
NOISE LEVELS (dBA)	66.7	64.9	62.4	57.0	65.6	66.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	55	119	256	552
LDN	51	110	236	509

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ALISO VIEJO PRKWY, SOUTH OF ENTERPRISE (YEAR 2035 WITH PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	16,500	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,650	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.8	63.9	62.1	56.1	64.7	65.3
MEDIUM TRUCKS	56.2	54.7	48.4	46.8	55.3	55.5
HEAVY TRUCKS	56.5	55.1	46.1	47.3	55.7	55.8
NOISE LEVELS (dBA)	66.7	64.9	62.4	57.1	65.6	66.2

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.8	63.9	62.1	56.1	64.7	65.3
MEDIUM TRUCKS	56.2	54.7	48.4	46.8	55.3	55.5
HEAVY TRUCKS	56.5	55.1	46.1	47.3	55.7	55.8
NOISE LEVELS (dBA)	66.7	64.9	62.4	57.1	65.6	66.2

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	55	119	257	555
LDN	51	110	237	511

Enterprise (West of Aliso Viejo Parkway)

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, WEST OF ALISO VIEJO PKY (EXISTING CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,700	
SPEED =	40	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	74	
ROAD ELEVATION =	0.0	
GRADE =	4.9	%
PK HR VOL =	970	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	92.97	- -
MEDIUM TRUCKS	4.0	92.92	- -
HEAVY TRUCKS	8.0	92.94	1.11

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.4	58.5	56.8	50.7	59.3	60.0
MEDIUM TRUCKS	52.2	50.7	44.3	42.7	51.2	51.4
HEAVY TRUCKS	54.2	52.7	43.7	45.0	53.3	53.4
NOISE LEVELS (dBA)	61.9	60.1	57.2	52.3	60.8	61.3

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.4	58.5	56.8	50.7	59.3	60.0
MEDIUM TRUCKS	52.2	50.7	44.3	42.7	51.2	51.4
HEAVY TRUCKS	54.2	52.7	43.7	45.0	53.3	53.4
NOISE LEVELS (dBA)	61.9	60.1	57.2	52.3	60.8	61.3

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	26	57	122	263
LDN	24	53	113	244

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, WEST OF ALISO VIEJO PKY (EXISTING PLUS PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	10,600	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,060	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.9	62.0	60.2	54.2	62.8	63.4
MEDIUM TRUCKS	54.3	52.8	46.4	44.9	53.4	53.6
HEAVY TRUCKS	54.6	53.2	44.1	45.4	53.7	53.9
NOISE LEVELS (dBA)	64.8	63.0	60.5	55.1	63.7	64.2

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.9	62.0	60.2	54.2	62.8	63.4
MEDIUM TRUCKS	54.3	52.8	46.4	44.9	53.4	53.6
HEAVY TRUCKS	54.6	53.2	44.1	45.4	53.7	53.9
NOISE LEVELS (dBA)	64.8	63.0	60.5	55.1	63.7	64.2

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	41	89	192	413
LDN	38	82	177	381

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, WEST OF ALISO VIEJO PKY (YEAR 2035 W/O PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,400	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,140	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.2	62.3	60.5	54.5	63.1	63.7
MEDIUM TRUCKS	54.6	53.1	46.8	45.2	53.7	53.9
HEAVY TRUCKS	54.9	53.5	44.4	45.7	54.0	54.2
NOISE LEVELS (dBA)	65.1	63.3	60.8	55.4	64.0	64.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.2	62.3	60.5	54.5	63.1	63.7
MEDIUM TRUCKS	54.6	53.1	46.8	45.2	53.7	53.9
HEAVY TRUCKS	54.9	53.5	44.4	45.7	54.0	54.2
NOISE LEVELS (dBA)	65.1	63.3	60.8	55.4	64.0	64.6

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	43	93	201	433
LDN	40	86	186	400

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, WEST OF ALISO VIEJO PKY (YEAR 2035 WITH PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,300	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	1,230	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.5	62.6	60.9	54.8	63.4	64.0
MEDIUM TRUCKS	55.0	53.5	47.1	45.5	54.0	54.2
HEAVY TRUCKS	55.2	53.8	44.8	46.0	54.4	54.5
NOISE LEVELS (dBA)	65.4	63.6	61.1	55.8	64.4	64.9

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.5	62.6	60.9	54.8	63.4	64.0
MEDIUM TRUCKS	55.0	53.5	47.1	45.5	54.0	54.2
HEAVY TRUCKS	55.2	53.8	44.8	46.0	54.4	54.5
NOISE LEVELS (dBA)	65.4	63.6	61.1	55.8	64.4	64.9

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	46	98	212	456
LDN	42	91	195	420

Enterprise (East of Aliso Viejo Parkway)

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, EAST OF ALISO VIEJO PKY (EXISTING CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	6,700	
SPEED =	40	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	74	
ROAD ELEVATION =	0.0	
GRADE =	4.9	%
PK HR VOL =	670	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	92.97	- -
MEDIUM TRUCKS	4.0	92.92	- -
HEAVY TRUCKS	8.0	92.94	1.11

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	58.8	56.9	55.2	49.1	57.7	58.3
MEDIUM TRUCKS	50.6	49.0	42.7	41.1	49.6	49.8
HEAVY TRUCKS	52.6	51.1	42.1	43.3	51.7	51.8
NOISE LEVELS (dBA)	60.2	58.5	55.6	50.7	59.2	59.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	58.8	56.9	55.2	49.1	57.7	58.3
MEDIUM TRUCKS	50.6	49.0	42.7	41.1	49.6	49.8
HEAVY TRUCKS	52.6	51.1	42.1	43.3	51.7	51.8
NOISE LEVELS (dBA)	60.2	58.5	55.6	50.7	59.2	59.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	21	44	95	206
LDN	19	41	89	191

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, EAST OF ALISO VIEJO PKY (EXISTING PLUS PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	7,300	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	730	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.3	60.4	58.6	52.5	61.2	61.8
MEDIUM TRUCKS	52.7	51.2	44.8	43.3	51.7	52.0
HEAVY TRUCKS	53.0	51.5	42.5	43.8	52.1	52.2
NOISE LEVELS (dBA)	63.2	61.3	58.9	53.5	62.1	62.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.3	60.4	58.6	52.5	61.2	61.8
MEDIUM TRUCKS	52.7	51.2	44.8	43.3	51.7	52.0
HEAVY TRUCKS	53.0	51.5	42.5	43.8	52.1	52.2
NOISE LEVELS (dBA)	63.2	61.3	58.9	53.5	62.1	62.6

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	32	69	149	322
LDN	30	64	138	297

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, EAST OF ALISO VIEJO PKY (YEAR 2035 W/O PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	7,600	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	760	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.4	60.5	58.8	52.7	61.3	61.9
MEDIUM TRUCKS	52.9	51.4	45.0	43.5	51.9	52.2
HEAVY TRUCKS	53.1	51.7	42.7	43.9	52.3	52.4
NOISE LEVELS (dBA)	63.3	61.5	59.0	53.7	62.3	62.8

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.4	60.5	58.8	52.7	61.3	61.9
MEDIUM TRUCKS	52.9	51.4	45.0	43.5	51.9	52.2
HEAVY TRUCKS	53.1	51.7	42.7	43.9	52.3	52.4
NOISE LEVELS (dBA)	63.3	61.5	59.0	53.7	62.3	62.8

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	33	71	154	331
LDN	31	66	142	305

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	SUMMIT 7 OFFICE BUILDING	JOB #:	2259-2014-02
ROADWAY:	ENTERPRISE, EAST OF ALISO VIEJO PKY (YEAR 2035 WITH PROJECT CONDITIONS)	DATE:	13-Jan-15
LOCATION:	EXTERIOR (100 FT. CNEL)	ENGINEER:	M. Dickerson

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	8,300	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	90	
ROAD ELEVATION =	0.0	
GRADE =	2.7	%
PK HR VOL =	830	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		100
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	15	
MEDIUM TRUCKS =	15	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	15	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	89.37	- -
MEDIUM TRUCKS	4.0	89.32	- -
HEAVY TRUCKS	8.0	89.34	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.8	60.9	59.2	53.1	61.7	62.3
MEDIUM TRUCKS	53.3	51.7	45.4	43.8	52.3	52.5
HEAVY TRUCKS	53.5	52.1	43.1	44.3	52.7	52.8
NOISE LEVELS (dBA)	63.7	61.9	59.4	54.1	62.6	63.2

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.8	60.9	59.2	53.1	61.7	62.3
MEDIUM TRUCKS	53.3	51.7	45.4	43.8	52.3	52.5
HEAVY TRUCKS	53.5	52.1	43.1	44.3	52.7	52.8
NOISE LEVELS (dBA)	63.7	61.9	59.4	54.1	62.6	63.2

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	35	76	163	351
LDN	32	70	150	324

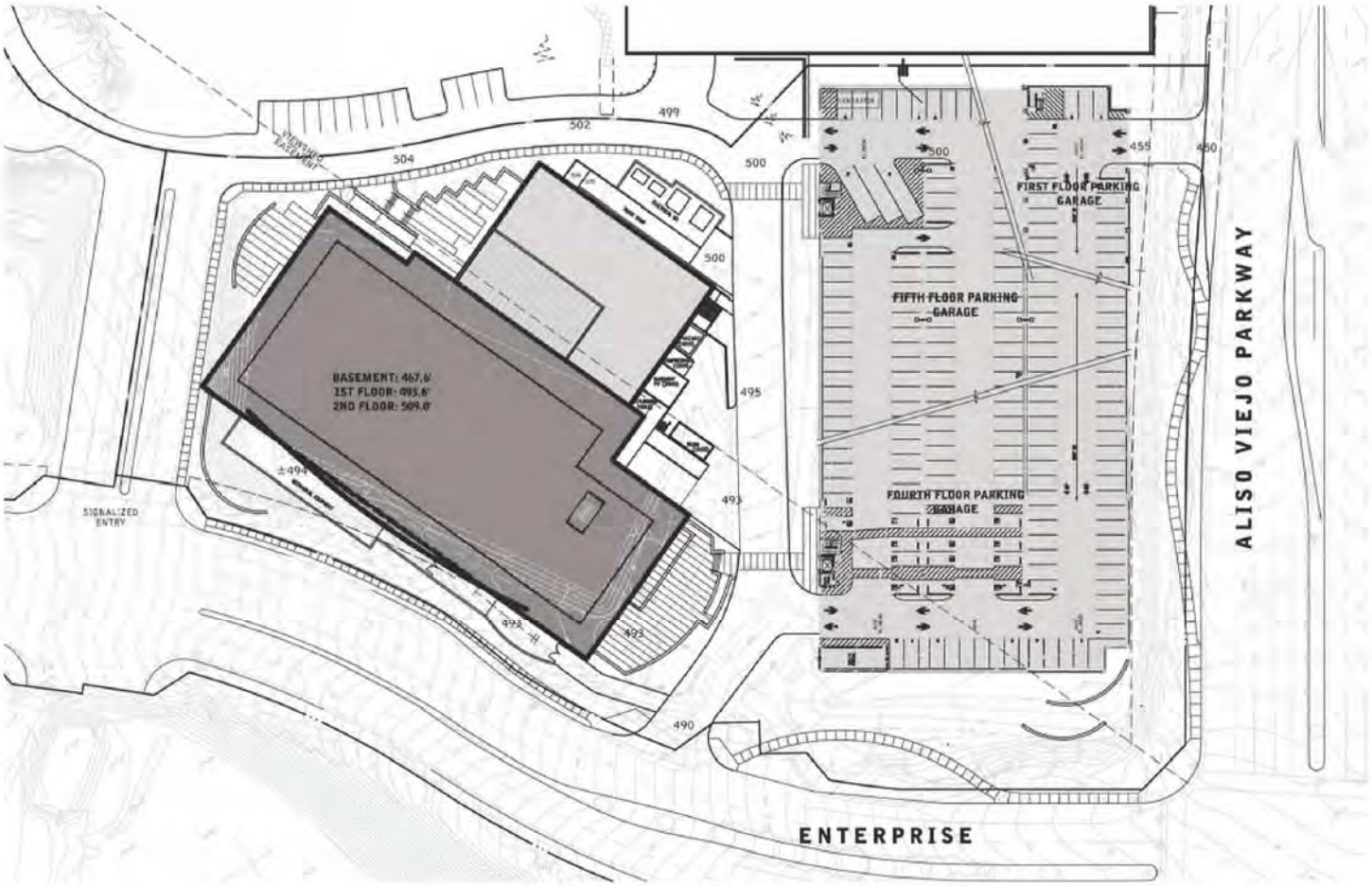
Aliso Viejo Parkway (North of Enterprise)

Aliso Viejo Parkway (South of Enterprise)

Enterprise (West of Aliso Viejo Parkway)

Enterprise (East of Aliso Viejo Parkway)

SUMMIT 7 CORPORATE OFFICE BUILDING
AIR QUALITY AND GHG IMPACT STUDY
City of Aliso Viejo, California



Attachment 4c PA15-003: MicroVention
Air Quality & GHG Impact Study - 3/09/15
4/01/15 City Council

RK engineering group, inc.

transportation planning • traffic engineering
acoustical engineering • parking studies

March 9, 2015

Chapter 1 Mr. Russ Parker
PARKER PROPERTIES
20 Enterprise, Suite 305
Aliso Viejo, CA 92656

Subject: Summit VII Corporate Office Building Air Quality and Greenhouse Gas Impact Study, City of Aliso Viejo

Dear Mr. Parker:

RK ENGINEERING GROUP, INC. (RK) has completed an air quality and greenhouse gas (GHG) impact analysis for the Summit VII Corporate Headquarters Office Building project. The project is located at the northwest corner of Enterprise and Aliso Viejo Parkway, in the City of Aliso Viejo. The project would consist of a general office building totaling approximately 205,460 square feet with a 5-story parking structure (822 parking spaces). The City of Aliso Viejo has requested that a Greenhouse Gas (GHG) and Air Quality impact study be performed to evaluate the GHG emissions and air quality emissions generated from the Project.

This report provides a summary of the findings, analysis procedures, and evaluation the proposed Project with respect to air quality emissions and greenhouse gases from the Project site pursuant to the City of Aliso Viejo requirements. The purpose of this analysis is to review the Project design from an Air Quality / GHG standpoint, review criteria pollutant emissions, and determine the overall impact.

Based upon the analysis of the Air/GHG emissions, all study areas are anticipated to be below the criteria pollutant standards. Furthermore, it is anticipated that the Project will incorporate design features which will further reduce the potential Air/GHG impacts.

RK Engineering Group, Inc. is pleased to provide this analysis for the proposed Summit VII Corporate Office Building project. RK appreciates this opportunity to work with EARSI and looks forward to working with you on future projects. If you have any questions regarding this analysis, or would like further review, please do not hesitate to call us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.

REGISTERED PROFESSIONAL ENGINEER
ROBERT KAHN
No. 20285
Exp. 09/30/15
CIVIL
STATE OF CALIFORNIA

Robert Kahn, P.E.
Principal
Attachments

Mike Dickerson
Noise/Air Specialist

MD:dt/RK10838_Revised_3-9-15.doc
JN:0826-2014-03

4000 westerly place, suite 280
newport beach, california 92660
tel 949.474.0809 fax 949.474.0902
http://www.rkengineer.com

SUMMIT VII
CORPORATE OFFICE BUILDING
AIR QUALITY AND GHG IMPACT STUDY
City of Aliso Viejo, California

Prepared for:

PARKER PROPERTIES
20 Enterprise, Suite 305
Aliso Viejo, CA 92656

Prepared by:

RK ENGINEERING GROUP, INC.
4000 Westerly Place, Suite 280
Newport Beach, CA 92660

Robert Kahn, P.E.
Mike Dickerson

March 9, 2015

MD:dt/RK10838_Revised_3-9-15.doc
JN:0826-2014-03

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1.0 Executive Summary

1.1 Purpose and Methods of Analysis

This air quality and greenhouse gas (GHG) analysis was prepared to evaluate whether the estimated criteria pollutants and GHG emissions generated from the Project would cause a significant impact to air resources in the project area. This assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.). The assessment is consistent with the methodology and emission factors endorsed by South Coast Air Quality Management District (SCAQMD), California Air Resource Board (CARB), and the United States Environmental Protection Agency (US EPA).

1.2 Project Summary

1.2.1 Site Location

The Project is located in the City of Aliso Viejo, California, as shown in Exhibit A. The project is located at the northwest corner of Enterprise and Aliso Viejo Parkway, in the City of Aliso Viejo, as shown on a location map in Exhibit A. The project site is bounded by Aliso Viejo Parkway to the east, Enterprise to the south, office park to the west, and the SR-73 Toll Road to the north. Existing land uses surrounding the Project includes the office park to the east, south, and west. A hotel and sports club is located on the southwest corner of the intersection. A future hotel and multi-family site will be located at the southeast corner of the intersection.

1.2.2 Project Description

The Project consists of an application for a Conditional Use Permit and Site Development Permit for the Summit VII MicroVention Project (The Project). The Project is the final phase of the previously approved Summit Office Campus Master Plan.

The Project includes the construction of a four-story office structure of 205,460 square feet and an 822-space, five-level parking structure on a 5.13-acre Site (The Site). The Site is currently disturbed, having been previously master graded in two master development pads at different elevations. The office structure is proposed on the higher westerly pad, nearest Enterprise Street. The proposed parking structure is located on the lower pad adjacent to Aliso Viejo Parkway. The project will incorporate approximately 27,000 cubic yards (CY) of cut, 4,000 CY of fill, and export 23,000 CY of material. The Proposed Site Development Plan is provided on Exhibit B.

Project Design Features

The following Project Design Features are incorporated into the Project thereby reducing the Project's potential to result in a potentially significant impact on the environment.

1. The Project proposes to pay the full cost to restripe the eastbound approach to Pacific Park (SR-73 SB Off-Ramp) right turn lane to be a shared thru/right turn lane.

2. The Project proposes to pay a fair-share cost to restripe the southbound and northbound Pacific Park Drive approaches to Enterprise as necessary to include a southbound dual left turn lane.

3. The Project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

4. The Project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all exposed surfaces a minimum of three times per day.

5. The Project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

6. The Project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

7. Traffic calming measures shall be implemented to increase pedestrian safety and walkability.

8. The Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards1 and Green Building Code Standards.

9. The Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

10. The proposed Project shall require that a water-efficient irrigation system be installed that reduces water demand by at least 6.1% and meets the requirements of AVMC7.30 Water Efficient Landscape Requirements.

11. The Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

12. The Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

13. The Project shall require to the extent feasible, use of paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

14. The Project applicant shall encourage future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

15. The Project applicant shall encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

16. The Project shall implement charging stations for electric vehicles.

17. The Project shall be constructed in accordance with The California Energy Code (Title 24 of the California Code of Regulations).

The site plan is shown in Exhibit B. Table 1 summarizes the land use description for the Project Site.

1.2.3 Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD, in its Localized Significance Threshold Methodology (SCAQMD 2008a, page 3-2), considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc).

The closest existing sensitive receptors are proposed residential units located approximately 50 - 100 meters (Vantis Apartments) to the southeast of the Project.

1.3 Summary of Analysis Results

The following is a summary of the analysis results, according to impact.

Impact AIR-1: The Project would not conflict with or obstruct implementation of the applicable air quality plan. **Less than significant with project design features.**

Impact AIR-2: The Project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Less than significant. **Less than significant with project design features.**

Impact AIR-3: The Project will not result in a cumulatively considerable net increase of a criteria pollutant for which the project region is non-attainment

under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors). **Less than significant with project design features.**

Impact AIR-4: The Project would not expose sensitive receptors to substantial pollutant concentrations. **Less than significant with project design features.**

Impact AIR-5: The Project would not create objectionable odors affecting a substantial number of people. **Less than significant.**

The following is a summary of the analysis results, according to impact:

Impact GHG-1: The Project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment. **Less than significant with project design features.**

Impact GHG-2: The Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. **Less than significant with project design features.**

1.4 Project Design Features

Air Quality Impact Construction Measures

1 The project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

2 The project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all exposed surfaces a minimum of three times per day.

3 The proposed project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

4 The proposed project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

Air Quality/Greenhouse Gas Impact Operation Measures

5 Project shall improve pedestrian network by implementing sidewalks on-site. Traffic calming measures should also be implemented to increase pedestrian safety and walkability.

6 Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards[1] and Green Building Code Standards.

7 Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

8 Project shall require that a water-efficient irrigation system be installed that reduced water demand by at least 6.1%.

9 Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

10 Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

11 Project shall require to the extent feasible, use paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

12 The project applicant shall encourage future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

13 The project applicant encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

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[1] Current 2013 Title 24 Standards for commercial uses are approximately 30% more efficient than 2008 Title 24 Standards.

14	The project applicant shall encourage tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees
15	Project shall implement charging stations for electric vehicles

2.0 Regulatory Framework and Background

2.1 Air Quality Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

2.1.1 National and State

Both the federal government and the State of California have established health-based ambient air quality standards (AAQS) for seven air pollutants. As shown in Table 2, these pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns in diameter ($PM_{2.5}$), and lead. In addition the State has set standards for sulfates, hydrogen sulfides, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

In addition to setting out primary and secondary AAQS, the State has established a set of episode criteria for O_3, CO, NO_2, SO_2, and PM_{10}. These criteria refer to episode levels representing periods of short-term exposure to air pollutants that actually threaten public health. Health effects are progressively more severe as pollutant levels increases from Stage One to Stage Three. An alert level is that concentration of pollutants at which initial stage control actions are to begin. An alert will be declared when any one of the pollutant concentrations can be expected to remain at these levels for 12 or more hours or to increase or, in the case of oxidants, the situation is likely to recur within the next 24 hours, unless control actions are taken.

Pollutant alert levels:

- O_3: 392 micrograms per cubic meter (μg/m3) (0.20 parts per million [ppm]), 1-hour average
- CO: 17 milligrams per cubic meter (mg/m3) (15 ppm), 8-hour average
- NO_2: 1,130 μg/m3 (0.6 ppm) 1-hour average; 282 μg/m3 (0.15 ppm) 24-hour average
- S02: 1,130 μg/m3 (0.2 ppm) 24-hour average
- Particulates, measured as PM10: 350 μg/m3, 24-hour average

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the

ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts—air district prepares their federal attainment plan, which sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

Several pollutants listed in Table 2 are not addressed in this analysis. Analysis of lead is not included in this report because the Project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The Project is not expected to generate or be exposed to vinyl chloride because proposed Project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the Project vicinity. The proposed Project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

2.1.2 South Coast Air Quality Management District

The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

Every three (3) years the SCAQD prepares a new AQMP, updating the previous plan and having a 20-year horizon.

On December 7, 2012, SCAQMD adopted the 2012 AQMP. The 2012 AQMP incorporates the latest scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. In addition, the 2012 AQMP includes the new and changing federal requirements, the implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches

South Coast Air Quality Management District Rules

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal standards. The rules and regulations that apply to this Project include, but are not limited to, the following:

SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of project must comply with Rule 1113.

SCAQMD Rule 1143 governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186 limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303 governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM10 among other pollutants.

SCAQMD Rule 2202 On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee

commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

2.2 Greenhouse Gas Regulatory Setting

2.2.1 International

Many countries around the globe have made an effort to reduce GHGs since climate change is a global issue.

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations. The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC) (signed on March 21, 1994). Under the Convention, governments gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change. The 2014 UN Climate Change Conference in Lima Peru provided a unique opportunity to engage all countries to assess how developed countries are implementing actions to reduce emissions.

Kyoto Protocol. The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008 – 2012 (UNFCCC 1997). On December 8, 2012, the Doha Amendment to the Kyoto Protocol was adopted. The amendment includes: New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from 2013 – 2020, a revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period, and Amendments to several articles of the Kyoto Protocol, which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

2.2.2 National

Greenhouse Gas Endangerment. On December 2, 2009, the EPA announced that GHGs threaten the public heath and welfare of the American people. The EPA also states

that GHG emissions from on-road vehicles contribute to that threat. The decision was based on *Massachusetts v. EPA* (Supreme Court Case 05-1120) which argued that GHGs are air pollutants covered by the Clean Air Act and that the EPA has authority to regulate those emissions.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012-2016). The second phase of the national program would involve proposing new fuel economy and greenhouse gas standards for model years 2017 – 2025 by September 1, 2011.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel efficiency of heavy-duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and 15 percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively, if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards starting in the 2014 model year which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.

Mandatory Reporting of Greenhouse Gases. On January 1, 2010, the EPA started requiring large emitters of heat-trapping emissions to begin collecting GHG data under a new reporting system. Under the rule, suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of greenhouse gas emissions are required to submit annual reports to the EPA.

Climate Adaption Plan. The EPA Plan identifies priority actions the Agency will take to incorporate considerations of climate change into its programs, policies, rules and operations to ensure they are effective under future climatic conditions. The Plan reflects input received from States, Tribes and municipal and county officials during development, as well as comments received during a formal Tribal consultation process and a 60 day public comment period during the Winter of 2013.

EPA is also releasing final Climate Change Adaptation Implementation Plans from its National Environmental Program Offices and all 10 Regional Offices. The Implementation Plans, which also reflect responses to public comment, provide more detail on how EPA Programs and Regions will carry out the work called for in the agency wide Plan in partnership with states, tribes, and local governments.

2.2.3 California

Title 24. California Code of Regulations Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. All buildings for which an application for a building permit is submitted on or after July 1, 2014 must follow the 2013 standards. The 2013 commercial standards are estimated to be 30% more efficient than the 2008 standards; 2013 residential standards are at least 25% more efficient.

California Green Building Standards. On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50-percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard which buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- **Short-term bicycle parking.** If a commercial project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack (5.106.4.1).

- **Long-term bicycle parking.** For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of tenant-occupied motorized vehicle parking capacity, with a minimum of one space (5.106.4.2).

- **Designated parking.** Provide designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles (5.106.5.2).

- **Recycling by Occupants.** Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling.

- **Construction waste.** A minimum 50-percent diversion of construction and demolition waste from landfills, increasing voluntarily to 65 and-75 percent for new homes and 80-percent for commercial projects. All (100 percent) of trees, stumps, rocks and associated vegetation and soils resulting from land clearing shall be reused or recycled.

- **Wastewater reduction.** Each building shall reduce the generation of wastewater by one of the following methods:

    - The installation of water-conserving fixtures or
    - Utilizing nonpotable water systems (5.303.4).
    - Water use savings. 20-percent mandatory reduction in indoor water use with voluntary goal standards for 30, 35 and 40-percent reductions.
    - Water meters. Separate water meters for buildings in excess of 50,000 square feet or buildings projected to consume more than 1,000 gallons per day.
    - Irrigation efficiency. Moisture-sensing irrigation systems for larger landscaped areas.
    - Materials pollution control. Low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particle board.
    - Building commissioning. Mandatory inspections of energy systems (i.e. heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet to ensure that all are working at their maximum capacity according to their design efficiencies.

Pavley Regulations. California AB 1493, enacted on July 22, 2002, required the ARB to develop and adopt regulations that reduce greenhouse gases emitted by passenger vehicles and light duty trucks. The regulation was stalled by automaker lawsuits and by the EPA's denial of an implementation waiver. On January 21, 2009, the ARB requested that the EPA reconsider its previous waiver denial. On January 26, 2009, President Obama directed that the EPA assess whether the denial of the waiver was appropriate. On June 30, 2009, the EPA granted the waiver request.

The standards phase in during the 2009 through 2016 model years. When fully phased in, the near term (2009-2012) standards will result in about a 22-percent reduction compared

with the 2002 fleet, and the mid-term (2013-2016) standards will result in about a 30-percent reduction. Several technologies stand out as providing significant reductions in emissions at favorable costs. These include discrete variable valve lift or camless valve actuation to optimize valve operation rather than relying on fixed valve timing and lift as has historically been done; turbocharging to boost power and allow for engine downsizing; improved multi-speed transmissions; and improved air conditioning systems that operate optimally, leak less, and/or use an alternative refrigerant.

Executive Order S-3-05. California Governor Arnold Schwarzenegger announced on June 1, 2005, through Executive Order S-3-05, the following reduction targets for greenhouse gas emissions:

- By 2010, California shall reduce greenhouse gas emissions to 2000 levels;
- By 2020, California shall reduce greenhouse gas emissions to 1990 levels.
- By 2050, California shall reduce greenhouse gas emissions to 80% below 1990 levels.

The 2050 reduction goal represents what scientists believe is necessary to reach levels that will stabilize the climate. The 2020 goal was established to be an aggressive, but achievable, mid-term target. The Climate Action Team's Report to the Governor in 2006 contains recommendations and strategies to help ensure the 2020 targets in Executive Order S-3-05 are met.

Low Carbon Fuel Standard - Executive Order S-01-07. The Governor signed Executive Order S-01-07 on January 18, 2007. The order mandates that a statewide goal shall be established to reduce the carbon intensity of California's transportation fuels by at least 10 percent by 2020. In particular, the executive order established a Low Carbon Fuel Standard and directed the Secretary for Environmental Protection to coordinate the actions of the California Energy Commission, the ARB, the University of California, and other agencies to develop and propose protocols for measuring the "life-cycle carbon intensity" of transportation fuels. This analysis supporting development of the protocols was included in the State Implementation Plan for alternative fuels (State Alternative Fuels Plan adopted by California Energy Commission on December 24, 2007) and was submitted to ARB for consideration as an "early action" item under AB 32. The ARB adopted the Low Carbon Fuel Standard on April 23, 2009.

SB 1368. In 2006, the State Legislature adopted Senate Bill (SB) 1368, which was subsequently signed into law by the Governor. SB 1368 directs the California Public Utilities Commission to adopt a performance standard for greenhouse gas emissions for the future power purchases of California utilities. SB 1368 seeks to limit carbon emissions associated with electrical energy consumed in California by forbidding procurement arrangements for energy longer than 5 years from resources that exceed the emissions of a relatively clean, combined cycle natural gas power plant. Because of the carbon content of its fuel source, a coal-fired plant cannot meet this standard because such plants emit roughly twice as much carbon as natural gas, combined cycle plants. Accordingly, the new law will

effectively prevent California's utilities from investing in, otherwise financially supporting, or purchasing power from new coal plants located in or out of the State. Thus, SB 1368 will lead to dramatically lower greenhouse gas emissions associated with California's energy demand, as SB 1368 will effectively prohibit California utilities from purchasing power from out-of-state producers that cannot satisfy the performance standard for greenhouse gas emissions required by SB 1368. The California Public Utilities Commission adopted the regulations required by SB 1368 on August 29, 2007.

SB 97 and the CEQA Guidelines Update. Passed in August 2007, SB 97 added Section 21083.05 to the Public Resources Code. The code states "(a) On or before July 1, 2009, the Office of Planning and Research shall prepare, develop, and transmit to the Resources Agency guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division, including, but not limited to, effects associated with transportation or energy consumption. (b) On or before January 1, 2010, the Resources Agency shall certify and adopt guidelines prepared and developed by the Office of Planning and Research pursuant to subdivision (a)." Section 21097 was also added to the Public Resources Code. It provided CEQA protection until January 1, 2010 for transportation projects funded by the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 or projects funded by the Disaster Preparedness and Flood Prevention Bond Act of 2006, in stating that the failure to adequately analyze the effects of greenhouse gases would not violate CEQA.

On April 13, 2009, the Office of Planning and Research submitted to the Secretary for Natural Resources its recommended amendments to the CEQA Guidelines for addressing greenhouse gas emissions. On July 3, 2009, the Natural Resources Agency commenced the Administrative Procedure Act rulemaking process for certifying and adopting these amendments pursuant to Public Resources Code section 21083.05. Following a 55-day public comment period and two public hearings, the Natural Resources Agency proposed revisions to the text of the proposed Guidelines amendments. The Natural Resources Agency transmitted the adopted amendments and the entire rulemaking file to the Office of Administrative Law on December 31, 2009. On February 16, 2010, the Office of Administrative Law approved the Amendments, and filed them with the Secretary of State for inclusion in the California Code of Regulations. The Amendments became effective on March 18, 2010.

The CEQA Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in CEQA documents. The CEQA Amendments fit within the existing CEQA framework by amending existing CEQA Guidelines to reference climate change.

A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of greenhouse gas emissions. The new section allows agencies the discretion to determine whether a quantitative or qualitative analysis is best for a particular project. However, little guidance is offered on the crucial next step in this

assessment process—how to determine whether the project's estimated greenhouse gas emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. Greenhouse gas mitigation measures are referenced in general terms, but no specific measures are championed. The revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze greenhouse gas emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic greenhouse gas analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to proposed Section 15183.5(b). In addition, the amendments revised Appendix F of the CEQA Guidelines, which focuses on Energy Conservation. The sample environmental checklist in Appendix G was amended to include greenhouse gas questions.

AB 32. The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. ARB is the state agency charged with monitoring and regulating sources of greenhouse gases. AB 32 states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.
The ARB Board approved the 1990 greenhouse gas emissions level of 427 million metric tons of carbon dioxide equivalent (MMTCO2e) on December 6, 2007 (California Air Resources Board 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 MMTCO2e. Emissions in 2020 in a "business as usual" scenario are estimated to be 596 MMTCO2e.

Under AB 32, the ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. Discrete early action measures are currently underway or are enforceable by January 1, 2010. The ARB has 44 early action measures that apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. Of these early action measures, nine are considered discrete early action measures, as they are

regulatory and enforceable by January 1, 2010. The ARB estimates that the 44 recommendations are expected to result in reductions of at least 42 MMTCO2e by 2020, representing approximately 25 percent of the 2020 target.

The ARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the Year 2020 (California Air Resources Board 2008). The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 greenhouse gas target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, Including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional greenhouse gas emission reductions.

SB 375. Passing the Senate on August 30, 2008, SB 375 was signed by the Governor on September 30, 2008. According to SB 375, the transportation sector is the largest contributor of greenhouse gas emissions, which emits over 40 percent of the total greenhouse gas emissions in California. SB 375 states, "Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32." SB 375 does the following: (1) requires metropolitan planning organizations to include sustainable community strategies in their regional transportation plans for reducing greenhouse gas emissions, (2) aligns planning for transportation and housing, and (3) creates specified

incentives for the implementation of the strategies. Concerning CEQA, SB 375, section 21159.28 states that CEQA findings determinations for certain projects are not required to reference, describe, or discuss (1) growth inducing impacts or (2) any project-specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network if the project:

1. Is in an area with an approved sustainable communities strategy or an alternative planning strategy that the ARB accepts as achieving the greenhouse gas emission reduction targets.
2. Is consistent with that strategy (in designation, density, building intensity, and applicable policies).
3. Incorporates the mitigation measures required by an applicable prior environmental document.

Executive Order S-13-08. Executive Order S-13-08 indicates that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resources Agency 2009) was adopted, which is the " . . . first statewide, multi-sector, region-specific, and information-based climate change adaptation strategy in the United States." Objectives include analyzing risks of climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Renewable Electricity Standards. On September 12, 2002, Governor Gray Davis signed SB 1078 requiring California to generate 20 percent of its electricity from renewable energy by 2017. SB 107 changed the due date to 2010 instead of 2017. On November 17, 2008, Governor Arnold Schwarzenegger signed Executive Order S-14-08, which established a Renewable Portfolio Standard target for California requiring that all retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. Governor Schwarzenegger also directed the ARB (Executive Order S-21¬09) to adopt a regulation by July 31, 2010, requiring the state's load serving entities to meet a 33 percent renewable energy target by 2020. The ARB Board approved the Renewable Electricity Standard on September 23, 2010 by Resolution 10-23.

2.2.4 South Coast Air Quality Management District

The Project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD Regulation XXVII currently includes three rules:

- The purpose of Rule 2700 is to define terms and post global warming potentials.

- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD Threshold Development

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO_2e per year for stationary/industrial sources and 3,000 metric tons of CO_2e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-precent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

- Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.

- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO2e per year
  - Based on land use types: residential is 3,500 MTCO2e per year; commercial is 1,400 MTCO2e per year; and mixed use is 3,000 MTCO2e per year

- Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined

- Option 2: Early implementation of applicable AB 32 Scoping Plan measures
- Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
- Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans

- Tier 5 involves mitigation offsets to achieve target significance threshold.

3.0 Setting

3.1 Existing Physical Setting

The Project is located in the City of Aliso Viejo in Orange County and is within the South Coast Air Basin (basin). To the west of the basin is the Pacific Ocean. To the north and east of the basin are the San Gabriel, San Bernardino, and San Jacinto mountains, while the southern limit of the basin is the San Diego County line. The basin consists of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The air quality in the basin is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

3.1.1 Local Climate and Meteorology

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The local dominant wind blows predominantly from the south-southwest with relatively low velocities. The annual average annual wind speed is about 10 mph. Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion limit the vertical dispersion of air pollutants through out the Basin.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas where the project site is located.

The climatological station closest to the project site is a National Weather Service Cooperative weather station located in City of Laguna Beach. Climatological data from the National Weather Service at this station spanning the period 1928-2013 indicate an annual average temperature of 61.1 Fahrenheit, with January the coldest month (mean minimum

daily temperatures of 43.0° Fahrenheit) and August, the warmest month of the year (mean daily maximum temperatures of 78.1° Fahrenheit).

The majority of the annual rainfall in the basin occurs between November and March. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. The climatological data from the Laguna Beach National Weather Service Coop station spanning the period 1928-2013 indicate an annual average precipitation of 12.52 inches. Eighty-three (83) percent of the annual rainfall occurs during the November to March rain season. The highest monthly average rainfall occurs during February. Year to year patterns in rainfall are unpredictable due to fluctuations in the weather. General meteorological data for the Aliso Viejo area, as measured at the Laguna Beach weather station, are presented in Table 3.

Temperature inversions are another important feature that limits the vertical depth through which pollution can be mixed. During the summer, coastal areas are characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high-pressure cell over the ocean to the west. This marine/subsidence inversion allows for good local mixing, but acts like a giant lid over the Basin. The air remains stagnant, as the average wind speed in downtown Los Angeles becomes less than five mph. A second type of inversion forms on clear winter nights when cold air off the mountains to the south sinks to the valley floor while the air aloft over the valley remains warm. This forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as those from automobile exhaust near their source. They lead to air pollution "hotspots" in heavily developed coastal areas of the Basin, but onshore breezes often push the pollutants along canyons into the inland valleys. Summers are often periods of hazy visibility and occasionally unhealthful air, while winter air quality impacts tend to be highly localized and can consist of elevated levels of nitrogen dioxide and fine particulate matter.

3.1.2 Local Air Quality

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. For evaluation purposes, the South Coast Air Quality Management District (SCAQMD) has divided the basin into 36 Source Receptor Areas (SRA) within the Basin operating monitoring stations in most of the areas. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project is within SRA 20, Central Orange County Coastal. This station does not monitor pollutant levels. . The next closest monitoring station is the Saddleback Valley, Station 19 which monitors ozone, CO, PM_{10} and $PM_{2.5}$. The North Coastal Orange County Station, Station 18, monitors NO_2 and SO_2. The pollutant levels from SRA 18 and 19 were used to comprise a "background" for the Project location.

Table 4 summarizes 2009 through 2011 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the Project area has exceeded the ozone, PM_{10}, and $PM_{2.5}$ standards.

3.1.3 Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the three-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard. Table 5 lists the attainment status for the criteria pollutants in the Basin.

3.2 <u>Climate Change Setting</u>

Climate change is a change in the average weather of the earth that is measured by alterations in temperature, wind patterns, storms, and precipitation. These changes are assessed using historical records of temperature changes occurring in the past, such as during previous ice ages. The historical data is utilized to extrapolate a level of statistical significance specifically focusing on temperature records from the last 150 years.

The United Nations Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. The IPPC concluded that global average temperatures and sea levels are expected to rise under all analytical scenarios (Intergovernmental Panel on Climate Change 2007a). The report also concluded that"[w]arming of the climate system is unequivocal," and that "[m]ost of the observed increase in global average temperatures since the mid-20th century is very likely due to the observed increase in anthropogenic greenhouse gas concentrations."

Many question the validity of the IPCC's report by claiming the inadequacy of the peer review process. Audits have concluded that 48 percent of the chapters in the Fourth Assessment Report received a grade of "F" meaning that 59 percent or fewer of the sources were peer reviewed (NoConsensus.org 2010).

Consequences of Climate Change in California

In California, climate change may result in consequences such as the following (from California Climate Change Center 2006 and Moser et al. 2010).

- A rise in sea levels resulting in displacement of costal businesses and residencies. During the past century, sea levels along California's coast have risen about seven inches. If emissions continue unabated and temperatures rise into the higher anticipated warming range, sea level is expected to rise an additional 22 to 55 inches by the end of the century.

- A reduction in the quality and supply of water from the Sierra snowpack. If heat-trapping emissions continue unabated, more precipitation will fall as rain instead of snow, and the snow that does fall will melt earlier, reducing the Sierra Nevada spring snowpack by as much as 70 to 90 percent. This can lead to challenges in securing adequate water supplies. It can also lead to a potential reduction in hydropower.

- Increased risk of large wildfires. If rain increases as temperatures rise, wildfires in the grasslands and chaparral ecosystems of southern California are estimated to increase by approximately 30 percent toward the end of the 21st century because more winter rain will stimulate the growth of more plant "fuel" available to burn in the fall. In contrast, a hotter, drier climate could promote up to 90 percent more northern California fires by the end of the century by drying out and increasing the flammability of forest vegetation.

- Reductions in the quality and quantity of certain agricultural products. The crops and products likely to be adversely affected include wine grapes, fruit, nuts, and milk.

- Exacerbation of air quality problems. If temperatures rise to the medium warming range, there could be 75 to 85 percent more days with weather conducive to ozone formation in Los Angeles and the San Joaquin Valley, relative to today's conditions. This is more than twice the increase expected if rising temperatures remain in the lower warming range. This increase in air quality problems could result in an increase in asthma and other health-related problems.

- An increase temperature and extreme weather events. Climate change is expected to lead to increases in the frequency, intensity, and duration of extreme heat events and heat waves in California. More heat waves can exacerbate chronic disease or heat-related illness.

- A decrease in the health and productivity of California's forests. Climate change can cause an increase in wildfires, an enhanced insect population, and establishment of non-native species.

3.3 Greenhouse Gases

Gases that trap heat in the atmosphere are commonly referred to as "greenhouse gases" because they function like a greenhouse by letting light in while preventing heat from escaping. Naturally occurring GHGs include water vapor, carbon dioxide (CO_2) methane (CH_4) and nitrogen dioxide/oxides (N_2O and NO_x). The natural accumulation of GHGs in the atmosphere has a warming effect on the Earth's temperature. Without these natural GHGs, the Earths temperature would be cooler.

In addition to the naturally occurring gases, man-made chemicals also act as GHGs and include the following common compounds: chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), ozone (O_3), and aerosols. It is believed that emissions from human activities, such as electricity production and vehicle use, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Climate change is driven by forcings and feedbacks. Radiative forcing is the difference between the incoming energy and outgoing energy in the climate system. Positive forcing tends to warm the surface while negative forcing tends to cool it. Radiative forcing values are typically expressed in watts per square meter. A feedback is a climate process that can strengthen or weaken a forcing. For example, when ice or snow melts, it reveals darker land underneath which absorbs more radiation and causes more warming. The global warming potential is the potential of a gas or aerosol to trap heat in the atmosphere. The global warming potential of a gas is essentially a measurement of the radiative forcing of a greenhouse gas compared with the reference gas, carbon dioxide.

Individual greenhouse gas compounds have varying global warming potential and atmospheric lifetimes. Carbon dioxide (CO_2), the reference gas for global warming potential, has a global warming potential of one. The global warming potential of a greenhouse gas is a measure of how much a given mass of a greenhouse gas is estimated to contribute to global warming. To describe how much global warming a given type and amount of greenhouse gas may cause, the carbon dioxide equivalent (CO_2 e) is used. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing greenhouse gas emissions since it normalizes various greenhouse gas emissions to a consistent reference gas, carbon dioxide. For example, methane's warming potential of 21 indicates that methane has 21 times greater warming affect than carbon dioxide on a molecule per molecule basis. A carbon dioxide equivalent is the mass emissions of an individual greenhouse gas multiplied by its global warming potential. Greenhouse gases defined by AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. They are described in Table 6.

Emissions Inventories

Emissions in California were approximately 450 million tons of carbon dioxide equivalents (MMTCO2e) in 2009 (California Air Resources Board).

3.4 Greenhouse Gas Inventory

This analysis is restricted to greenhouse gases identified by AB 32 and the CEQA Guidelines (section 15364.5), which include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. The Project would generate a variety of greenhouse gases during construction and operation, including several defined by AB 32 and the CEQA Guidelines such as carbon dioxide, methane, and nitrous oxide.

The Project may also emit greenhouse gases that are not defined by AB 32 and the CEQA Guidelines. For example, the project may generate aerosols. During construction, the diesel fueled vehicles and equipment emit diesel particulate matter, which has black carbon, which is a component of aerosol. During operation, any diesel fueled trucks or vehicles could emit aerosols. Aerosols are short-lived particles, as they remain in the atmosphere for about one week. Studies have indicated that black carbon has a high global warming potential; however, the Intergovernmental Panel on Climate Change states that it has a low level of scientific certainty (Intergovernmental Panel on Climate Change 2007a).

Water vapor could be emitted from evaporated water used for landscaping, but this is not a significant impact, because water vapor concentrations in the upper atmosphere are primarily due to climate feedbacks rather than emissions from project-related activities. The project would emit nitrogen oxides and volatile organic compounds, which are ozone precursors. Ozone is a greenhouse gas; however, unlike the other greenhouse gases, ozone in the troposphere is relatively short-lived and can be reduced in the troposphere on a daily basis. Stratospheric ozone can be reduced through reactions with other pollutants.

Certain greenhouse gases defined by AB 32 would not be emitted by the project. Perfluorocarbons and sulfur hexafluoride are typically used in industrial applications, none of which would be used by the project. Therefore, it is not anticipated that the project would emit perfluorocarbons or sulfur hexafluoride.

An upstream emission source (also known as life cycle emissions) refers to emissions that were generated during the manufacture of products to be used for construction of the project. Upstream emission sources for the project include but are not limited emissions from the manufacture of cement, emissions from the manufacture of steel, and/or emissions from the transportation of building materials to the seller. The upstream emissions were not estimated because they are not within the control of the project and to do so would be speculative at this time. Additionally, the California Air Pollution Control Officers Association White Paper on CEQA and Climate Change supports this conclusion by stating, "The full life-cycle of GHG [greenhouse gas] emissions from construction activities is not accounted for . . . and the information needed to characterize [life-cycle emissions] would be speculative at the CEQA analysis level" (California Air Pollution Control Officers Association 2008). Therefore, pursuant to CEQA Guidelines Sections 15144 and 15145, upstream / life cycle emissions are speculative and no further discussion is necessary.

4.0 Modeling Parameters and Assumptions

4.1 Construction

Emissions were estimated using the California Emissions Estimator Model Version 2013.2.2 (CalEEMod), which was released October 2, 2013. The analysis reflects the construction of a 205,460 square feet of general office building, a parking structure with 822 parking spaces, 0.5 acres of roadway. Construction is anticipated to begin no sooner than 2015 and will be completed in 2017. The project is anticipated to be operational in 2017. The CalEEMod construction timeline default for building construction and paving. The default was changed from 10 days to 60 days for site preparation and grading to account for export of 23,000 cubic yards of material. Architectural coating timeline was doubled from 10 days to 20 days. Construction activities within the Project area will consist of site preparation, on-site grading, building, paving, and coating.
The project will incorporate approximately 27,000 cubic yards (CY) of cut, 4,000 CY of fill, and export 23,000 CY of material.
Please see the CalEEMod output in Appendix A for details.

The construction equipment list is shown in Table 7.

Other parameters which are used to estimate construction emissions such as the worker and vendor trips and trip lengths utilize the CalEEMod defaults. The trips assumptions are also available in Appendix A

Grading The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during grading. Tractors, graders, and dozers would impact 3.5 acres per 8-hour day if all were used simultaneously. To avoid a significant impact during construction, the project is confined to a maximum disturbance area of 5 acres. It is assumed for purposes of this analysis that there would be no import or export of soil.

SCAQMD Rule 403 requires fugitive dust generating activities follow best available control measures to reduce emissions of fugitive dust. These measures are accounted for in CalEEMod as “mitigation” because the model categorizes the measures as “mitigation,” even though they are technically not mitigation.

4.2 Operations

Operational or long-term emissions occur over the life of the Project. Both mobile and area sources generate operational emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, gasoline service station, and architectural coatings (painting). Mobile source emissions from motor vehicles are the largest single long-term source of air pollutants from the operation of the Project and consist of emissions from residential vehicles. Small amounts

of emissions would also occur from area sources such as the consumption of natural gas for heating, hearths, from landscaping emissions, and consumer product usage.

The project will incorporate several project design features which are described below:

It is anticipated that the project will employee 967 employees in 2017. The increased diversity option was selected to reflect the project design and a 190 employee/acre input was selected.

There will be at least 3 intersections within a 1 square mile of the areas. Therefore the improve walkability design measure option was selected and 3 intersection input was selected.

There is at least one transit accessibility location within a ½ mile radius of the proposed project, therefore the increase transit accessibility measure option was selected and a 0.5 mile distance input was selected.

The project will improve the pedestrian network by adding connecting sidewalks on-site, therefore the improved pedestrian network option was selected.

The project will implement charging stations for electric vehicles therefore the NEV network option was selected and a 5 input was selected.

The project will implement a voluntary trip reduction program for at least 20 percent of employees. The trip reduction program option was selected and a 20% eligible employee was selected.

The project will implement an employee ride sharing and/or van pooling for eligible employees (one third). Therefore the ride share/van pool options were selected and 33% eligible employee option was selected.

The project will encourage an alternative work schedule and/or telecommuting capability. Therefore the alternative work schedule option was selected for 10 percent of employees.

The project will incorporate traffic calming measures such as speed bumps and signage to manage traffic. Therefore the traffic calming measures option was selected and a 50% improvement input was selected.

Project shall follow 2013 Title 24 Commercial Standards. 2013 Title 24 commercial standards are at least 30 percent more efficient than 2008 Title 24 Part 6 energy efficiency standards and meet Green Building Code Standards.

Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting. Therefore the high efficiency lighting option was selected and a 5% improvement was selected.

As part of the project design, the project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

Project shall require that a water-efficient irrigation system be installed that reduced water demand by at least 6.1%.

The operational emissions were estimated using the California Emissions Estimator Model Version 2013.2.2 (CalEEMod).

4.2.1 Motor Vehicle Emissions

Estimates of motor vehicle emissions require information on four parameters: trip generation, mix of vehicles accessing the Project (i.e., car versus type of truck), length of each trip made by each type of vehicle, and emission factor (quantity of emission for each mile traveled or time spent idling by each vehicle). Each of these parameters is discussed below.

Commercial, Commercial – Work, Commercial - Nonwork

The percentages of C-C, C-W, C-NW are from CalEEMod defaults. The trip generation rates are from the CalEEMod's default and are shown in Table 8. The trip generation rates are from the traffic study (prepared by RK, 2015) and the Institute of Transportation Engineers (ITE) Trip Generation Manual 9th Edition are shown in Table 8.

The percentages for C-C, C-W, C-NW are from the CalEEMod defaults. A summary of the operational vehicle trip assumptions from CalEEMod are demonstrated in Table 9, and the vehicle mix is shown in Table 10.

Emission Factors

The emission factors (from EMFAC2011) required to estimate the mobile source emissions are embedded in the CalEEMod emissions model.

4.2.2 Other Emissions

Natural Gas. Natural gas emissions refer to the emissions that occur when natural gas is combusted on the project site for heating water, space heating, stoves, or other uses. Criteria air pollutant and greenhouse gas emissions were estimated using CalEEMod defaults.

Indirect Electricity. Indirect electricity refers to the greenhouse gas emissions generated by offsite power plants to supply the electricity required for the project. The CalEEMod defaults for energy intensity were used.

Water Transport. There would be greenhouse gas emissions generated from the electricity required to supply and treat the water to be used on the project site. See Appendix A for estimated water usage.

Waste. There would be greenhouse gas emissions from the decomposing waste generated by the project. The CalEEMod default estimates the Project would generate 191 tons per year.

4.3 Localized Construction Analysis Modeling Parameters

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2) The maximum number of acres disturbed on the peak day.
3) Any emission control devices added onto off-road equipment.
4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality. Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Nearby existing sensitive receptors in the project vicinity include proposed residential units approximately 50 to 100 meters to the south and east. These look-up tables were utilized to determine localized significance. The construction emissions were compared to the SCAQMD's threshold tables with a disturbance area of 5 acres (See MM-1).

4.4 Localized Operational Analysis Modeling Parameters

For operational emissions, the screening tables for a disturbance area of 5 acres were utilized to determine significance. The tables were compared to the project's operational emissions.

5.0 Thresholds of Significance

5.1 Air Quality Thresholds of Significance

5.1.1 CEQA Guidelines for Air Quality

The CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project would have a significant impact on air quality, the type, level, and impact of emissions generated by the Project must be evaluated.

The following air quality significance thresholds are contained in Appendix G of the CEQA Guidelines. A significant impact would occur if the Project would:

a) Conflict with or obstruct implementation of the applicable air quality plan;

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable national or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

d) Expose sensitive receptors to substantial pollutant concentrations; or

e) Create objectionable odors affecting a substantial number of people.

While the final determination of whether a project is significant is within the purview of the Lead Agency pursuant to Section 15064(b) of the CEQA Guidelines, SCAQMD recommends that its quantitative air pollution thresholds be used to determine the significance of project emissions. If the Lead Agency finds that the project has the potential to exceed these air pollution thresholds, the project should be considered to have significant air quality impacts. There are daily emission thresholds for construction and operation of a proposed project in the Basin.

5.1.2 Regional Significance Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions are established for the Basin: 75 pounds per day (lbs/day) of ROC

- 100 lbs/day of NO_x
- 550 lbs/day of CO
- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$

- 150 lbs/day of SO_2Projects in the Basin with construction-related emissions that exceed any of the emission thresholds are considered to be significant under SCAQMD guidelines.

5.1.3 Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the Basin are as follows:

- 55 pounds per day (lbs/day) of ROC
- 55 lbs/day of NO_x
- 550 lbs/day of CO

- 150 lbs/day of PM_{10}
- 55 lbs/day of $PM_{2.5}$
- 150 lbs/day of SO_2

Local Microscale Concentration Standards The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

5.1.4 Thresholds for Localized Significance

LSTs represent the maximum emissions from a project site that is not expected to result in an exceedance of the national or state AAQS shown in Table 4. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA for the LST is the Central Orange County Coastal area.

In the case of CO and NO_2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are non-attainment pollutants. For these two, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403. The Rule 403 threshold of 10.4 micrograms per cubic meter applies to construction emissions (and may apply to operational emissions at aggregate handling facilities).

Construction LSTs are assessed with the SCAQMD screening thresholds. Construction thresholds for a 5-acre site in the Central Orange County Coastal SRA at 50 (SRA-17) meters were utilized:

- 190 lbs/day of NO_X
- 1,864 lbs/day of CO
- 44 lbs/day of PM_{10}
- 11 lbs/day of $PM_{2.5}$

Operational LSTs are assessed with the SCAQMD screening thresholds. Operational thresholds for a 5-acre site in the Central Orange County Coastal SRA at 50 (SRA-17) meters were utilized:

- 190 lbs/day of NO_X
- 1,864 lbs/day of CO
- 11 lbs/day of PM_{10}
- 3 lbs/day of $PM_{2.5}$

5.1.5 Thresholds for Toxic Air Contaminants

According to the SCAQMD CEQA Handbook, any project that has the potential to expose the public to toxic air containments in excess of the following thresholds would be considered to have a significant impact:

- If the Maximum Incremental Cancer Risk is 10 in one million or greater; or

- Toxic air containments from the proposed project would result in a Hazard Index Increase of 1 or greater.

In order to determine if the proposed project may have a significant impact related to hazardous air pollutants (HAP), the Health Risk Assessment Guidance for analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, (Diesel Analysis), prepared by SCAQMD, August 2003, recommends that if the proposed project is anticipated to create hazardous air pollutants through stationary sources or regular operations of diesel trucks on the project site, then the proximity of the nearest receptors to the source of the hazardous air pollutants and the toxicity of the hazardous air pollutants should be analyzed through a comprehensive facility-wide health risk assessment (HRA).

5.2 <u>Greenhouse Gas Thresholds of Significance</u>

5.2.1 CEQA Guidelines for Greenhouse Gas

CEQA Guidelines define a significant effect on the environment as "a substantial, or potentially substantial, adverse change in the environment." To determine if a project

would have a significant impact on greenhouse gases, the type, level, and impact of emissions generated by the project must be evaluated.

The following greenhouse gas significance thresholds are contained in Appendix G of the CEQA Guidelines, which were amendments adopted into the Guidelines on March 18, 2010, pursuant to SB 97. A significant impact would occur if the project would:

(a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
(b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

5.2.2 SCAQMD Interim Significance Thresholds

In addition to CEQA guidelines, the SCAQMD established working group to develop an interim significance threshold for GHG emissions under CEQA as discussed in Section 3.4.1. This analysis compares the Project's GHG emissions to the SCAQMD's Tier 3 approach. It is appropriate to use the Tier 3 approach for this project due to the size and type of project (See SCAQMD's Draft Guidance Document – Interim CEQA Greenhouse Gas (GHG) Significance Threshold, Chapter 3, page 3-11).

6.0 Air Quality Impact Analysis

6.1 Construction Air Quality Emissions Impact

6.1.1 Regional Construction Emissions

CalEEMod was used to estimate onsite and offsite unmitigated and mitigated construction emissions and the results are shown in Table 11. The construction emissions incorporate Rule 403. The mitigated construction emissions also incorporate mitigation measures MM-1 through MM-4. Daily emissions CalEEMod outputs are located in Appendix A. With the recommended mitigation measures the emissions will be below the SCAQMD thresholds of significance for regional construction emissions. **Therefore, the project will have a less than significant impact.**

6.1.2 Localized Construction Emissions

Table 12 illustrates the construction related LSTs for the project area. **The emissions will be below the SCAQMD thresholds of significance for localized construction emissions.** Therefore, the Project will not result in significant localized construction emissions.

6.1.3 Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, and cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, the equipment being operated, local soils, and weather conditions at the time of construction.

The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust. Table 11 illustrates total construction emissions, i.e., fugitive-dust emissions and construction equipment exhausts that have incorporated a number of feasible control measures that can be reasonably implemented to significantly reduce PM_{10} emissions from construction. Table 11 illustrates that for all construction phases, the daily total construction emissions with standard control measures would be below the daily thresholds established by the SCAQMD. **Therefore, the project would cause less than significant Fugitive Dust emissions.**

6.1.4 Odors

Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction. No other sources of

objectionable odors have been identified for the proposed Project. Therefore, the Project will not result in significant Odors.

6.1.5 Naturally Occurring Asbestos

The proposed Project is located in Orange County which is not among the counties that are found to have serpentine and ultramafic rock in their soils. **Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small and less than significant.**

6.1.6 Construction-Related Toxic Air Contaminant Impact

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy- duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. **Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.**

6.2 <u>Operational Air Quality Emissions Impact</u>

6.2.1 Regional Operational Emissions

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The stationary source emissions would come from additional natural gas consumption for on-site buildings and electricity for the lighting in the buildings and streets. Based on trip generation factors included in the traffic study and in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, which is the most recent edition and was manually adjusted in the model, long-term operational emissions associated with the proposed project, calculated with the CalEEMod model, are shown in Table 13. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating.

Table 13 shows that the increase of all criteria pollutants as a result of the proposed Project is below the SCAQMD daily emission thresholds. Therefore, the Project will not result in significant Regional Operational emissions and will comply with measures MM 5 through 14 are required (See Section 1.4).

6.2.2 Localized Operational Emissions

Table 14 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 14 include all on-site project-related stationary sources and 5% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 14 indicates that the operational emission rates would not exceed the LST thresholds for the nearest sensitive receptors at 50 meters. Therefore the project will not result in significant Localized Operational emissions.

6.3 CO Hot Spot Emissions

The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection is at level of service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project causes an intersection to decrease from LOS C to D.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds

6.4 Air Quality Impact Measures

Air Quality Reduction Measures

The Project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Applicable suppression techniques are as follows:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas in active for 10 days or more).
- Water active sites at least three times daily.

- Cover all trucks hauling dirt, san, soil, or other loose materials, or maintain at least 2 feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114.
- Pave construction access roads at least 100 feet onto the site from the main road.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.

Air Quality Impact Construction Measures

The project will comply with the following measures as required to maintain the construction emissions below the SCAQMD daily emissions thresholds:

1 The project shall require that the site preparation and grading contractors limit the daily disturbed area to 5 acres or less.

2 The project shall ensure that during site preparation and grading operations, all contractors shall comply with all applicable measures listed in SCAQMD Rule 403 to control fugitive dust including the application of water to all exposed surfaces a minimum of three times per day.

3 The proposed project and its contractors shall ensure that, during construction, contractors shall turn off all diesel-powered construction when vehicles are not in use and contractors shall prohibit idling of vehicles for longer than three minutes.

4 The proposed project and its contractors shall ensure that either water based or low-VOC coating with a VOC coating of 50 grams per liter be utilized to apply the architectural coatings (lower than SCAQMD Rule 1113).

Air Quality Impact Operational Measures

The project will comply with SCAQMD requirements through Operational Measure Reductions listed in Section 7.2.1

6.5 Air Quality Management Plan Consistency

An AQMP describes air pollution control strategies to be taken by a City, County, or Region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. CEQA requires that certain proposed projects be analyzed for consistency with the AQMP. For a project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if project design features or feasible mitigation measures are implemented and shown to

reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. The AQMP uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the AQMP is based on the local General Plan, projects that are deemed consistent with the General Plan are found to be consistent with the AQMP.

The proposed Project would accommodate the growth that has been projected for the project vicinity and sub-region through the construction of needed infrastructure, thus removing an impediment to growth within the project area. Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans. Therefore, the emissions associated with the proposed Project are within the amounts already accounted for in the AQMP, and no significant inconsistency with the AQMP would occur.

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7.0 Greenhouse Gas Impact Analysis

7.1 Construction Greenhouse Gas Emissions Impact

CalEEMod was used to estimate onsite and offsite emissions. For assumptions used in estimating these emissions, please refer to Section 4.1. Greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 15. The impacts of each expected phase of construction are shown. The total construction emissions amortized over a period of 30 years are estimated at 35.35 metric tons of CO_2e per year. CalEEMod output calculations are provided in Appendix A.

7.2 Operational Greenhouse Gas Emissions Impact

Operational or long-term emissions occur over the life of the project. For assumptions used in estimating the emissions and details regarding the emissions, please refer to Section 4.2. The unmitigated operational emissions for the Project are 3,840.07 metric tons of CO_2e per year as shown in Table 15. The emissions exceed the SCAQMD's 3,000 threshold, therefore MM-5 through 14 are required to reduce emissions below the threshold. With project design features operational emissions for the Project are 2,991.18 metric tons of CO_2e per year which is 8.8 metric tons below the threshold.

With project design features shown below, operational GHG emissions are below the SCAQMD's significance threshold. Therefore, the Project will not result in significant construction emissions.

7.2.1 Operational Project Design Features

5 Project shall improve pedestrian network by implementing sidewalks on-site. Traffic calming measures should also be implemented to increase pedestrian safety and walkability.

6 Project shall follow 2013 Title 24 Commercial Standards which are at least 30 percent more efficient than Title 24 Part 6 efficiency standards[2] and Green Building Code Standards.

7 Project shall require all faucets, toilets, and showers installed in the proposed structure utilize low-flow fixtures such that indoor water demand is reduced by 20%.

[2] Current 2013 Title 24 Standards for commercial uses are approximately 30% more efficient than 2008 Title 24 Standards.

8 Project shall require that a water-efficient irrigation system be installed that reduced water demand by at least 6.1%.

9 Project shall require that all lighting in the proposed structures uses an average of 5 percent less energy than conventional lighting.

10 Project shall require that a recycling program is implemented that reduces waste to landfills by a minimum of 50 percent [75% by 2020].

11 Project shall require to the extent feasible, use paints with VOC content lower than SCAQMD Rule 1113 requires for application to surfaces of spaces within the project site.

12 The project applicant shall encourage future tenants institute a ride sharing/van pool program that is open to at least to a third of the employees.

13 The project applicant shall encourage future tenants to institute an alternative work schedule (9/80, 4/40) or telecommuting for at least 10 percent of employees.

14 Project shall implement charging stations for electric vehicles

7.3 Conflict with an Applicable Plan, Policy or Regulation for the Purpose of Reducing the Emissions of Greenhouse Gases

The Project will promote the goals of AB 32. The Project site location is positioned within the City's planned growth urban footprint. The Project incorporates a number of features that would minimize greenhouse gas emissions. Although the Project would generate greenhouse gas emissions, these emissions would not have a significant impact on the environment.

The core mandate of AB 32 is that statewide GHG emissions in Year 2020 be equal to Year 1990 levels. AB 32 is anticipated to secure emission reductions through a variety of mechanisms, such as increasing energy efficiency and introducing more renewable energy sources. As noted earlier, CARB has already begun to adopt strategies to reduce GHG emissions under AB 32. Strategies included in the Climate Change Scoping Plan (CARB 2008b), such as SPM-2 (California Light-Duty Vehicle GHG Standards), SPM-3 (Energy Efficiency), SPM-4 (Renewables Portfolio Standard), SPM-5 (Low Carbon Fuel Standard), SPM-7 (Vehicle Efficiency Measures), and SPM-10 (Heavy/Medium-Duty Vehicles), while applicable to land use projects, are generally not under the control of local agencies. Nonetheless, emission reductions from these strategies are anticipated to occur as CARB adopts and implements regulations under AB 32. Reductions are already expected to take

place in 2012, if not earlier, due to the newly adopted vehicle emission standards and the Low Carbon Fuel Standard.

Other measures contained in the Climate Change Scoping Plan are under development and regulations have not yet been adopted at this time. Therefore, it is difficult to explicitly compare the proposed Project's consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under AB 32 because many are still under development.

With the implementation of energy efficient programs and state and federal vehicle emission reduction programs, the proposed Project would be consistent with the goals of AB 32 and the City of Aliso Viejo.

Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

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8.0 CEQA Guidelines Analysis

8.1 Air Quality Summary

The following California Environmental Quality Act (CEQA) Guidelines Checklist summarizes the impacts in regards to air quality impact. This initial analysis may be used to determine if an Environmental Impact Report (EIR) is required.

3.	AIR QUALITY. (Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.) *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Conflict with or obstruct implementation of the applicable air quality plan?			X	
(b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
(c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
(d)	Expose sensitive receptors to substantial pollutant concentrations?			X	
(e)	Create objectionable odors affecting a substantial number of people?			X	

a) *Would the project conflict with or obstruct implementation of the applicable air quality plan*?

Response: Less than Significant Impact with Mitigation:

The proposed Project would accommodate the growth that has been projected for the project vicinity and sub-region through the construction of needed infrastructure, thus removing an impediment to growth within the project area. Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans. Therefore, the emissions associated with the proposed Project are within the amounts already accounted for in the AQMP, and no significant inconsistency with the AQMP would occur.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Response: Less than Significant Impact. The proposed Project construction and operational emissions were calculated using CalEEMod emission software and the output was compared to the SCAQMD thresholds of significance. With the implementation of the project design features the project will not exceed the applicable thresholds of significance.

c) *Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)*?

Response: Less than significant, see response to (b) above.

d) *Would the project expose sensitive receptors to substantial pollutant concentrations*?

Response: Less than Significant Impact, See response to (b) above. Project construction and operational emissions were compared to the SCAQMD's threshold of significance. Projected project emissions will be below SCAQMD thresholds of significance for local or regional construction and operational emissions. Therefore, the proposed Project would not expose sensitive receptors to substantial pollutant concentrations.

e) *Would the project create objectionable odors affecting a substantial number of people*?

Response: Less than Significant Impact. See response to (b) above. Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. No other sources of objectionable odors have been identified for the proposed Project. Therefore, the Project will not create objectionable odors affecting a substantial number of people.

8.2 Greenhouse Gas Summary

The following California Environmental Quality Act (CEQA) Guidelines Checklist summarizes the impacts in regards to greenhouse gas impact. This initial analysis may be used to determine if an Environmental Impact Report (EIR) is required

7.	GREENHOUSE GAS EMISSIONS. *Would the project:*	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
(b)	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

a) *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment*?

Response: Less Than Significant Impact:

With project design features, operational GHG emissions will be 2,989.14 metric tons of CO_2e per year which are below the SCAQMD's significance threshold. Therefore, the Project will not result in significant construction emissions.

b) Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?

Less Than Significant Impact:

The Project will promote the goals of AB 32. The Project site location is positioned within the City's planned growth urban footprint. The Project incorporates a number of features that would minimize greenhouse gas emissions. Although the Project would generate greenhouse gas emissions, these emissions would not have a significant impact on the environment.

Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

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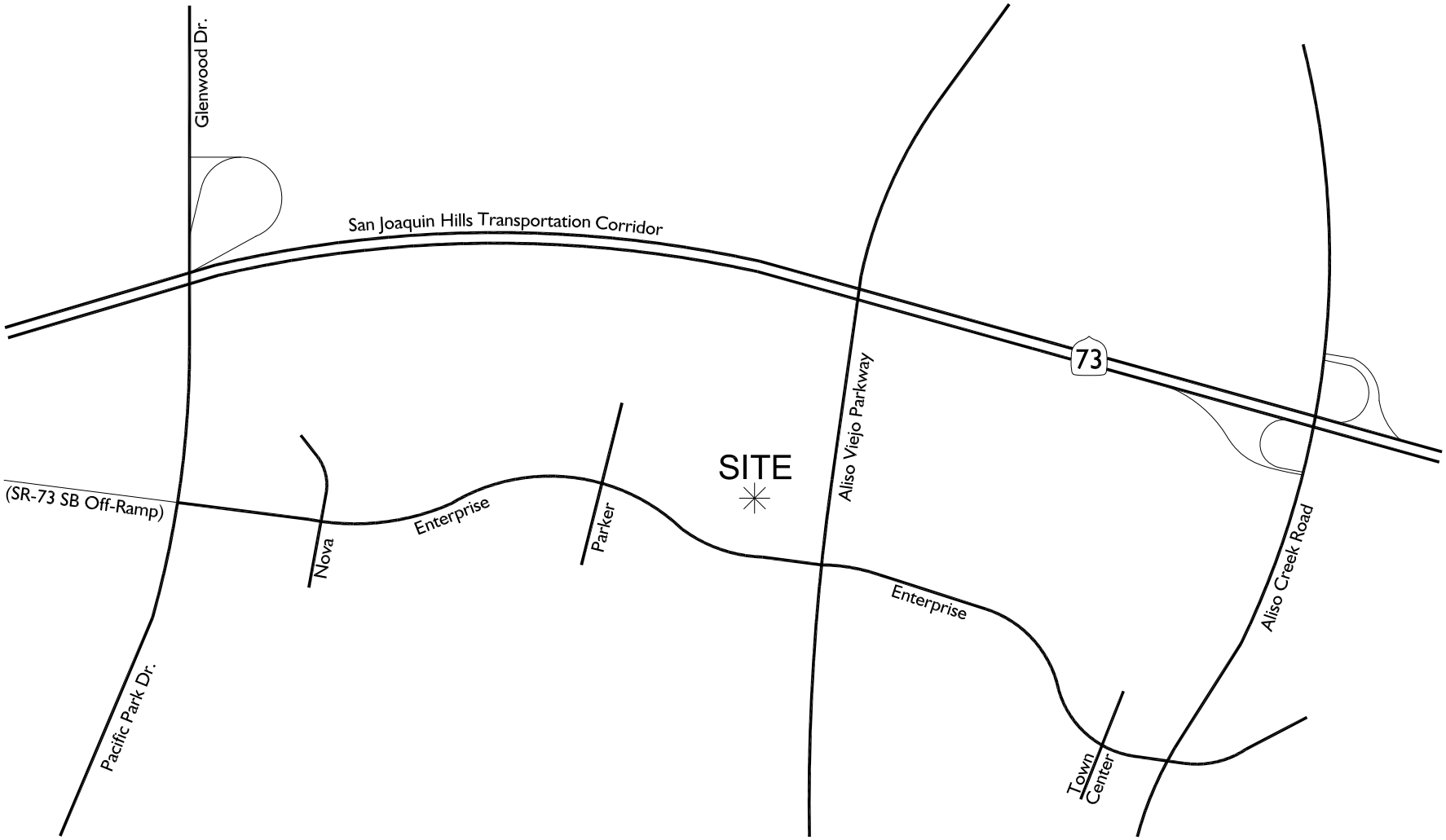
Exhibits

Exhibit A

Location Map



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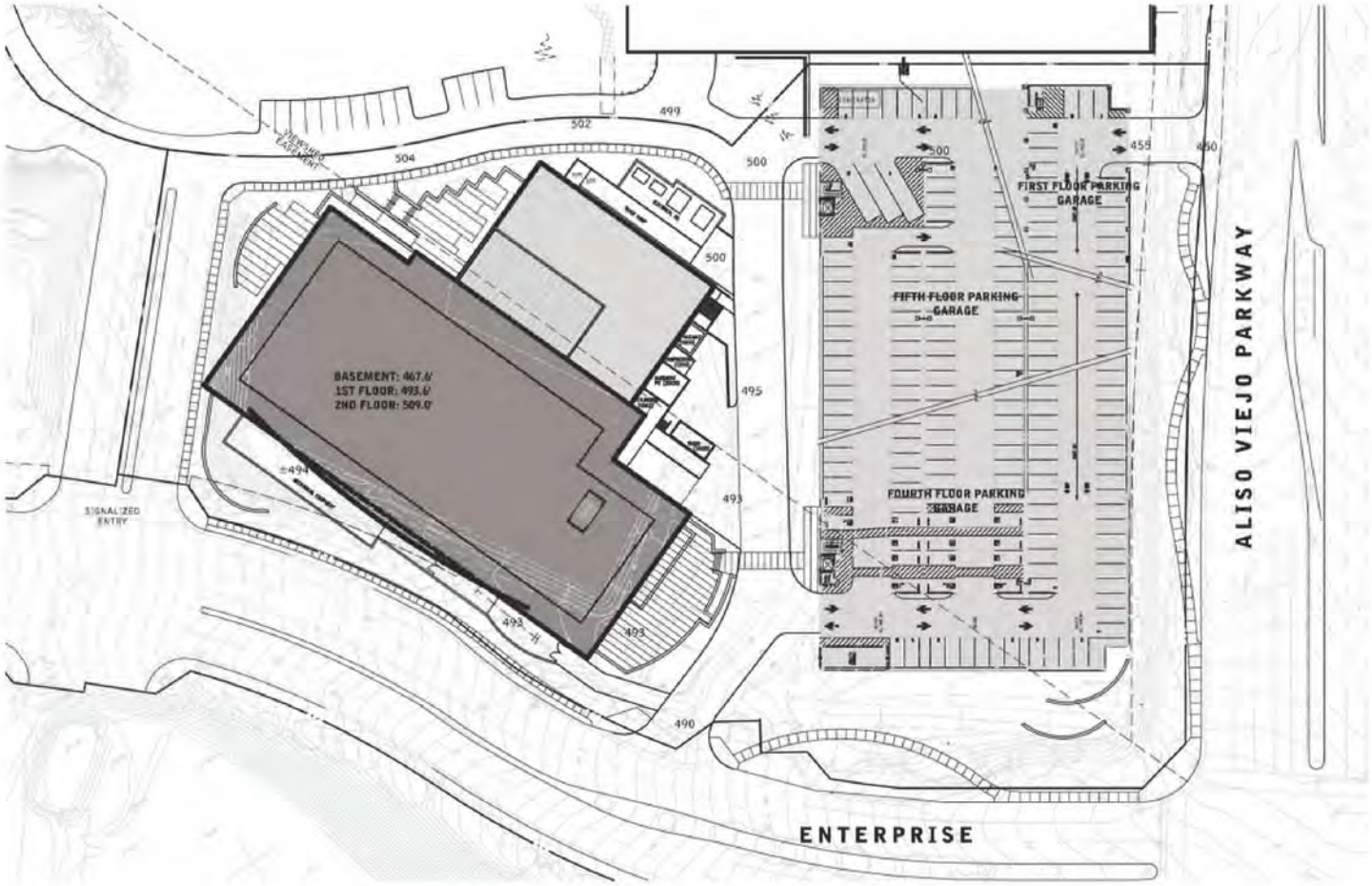
RK engineering group, inc.

Exhibit B

Site Plan



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Tables

TABLE 1
Land Use Summary

Land Use	Unit Amount	Size Metric
General Office Building	205.460	TSF
Parking Structure	822	Parking Spaces
Other Asphalt Surfaces	0.50	AC

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JN:0826-2014-03

TABLE 2
Description of Air Pollutants

Air Pollutant	Averaging Time	California Standard	Federal Standard[1]	Most Relevant Effects from Pollutant Exposure	Properties	Sources
Ozone	1 Hour	0.09 ppm	--	(a) Decrease of pulmonary function and localized lung edema in humans and animals; (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (c) increased mortality risk; (d) altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (e) vegetation damage; (f) property damage.	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere, but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), NOX, and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NOX) are mobile sources (on-road and off-road vehicle exhaust).
	8 Hour	0.070 ppm	0.075 ppm[5]			
Carbon Monoxide (CO)	1 Hour	20 ppm	35 ppm	(a) Aggravation of angina pectoris (chest pain) and there aspects of coronary heart disease; (b) decreased exercise tolerance in persons with peripheral vascular disease and lung disease; (c) impairment of central nervous system functions; (d) possible increased risk to fetuses.	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential wood burning, and natural sources.
	8 Hour	9 ppm	9 ppm			
Nitrogen Dioxide (NO_2)[2]	1 Hour	0.18 ppm	0.100 ppm	(a) Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; (b) risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; (c) contribution to atmospheric discoloration.	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides - NOX (NO, NO_2, NO_3, N_2O, N_2O_3, N_2O_4,and N_2O_5). NOX is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NOX can react with compounds to form nitric acid and related particles.	NOX is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. NO_2 concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.
	Annual	0.030 ppm	0.053 ppm			
Sulfur Dioxide (SO_2)[3]	1 Hour	0.25 ppm	0.075 ppm	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath and chest tightness, during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutant alone is the predominant factor.	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 ppm, the gas has a strong odor, similar to rotten eggs. Sulfur oxides (SOX) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below state and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human caused sources include fossil-fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethylsulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.
	3 Hour	--	0.5 ppm			
	24 Hour	0.04 ppm	--			
Particulate Matter (PM_{10})	24 Hour	50 $\mu g/m^3$	150 $\mu g/m^3$	(a) Exacerbation of symptoms in sensitive patients with respiratory or cardiovascular disease; (b) declines in pulmonary function growth in children; (c) increased risk of premature death from heart or lung diseases in the elderly. Daily fluctuations in PM2.5 levels have been related to hospital admissions for acute respiratory conditions, school absences, and increased medication use in children and adults with asthma.	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter, (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter.	Stationary sources include fuel combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal, and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust.
	Mean	20 $\mu g/m^3$	--			
Particulate Matter (PM2.5)	24 Hour	--	35 $\mu g/m^3$			
	Annual	12 $\mu g/m^3$	12 $\mu g/m^3$			
Visibility reducing particles	8 Hour	Extinction coefficient of 0.23 per kilometer; visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent.				
Sulfates	24 Hour	25 $\mu g/m^3$	--	(a) Decrease in ventilatory function; (b) aggravation of asthmatic symptoms; (c) aggravation of cardiopulmonary disease; (d) vegetation damage; (e) degradation of visibility; (f) property damage.	The sulfate ion is a polyatomic anion with the empirical formula SO4 2−. Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water.	Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel.
Lead[4]	30-day	1.5 $\mu g/m^3$	--	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs.	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded state or federal standards at any monitoring station since 1982.	Lead ore crushing, lead-ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering.
	Quarter	--	1.5 $\mu g/m^3$			
	Rolling 3-month average	--	0.15 $\mu g/m^3$			
Vinyl chloride[4]	24 Hour	0.01 ppm	--	Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. pidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers.	Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, ARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor.	Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills, sewage plants, and hazardous waste sites.
Hydrogen sulfide	24 Hour	0.03 ppm	--	High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema.	Hydrogen sulfide (H2S) is a flammable, colorless, poisonous gas that smells like rotten eggs.	Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide. Anthropogenic sources include the combustion of sulfur containing fuels (oil and coal).
Volatile organic compounds (VOC)		There are no State or federal standards for VOCs because they are not classified as criteria pollutants.		Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as toxic air contaminants.	Reactive organic gases (ROGs), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably.	Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM10 and lower visibility.
Benzene		There are no ambient air quality standards for benzene.		Short-term (acute) exposure of high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, loss of consciousness can occur. Long-term (chronic) occupational exposure of high doses has caused blood disorders, leukemia, and lymphatic cancer.	Benzene is a VOC. It is a clear or colorless light-yellow, volatile, highly flammable liquid with a gasoline-like odor. The EPA has classified benzene as a "Group A" carcinogen.	Benzene is emitted into the air from fuel evaporation, motor vehicle exhaust, tobacco smoke, and from burning oil and coal. Benzene is used as a solvent for paints, inks, oils, waxes, plastic, and rubber. It is used in the extraction of oils from seeds and nuts and in the manufacture of detergents, explosives, and pharmaceuticals.
Diesel particulate matter (DPM)		There are no ambient air quality standards for DPM.		Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the increased risk cannot be clearly attributed to diesel exhaust exposure.	DPM is a source of PM2.5—diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total particulate matter mass, which consists of compounds such as hydrocarbons and their derivatives, and polycyclic aromatic hydrocarbons and their derivatives. Fifteen polycyclic aromatic hydrocarbons are confirmed carcinogens, a number of which are found in diesel exhaust.	Diesel exhaust is a major source of ambient particulate matter pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment.

Notes:

ppm = parts per million (concentration) µg/m3 = micrograms per cubic meter Annual = Annual Arithmetic Mean 30-day = 30-day average Quarter = Calendar quarter

[1] Federal standard refers to the primary national ambient air quality standard, or the levels of air quality necessary, with an adequate margin of safety to protect the public health. All standards listed are primary standards except for 3 Hour SO2, which is a secondary standard. A secondary standard is the level of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

[2] Effective April 12, 2010; the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 100 ppb, or 188µg/m3

[3] On 6/2/2010, a new 1-hr SO_2 standard was established and the existing 24-hr and annual primary standards were revoked. To attain the 1-hr national standard, the 3-yr avarege of the annual 99th percentile of the 1-hr daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SQ national standards (24-hr and annual) remain in effect until one year after an area is designated for the 2010 standard, execpt that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

[4] The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

[5] To attain this standard, the 3-year average of the 99th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 75 ppb.

Source of effects: South Coast Air Quality Management District 2007b; California Environmental Protection Agency 2002; California Air Resources Board 2009; U.S. Environmental Protection Agency 2010; U.S. Environmental Protection Agency 2000; National Toxicology Program 2005a.

Source of standards: California Air Resources Board 2010a.

Source of properties and sources: U.S. Environmental Protection Agency 1999; U.S. Environmental Protection Agency 2003; U.S. Environmental Protection Agency 2011b; U.S. Environmental Protection Agency 2009a; National Toxicology Program 2005b.

TABLE 3
Meteorological Summary[1]

Month	Temperature (˚F)		Average Precipitation (inches)
	Average High	Average Low	
January	65.1	43.0	2.43
February	66.1	44.1	2.77
March	67.1	45.8	2.01
April	69.0	48.4	0.98
May	70.9	53.0	0.25
June	73.1	56.1	0.10
July	76.5	59.3	0.03
August	78.1	59.6	0.07
September	77.5	58.2	0.26
October	74.5	53.7	0.47
November	70.4	47.5	1.24
December	66.1	43.4	1.92
Annual Average	**71.2**	**51.0**	**12.52**

[1] Averages derived from measurements recorded between 1928 and 2013, Laguna Beach, CA
Source: Western Regional Climate Center 2014. http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca7470

TABLE 4
Air Quality Monitoring Summary

Air Pollutant Location	Averaging Time	Item	2011	2012	2013
Carbon Monoxide from Saddleback Valley Station	1 Hour	Max 1-Hour (ppm)	1.0	- -	- -
		Days > State Standard (20 ppm)	0	0	0
		Days >National Standard (35 ppm)	0	0	0
	8 Hour	Max 8 Hour (ppm)	0.8	1.1	1.3
		Days > State Standard (9 ppm)	0	0	0.0
		Days >National Standard (9 ppm)	0	0	0
Ozone from Saddleback Valley Station	1 Hour	Max 1-Hour (ppm)	0.094	0.096	0.104
		Days > State Standard (0.09 ppm)	0	0	2
	8 Hour	Max 8 Hour (ppm)	0.083	0.078	0.082
		Days > State Standard (0.07 ppm)	5	4	5
		Days >National Standard (0.075 ppm)	2	1	2
Coarse Particles (PM10) from Saddleback Valley Station	24 Hour	Max 24-Hour ($\mu g/m^3$)	48.0	37.0	51.0
		Days > State Standard (50 $\mu g/m^3$)	0	0	1
		Days >National Standard (150 $\mu g/m^3$)	0	0	0
	Annual	Annual Average ($\mu g/m^3$)	19.2	17.3	19.3
		Exceeded >State Standard (20 $\mu g/m^3$)	NO	NO	NO
Fine Particulates (PM2.5) from Saddleback Valley Station	24 Hour	Max 24-Hour ($\mu g/m^3$)	33.4	27.6	28
		Days >National Standard (35 $\mu g/m^3$)	0	0	0
	Annual	Annual Average ($\mu g/m^3$)	19.2	7.9	8.08
		Exceeded >State Standard (12 $\mu g/m^3$)	YES	NO	NO
		Exceeded >National Standard (15 $\mu g/m^3$)	YES	NO	NO
Nitrogen Dioxide from North Coastal Orange County Station	1 Hour	Max 1-Hour (ppm)	0.061	0.0744	0.0757
		Days > State Standard (0.18 ppm)	0	0	- -
	Annual	Annual Average (ppm)	0.01	0.0104	0.0116
		Exceeded >State Standard (0.030 ppm)	NO	NO	NO
		Exceeded >National Standard (0.053 ppm)	NO	NO	NO
Sulfur Dioxide from North Coastal Orange County Station	24 Hour	Max 24 Hour (ppm)	0.007	0.006	0.004
		Days > State Standard (0.04 ppm)	NO	NO	NO
		Days >National Standard (0.14 ppm)	NO	NO	NO
	Annual	Annual Average (ppm)	- -	- -	- -
		Exceeded >National Standard (0.030 ppm)	0	0	0

Source: EPA and ARB websites www.epa.gov/air/data.index.html and www.arb.ca.gov/adam/welcome.html
$\mu g/m^3$ = micrograms per cubic meter
ARB = California Air Resource Board
EPA= Environmental Protection Agency
ppm = part per million

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TABLE 5
South Coast Air Basin Attainment Status

Pollutant	State Status	National Status
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide (annual)	Attainment	Attainment
Nitrogen dioxide (1-hour)	Attainment	Attainment
Sulfur dioxide	Attainment	Attainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial)[1]

[1] Partial Nonattainment designation – Los Angeles County portion of Basin only.

Source: State status from California Air Resources Board. http://www.arb.ca.gov/desig/adm/adm.htm

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TABLE 6
Description of Greenhouse Gases

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (N_20),also known as laughing gas is a colorless gas. It has a lifetime of 114 years. Its global warming potential is 310.	Microbial processes in soil and water, fuel combustion, and industrial processes. In addition to agricultural sources, some industrial processes (nylon production, nitric acid production) also emit N_20.
Methane	Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 21.	A natural source of CH_4 is from the decay of organic matter. Methane is extracted from geological deposits (natural gas fields). Other sources are from the decay of organic material in landfills, fermentation of manure, and cattle farming.
Carbon dioxide	Carbon dioxide (CO_2) is an odorless, colorless, natural greenhouse gas. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Chlorofluorocarbons	CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). They are gases formed synthetically by replacing all hydrogen atoms in methane or methane with chlorine and/or fluorine atoms. Global warming potentials range from 3,800 to 8,100.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone, therefore their production was stopped as required by the Montreal Protocol.
Hydrofluorocarbons	Hydrofluorocarbons (HFCs) are a group of greenhouse gases containing carbon, chlorine, and at least one hydrogen atom. Global warming potentials range from 140 to 11,700.	Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
Perfluorocarbons	Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above the Earth's surface. They have a lifetime 10,000 to 50,000 years. They have a global warming potential range of 6,200 to 9,500.	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride (SF_6) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential, 23,900.	This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Sources: Intergovernmental Panel on Climate Change 2007a and Intergovernmental Panel on Climate Change 2007b

TABLE 7
Construction Equipment Assumptions[1]

Phase	Equipment	Number	Hours per day	Horsepower	Load Factor	Daily Disturbance Footprint (Arces)[2]
Site Preparation	Rubber Tired Dozers	3	8	255	0.40	3.5
	Tractors/Loaders/Backhoes	4	8	97	0.37	
Grading	Excavators	1	8	162	0.38	3
	Graders	1	8	174	0.41	
	Rubber Tired Dozers	1	8	255	0.4	
	Tractors/Loaders/Backhoes	3	8	97	0.37	
Building Construction	Cranes	1	7	226	0.29	- -
	Forklifts	3	8	89	0.2	
	Generator Sets	1	8	84	0.74	
	Tractors/Loaders/Backhoes	3	7	97	0.37	
	Welders	1	8	46	0.45	
Paving	Pavers	2	8	125	0.42	- -
	Paving Equipment	2	8	130	0.36	
	Rollers	2	8	80	0.38	
Architectural Coating	Air Compressors	1	6	78	0.48	- -

[1] Source: CalEEMod defaults
[2] Source: Calculation details for CalEEMod Appendix A

TABLE 8
Trip Generation Rates

Land Use	Quantity	Units[1]	Trip Generation Rate (trips/unit/day)		
			Weekday	Saturday	Sunday
General Office Building	205.460	TSF	11.03	2.46	1.05

[1] TSF = thousand square feet

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TABLE 9
Operational Vehicle Trip Assumptions[1]

Land Use	Trip Length (miles) Non Residential			Percent of Trips (%) Non Residential		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	16.6	8.4	6.9	33.0	48.0	19.0

[1] CalEEMod Defaults

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TABLE 10
Vehicle Mix for Trips[1]

Vehicle Class	Vehicle Mix (%)
Light Duty Automobile (LDA)	51.04%
Light Duty Truck (LDTl)	5.70%
Light Duty Truck (LDT2)	19.19%
Medium Duty Truck (MDV)	15.19%
Light Heavy Truck (LHD1)	4.15%
Light Heavy Truck (LHD2)	0.59%
Medium Heavy Truck (MHD)	1.56%
Heavy Heavy Truck (HHD)	1.48%
Other Bus (OBUS)	0.14%
Urban Bus (UBUS)	0.21%
Motorcycle (MCY)	0.47%
School Bus (SBUS)	0.05%
Motor Home (MH)	0.23%
Total	**100.0%**

[1] CalEEMod Defaults

TABLE 11
Regional Significance - Construction Emissions (lbs/day)[1]

Unmitigated						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	5.58	61.32	46.89	0.06	21.75	12.90
Grading	4.16	45.12	31.25	0.05	9.02	5.60
Building Construction	4.94	37.33	39.50	0.08	5.06	2.77
Paving	2.02	20.36	15.48	0.02	1.31	1.09
Architectural Coating	64.90	2.36	4.02	0.01	0.66	0.31
Maximum[2]	66.92	61.32	46.89	0.08	21.75	12.90
SCAQMD Threshold	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

Mitigated[1]						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation	5.58	61.32	46.89	0.06	4.78	3.58
Grading	4.16	45.12	31.25	0.05	3.27	2.48
Building Construction	4.94	37.33	39.50	0.08	4.69	2.68
Paving	2.02	20.36	15.48	0.02	1.29	1.09
Architectural Coating	64.90	2.36	4.02	0.01	0.66	0.31
Maximum[2]	66.92	61.32	46.89	0.08	4.78	3.58
SCAQMD Threshold	75.0	100.0	550.0	150.0	150.0	55.0
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Indicates air quality emissions levels with mitigation.

[2] Construction activities are not expected to overlap except during paving and painting; therefore, the maximum emissions represent the largest of each activity alone except for painting and paving which are combined.

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TABLE 12
Construction Localized Significance

LST Pollutants[1]	CO (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
On-site Emissions	46.89	61.32	4.8	3.58
SCAQMD Construction Threshold[2]	1,864	190	44	11
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Table C-1 for a disturbance area of 5 acres and at a receptor distance of 50 meters.

[2] Reference: Source Receptor Area 20 Thresholds.

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TABLE 13
Regional Significance - Operational Emissions (lbs/day)[1]

Unmitigated						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	13.84	0.00	0.11	0.00	0.00	0.00
Energy Sources	0.06	0.53	0.44	0.00	0.04	0.04
Mobile Sources	6.85	16.33	78.62	0.22	15.63	4.32
Total: Area Sources + Energy + Mobile	20.75	16.86	79.17	0.22	15.67	4.36
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

Mitigated						
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	11.73	0.00	0.11	0.000	0.00	0.00
Energy Sources	0.04	0.38	0.32	0.00	0.03	0.03
Mobile Sources	6.23	12.36	60.55	0.15	11.13	3.08
Total: Area Sources + Energy + Mobile	18.00	12.74	60.98	0.16	11.16	3.11
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	**No**	**No**	**No**	**No**	**No**	**No**

[1] Emissions levels do not exceed the significance thresholds. See section 1.3 of report for summary of mitigation requirements.

TABLE 14
Localized Significance - Operational Emissions

LST Pollutants[1]	CO (lbs/day)	NOx (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
On-site Emissions[2]	3.45	1.00	0.6	0.18
SCAQMD Operation Threshold[3]	1,864	190	11	3
Exceeds Threshold (?)	**No**	**No**	**No**	**No**

[1] Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Table C-1 for a disturbance area of 5 acre and at a receptor distance of 50 meters.

[2] Per LST methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 5% of mobile emissions will occur on the project site.

[3] Reference: Source Receptor Area 20 Thresholds.

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TABLE 15
Construction Greenhouse Gas Emissions

Activity	Emissions ($MTC0_2e$)[1]		
	Onsite	**Offsite**	**Total**
Site Preparation	111.33	53.66	164.99
Grading	84.73	52.77	137.50
Building Construction	278.72	442.88	721.60
Paving	20.83	1.43	22.25
Coating	5.12	9.18	14.30
Total	500.72	559.92	1,060.64
Averaged over 30 years[2]	16.69	18.66	35.35

[1] $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydroflurocarbons).

[2] The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD recommendations.

* CalEEMod output (Appendix A)

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TABLE 16
Project Greenhouse Gas Emissions During Operation

Unmitigated	
Emission Source	**Emissions ($MTCO_2e$)** [1]
Area Source	0.03
Energy Source	1,276.20
Mobile Source	2,188.24
Waste	86.93
Water	253.32
Construction (averaged over 30 years)	35.35
Total Emissions	3,840.07
SCAQMD Threshold	3,000
Exceeds Threshold (?)	**Yes**

Mitigated	
Emission Source	**Emissions ($MTCO_2e$)** [1]
Area Source	0.03
Energy Source	1,117.35
Mobile Source	1,574.42
Waste	43.46
Water	220.57
Construction (averaged over 30 years)	35.35
Total Emissions	2,991.18
SCAQMD Threshold	3,000
Exceeds Threshold (?)	**No**

[1] $MTCO_2e$ = metric tons of carbon dioxide equivalents per year

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TABLE 17
Project Consistency with CARB Scoping Measures[1]

Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be compliant with the current Title 24 standards. 2013 Title 24 Standards are at leat 30 percent more efficient than 2008 Title 24 standards for energy efficiency.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2010 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which initially comply, with the 50 percent reduction required in AB 939, then the 75% reduction by 2020 required in AB 341
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.

[1] Source: CARB Scoping Plan (2008)

Appendices

Appendix A

Project
Emission Calculations Output
(CalEEMod)

Summit 7 Corporate Office Building - 2017

Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	205.46	1000sqft	3.00	205,460.00	0
Other Asphalt Surfaces	0.50	Acre	0.50	21,780.00	0
Unenclosed Parking Structure	822.00	Space	1.60	328,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - - Per project estimates

Land Use - - Project sie will consist of 205.460 TSF General Office, Unenclosed Parking Structure 822 Spaces, and 0.5 AC of Roadway. Project will be constructed on 5.1 Acres.

Construction Phase - - Estimated project buildout year 2017. Project site prep and grading days were extended from 10 days to 60 to account for export of material. Coating time period was doubled.

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Grading - - Project to be constructed on 5.1 AC. Project will export approximately 23,000 cubic yards of material

Architectural Coating - - SCAQMD Rule 1113 limits paint to 50 g/L

Vehicle Trips - - Trip rate adjusted, traffic study (RK, 2015) and ITE Trip Generation 9th Edition to 11.03 weekday trips, 2.46 Sat trips, 1.05 Sun trips.

Area Coating - - SCAQMD Rule 1113 limits paint to 50 g/L

Energy Use -

Construction Off-road Equipment Mitigation - - Per SCAQMD Rule 403 - Fugitive Dust

Mobile Land Use Mitigation - - Project shall improve pedestrian network by implementing side walks on-site.
- Project shall provide traffic calming measures
- Project shall implement charging stations as part of infrastructure of NEV
- Project will have 190 employees per acre (967/5.1 = 189.6)

Mobile Commute Mitigation - Project shall implement a voluntary trip reduction program for at least 20% of employees
- Project shall encourage alternative telecommuting or alternative work schedule for 10% of employees or to the fullest extent feasible
- Project shall encourage employee vanpool/shuttle for 33% or employees or to the fullest extent possible
- Project shall encourage Ride Share Program for 33% or employees or to the fullest extent possible

Area Mitigation - - Project shall use low VOC paint per Rule 1113

Energy Mitigation - - 2013 Title 24 standards are 30% more efficient than 2008 Title 24 standards
- Project shall require that all lighting installed in proposed structure use average of 5% less than conventional lighting.

Water Mitigation - - Project shall utilize low-flow fixtures such that the indoor water demand is reduced by20%
- Project shall utilize a water efficient irrigation system to reduce water demand at least 6.1%

Waste Mitigation - - AB 939 requires a 50% diversion in waste (75% by 2020).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	15
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	10.00	60.00
tblGrading	AcresOfGrading	30.00	5.10
tblGrading	MaterialExported	0.00	11,500.00
tblGrading	MaterialExported	0.00	11,500.00
tblLandUse	LotAcreage	4.72	3.00
tblLandUse	LotAcreage	7.40	1.60
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.5774	61.3171	46.8863	0.0754	18.7066	3.0394	21.7460	10.1016	2.7962	12.8979	0.0000	7,059.4034	7,059.4034	1.2484	0.0000	7,085.6194
2017	64.8993	34.4341	37.5453	0.0754	2.9497	1.9088	4.8585	0.7934	1.7904	2.5838	0.0000	6,904.3542	6,904.3542	0.7687	0.0000	6,920.4975
Total	**70.4767**	**95.7512**	**84.4316**	**0.1508**	**21.6563**	**4.9482**	**26.6045**	**10.8951**	**4.5866**	**15.4817**	**0.0000**	**13,963.7575**	**13,963.7575**	**2.0171**	**0.0000**	**14,006.1169**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.5774	61.3171	46.8863	0.0754	2.9495	3.0394	5.0583	0.7934	2.7962	3.5838	0.0000	7,059.4034	7,059.4034	1.2484	0.0000	7,085.6194
2017	64.8993	34.4341	37.5453	0.0754	2.9497	1.9088	4.8585	0.7934	1.7904	2.5838	0.0000	6,904.3542	6,904.3542	0.7687	0.0000	6,920.4975
Total	**70.4767**	**95.7512**	**84.4316**	**0.1508**	**5.8992**	**4.9482**	**9.9168**	**1.5868**	**4.5866**	**6.1676**	**0.0000**	**13,963.7575**	**13,963.7575**	**2.0171**	**0.0000**	**14,006.1169**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**72.76**	**0.00**	**62.73**	**85.44**	**0.00**	**60.16**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	13.8443	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Energy	0.0582	0.5292	0.4446	3.1800e-003		0.0402	0.0402		0.0402	0.0402		635.0883	635.0883	0.0122	0.0116	638.9533
Mobile	6.8485	16.3316	78.6161	0.2148	15.3966	0.2336	15.6302	4.1081	0.2151	4.3232		18,068.9881	18,068.9881	0.6829		18,083.3284
Total	**20.7510**	**16.8619**	**79.1676**	**0.2180**	**15.3966**	**0.2742**	**15.6708**	**4.1081**	**0.2557**	**4.3638**		**18,704.3013**	**18,704.3013**	**0.6957**	**0.0116**	**18,722.5198**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.7260	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Energy	0.0418	0.3796	0.3188	2.2800e-003		0.0289	0.0289		0.0289	0.0289		455.4888	455.4888	8.7300e-003	8.3500e-003	458.2608
Mobile	6.2280	12.3562	60.5549	0.1545	10.9618	0.1710	11.1328	2.9248	0.1575	3.0823		12,997.5012	12,997.5012	0.5030		13,008.0642
Total	**17.9958**	**12.7368**	**60.9807**	**0.1568**	**10.9618**	**0.2003**	**11.1621**	**2.9248**	**0.1868**	**3.1115**		**13,453.2150**	**13,453.2150**	**0.5124**	**8.3500e-003**	**13,466.5631**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**13.28**	**24.46**	**22.97**	**28.07**	**28.80**	**26.96**	**28.77**	**28.80**	**26.97**	**28.70**	**0.00**	**28.07**	**28.07**	**26.35**	**28.26**	**28.07**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	3/24/2016	5	60	
2	Grading	Grading	3/25/2016	6/16/2016	5	60	
3	Building Construction	Building Construction	6/17/2016	5/4/2017	5	230	
4	Paving	Paving	5/5/2017	6/1/2017	5	20	
5	Architectural Coating	Architectural Coating	6/2/2017	7/27/2017	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 5.1

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 834,060; Non-Residential Outdoor: 278,020 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	1,438.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,438.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	213.00	91.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	43.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0879	0.0000	18.0879	9.9340	0.0000	9.9340			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0879**	**2.9387**	**21.0266**	**9.9340**	**2.7036**	**12.6375**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4379	6.6041	4.7929	0.0176	0.4175	0.0993	0.5168	0.1143	0.0913	0.2057		1,776.7438	1,776.7438	0.0126		1,777.0090
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0625	0.0807	0.9882	2.4400e-003	0.2012	1.4100e-003	0.2026	0.0534	1.3000e-003	0.0547		204.2283	204.2283	9.6000e-003		204.4300
Total	**0.5004**	**6.6847**	**5.7810**	**0.0201**	**0.6187**	**0.1007**	**0.7194**	**0.1677**	**0.0926**	**0.2603**		**1,980.9721**	**1,980.9721**	**0.0222**		**1,981.4389**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1287	0.0000	1.1287	0.6199	0.0000	0.6199			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**1.1287**	**2.9387**	**4.0674**	**0.6199**	**2.7036**	**3.3235**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4379	6.6041	4.7929	0.0176	0.4175	0.0993	0.5168	0.1143	0.0913	0.2057		1,776.7438	1,776.7438	0.0126		1,777.0090
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0625	0.0807	0.9882	2.4400e-003	0.2012	1.4100e-003	0.2026	0.0534	1.3000e-003	0.0547		204.2283	204.2283	9.6000e-003		204.4300
Total	**0.5004**	**6.6847**	**5.7810**	**0.0201**	**0.6187**	**0.1007**	**0.7194**	**0.1677**	**0.0926**	**0.2603**		**1,980.9721**	**1,980.9721**	**0.0222**		**1,981.4389**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1339	0.0000	6.1339	3.3232	0.0000	3.3232			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1339**	**2.1984**	**8.3323**	**3.3232**	**2.0225**	**5.3458**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4379	6.6041	4.7929	0.0176	0.4175	0.0993	0.5168	0.1143	0.0913	0.2057		1,776.7438	1,776.7438	0.0126		1,777.0090
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0520	0.0672	0.8235	2.0400e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		170.1902	170.1902	8.0000e-003		170.3583
Total	**0.4899**	**6.6713**	**5.6164**	**0.0197**	**0.5852**	**0.1005**	**0.6857**	**0.1588**	**0.0924**	**0.2512**		**1,946.9340**	**1,946.9340**	**0.0206**		**1,947.3673**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3828	0.0000	0.3828	0.2074	0.0000	0.2074			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**0.3828**	**2.1984**	**2.5812**	**0.2074**	**2.0225**	**2.2299**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4379	6.6041	4.7929	0.0176	0.4175	0.0993	0.5168	0.1143	0.0913	0.2057		1,776.7438	1,776.7438	0.0126		1,777.0090
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0520	0.0672	0.8235	2.0400e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		170.1902	170.1902	8.0000e-003		170.3583
Total	**0.4899**	**6.6713**	**5.6164**	**0.0197**	**0.5852**	**0.1005**	**0.6857**	**0.1588**	**0.0924**	**0.2512**		**1,946.9340**	**1,946.9340**	**0.0206**		**1,947.3673**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7956	7.8717	9.3013	0.0197	0.5687	0.1247	0.6934	0.1620	0.1147	0.2766		1,973.4157	1,973.4157	0.0140		1,973.7100
Worker	0.7389	0.9547	11.6932	0.0289	2.3808	0.0166	2.3975	0.6314	0.0153	0.6467		2,416.7013	2,416.7013	0.1137		2,419.0879
Total	**1.5345**	**8.8264**	**20.9945**	**0.0486**	**2.9495**	**0.1414**	**3.0909**	**0.7934**	**0.1300**	**0.9234**		**4,390.1170**	**4,390.1170**	**0.1277**		**4,392.7979**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7956	7.8717	9.3013	0.0197	0.5687	0.1247	0.6934	0.1620	0.1147	0.2766		1,973.4157	1,973.4157	0.0140		1,973.7100
Worker	0.7389	0.9547	11.6932	0.0289	2.3808	0.0166	2.3975	0.6314	0.0153	0.6467		2,416.7013	2,416.7013	0.1137		2,419.0879
Total	**1.5345**	**8.8264**	**20.9945**	**0.0486**	**2.9495**	**0.1414**	**3.0909**	**0.7934**	**0.1300**	**0.9234**		**4,390.1170**	**4,390.1170**	**0.1277**		**4,392.7979**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7341	7.1616	8.7504	0.0197	0.5688	0.1114	0.6802	0.1620	0.1024	0.2644		1,941.2958	1,941.2958	0.0136		1,941.5808
Worker	0.6728	0.8669	10.6658	0.0289	2.3808	0.0163	2.3971	0.6314	0.0150	0.6464		2,323.2530	2,323.2530	0.1055		2,325.4678
Total	**1.4069**	**8.0285**	**19.4162**	**0.0486**	**2.9497**	**0.1276**	**3.0773**	**0.7934**	**0.1174**	**0.9108**		**4,264.5488**	**4,264.5488**	**0.1190**		**4,267.0485**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.7341	7.1616	8.7504	0.0197	0.5688	0.1114	0.6802	0.1620	0.1024	0.2644		1,941.2958	1,941.2958	0.0136		1,941.5808
Worker	0.6728	0.8669	10.6658	0.0289	2.3808	0.0163	2.3971	0.6314	0.0150	0.6464		2,323.2530	2,323.2530	0.1055		2,325.4678
Total	**1.4069**	**8.0285**	**19.4162**	**0.0486**	**2.9497**	**0.1276**	**3.0773**	**0.7934**	**0.1174**	**0.9108**		**4,264.5488**	**4,264.5488**	**0.1190**		**4,267.0485**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0655					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9729**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0474	0.0611	0.7511	2.0400e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		163.6094	163.6094	7.4300e-003		163.7653
Total	**0.0474**	**0.0611**	**0.7511**	**2.0400e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**163.6094**	**163.6094**	**7.4300e-003**		**163.7653**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0655					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9729**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0474	0.0611	0.7511	2.0400e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		163.6094	163.6094	7.4300e-003		163.7653
Total	**0.0474**	**0.0611**	**0.7511**	**2.0400e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**163.6094**	**163.6094**	**7.4300e-003**		**163.7653**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.4311					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**64.7635**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1358	0.1750	2.1532	5.8300e-003	0.4806	3.2800e-003	0.4839	0.1275	3.0300e-003	0.1305		469.0135	469.0135	0.0213		469.4606
Total	**0.1358**	**0.1750**	**2.1532**	**5.8300e-003**	**0.4806**	**3.2800e-003**	**0.4839**	**0.1275**	**3.0300e-003**	**0.1305**		**469.0135**	**469.0135**	**0.0213**		**469.4606**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.4311					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**64.7635**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1358	0.1750	2.1532	5.8300e-003	0.4806	3.2800e-003	0.4839	0.1275	3.0300e-003	0.1305		469.0135	469.0135	0.0213		469.4606
Total	**0.1358**	**0.1750**	**2.1532**	**5.8300e-003**	**0.4806**	**3.2800e-003**	**0.4839**	**0.1275**	**3.0300e-003**	**0.1305**		**469.0135**	**469.0135**	**0.0213**		**469.4606**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Walkability Design

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

Implement NEV Network

Implement Trip Reduction Program

Encourage Telecommuting and Alternative Work Schedules

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.2280	12.3562	60.5549	0.1545	10.9618	0.1710	11.1328	2.9248	0.1575	3.0823		12,997.5012	12,997.5012	0.5030		13,008.0642
Unmitigated	6.8485	16.3316	78.6161	0.2148	15.3966	0.2336	15.6302	4.1081	0.2151	4.3232		18,068.9881	18,068.9881	0.6829		18,083.3284

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,262.11	486.94	201.35	5,521,982	3,931,444
Other Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Total	2,262.11	486.94	201.35	5,521,982	3,931,444

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510449	0.057012	0.191854	0.151889	0.041459	0.005887	0.015572	0.014818	0.001440	0.002145	0.004716	0.000509	0.002251

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0418	0.3796	0.3188	2.2800e-003		0.0289	0.0289		0.0289	0.0289		455.4888	455.4888	8.7300e-003	8.3500e-003	458.2608
NaturalGas Unmitigated	0.0582	0.5292	0.4446	3.1800e-003		0.0402	0.0402		0.0402	0.0402		635.0883	635.0883	0.0122	0.0116	638.9533

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	5398.25	0.0582	0.5292	0.4446	3.1800e-003		0.0402	0.0402		0.0402	0.0402		635.0883	635.0883	0.0122	0.0116	638.9533
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0582**	**0.5292**	**0.4446**	**3.1800e-003**		**0.0402**	**0.0402**		**0.0402**	**0.0402**		**635.0883**	**635.0883**	**0.0122**	**0.0116**	**638.9533**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	3.87165	0.0418	0.3796	0.3188	2.2800e-003		0.0289	0.0289		0.0289	0.0289		455.4888	455.4888	8.7300e-003	8.3500e-003	458.2608
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0418**	**0.3796**	**0.3188**	**2.2800e-003**		**0.0289**	**0.0289**		**0.0289**	**0.0289**		**455.4888**	**455.4888**	**8.7300e-003**	**8.3500e-003**	**458.2608**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.7260	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Unmitigated	13.8443	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.8244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0103	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Total	**13.8443**	**1.0100e-003**	**0.1069**	**1.0000e-005**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**		**0.2250**	**0.2250**	**6.3000e-004**		**0.2381**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7061					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0103	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Total	**11.7260**	**1.0100e-003**	**0.1069**	**1.0000e-005**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**		**0.2250**	**0.2250**	**6.3000e-004**		**0.2381**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Summit 7 Corporate Office Building - 2017

Orange County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	205.46	1000sqft	3.00	205,460.00	0
Other Asphalt Surfaces	0.50	Acre	0.50	21,780.00	0
Unenclosed Parking Structure	822.00	Space	1.60	328,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - - Per project estimates

Land Use - - Project sie will consist of 205.460 TSF General Office, Unenclosed Parking Structure 822 Spaces, and 0.5 AC of Roadway. Project will be constructed on 5.1 Acres.

Construction Phase - - Estimated project buildout year 2017. Project site prep and grading days were extended from 10 days to 60 to account for export of material. Coating time period was doubled.

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Grading - - Project to be constructed on 5.1 AC. Project will export approximately 23,000 cubic yards of material

Architectural Coating - - SCAQMD Rule 1113 limits paint to 50 g/L

Vehicle Trips - - Trip rate adjusted, traffic study (RK, 2015) and ITE Trip Generation 9th Edition to 11.03 weekday trips, 2.46 Sat trips, 1.05 Sun trips.

Area Coating - - SCAQMD Rule 1113 limits paint to 50 g/L

Energy Use -

Construction Off-road Equipment Mitigation - - Per SCAQMD Rule 403 - Fugitive Dust

Mobile Land Use Mitigation - - Project shall improve pedestrian network by implementing side walks on-site.
- Project shall provide traffic calming measures
- Project shall implement charging stations as part of infrastructure of NEV
- Project will have 190 employees per acre (967/5.1 = 189.6)

Mobile Commute Mitigation - Project shall implement a voluntary trip reduction program for at least 20% of employees
- Project shall encourage alternative telecommuting or alternative work schedule for 10% of employees or to the fullest extent feasible
- Project shall encourage employee vanpool/shuttle for 33% or employees or to the fullest extent possible
- Project shall encourage Ride Share Program for 33% or employees or to the fullest extent possible

Area Mitigation - - Project shall use low VOC paint per Rule 1113

Energy Mitigation - - 2013 Title 24 standards are 30% more efficient than 2008 Title 24 standards
- Project shall require that all lighting installed in proposed structure use average of 5% less than conventional lighting.

Water Mitigation - - Project shall utilize low-flow fixtures such that the indoor water demand is reduced by20%
- Project shall utilize a water efficient irrigation system to reduce water demand at least 6.1%

Waste Mitigation - - AB 939 requires a 50% diversion in waste (75% by 2020).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	15
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	10.00	60.00
tblGrading	AcresOfGrading	30.00	5.10
tblGrading	MaterialExported	0.00	11,500.00
tblGrading	MaterialExported	0.00	11,500.00
tblLandUse	LotAcreage	4.72	3.00
tblLandUse	LotAcreage	7.40	1.60
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.6111	61.5515	47.5370	0.0737	18.7066	3.0396	21.7463	10.1016	2.7964	12.8981	0.0000	6,914.8921	6,914.8921	1.2486	0.0000	6,941.1116
2017	64.9062	34.6851	38.7516	0.0737	2.9497	1.9100	4.8596	0.7934	1.7914	2.5849	0.0000	6,764.9181	6,764.9181	0.7692	0.0000	6,781.0704
Total	**70.5173**	**96.2366**	**86.2886**	**0.1474**	**21.6563**	**4.9496**	**26.6059**	**10.8951**	**4.5879**	**15.4829**	**0.0000**	**13,679.8102**	**13,679.8102**	**2.0177**	**0.0000**	**13,722.1821**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2016	5.6111	61.5515	47.5370	0.0737	2.9495	3.0396	5.0596	0.7934	2.7964	3.5840	0.0000	6,914.8921	6,914.8921	1.2486	0.0000	6,941.1116
2017	64.9062	34.6851	38.7516	0.0737	2.9497	1.9100	4.8596	0.7934	1.7914	2.5849	0.0000	6,764.9181	6,764.9181	0.7692	0.0000	6,781.0704
Total	**70.5173**	**96.2366**	**86.2886**	**0.1474**	**5.8992**	**4.9496**	**9.9192**	**1.5868**	**4.5879**	**6.1689**	**0.0000**	**13,679.8102**	**13,679.8102**	**2.0177**	**0.0000**	**13,722.1821**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**72.76**	**0.00**	**62.72**	**85.44**	**0.00**	**60.16**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	13.8443	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Energy	0.0582	0.5292	0.4446	3.1800e-003		0.0402	0.0402		0.0402	0.0402		635.0883	635.0883	0.0122	0.0116	638.9533
Mobile	7.2385	17.2457	77.9117	0.2051	15.3966	0.2345	15.6311	4.1081	0.2160	4.3240		17,280.1557	17,280.1557	0.6832		17,294.5031
Total	**21.1411**	**17.7759**	**78.4632**	**0.2083**	**15.3966**	**0.2751**	**15.6717**	**4.1081**	**0.2566**	**4.3646**		**17,915.4689**	**17,915.4689**	**0.6960**	**0.0116**	**17,933.6946**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	11.7260	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Energy	0.0418	0.3796	0.3188	2.2800e-003		0.0289	0.0289		0.0289	0.0289		455.4888	455.4888	8.7300e-003	8.3500e-003	458.2608
Mobile	6.6330	13.0208	61.3675	0.1476	10.9618	0.1719	11.1337	2.9248	0.1584	3.0831		12,432.0851	12,432.0851	0.5033		12,442.6552
Total	**18.4008**	**13.4014**	**61.7932**	**0.1499**	**10.9618**	**0.2012**	**11.1630**	**2.9248**	**0.1876**	**3.1124**		**12,887.7989**	**12,887.7989**	**0.5127**	**8.3500e-003**	**12,901.1542**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**12.96**	**24.61**	**21.25**	**28.04**	**28.80**	**26.87**	**28.77**	**28.80**	**26.88**	**28.69**	**0.00**	**28.06**	**28.06**	**26.34**	**28.26**	**28.06**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	3/24/2016	5	60	
2	Grading	Grading	3/25/2016	6/16/2016	5	60	
3	Building Construction	Building Construction	6/17/2016	5/4/2017	5	230	
4	Paving	Paving	5/5/2017	6/1/2017	5	20	
5	Architectural Coating	Architectural Coating	6/2/2017	7/27/2017	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 5.1

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 834,060; Non-Residential Outdoor: 278,020 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	1,438.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,438.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	213.00	91.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	43.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0879	0.0000	18.0879	9.9340	0.0000	9.9340			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036		4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**18.0879**	**2.9387**	**21.0266**	**9.9340**	**2.7036**	**12.6375**		**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4683	6.8304	5.5010	0.0176	0.4175	0.0996	0.5171	0.1143	0.0916	0.2059		1,772.5089	1,772.5089	0.0128		1,772.7776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0887	0.9308	2.3100e-003	0.2012	1.4100e-003	0.2026	0.0534	1.3000e-003	0.0547		193.4222	193.4222	9.6000e-003		193.6239
Total	**0.5341**	**6.9191**	**6.4318**	**0.0199**	**0.6187**	**0.1010**	**0.7197**	**0.1677**	**0.0929**	**0.2605**		**1,965.9311**	**1,965.9311**	**0.0224**		**1,966.4015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.1287	0.0000	1.1287	0.6199	0.0000	0.6199			0.0000			0.0000
Off-Road	5.0771	54.6323	41.1053	0.0391		2.9387	2.9387		2.7036	2.7036	0.0000	4,065.0053	4,065.0053	1.2262		4,090.7544
Total	**5.0771**	**54.6323**	**41.1053**	**0.0391**	**1.1287**	**2.9387**	**4.0674**	**0.6199**	**2.7036**	**3.3235**	**0.0000**	**4,065.0053**	**4,065.0053**	**1.2262**		**4,090.7544**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4683	6.8304	5.5010	0.0176	0.4175	0.0996	0.5171	0.1143	0.0916	0.2059		1,772.5089	1,772.5089	0.0128		1,772.7776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0657	0.0887	0.9308	2.3100e-003	0.2012	1.4100e-003	0.2026	0.0534	1.3000e-003	0.0547		193.4222	193.4222	9.6000e-003		193.6239
Total	**0.5341**	**6.9191**	**6.4318**	**0.0199**	**0.6187**	**0.1010**	**0.7197**	**0.1677**	**0.0929**	**0.2605**		**1,965.9311**	**1,965.9311**	**0.0224**		**1,966.4015**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.1339	0.0000	6.1339	3.3232	0.0000	3.3232			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225		3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**6.1339**	**2.1984**	**8.3323**	**3.3232**	**2.0225**	**5.3458**		**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4683	6.8304	5.5010	0.0176	0.4175	0.0996	0.5171	0.1143	0.0916	0.2059		1,772.5089	1,772.5089	0.0128		1,772.7776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0739	0.7757	1.9300e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		161.1852	161.1852	8.0000e-003		161.3532
Total	**0.5231**	**6.9044**	**6.2766**	**0.0195**	**0.5852**	**0.1007**	**0.6859**	**0.1588**	**0.0926**	**0.2514**		**1,933.6940**	**1,933.6940**	**0.0208**		**1,934.1308**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3828	0.0000	0.3828	0.2074	0.0000	0.2074			0.0000			0.0000
Off-Road	3.6669	38.4466	26.0787	0.0298		2.1984	2.1984		2.0225	2.0225	0.0000	3,093.7889	3,093.7889	0.9332		3,113.3860
Total	**3.6669**	**38.4466**	**26.0787**	**0.0298**	**0.3828**	**2.1984**	**2.5812**	**0.2074**	**2.0225**	**2.2299**	**0.0000**	**3,093.7889**	**3,093.7889**	**0.9332**		**3,113.3860**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.4683	6.8304	5.5010	0.0176	0.4175	0.0996	0.5171	0.1143	0.0916	0.2059		1,772.5089	1,772.5089	0.0128		1,772.7776
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0739	0.7757	1.9300e-003	0.1677	1.1700e-003	0.1688	0.0445	1.0800e-003	0.0455		161.1852	161.1852	8.0000e-003		161.3532
Total	**0.5231**	**6.9044**	**6.2766**	**0.0195**	**0.5852**	**0.1007**	**0.6859**	**0.1588**	**0.0926**	**0.2514**		**1,933.6940**	**1,933.6940**	**0.0208**		**1,934.1308**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485		2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**		**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8820	8.0571	11.1783	0.0196	0.5687	0.1261	0.6948	0.1620	0.1159	0.2779		1,956.7763	1,956.7763	0.0144		1,957.0794
Worker	0.7779	1.0500	11.0143	0.0274	2.3808	0.0166	2.3975	0.6314	0.0153	0.6467		2,288.8294	2,288.8294	0.1137		2,291.2161
Total	**1.6599**	**9.1070**	**22.1926**	**0.0469**	**2.9495**	**0.1427**	**3.0922**	**0.7934**	**0.1312**	**0.9246**		**4,245.6057**	**4,245.6057**	**0.1281**		**4,248.2955**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.4062	28.5063	18.5066	0.0268		1.9674	1.9674		1.8485	1.8485	0.0000	2,669.2864	2,669.2864	0.6620		2,683.1890
Total	**3.4062**	**28.5063**	**18.5066**	**0.0268**		**1.9674**	**1.9674**		**1.8485**	**1.8485**	**0.0000**	**2,669.2864**	**2,669.2864**	**0.6620**		**2,683.1890**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8820	8.0571	11.1783	0.0196	0.5687	0.1261	0.6948	0.1620	0.1159	0.2779		1,956.7763	1,956.7763	0.0144		1,957.0794
Worker	0.7779	1.0500	11.0143	0.0274	2.3808	0.0166	2.3975	0.6314	0.0153	0.6467		2,288.8294	2,288.8294	0.1137		2,291.2161
Total	**1.6599**	**9.1070**	**22.1926**	**0.0469**	**2.9495**	**0.1427**	**3.0922**	**0.7934**	**0.1312**	**0.9246**		**4,245.6057**	**4,245.6057**	**0.1281**		**4,248.2955**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730		2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**		**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8112	7.3261	10.6054	0.0195	0.5688	0.1125	0.6813	0.1620	0.1034	0.2655		1,924.8859	1,924.8859	0.0140		1,925.1798
Worker	0.7072	0.9534	10.0171	0.0274	2.3808	0.0163	2.3971	0.6314	0.0150	0.6464		2,200.2269	2,200.2269	0.1055		2,202.4416
Total	**1.5185**	**8.2795**	**20.6225**	**0.0469**	**2.9497**	**0.1287**	**3.0784**	**0.7934**	**0.1185**	**0.9119**		**4,125.1128**	**4,125.1128**	**0.1195**		**4,127.6214**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.1024	26.4057	18.1291	0.0268		1.7812	1.7812		1.6730	1.6730	0.0000	2,639.8053	2,639.8053	0.6497		2,653.4490
Total	**3.1024**	**26.4057**	**18.1291**	**0.0268**		**1.7812**	**1.7812**		**1.6730**	**1.6730**	**0.0000**	**2,639.8053**	**2,639.8053**	**0.6497**		**2,653.4490**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.8112	7.3261	10.6054	0.0195	0.5688	0.1125	0.6813	0.1620	0.1034	0.2655		1,924.8859	1,924.8859	0.0140		1,925.1798
Worker	0.7072	0.9534	10.0171	0.0274	2.3808	0.0163	2.3971	0.6314	0.0150	0.6464		2,200.2269	2,200.2269	0.1055		2,202.4416
Total	**1.5185**	**8.2795**	**20.6225**	**0.0469**	**2.9497**	**0.1287**	**3.0784**	**0.7934**	**0.1185**	**0.9119**		**4,125.1128**	**4,125.1128**	**0.1195**		**4,127.6214**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473		2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0655					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9729**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**		**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0498	0.0671	0.7054	1.9300e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		154.9456	154.9456	7.4300e-003		155.1015
Total	**0.0498**	**0.0671**	**0.7054**	**1.9300e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**154.9456**	**154.9456**	**7.4300e-003**		**155.1015**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9074	20.2964	14.7270	0.0223		1.1384	1.1384		1.0473	1.0473	0.0000	2,281.0588	2,281.0588	0.6989		2,295.7360
Paving	0.0655					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.9729**	**20.2964**	**14.7270**	**0.0223**		**1.1384**	**1.1384**		**1.0473**	**1.0473**	**0.0000**	**2,281.0588**	**2,281.0588**	**0.6989**		**2,295.7360**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0498	0.0671	0.7054	1.9300e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		154.9456	154.9456	7.4300e-003		155.1015
Total	**0.0498**	**0.0671**	**0.7054**	**1.9300e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**154.9456**	**154.9456**	**7.4300e-003**		**155.1015**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.4311					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733		281.4481	281.4481	0.0297		282.0721
Total	**64.7635**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**		**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1428	0.1925	2.0222	5.5200e-003	0.4806	3.2800e-003	0.4839	0.1275	3.0300e-003	0.1305		444.1773	444.1773	0.0213		444.6244
Total	**0.1428**	**0.1925**	**2.0222**	**5.5200e-003**	**0.4806**	**3.2800e-003**	**0.4839**	**0.1275**	**3.0300e-003**	**0.1305**		**444.1773**	**444.1773**	**0.0213**		**444.6244**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	64.4311					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3323	2.1850	1.8681	2.9700e-003		0.1733	0.1733		0.1733	0.1733	0.0000	281.4481	281.4481	0.0297		282.0721
Total	**64.7635**	**2.1850**	**1.8681**	**2.9700e-003**		**0.1733**	**0.1733**		**0.1733**	**0.1733**	**0.0000**	**281.4481**	**281.4481**	**0.0297**		**282.0721**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1428	0.1925	2.0222	5.5200e-003	0.4806	3.2800e-003	0.4839	0.1275	3.0300e-003	0.1305		444.1773	444.1773	0.0213		444.6244
Total	**0.1428**	**0.1925**	**2.0222**	**5.5200e-003**	**0.4806**	**3.2800e-003**	**0.4839**	**0.1275**	**3.0300e-003**	**0.1305**		**444.1773**	**444.1773**	**0.0213**		**444.6244**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Walkability Design

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

Implement NEV Network

Implement Trip Reduction Program

Encourage Telecommuting and Alternative Work Schedules

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.6330	13.0208	61.3675	0.1476	10.9618	0.1719	11.1337	2.9248	0.1584	3.0831		12,432.0851	12,432.0851	0.5033		12,442.6552
Unmitigated	7.2385	17.2457	77.9117	0.2051	15.3966	0.2345	15.6311	4.1081	0.2160	4.3240		17,280.1557	17,280.1557	0.6832		17,294.5031

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,262.11	486.94	201.35	5,521,982	3,931,444
Other Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Total	2,262.11	486.94	201.35	5,521,982	3,931,444

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510449	0.057012	0.191854	0.151889	0.041459	0.005887	0.015572	0.014818	0.001440	0.002145	0.004716	0.000509	0.002251

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0418	0.3796	0.3188	2.2800e-003		0.0289	0.0289		0.0289	0.0289		455.4888	455.4888	8.7300e-003	8.3500e-003	458.2608
NaturalGas Unmitigated	0.0582	0.5292	0.4446	3.1800e-003		0.0402	0.0402		0.0402	0.0402		635.0883	635.0883	0.0122	0.0116	638.9533

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	5398.25	0.0582	0.5292	0.4446	3.1800e-003		0.0402	0.0402		0.0402	0.0402		635.0883	635.0883	0.0122	0.0116	638.9533
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0582**	**0.5292**	**0.4446**	**3.1800e-003**		**0.0402**	**0.0402**		**0.0402**	**0.0402**		**635.0883**	**635.0883**	**0.0122**	**0.0116**	**638.9533**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	3.87165	0.0418	0.3796	0.3188	2.2800e-003		0.0289	0.0289		0.0289	0.0289		455.4888	455.4888	8.7300e-003	8.3500e-003	458.2608
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0418**	**0.3796**	**0.3188**	**2.2800e-003**		**0.0289**	**0.0289**		**0.0289**	**0.0289**		**455.4888**	**455.4888**	**8.7300e-003**	**8.3500e-003**	**458.2608**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	11.7260	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Unmitigated	13.8443	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.8244					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0103	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Total	**13.8443**	**1.0100e-003**	**0.1069**	**1.0000e-005**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**		**0.2250**	**0.2250**	**6.3000e-004**		**0.2381**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.7061					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	11.0096					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0103	1.0100e-003	0.1069	1.0000e-005		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004		0.2250	0.2250	6.3000e-004		0.2381
Total	**11.7260**	**1.0100e-003**	**0.1069**	**1.0000e-005**		**3.9000e-004**	**3.9000e-004**		**3.9000e-004**	**3.9000e-004**		**0.2250**	**0.2250**	**6.3000e-004**		**0.2381**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Summit 7 Corporate Office Building - 2017

Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	205.46	1000sqft	3.00	205,460.00	0
Other Asphalt Surfaces	0.50	Acre	0.50	21,780.00	0
Unenclosed Parking Structure	822.00	Space	1.60	328,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	30
Climate Zone	8			**Operational Year**	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - - Per project estimates

Land Use - - Project sie will consist of 205.460 TSF General Office, Unenclosed Parking Structure 822 Spaces, and 0.5 AC of Roadway. Project will be constructed on 5.1 Acres.

Construction Phase - - Estimated project buildout year 2017. Project site prep and grading days were extended from 10 days to 60 to account for export of material. Coating time period was doubled.

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Off-road Equipment - - default

Grading - - Project to be constructed on 5.1 AC. Project will export approximately 23,000 cubic yards of material

Architectural Coating - - SCAQMD Rule 1113 limits paint to 50 g/L

Vehicle Trips - - Trip rate adjusted, traffic study (RK, 2015) and ITE Trip Generation 9th Edition to 11.03 weekday trips, 2.46 Sat trips, 1.05 Sun trips.

Area Coating - - SCAQMD Rule 1113 limits paint to 50 g/L

Energy Use -

Construction Off-road Equipment Mitigation - - Per SCAQMD Rule 403 - Fugitive Dust

Mobile Land Use Mitigation - - Project shall improve pedestrian network by implementing side walks on-site.
- Project shall provide traffic calming measures
- Project shall implement charging stations as part of infrastructure of NEV
- Project will have 190 employees per acre (967/5.1 = 189.6)

Mobile Commute Mitigation - Project shall implement a voluntary trip reduction program for at least 20% of employees
- Project shall encourage alternative telecommuting or alternative work schedule for 10% of employees or to the fullest extent feasible
- Project shall encourage employee vanpool/shuttle for 33% or employees or to the fullest extent possible
- Project shall encourage Ride Share Program for 33% or employees or to the fullest extent possible

Area Mitigation - - Project shall use low VOC paint per Rule 1113

Energy Mitigation - - 2013 Title 24 standards are 30% more efficient than 2008 Title 24 standards
- Project shall require that all lighting installed in proposed structure use average of 5% less than conventional lighting.

Water Mitigation - - Project shall utilize low-flow fixtures such that the indoor water demand is reduced by20%
- Project shall utilize a water efficient irrigation system to reduce water demand at least 6.1%

Waste Mitigation - - AB 939 requires a 50% diversion in waste (75% by 2020).

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	250.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	250.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	100.00	50.00
tblAreaCoating	Area_EF_Nonresidential_Exterior	250	50
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	50
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	15
tblConstructionPhase	NumDays	20.00	40.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	10.00	60.00
tblGrading	AcresOfGrading	30.00	5.10
tblGrading	MaterialExported	0.00	11,500.00
tblGrading	MaterialExported	0.00	11,500.00
tblLandUse	LotAcreage	4.72	3.00
tblLandUse	LotAcreage	7.40	1.60
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.6445	5.8792	5.2419	8.4800e-003	0.9665	0.3089	1.2754	0.4624	0.2869	0.7493	0.0000	746.3144	746.3144	0.1105	0.0000	748.6340
2017	1.5204	1.8023	1.9472	3.7200e-003	0.1401	0.0999	0.2400	0.0377	0.0937	0.1314	0.0000	310.2283	310.2283	0.0384	0.0000	311.0341
Total	**2.1650**	**7.6815**	**7.1890**	**0.0122**	**1.1066**	**0.4088**	**1.5154**	**0.5001**	**0.3806**	**0.8807**	**0.0000**	**1,056.5427**	**1,056.5427**	**0.1488**	**0.0000**	**1,059.6681**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2016	0.6445	5.8792	5.2419	8.4800e-003	0.2852	0.3089	0.5941	0.0895	0.2869	0.3764	0.0000	746.3140	746.3140	0.1105	0.0000	748.6336
2017	1.5204	1.8023	1.9472	3.7200e-003	0.1401	0.0999	0.2400	0.0377	0.0937	0.1314	0.0000	310.2281	310.2281	0.0384	0.0000	311.0340
Total	**2.1650**	**7.6815**	**7.1890**	**0.0122**	**0.4253**	**0.4088**	**0.8340**	**0.1272**	**0.3806**	**0.5078**	**0.0000**	**1,056.5421**	**1,056.5421**	**0.1488**	**0.0000**	**1,059.6675**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**61.57**	**0.00**	**44.96**	**74.56**	**0.00**	**42.34**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.5260	1.3000e-004	0.0134	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0255	0.0255	7.0000e-005	0.0000	0.0270
Energy	0.0106	0.0966	0.0811	5.8000e-004		7.3400e-003	7.3400e-003		7.3400e-003	7.3400e-003	0.0000	1,270.9983	1,270.9983	0.0556	0.0130	1,276.2007
Mobile	0.9429	2.4246	10.8156	0.0286	2.0859	0.0322	2.1181	0.5573	0.0297	0.5870	0.0000	2,186.4475	2,186.4475	0.0854	0.0000	2,188.2399
Waste						0.0000	0.0000		0.0000	0.0000	38.7875	0.0000	38.7875	2.2923	0.0000	86.9253
Water						0.0000	0.0000		0.0000	0.0000	11.5852	207.2273	218.8126	1.1994	0.0301	253.3216
Total	**3.4795**	**2.5213**	**10.9101**	**0.0292**	**2.0859**	**0.0396**	**2.1255**	**0.5573**	**0.0371**	**0.5944**	**50.3727**	**3,664.6986**	**3,715.0713**	**3.6328**	**0.0431**	**3,804.7145**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	2.1394	1.3000e-004	0.0134	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0255	0.0255	7.0000e-005	0.0000	0.0270
Energy	7.6200e-003	0.0693	0.0582	4.2000e-004		5.2600e-003	5.2600e-003		5.2600e-003	5.2600e-003	0.0000	1,112.8275	1,112.8275	0.0491	0.0113	1,117.3464
Mobile	0.8587	1.8291	8.4761	0.0206	1.4851	0.0236	1.5087	0.3968	0.0217	0.4186	0.0000	1,573.0967	1,573.0967	0.0629	0.0000	1,574.4170
Waste						0.0000	0.0000		0.0000	0.0000	19.3938	0.0000	19.3938	1.1461	0.0000	43.4627
Water						0.0000	0.0000		0.0000	0.0000	9.7779	181.6599	191.4378	1.0125	0.0254	220.5743
Total	**3.0057**	**1.8985**	**8.5477**	**0.0210**	**1.4851**	**0.0289**	**1.5140**	**0.3968**	**0.0271**	**0.4239**	**29.1717**	**2,867.6096**	**2,896.7812**	**2.2707**	**0.0367**	**2,955.8274**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**13.62**	**24.70**	**21.65**	**28.01**	**28.80**	**26.99**	**28.77**	**28.80**	**27.03**	**28.69**	**42.09**	**21.75**	**22.03**	**37.49**	**14.95**	**22.31**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	3/24/2016	5	60	
2	Grading	Grading	3/25/2016	6/16/2016	5	60	
3	Building Construction	Building Construction	6/17/2016	5/4/2017	5	230	
4	Paving	Paving	5/5/2017	6/1/2017	5	20	
5	Architectural Coating	Architectural Coating	6/2/2017	7/27/2017	5	40	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 5.1

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 834,060; Non-Residential Outdoor: 278,020 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	1,438.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,438.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	213.00	91.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	43.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Replace Ground Cover

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

3.2 Site Preparation - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5426	0.0000	0.5426	0.2980	0.0000	0.2980	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1523	1.6390	1.2332	1.1700e-003		0.0882	0.0882		0.0811	0.0811	0.0000	110.6313	110.6313	0.0334	0.0000	111.3321
Total	**0.1523**	**1.6390**	**1.2332**	**1.1700e-003**	**0.5426**	**0.0882**	**0.6308**	**0.2980**	**0.0811**	**0.3791**	**0.0000**	**110.6313**	**110.6313**	**0.0334**	**0.0000**	**111.3321**

3.2 Site Preparation - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0137	0.2085	0.1602	5.3000e-004	0.0123	2.9800e-003	0.0153	3.3800e-003	2.7400e-003	6.1200e-003	0.0000	48.3066	48.3066	3.5000e-004	0.0000	48.3139
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8500e-003	2.7300e-003	0.0285	7.0000e-005	5.9300e-003	4.0000e-005	5.9700e-003	1.5700e-003	4.0000e-005	1.6100e-003	0.0000	5.3434	5.3434	2.6000e-004	0.0000	5.3489
Total	**0.0156**	**0.2112**	**0.1887**	**6.0000e-004**	**0.0183**	**3.0200e-003**	**0.0213**	**4.9500e-003**	**2.7800e-003**	**7.7300e-003**	**0.0000**	**53.6500**	**53.6500**	**6.1000e-004**	**0.0000**	**53.6628**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0339	0.0000	0.0339	0.0186	0.0000	0.0186	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1523	1.6390	1.2332	1.1700e-003		0.0882	0.0882		0.0811	0.0811	0.0000	110.6312	110.6312	0.0334	0.0000	111.3320
Total	**0.1523**	**1.6390**	**1.2332**	**1.1700e-003**	**0.0339**	**0.0882**	**0.1220**	**0.0186**	**0.0811**	**0.0997**	**0.0000**	**110.6312**	**110.6312**	**0.0334**	**0.0000**	**111.3320**

3.2 Site Preparation - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0137	0.2085	0.1602	5.3000e-004	0.0123	2.9800e-003	0.0153	3.3800e-003	2.7400e-003	6.1200e-003	0.0000	48.3066	48.3066	3.5000e-004	0.0000	48.3139
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8500e-003	2.7300e-003	0.0285	7.0000e-005	5.9300e-003	4.0000e-005	5.9700e-003	1.5700e-003	4.0000e-005	1.6100e-003	0.0000	5.3434	5.3434	2.6000e-004	0.0000	5.3489
Total	**0.0156**	**0.2112**	**0.1887**	**6.0000e-004**	**0.0183**	**3.0200e-003**	**0.0213**	**4.9500e-003**	**2.7800e-003**	**7.7300e-003**	**0.0000**	**53.6500**	**53.6500**	**6.1000e-004**	**0.0000**	**53.6628**

3.3 Grading - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1840	0.0000	0.1840	0.0997	0.0000	0.0997	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1100	1.1534	0.7824	8.9000e-004		0.0660	0.0660		0.0607	0.0607	0.0000	84.1991	84.1991	0.0254	0.0000	84.7325
Total	**0.1100**	**1.1534**	**0.7824**	**8.9000e-004**	**0.1840**	**0.0660**	**0.2500**	**0.0997**	**0.0607**	**0.1604**	**0.0000**	**84.1991**	**84.1991**	**0.0254**	**0.0000**	**84.7325**

3.3 Grading - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0137	0.2085	0.1602	5.3000e-004	0.0123	2.9800e-003	0.0153	3.3800e-003	2.7400e-003	6.1200e-003	0.0000	48.3066	48.3066	3.5000e-004	0.0000	48.3139
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5400e-003	2.2800e-003	0.0238	6.0000e-005	4.9400e-003	4.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	4.4528	4.4528	2.2000e-004	0.0000	4.4574
Total	**0.0153**	**0.2108**	**0.1839**	**5.9000e-004**	**0.0173**	**3.0200e-003**	**0.0203**	**4.6900e-003**	**2.7700e-003**	**7.4600e-003**	**0.0000**	**52.7595**	**52.7595**	**5.7000e-004**	**0.0000**	**52.7713**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0115	0.0000	0.0115	6.2200e-003	0.0000	6.2200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1100	1.1534	0.7824	8.9000e-004		0.0660	0.0660		0.0607	0.0607	0.0000	84.1990	84.1990	0.0254	0.0000	84.7324
Total	**0.1100**	**1.1534**	**0.7824**	**8.9000e-004**	**0.0115**	**0.0660**	**0.0774**	**6.2200e-003**	**0.0607**	**0.0669**	**0.0000**	**84.1990**	**84.1990**	**0.0254**	**0.0000**	**84.7324**

3.3 Grading - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0137	0.2085	0.1602	5.3000e-004	0.0123	2.9800e-003	0.0153	3.3800e-003	2.7400e-003	6.1200e-003	0.0000	48.3066	48.3066	3.5000e-004	0.0000	48.3139
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5400e-003	2.2800e-003	0.0238	6.0000e-005	4.9400e-003	4.0000e-005	4.9800e-003	1.3100e-003	3.0000e-005	1.3400e-003	0.0000	4.4528	4.4528	2.2000e-004	0.0000	4.4574
Total	**0.0153**	**0.2108**	**0.1839**	**5.9000e-004**	**0.0173**	**3.0200e-003**	**0.0203**	**4.6900e-003**	**2.7700e-003**	**7.4600e-003**	**0.0000**	**52.7595**	**52.7595**	**5.7000e-004**	**0.0000**	**52.7713**

3.4 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2401	2.0097	1.3047	1.8900e-003		0.1387	0.1387		0.1303	0.1303	0.0000	170.7183	170.7183	0.0423	0.0000	171.6074
Total	**0.2401**	**2.0097**	**1.3047**	**1.8900e-003**		**0.1387**	**0.1387**		**0.1303**	**0.1303**	**0.0000**	**170.7183**	**170.7183**	**0.0423**	**0.0000**	**171.6074**

3.4 Building Construction - 2016

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0599	0.5792	0.7564	1.3800e-003	0.0395	8.8300e-003	0.0483	0.0113	8.1200e-003	0.0194	0.0000	125.7659	125.7659	9.1000e-004	0.0000	125.7849
Worker	0.0513	0.0760	0.7926	1.9600e-003	0.1649	1.1700e-003	0.1660	0.0438	1.0800e-003	0.0449	0.0000	148.5904	148.5904	7.2700e-003	0.0000	148.7430
Total	**0.1112**	**0.6552**	**1.5490**	**3.3400e-003**	**0.2043**	**1.0000e-002**	**0.2143**	**0.0551**	**9.2000e-003**	**0.0643**	**0.0000**	**274.3562**	**274.3562**	**8.1800e-003**	**0.0000**	**274.5279**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2401	2.0097	1.3047	1.8900e-003		0.1387	0.1387		0.1303	0.1303	0.0000	170.7181	170.7181	0.0423	0.0000	171.6072
Total	**0.2401**	**2.0097**	**1.3047**	**1.8900e-003**		**0.1387**	**0.1387**		**0.1303**	**0.1303**	**0.0000**	**170.7181**	**170.7181**	**0.0423**	**0.0000**	**171.6072**

3.4 Building Construction - 2016

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0599	0.5792	0.7564	1.3800e-003	0.0395	8.8300e-003	0.0483	0.0113	8.1200e-003	0.0194	0.0000	125.7659	125.7659	9.1000e-004	0.0000	125.7849
Worker	0.0513	0.0760	0.7926	1.9600e-003	0.1649	1.1700e-003	0.1660	0.0438	1.0800e-003	0.0449	0.0000	148.5904	148.5904	7.2700e-003	0.0000	148.7430
Total	**0.1112**	**0.6552**	**1.5490**	**3.3400e-003**	**0.2043**	**1.0000e-002**	**0.2143**	**0.0551**	**9.2000e-003**	**0.0643**	**0.0000**	**274.3562**	**274.3562**	**8.1800e-003**	**0.0000**	**274.5279**

3.4 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1381	1.1751	0.8068	1.1900e-003		0.0793	0.0793		0.0745	0.0745	0.0000	106.5682	106.5682	0.0262	0.0000	107.1190
Total	**0.1381**	**1.1751**	**0.8068**	**1.1900e-003**		**0.0793**	**0.0793**		**0.0745**	**0.0745**	**0.0000**	**106.5682**	**106.5682**	**0.0262**	**0.0000**	**107.1190**

3.4 Building Construction - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0348	0.3324	0.4520	8.7000e-004	0.0249	4.9800e-003	0.0299	7.1200e-003	4.5800e-003	0.0117	0.0000	78.0913	78.0913	5.6000e-004	0.0000	78.1030
Worker	0.0294	0.0436	0.4553	1.2400e-003	0.1041	7.2000e-004	0.1048	0.0276	6.7000e-004	0.0283	0.0000	90.1615	90.1615	4.2600e-003	0.0000	90.2509
Total	**0.0643**	**0.3760**	**0.9073**	**2.1100e-003**	**0.1290**	**5.7000e-003**	**0.1347**	**0.0348**	**5.2500e-003**	**0.0400**	**0.0000**	**168.2528**	**168.2528**	**4.8200e-003**	**0.0000**	**168.3539**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1381	1.1751	0.8068	1.1900e-003		0.0793	0.0793		0.0745	0.0745	0.0000	106.5681	106.5681	0.0262	0.0000	107.1189
Total	**0.1381**	**1.1751**	**0.8068**	**1.1900e-003**		**0.0793**	**0.0793**		**0.0745**	**0.0745**	**0.0000**	**106.5681**	**106.5681**	**0.0262**	**0.0000**	**107.1189**

3.4 Building Construction - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0348	0.3324	0.4520	8.7000e-004	0.0249	4.9800e-003	0.0299	7.1200e-003	4.5800e-003	0.0117	0.0000	78.0913	78.0913	5.6000e-004	0.0000	78.1030
Worker	0.0294	0.0436	0.4553	1.2400e-003	0.1041	7.2000e-004	0.1048	0.0276	6.7000e-004	0.0283	0.0000	90.1615	90.1615	4.2600e-003	0.0000	90.2509
Total	**0.0643**	**0.3760**	**0.9073**	**2.1100e-003**	**0.1290**	**5.7000e-003**	**0.1347**	**0.0348**	**5.2500e-003**	**0.0400**	**0.0000**	**168.2528**	**168.2528**	**4.8200e-003**	**0.0000**	**168.3539**

3.5 Paving - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0191	0.2030	0.1473	2.2000e-004		0.0114	0.0114		0.0105	0.0105	0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8266
Paving	6.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0197**	**0.2030**	**0.1473**	**2.2000e-004**		**0.0114**	**0.0114**		**0.0105**	**0.0105**	**0.0000**	**20.6934**	**20.6934**	**6.3400e-003**	**0.0000**	**20.8266**

3.5 Paving - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	6.9000e-004	7.2100e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4268	1.4268	7.0000e-005	0.0000	1.4283
Total	**4.7000e-004**	**6.9000e-004**	**7.2100e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4268**	**1.4268**	**7.0000e-005**	**0.0000**	**1.4283**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0191	0.2030	0.1473	2.2000e-004		0.0114	0.0114		0.0105	0.0105	0.0000	20.6934	20.6934	6.3400e-003	0.0000	20.8265
Paving	6.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0197**	**0.2030**	**0.1473**	**2.2000e-004**		**0.0114**	**0.0114**		**0.0105**	**0.0105**	**0.0000**	**20.6934**	**20.6934**	**6.3400e-003**	**0.0000**	**20.8265**

3.5 Paving - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.7000e-004	6.9000e-004	7.2100e-003	2.0000e-005	1.6500e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.4268	1.4268	7.0000e-005	0.0000	1.4283
Total	**4.7000e-004**	**6.9000e-004**	**7.2100e-003**	**2.0000e-005**	**1.6500e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.4268**	**1.4268**	**7.0000e-005**	**0.0000**	**1.4283**

3.6 Architectural Coating - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2886					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0437	0.0374	6.0000e-005		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003	0.0000	5.1065	5.1065	5.4000e-004	0.0000	5.1178
Total	**1.2953**	**0.0437**	**0.0374**	**6.0000e-005**		**3.4700e-003**	**3.4700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**5.1065**	**5.1065**	**5.4000e-004**	**0.0000**	**5.1178**

3.6 Architectural Coating - 2017

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6700e-003	3.9500e-003	0.0413	1.1000e-004	9.4400e-003	7.0000e-005	9.5100e-003	2.5100e-003	6.0000e-005	2.5700e-003	0.0000	8.1805	8.1805	3.9000e-004	0.0000	8.1886
Total	**2.6700e-003**	**3.9500e-003**	**0.0413**	**1.1000e-004**	**9.4400e-003**	**7.0000e-005**	**9.5100e-003**	**2.5100e-003**	**6.0000e-005**	**2.5700e-003**	**0.0000**	**8.1805**	**8.1805**	**3.9000e-004**	**0.0000**	**8.1886**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.2886					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.6500e-003	0.0437	0.0374	6.0000e-005		3.4700e-003	3.4700e-003		3.4700e-003	3.4700e-003	0.0000	5.1065	5.1065	5.4000e-004	0.0000	5.1178
Total	**1.2953**	**0.0437**	**0.0374**	**6.0000e-005**		**3.4700e-003**	**3.4700e-003**		**3.4700e-003**	**3.4700e-003**	**0.0000**	**5.1065**	**5.1065**	**5.4000e-004**	**0.0000**	**5.1178**

3.6 Architectural Coating - 2017

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6700e-003	3.9500e-003	0.0413	1.1000e-004	9.4400e-003	7.0000e-005	9.5100e-003	2.5100e-003	6.0000e-005	2.5700e-003	0.0000	8.1805	8.1805	3.9000e-004	0.0000	8.1886
Total	**2.6700e-003**	**3.9500e-003**	**0.0413**	**1.1000e-004**	**9.4400e-003**	**7.0000e-005**	**9.5100e-003**	**2.5100e-003**	**6.0000e-005**	**2.5700e-003**	**0.0000**	**8.1805**	**8.1805**	**3.9000e-004**	**0.0000**	**8.1886**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Improve Walkability Design

Increase Transit Accessibility

Improve Pedestrian Network

Provide Traffic Calming Measures

Implement NEV Network

Implement Trip Reduction Program

Encourage Telecommuting and Alternative Work Schedules

Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.8587	1.8291	8.4761	0.0206	1.4851	0.0236	1.5087	0.3968	0.0217	0.4186	0.0000	1,573.0967	1,573.0967	0.0629	0.0000	1,574.4170
Unmitigated	0.9429	2.4246	10.8156	0.0286	2.0859	0.0322	2.1181	0.5573	0.0297	0.5870	0.0000	2,186.4475	2,186.4475	0.0854	0.0000	2,188.2399

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	2,262.11	486.94	201.35	5,521,982	3,931,444
Other Asphalt Surfaces	0.00	0.00	0.00		
Unenclosed Parking Structure	0.00	0.00	0.00		
Total	2,262.11	486.94	201.35	5,521,982	3,931,444

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking Structure	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.510449	0.057012	0.191854	0.151889	0.041459	0.005887	0.015572	0.014818	0.001440	0.002145	0.004716	0.000509	0.002251

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,037.4162	1,037.4162	0.0477	9.8700e-003	1,041.4762
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,165.8523	1,165.8523	0.0536	0.0111	1,170.4149
NaturalGas Mitigated	7.6200e-003	0.0693	0.0582	4.2000e-004		5.2600e-003	5.2600e-003		5.2600e-003	5.2600e-003	0.0000	75.4113	75.4113	1.4500e-003	1.3800e-003	75.8702
NaturalGas Unmitigated	0.0106	0.0966	0.0811	5.8000e-004		7.3400e-003	7.3400e-003		7.3400e-003	7.3400e-003	0.0000	105.1460	105.1460	2.0200e-003	1.9300e-003	105.7859

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.97036e+006	0.0106	0.0966	0.0811	5.8000e-004		7.3400e-003	7.3400e-003		7.3400e-003	7.3400e-003	0.0000	105.1460	105.1460	2.0200e-003	1.9300e-003	105.7859
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0106**	**0.0966**	**0.0811**	**5.8000e-004**		**7.3400e-003**	**7.3400e-003**		**7.3400e-003**	**7.3400e-003**	**0.0000**	**105.1460**	**105.1460**	**2.0200e-003**	**1.9300e-003**	**105.7859**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	1.41315e+006	7.6200e-003	0.0693	0.0582	4.2000e-004		5.2600e-003	5.2600e-003		5.2600e-003	5.2600e-003	0.0000	75.4113	75.4113	1.4500e-003	1.3800e-003	75.8702
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**7.6200e-003**	**0.0693**	**0.0582**	**4.2000e-004**		**5.2600e-003**	**5.2600e-003**		**5.2600e-003**	**5.2600e-003**	**0.0000**	**75.4113**	**75.4113**	**1.4500e-003**	**1.3800e-003**	**75.8702**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	3.20929e+006	918.3912	0.0422	8.7300e-003	921.9853
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	864744	247.4611	0.0114	2.3500e-003	248.4296
Total		**1,165.8523**	**0.0536**	**0.0111**	**1,170.4149**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	2.80371e+006	802.3282	0.0369	7.6300e-003	805.4681
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	821507	235.0881	0.0108	2.2400e-003	236.0081
Total		**1,037.4162**	**0.0477**	**9.8700e-003**	**1,041.4762**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1394	1.3000e-004	0.0134	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0255	0.0255	7.0000e-005	0.0000	0.0270
Unmitigated	2.5260	1.3000e-004	0.0134	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0255	0.0255	7.0000e-005	0.0000	0.0270

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.5155					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0093					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0134	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0255	0.0255	7.0000e-005	0.0000	0.0270
Total	**2.5260**	**1.3000e-004**	**0.0134**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0255**	**0.0255**	**7.0000e-005**	**0.0000**	**0.0270**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1289					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.0093					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.2900e-003	1.3000e-004	0.0134	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.0255	0.0255	7.0000e-005	0.0000	0.0270
Total	**2.1394**	**1.3000e-004**	**0.0134**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**	**0.0000**	**0.0255**	**0.0255**	**7.0000e-005**	**0.0000**	**0.0270**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	191.4378	1.0125	0.0254	220.5743
Unmitigated	218.8126	1.1994	0.0301	253.3216

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	36.5172 / 22.3815	218.8126	1.1994	0.0301	253.3216
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**218.8126**	**1.1994**	**0.0301**	**253.3216**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	30.8205 / 21.0162	191.4378	1.0125	0.0254	220.5743
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**191.4378**	**1.0125**	**0.0254**	**220.5743**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.3938	1.1461	0.0000	43.4627
Unmitigated	38.7875	2.2923	0.0000	86.9253

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	191.08	38.7875	2.2923	0.0000	86.9253
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		**38.7875**	**2.2923**	**0.0000**	**86.9253**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	95.54	19.3938	1.1461	0.0000	43.4627
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking Structure	0	0.0000	0.0000	0.0000	0.0000
Total		**19.3938**	**1.1461**	**0.0000**	**43.4627**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

MicroVention®
TERUMO

SUMMIT 7
THE FINAL PHASE

PARKER
PROPERTIES

City of Aliso Viejo Submittal 3-19-15

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SUMMIT PHASE 7
ALISO VIEJO, CA 92656

RENDERING

DATE	REMARKS
01-20-2015	PLANNING SUBMITTAL
01-26-2015	DESIGN REVIEW
02-18-2015	DESIGN REVISIONS

PA / PM:	J. CARROLL
DRAWN BY:	cadd
JOB NO.	RIV13-0124-00

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RENDERING

DATE	REMARKS
01-20-2015	PLANNING SUBMITTAL
01-26-2015	DESIGN REVISIONS
06-19-2015	DESIGN REVISIONS

DATE	REMARKS

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DRAWN BY:	codd
JOB NO.:	RV13-0124-00

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ENTERPRISE AND ALISO VIEJO PARKWAY RENDERING (B)

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RENDERING

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01-02-2015	PLANNING SUBMITTAL
01-29-2015	DESIGN REVISIONS
02-18-2015	DESIGN REVISIONS
02-19-2015	PLANNING RESUBMITTAL

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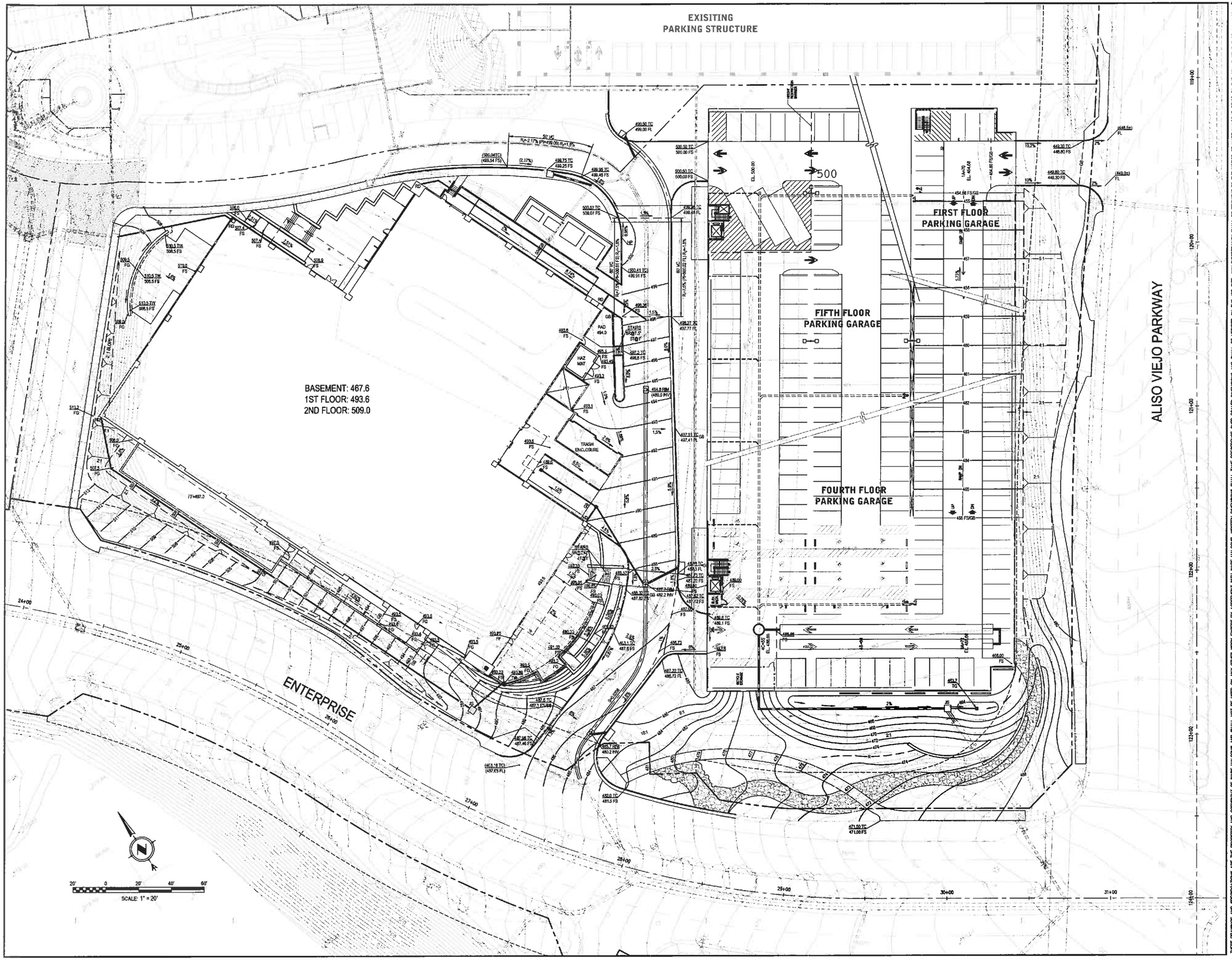

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DATE	REVISIONS	DATE	REMARKS

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PRELIMINARY
GRADING PLAN

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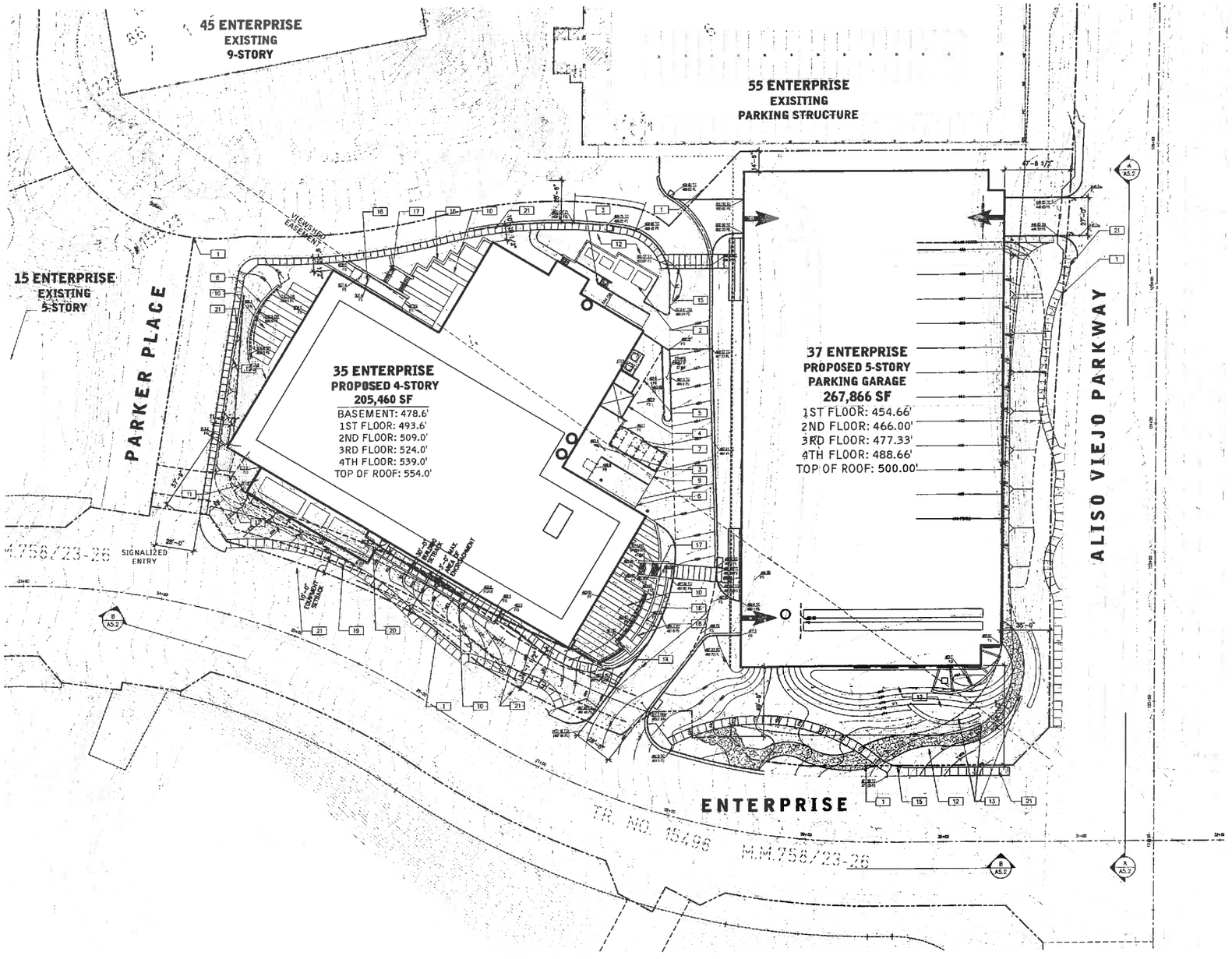

SITE PLAN NOTES

1. PROPERTY LINE, SEE CIVIL DRAWINGS (—— · ——)
2. ELECTRICAL EQUIPMENT YARD
3. DOCK
4. BASEMENT PIT
5. HAZARDOUS MATERIAL STORAGE
6. TRUCK RAMP
7. TRASH ENCLOSURE.
8. STONE BACKDROP WALL, SEE LANDSCAPE DRAWINGS.
9. FORKLIFT ACCESS PATH
10. PATIO, SEE LANDSCAPE DRAWINGS.
11. MECHANICAL EQUIPMENT YARD
12. LANDSCAPE AND IRRIGATION AREA, SEE LANDSCAPE DRAWINGS.
13. STONE VENEERED WALL, SEE LANDSCAPE DRAWINGS.
14. PEDESTRIAN PATH, SEE LANDSCAPE DRAWINGS.
15. CONCRETE WALK, SEE LANDSCAPE DRAWINGS.
16. CONCRETE GARDEN WALL, SEE LANDSCAPE DRAWINGS.
17. POURED IN PLACE CONCRETE STEPS, SEE LANDSCAPE DRAWINGS.
18. CONCRETE ACCESS RAMP, SEE LANDSCAPE DRAWINGS.
19. EQUIPMENT SETBACK
20. BUILDING SETBACK
21. PEDESTRIAN WALK, SEE LANDSCAPE DRAWINGS.

SITE DESCRIPTION

SITE AREA	5.13 AC. (223,462.8 S.F.)
ASSESSOR PARCEL NO.	629-501-12
EXISTING LAND USE:	VACANT
PROPOSED LAND USE:	OFFICE AND PARKING GARAGE
BUILDING SITE COVERAGE (35 ENTERPRISE)	22%
PARKING GARAGE SITE COVERAGE (37 ENTERPRISE)	30%
TOTAL BUILDING SITE COVERAGE (35 & 37 ENTERPRISE)	52%

BUILDING AREA

BASEMENT :	±11,663 SF
FIRST FLOOR :	±49,011 SF
SECOND FLOOR :	±46,202 SF
THIRD FLOOR :	±49,292 SF
FOURTH FLOOR :	±49,292 SF
TOTAL :	±205,460 SF

PARKING GARAGE AREA

GROUND FLOOR :	±7,279 SF
FIRST FLOOR :	±14,709 SF
SECOND FLOOR :	±65,898 SF
THIRD FLOOR :	±65,898 SF
FOURTH FLOOR :	±65,898 SF
FIFTH FLOOR :	±48,184 SF
TOTAL :	±267,866 SF

PARKING

REQUIRED :	822 CARS
PROPOSED :	820 CARS

LANDSCAPE AREA

SOFTSCAPE :	±57,409 SF
HARDSCAPE :	±53,627 SF
BUILDING FOOTPRINT :	±115,330 SF
LIMIT OF WORK :	±226,366 SF
LANDSCAPE PERCENTAGE :	25.4%

NARRATIVE:
THE PROJECT INCLUDES THE CONSTRUCTION OF A FOUR-STORY OFFICE STRUCTURE OF 205,460 SQUARE FEET AND AN 822-SPACE, FIVE-LEVEL PARKING STRUCTURE ON A 5.13-ACRE SITE AT THE NORTHWEST CORNER OF ALISO VIEJO PARKWAY AND ENTERPRISE IN ALISO VIEJO.

THE OFFICE STRUCTURE IS A CLASS A STEEL MOMENT-FRAME BUILDING CLAD IN SMOOTH FINISH PLASTER AND ALUMINUM AND TWO TYPES OF ENERGY EFFICIENT, TINTED LOW E DOUBLE GLAZED WINDOWS. IT INCLUDES FOUR STORIES AND A BASEMENT AND VARIES IN HEIGHT FROM 44' TO 68', DEPENDING ON WHICH PART OF THE BUILDING IS BEING MEASURED.

THE PARKING STRUCTURE IS A CONCRETE LONG-SPAN DESIGN ADJACENT AND TO THE EAST OF THE OFFICE BUILDING. THE STRUCTURE IS 34'-8" TO 54'-8" IN HEIGHT, MEASURED FROM GROUND LEVEL ALONG ALISO VIEJO PARKWAY. THE STRUCTURE CAN BE ENTERED AND EXITED FROM ENTERPRISE, ALISO VIEJO PARKWAY AND THE INTERIOR DRIVE AISLE SEPARATING THE PARKING STRUCTURE FROM THE OFFICE BUILDING.

THE OFFICE STRUCTURE IS COMPOSED OF THREE KEY AREAS. THE LARGEST AREA IS GENERAL AND ADMINISTRATIVE OFFICE SPACE UTILIZED FOR ADMINISTRATION AND MARKETING. RESEARCH AND DEVELOPMENT, CLEAN ROOMS AND WET LABORATORIES COMPRISE THE SECOND MAJOR AREA AND ARE UTILIZED FOR RESEARCH AND DEVELOPMENT AND PREPARATION OF THE COMPANY'S PRODUCTS. SINCE THE COMPANY'S PRODUCTS ARE VERY SMALL, TECHNICIANS EMPLOY MICROSCOPES AND MUST MAKE THEIR FINAL ASSEMBLY IN CONTAMINANT-FREE CLEAN ROOMS.

THE SUMMIT OFFICE CAMPUS LANDSCAPING HAS BEEN DESIGNED TO BE HARMONIOUS AND RETAIN CONSISTENCY THROUGHOUT THE 56-ACRE PROJECT. THE PROPOSED LANDSCAPING PLAN WILL BE MADE UP OF MORE THAN 50% DROUGHT RESISTANT PLANT MATERIALS APPROVED BY THE CITY, AS WELL AS INDIGENOUS SPECIES AND ORNAMENTALS. PEDESTRIAN AREAS, INCLUDING PLAZAS AND CONCRETE PATHWAYS WILL BE ENHANCED WITH APPROPRIATE LANDSCAPING THAT WILL BE BOTH ATTRACTIVE, PRACTICAL AND CONSISTENT WITH CITY REQUIREMENTS.

SITE LEGEND

O GRADE LEVEL TRUCK DOOR

ENTRANCE/EXIT AT PARKING STRUCTURE

1" = 30'
0 15 30 60 150

SCHEMATIC SITE PLAN

SCALE: 1"=30'-0"

TRUE NORTH
PROJECT NORTH

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SCHEMATIC SITE PLAN

DATE	REMARKS
12-05-2014	PLANNING SUBMITTAL
01-29-2015	DESIGN REVISIONS
02-18-2015	DESIGN REVISIONS
02-18-2015	PLANNING RESUBMITTAL

PA / PM.	J. CARROLL
DRAWN BY.	cadd
JOB NO.:	RW13-0124-00

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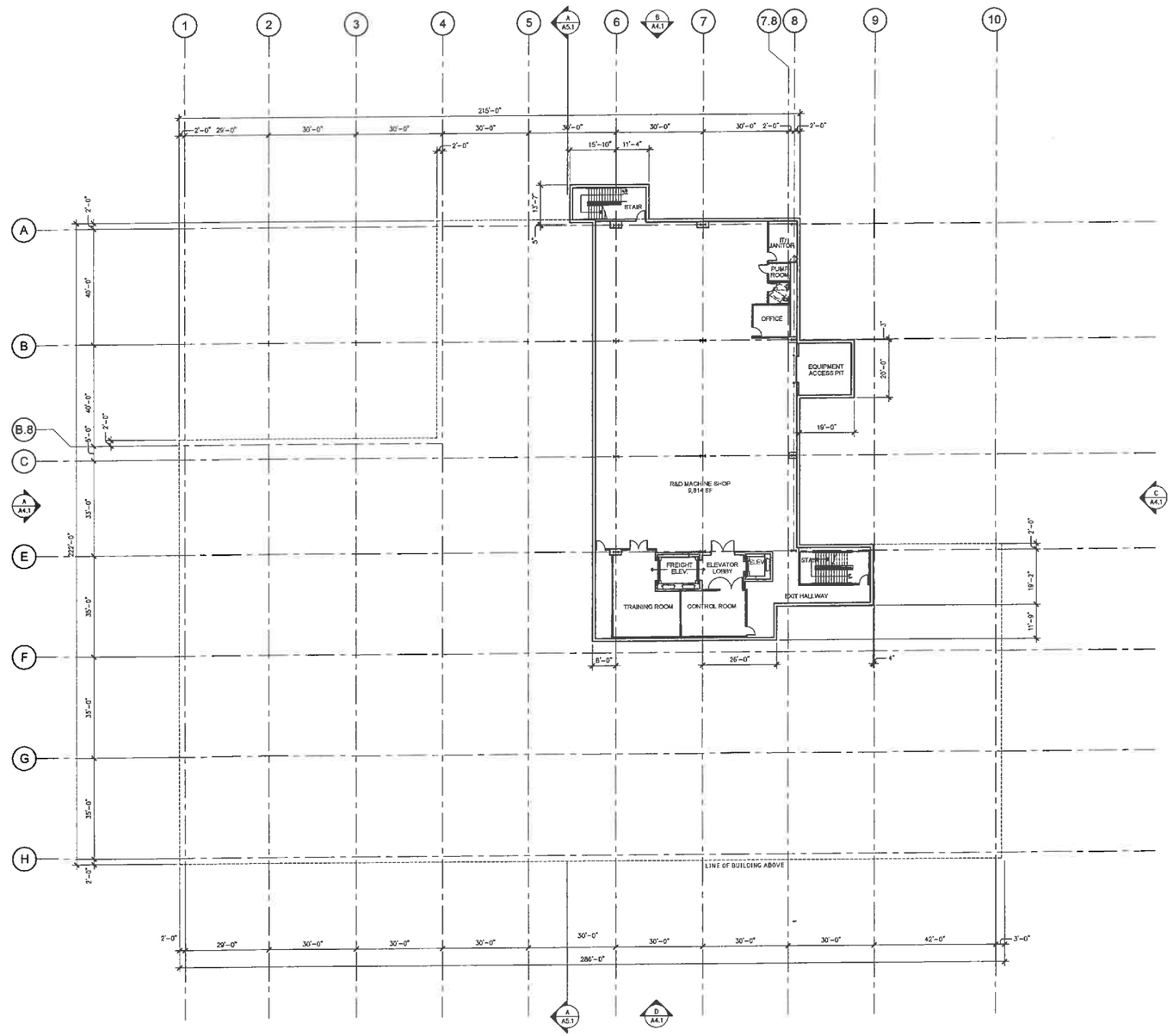
SPACE NEEDS ITEMIZATION

OFFICE:
01 STANDARD ±144 SF
01 TOTAL



SCHEMATIC FLOOR PLAN - BASEMENT
SCALE: 1/16"=1'-0"

1/16"=1'-0"
0 8' 16' 32' 64'

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SCHEMATIC FLOOR PLAN - BASEMENT

DATE	REMARKS
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02-18-2015	DESIGN REVISIONS
02-19-2015	PLANNING RESUBMITTAL

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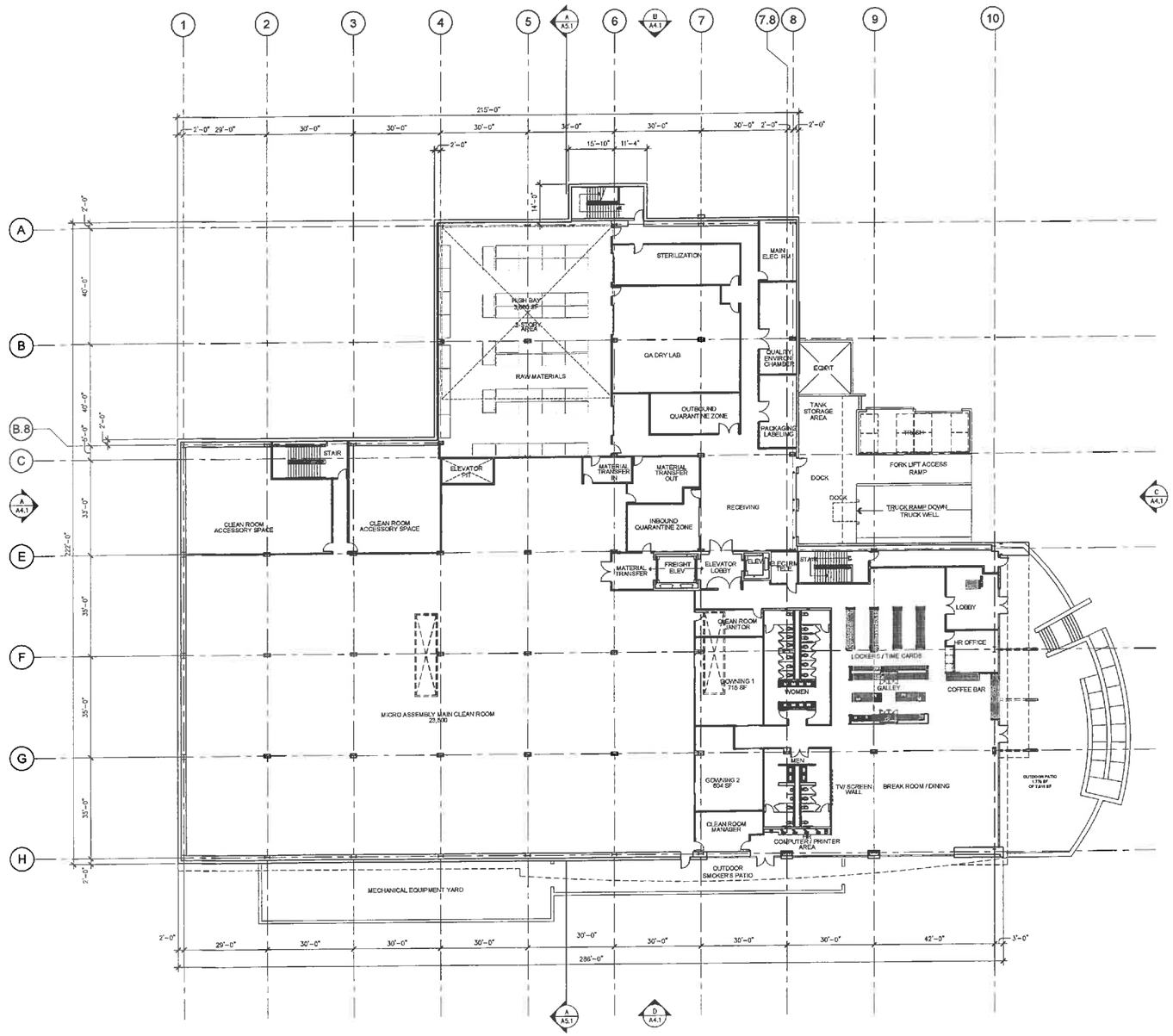
SPACE NEEDS ITEMIZATION

OFFICE:
02 STANDARD ±144 SF
02 TOTAL



1/16"=1'-0"

0 8' 16' 32' 64'

SCHEMATIC FLOOR PLAN - LEVEL 1

SCALE: 1/16"=1'-0"

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SCHEMATIC FLOOR PLAN - LEVEL 1

DATE	REMARKS
01-23-2013	PLANNING SUBMITTAL
02-11-2013	DESIGN REVIEW
02-25-2013	DESIGN REVIEW
03-11-2013	DESIGN REVIEW
03-18-2013	PLANNING RESUBMITTAL

PM / PM:	J. CARROLL
DRAWN BY:	cadd
JOB NO:	IRV13-0124-00

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SPACE NEEDS ITEMIZATION

CONFERENCE ROOMS:

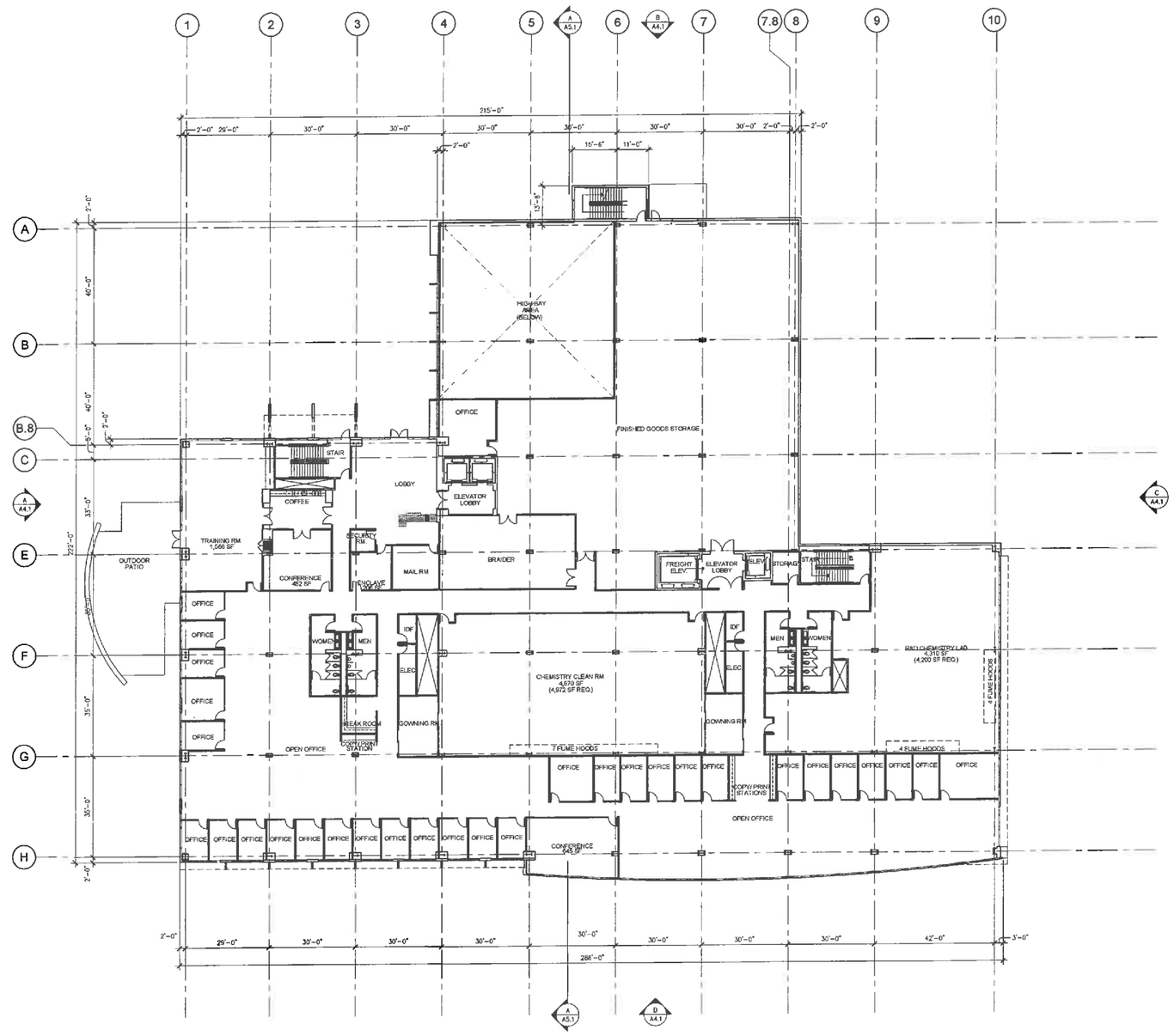
1	OVERSIZED LARGE	±1,566 SF
2	LARGE	± 500 SF
1	SMALL	± 200 SF
4	TOTAL	

OFFICE:

27	STANDARD	±144 SF
04	LARGE	±220 SF
31	TOTAL	

CUBICLE:

72	STANDARD	6'-0" x 7'-9"
72	TOTAL	



SCHEMATIC FLOOR PLAN - LEVEL 2

SCALE: 1/16"=1'-0"

1/16"=1'-0"

0 8 16 32 64'

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SCHEMATIC FLOOR PLAN - LEVEL 2

DATE	REMARKS
01-20-2015	PLANNING SUBMITTAL
01-29-2015	REVISED PLANNING
02-18-2015	DESIGN REVISIONS
02-19-2015	PLANNING RESUBMITTAL

PA / PM:	J. CARROLL
DRAWN BY:	codd
JOB NO:	tRV13-0124-00

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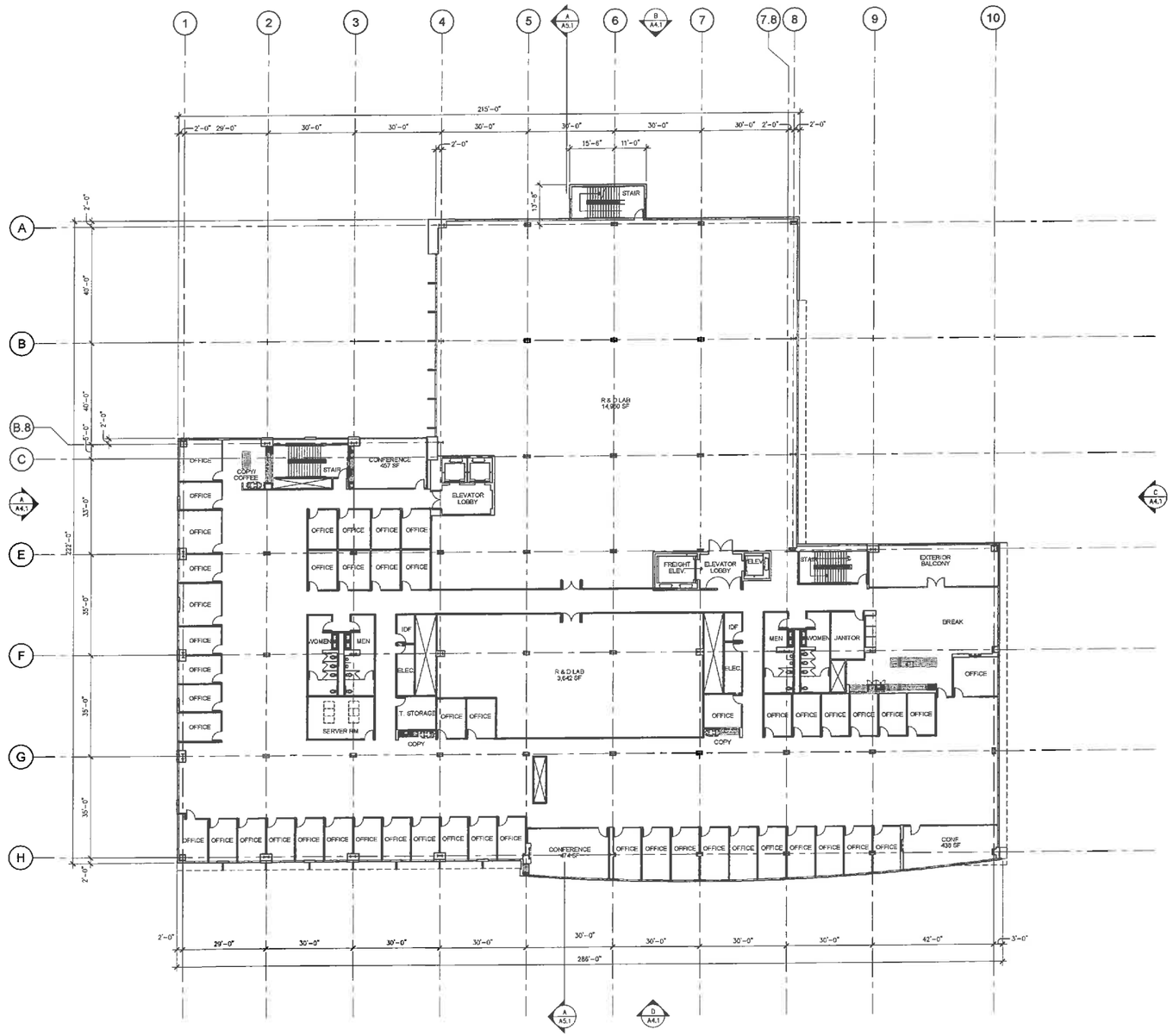
SPACE NEEDS ITEMIZATION

CONFERENCE ROOMS:
3 LARGE ± 450 SF
3 TOTAL

OFFICE:
45 STANDARD ±144 SF
04 LARGE ±220 SF
49 TOTAL

CUBICLE:
84 STANDARD 6'-0" x 7'-9"
84 TOTAL



1/16"=1'-0"
0 8' 16' 32 64'

SCHEMATIC FLOOR PLAN - LEVEL 3

SCALE: 1/16"=1'-0"

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SCHEMATIC FLOOR PLAN - LEVEL 3

DATE	REMARKS
01-29-2015	PLANNING SUBMITTAL
01-29-2015	DESIGN REVIEWS
02-18-2015	DESIGN REVISIONS
02-18-2015	PLANNING RESUBMITTAL

PA / PM	J. CARROLL
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JOB NO	IRV13-0124-00

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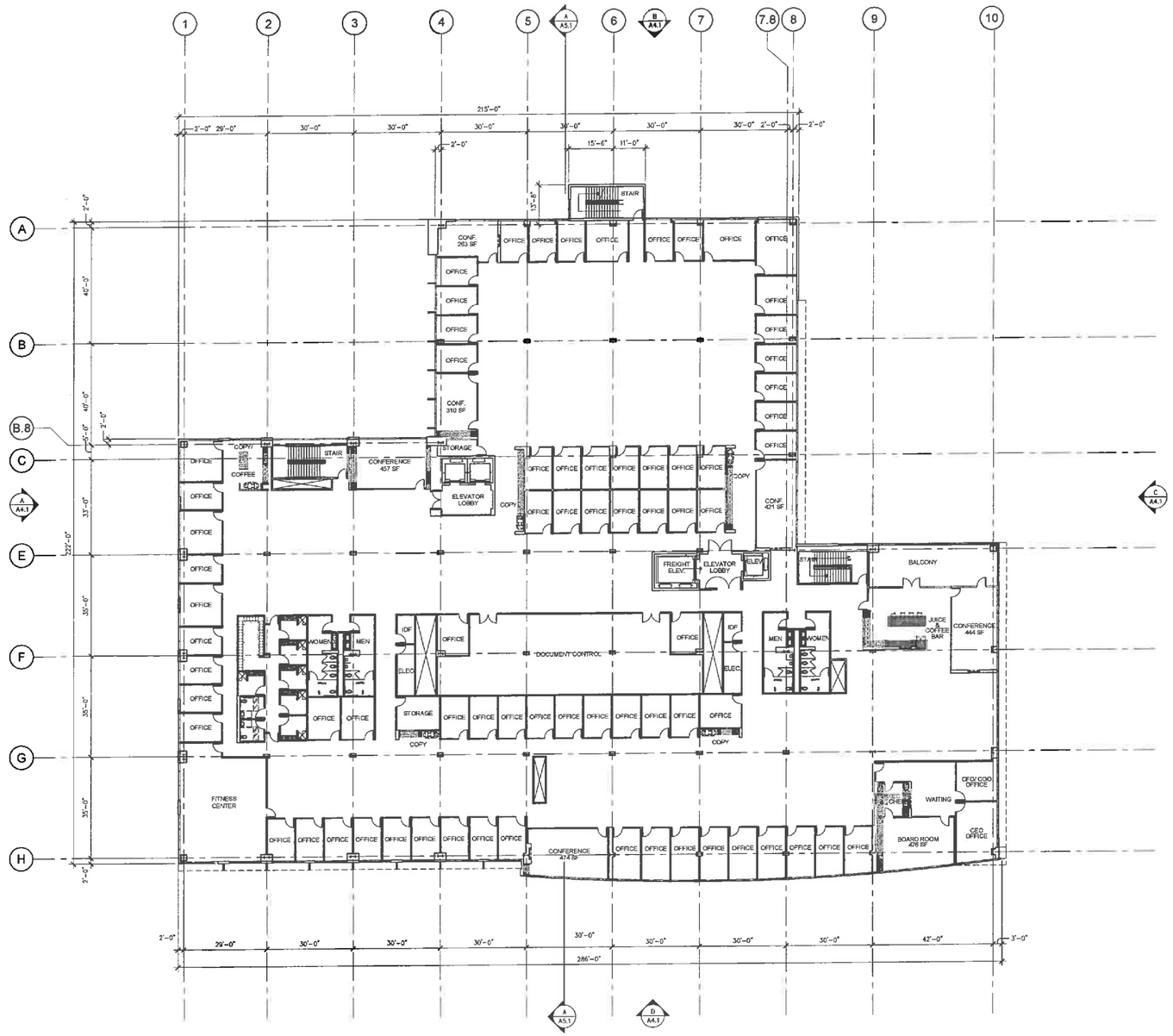
SPACE NEEDS ITEMIZATION

CONFERENCE ROOMS:
- 5 LARGE ± 450 SF
- 2 MIDSIZE ± 300 SF
- 7 TOTAL

OFFICE:
- 66 STANDARD ±144 SF
- 09 LARGE ±220 SF
- 75 TOTAL

CUBICLE:
- 183 STANDARD 6'-0" x 7'-9"
- 183 TOTAL



SCHEMATIC FLOOR PLAN - LEVEL 4

SCALE: 1/16"=1'-0"

1/16" = 1'-0"

0 8' 16' 32' 64'

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SCHEMATIC FLOOR PLAN - LEVEL 4

DATE	REMARKS
01-09-2015	PLANNING SUBMITTAL
01-22-2015	DESIGN REVIEWS
02-18-2015	DESIGN REVIEWS
02-18-2015	PLANNING RESUBMITTAL

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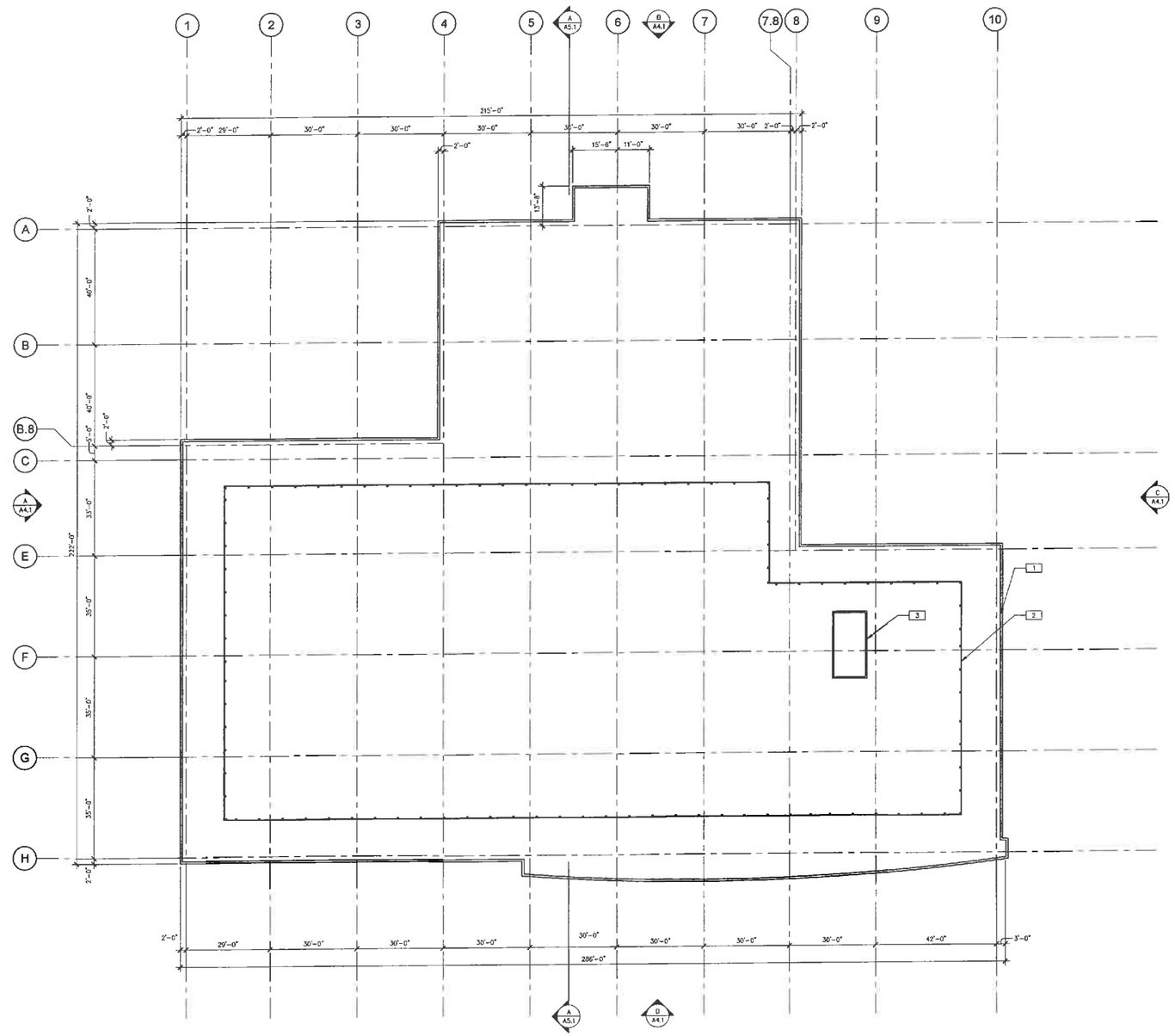

SITE PLAN NOTES

1. PARAPET
2. MECHANICAL SCREEN
3. ROOF ACCESS STAIR

1/16"=1'-0"

0 8' 16' 32 64

SCHEMATIC ROOF PLAN

SCALE: 1/16"=1'-0"

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SCHEMATIC ROOF PLAN

DATE	REMARKS
01-20-2015	PLANNING SUBMITTAL
01-29-2015	DESIGN REVISIONS
02-18-2015	DESIGN REVISIONS
02-19-2015	PLANNING RESUBMITTAL

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DRAWN BY:	cadd
JOB NO	IRV13-0124-00

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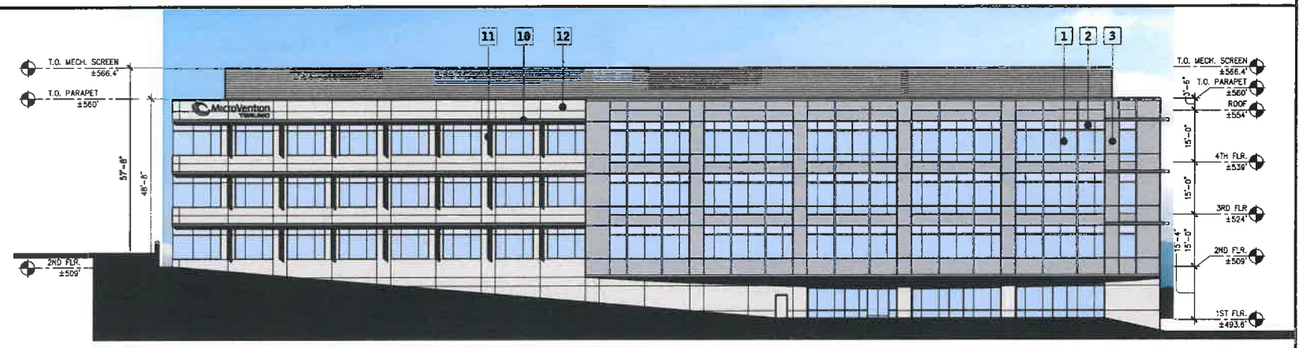
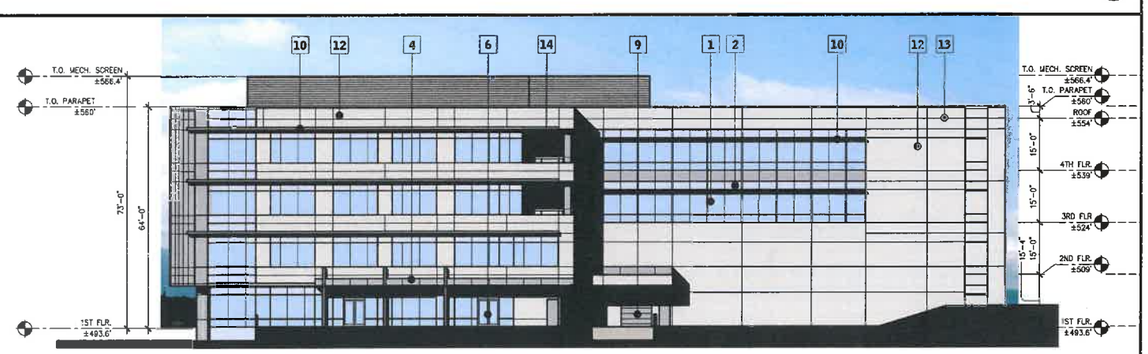
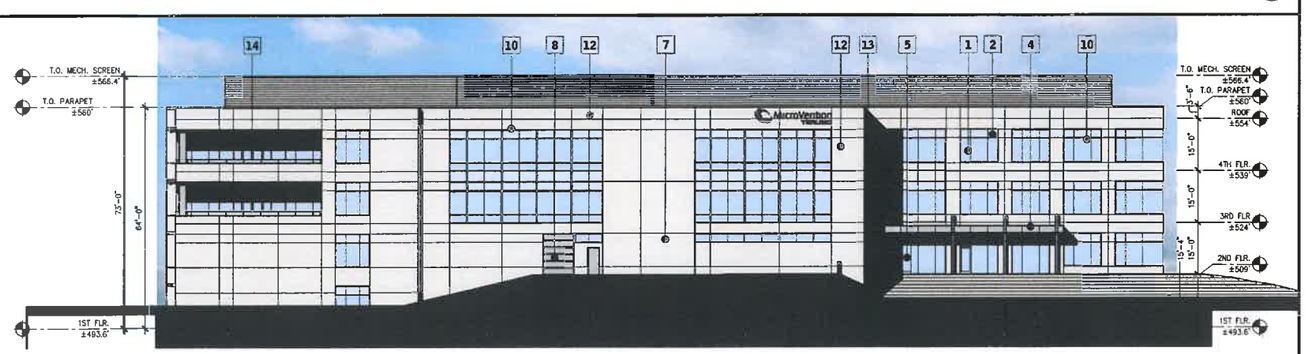
SCHEMATIC NORTH EXTERIOR ELEVATION (A)
SCALE: 1/8"=1'-0"



SCHEMATIC EAST EXTERIOR ELEVATION (B)
SCALE: 1/8"=1'-0"



SCHEMATIC SOUTH EXTERIOR ELEVATION (C)
SCALE: 1/8"=1'-0"



SCHEMATIC WEST EXTERIOR ELEVATION (D)
SCALE: 1/8"=1'-0"

ELEVATION KEY NOTES

1. VISION GLASS
2. SPANDREL GLASS.
3. COMPOSITE METAL PANEL INFILL WITHIN ALUMINIUM MULLIONS.
4. METAL PANEL CANOPY.
5. VISITOR ENTRY WITH HERCULITE DOORS AND GLAZING.
6. EMPLOYEE ENTRY WITH MEDIUM STILE DOORS.
7. CLEARSTORY WINDOWS.
8. 9'X10' GLASS ROLL UP DOOR AT MACHINE SHOP.
9. LOADING DOCK WITH METAL CANOPY.
10. HORIZONTAL SUNSHADES.
11. VERTICAL SUNSHADES.
12. EXTERIOR PLASTER.
13. 3/4" REVEAL TYP.
14. BALCONY.

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SCHEMATIC EXTERIOR ELEVATIONS

DATE	REMARKS
01-29-2015	PLANNING SUBMITTAL
01-29-2015	DESIGN REVISIONS
02-18-2015	DESIGN REVISIONS
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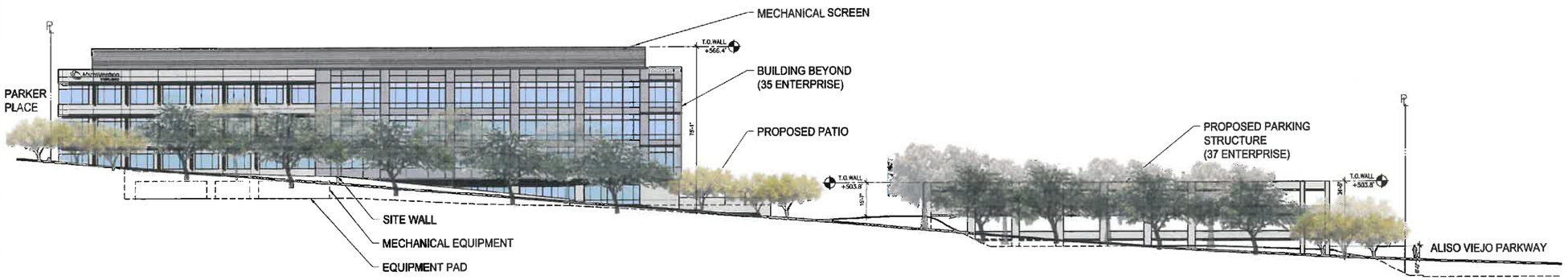

SITE SECTION - FROM ENTERPRISE (B)
SCALE: 1" = 20'-0"

SITE SECTION - FROM ALISO VIEJO PARKWAY (A)
SCALE: 1" = 20'-0"

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SCHEMATIC BUILDING SECTIONS

DATE	REMARKS
01-20-2015	PLANNING SUBMITTAL
02-25-2015	DESIGN REVISIONS
03-19-2015	DESIGN REVISIONS

PA / PM:	J. CARROLL
DRAWN BY:	CADD
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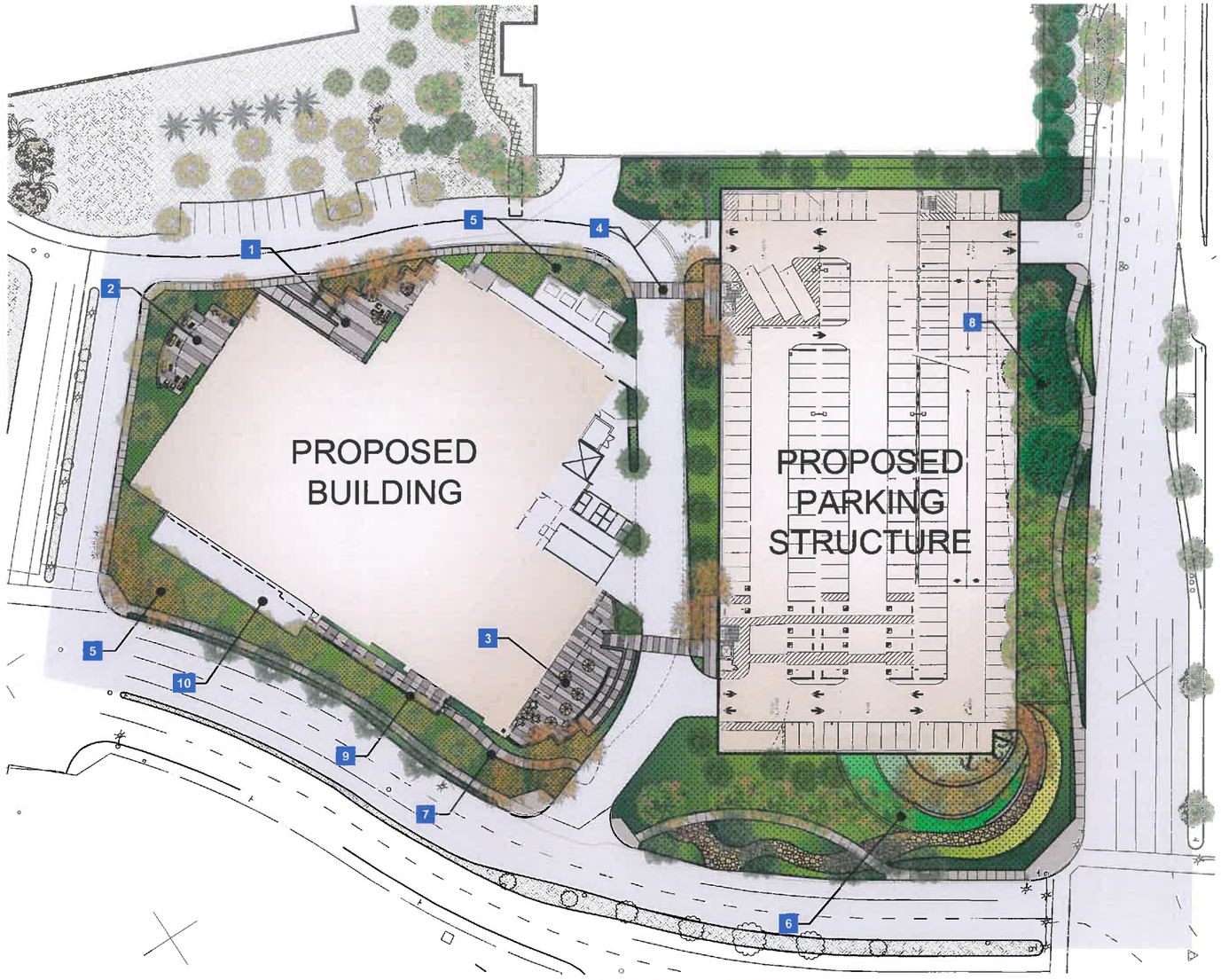

PLANT LEGEND

SYMBOL	BOTANICAL / COMMON NAME	SIZE	WATER REQUIREMENT
PROPOSED TREES			
	PINUS CANARIENSIS / CARNARY ISLAND PINE	24" BOX	LOW
	TIPUANA TIPU / TIPU TREE	36" BOX	LOW
	SCHINUS MOLLE CALIFORNIA PEPPER - MULTI TRUNK	24" BOX 36" BOX 48" BOX	LOW
	PROSOPIS HYBRID 'PHOENIX' / HYBRID MESQUITE	24" BOX	LOW
	CERCIDIUM 'DESERT MUSEUM' / DESERT MUSEUM PALO VERDE	48" BOX	LOW
EXISTING TREE			
	PINUS HALEPENSIS / ALEPPO PINE	(E) EXISTING TO REMAIN	
	TIPUANA TIPU / TIPU TREE	(E) EXISTING TO REMAIN	

SHRUBS	BOTANICAL / COMMON NAME	SIZE	WATER REQUIREMENT
	ALOE STRIATA CORAL ALOE	1 GAL. / X	LOW
	AGAVE ATTENUATA / AGAVE	5 GAL. / PER PLAN	LOW
	BOUGAINVILLEA 'GO-LA-LA' / BOUGAINVILLEA	5 GAL. / 30" O.C.	LOW
	CAREX DIVULSA BERKELEY SEDGE	1 GAL. / X	LOW
	DIANELLA TASMANICA 'VARIGATA' WHITE STRIPED TASMANIAN FLAX LILY	1 GAL. / X	MODERATE
	ECHIUM MADEIRA / PRIDE OF MADEIRA	5 GAL. 4' O.C.	LOW
	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	1 GAL. / 18" O.C.	LOW
	HEMEROCALLIS HYBRID 'YELLOW' / DAYLILY	1 GAL. / 24" O.C.	MODERATE
	LANTANA MONTEVIDENSIS / TRAILING PURPLE LANTANA	1 GAL. / 36" O.C.	LOW
	LANTANA 'NEW GOLD' NEW GOLD LANTANA	1 GAL. / 36" O.C.	LOW
	MISCANTHUS S. 'MORNING LIGHT' MORNING LIGHT MAIDEN GRASS	5 GAL. / 36" O.C.	LOW
	MUHLENBERGIA C. 'REGAL MIST' PINK MUHLY	5 GAL. / 36" O.C.	LOW
	PENNISETUM S. 'RUBRUM' / DWARF FOUNTAIN GRASS	5 GAL. / 24" O.C.	LOW
	ARBUTUS UNEDO 'COMPACTA' / STRAWBERRY BUSH	5 GAL. / 48" O.C.	MODERATE
	STIPA TENUISSIMA MEXICAN FEATHER GRASS	1 GAL. / 24" O.C.	LOW
	WESTRINGIA FRUTICOSA COAST ROSEMARY	5 GAL. / X	LOW
GROUNDCOVER			
	ACACIA R. 'LOWBOY' LOWBOY ACACIA	X GAL. / X	VERY LOW
	ROSMARINUS O. 'PROSTRATA' / PROSTRATE ROSEMARY	FLATS 12" O.C.	MODERATE
	MYOPORUM PACIFICUM / NCN	1 GAL. / 36" O.C.	LOW
	ANNUAL COLOR #1 (TO BE DETERMINED)	4" POTS / 8" O.C.	HIGH
	ANNUAL COLOR #2 (TO BE DETERMINED)	4" POTS / 8" O.C	HIGH
VINES			
	FICUS REPENS / CREEPING FIG	1 GAL. / PER PLAN	HIGH
	PARTHENOCISSUS TRICUSPIDATA / BOSTON IVY	5 GAL. / PER PLAN	HIGH

LEGEND

1. BUILDING ENTRY PATIO - SEE SHEET L2.1 FOR ENLARGEMENT 'A'.
2. EMPLOYEE PATIO - SEE SHEET L2.1 FOR ENLARGEMENT 'B'.
3. DINING PATIO - SEE SHEET L2.1 FOR ENLARGEMENT 'C'
4. COLORED VEHICULAR PAVING CROSS WALKS
5. PERIMETER PLANTING
6. EASTERN CORNER LANDSCAPE - SEE SHEET L2.3 FOR ENLARGEMENT 'D'
7. COLORED CONCRETE MAINTENANCE VEHICLE PATH
8. EXISTING PINE TREES TO REMAIN
9. SMOKER'S PATIO
10. MECHANICAL EQUIPMENT YARD

PINUS HALIPENSIS

PROSOPIS HYBRID 'PHOENIX'

PINUS CANARIENSIS

PALO VERDE

TIPUANA TIPU

SCHINUS MOLLE

0 15 30 60 90

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REGISTERED LANDSCAPE ARCHITECT
JAMES BIDDLE
No. 2611
Date 09/30/15
STATE OF CALIFORNIA

BIDDLE LANDSCAPE ARCHITECTS
9841 Irvineville Drive, Suite 200
Irvine, CA 92618
Tel 949.380.1133
www.biddle.net

MICROVENTION PHASE 7

ALISO VIEJO, CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

DATE	REMARKS	DATE	REMARKS

PA / PM:	JB
DRAWN BY:	TM
JOB NO.:	RV13-0124-00

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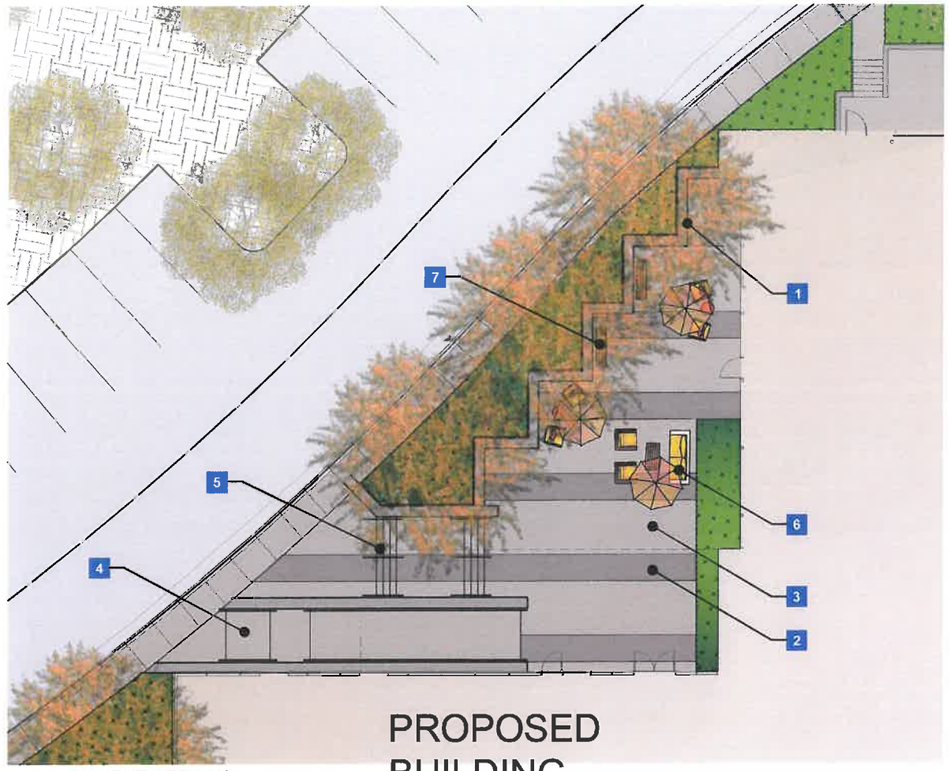
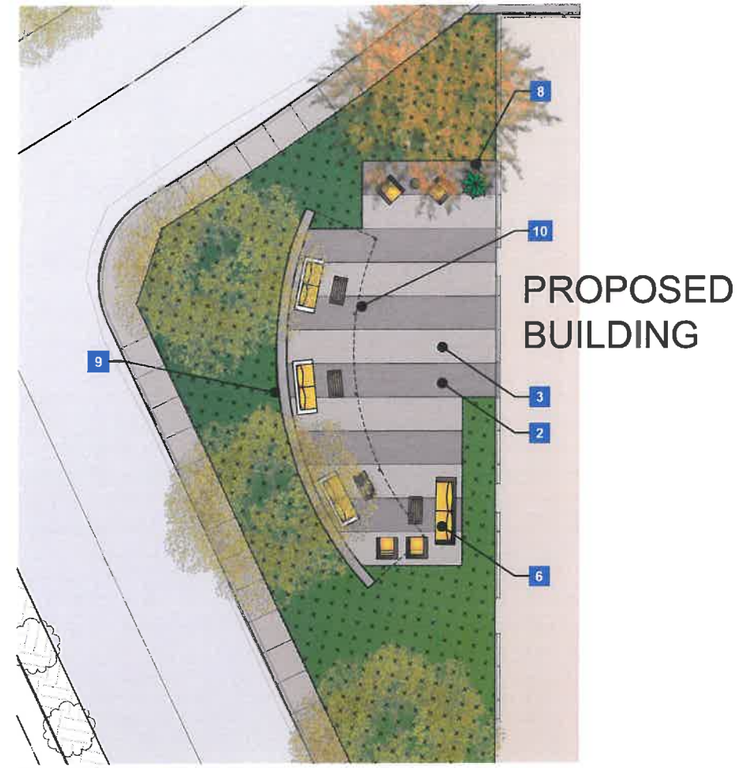
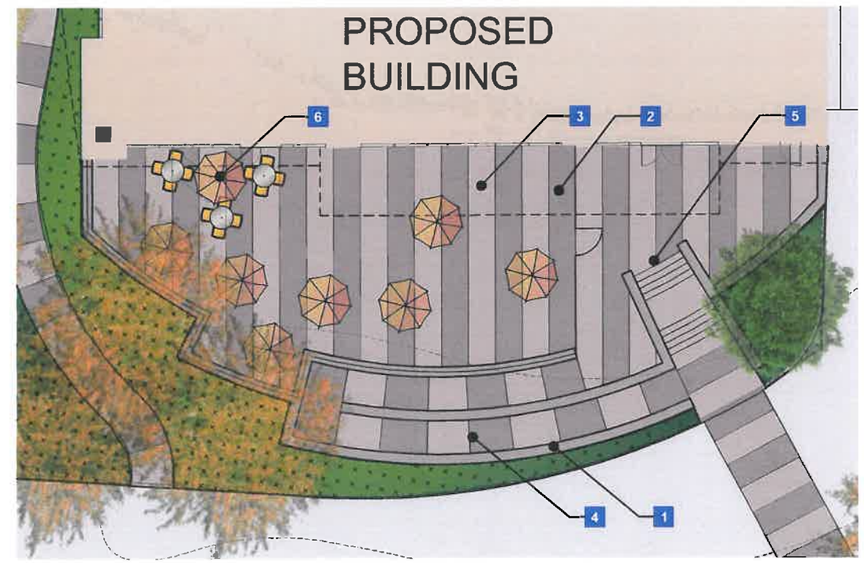


ENLARGEMENT AREA 'A'



ENLARGEMENT AREA 'B'



ENLARGEMENT AREA 'C'

LEGEND

1. POURED IN PLACE CONCRETE RETAINING WALL
2. DARK BROWN CONCRETE PAVING BAND
3. LIGHT BROWN CONCRETE PAVING BAND
4. POURED IN PLACE CONCRETE ACCESSIBLE RAMP WITH CHEEK-WALLS.
5. POURED IN PLACE CONCRETE STEPS WITH HAND RAILS AND LIGHTS.
6. MOVABLE PATIO SEATING, TABLES, AND UMBRELLAS.
7. WOOD BENCHES AGAINST RETAINING WALL.
8. POTTED PLANTS
9. CURVED STONE VENEERED BACKDROP WALL

0 4 8 16 24

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REGISTERED LANDSCAPE ARCHITECT
NO. 4191
DAVID A. BIDDLE
EXP. DATE 6/30/15
STATE OF CALIFORNIA

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3442 Brown Ridge, Suite 100
Irvine, CA 92612
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MICROVENTION PHASE 7

ALISO VIEJO, CALIFORNIA

PRELIMINARY LANDSCAPE PLAN ENLARGEMENT

DATE	REMARKS	DATE	REMARKS

PA / PM:	JB
DRAWN BY:	TM
JOB NO.:	RV13-0124-00

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ENLARGEMENT AREA 'D'

LEGEND

1. MEANDERING DECORATIVE COBBLE AND DROUGHT TOLERANT PLANTINGS TO MATCH MEDIAN TREATMENT.
2. CONCRETE SIDEWALK.
3. CURVING GABION WALLS AT VARIOUS HEIGHTS
4. PLANTING MASSES OF SUCCULENTS AND GRASSES.
5. ART ELEMENTS

0 4 8 16 24

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MICROVENTION
PHASE 7

ALISO VIEJO, CALIFORNIA

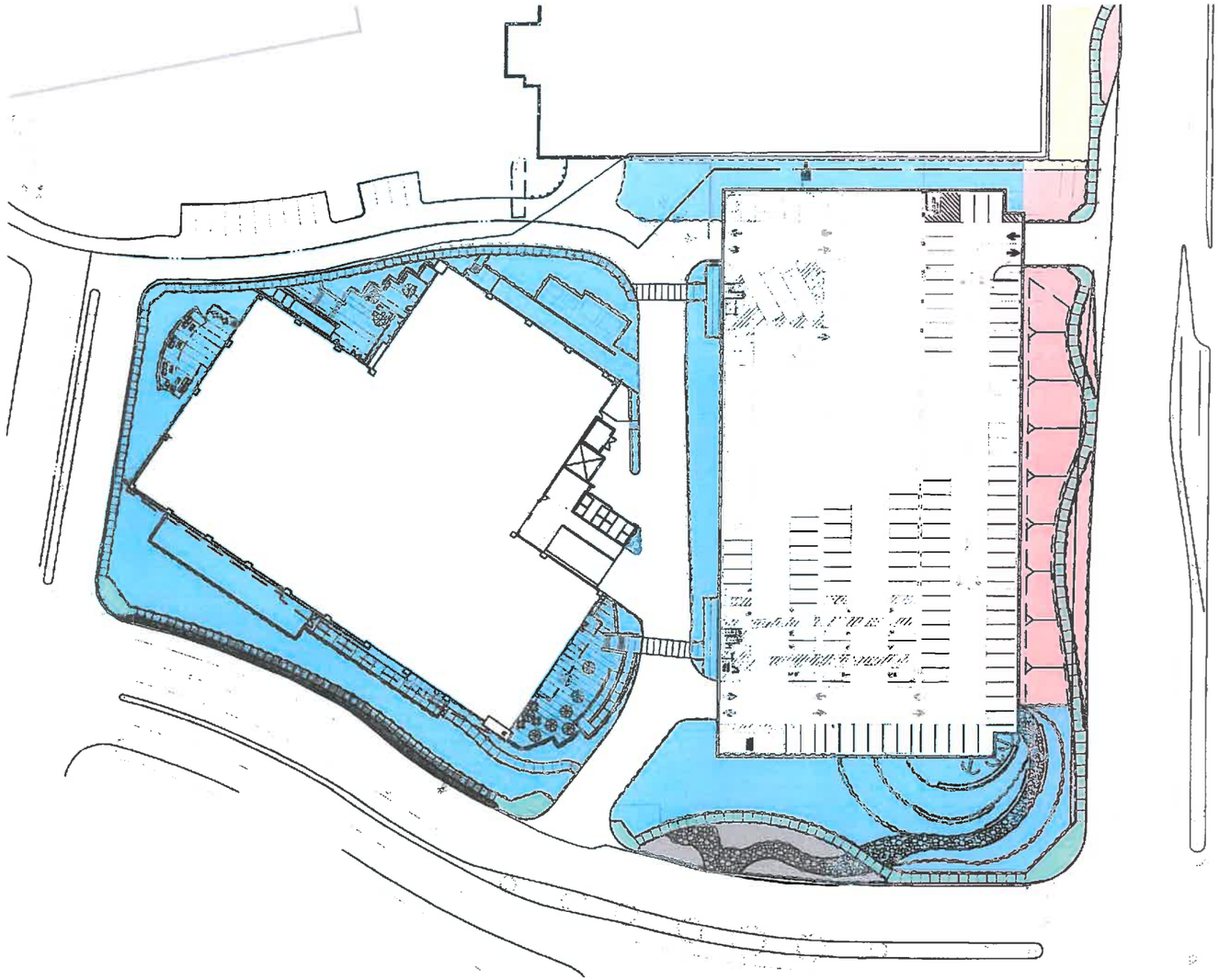
PRELIMINARY LANDSCAPE PLAN ENLARGEMENT

DATE	REMARKS	DATE	REMARKS
03.05.15	CITY SUBMITTAL		

PA / PM:	JB
DRAWN BY:	TM
JOB NO.:	WM.3-0124-00

SHEET
L2.2

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT



LEGEND

- AVCA MAINTAINED AREA
- TOWN CENTER MAINTAINED
- PRIVATELY MAINTAINED
- CITY MAINTAINED
- PAC LIFE MAINTAINED

DRAFT SITE MAINTENANCE RESPONSIBILTY MAP
03.09.15

0 15 30 60 90

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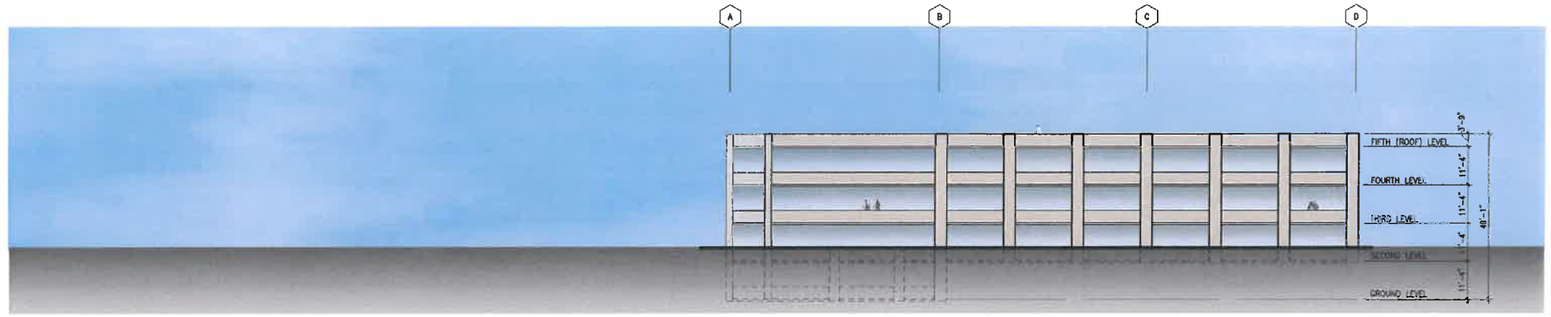
MICROVENTION
PHASE 7
ALISO VIEJO, CALIFORNIA

PRELIMINARY LANDSCAPE PLAN

DATE	REMARKS	DATE	REMARKS
-	-		

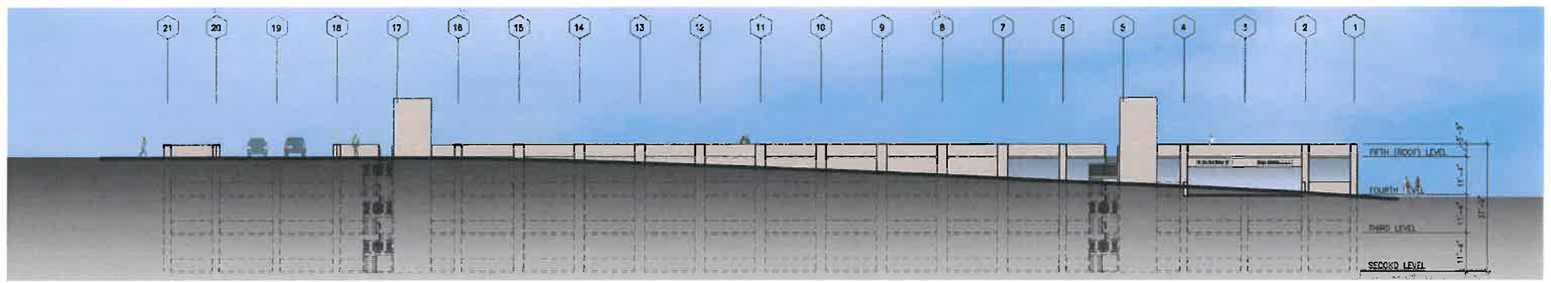
PM / PAE:	JB
DRAWN BY:	TM
JOB NO.:	IRV13-0124-00

SHEET
LM 1.1



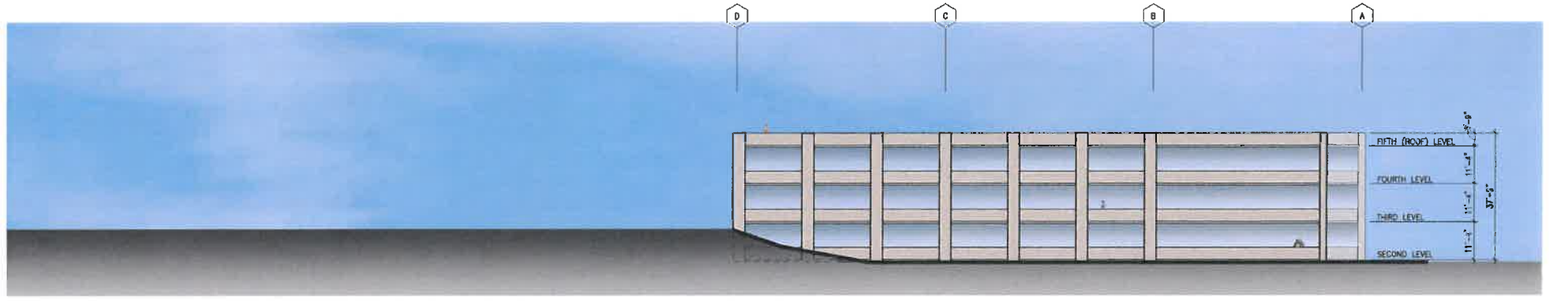
BUILDING NORTH ELEVATION (4)

SCALE: 1/16" = 1'-0"



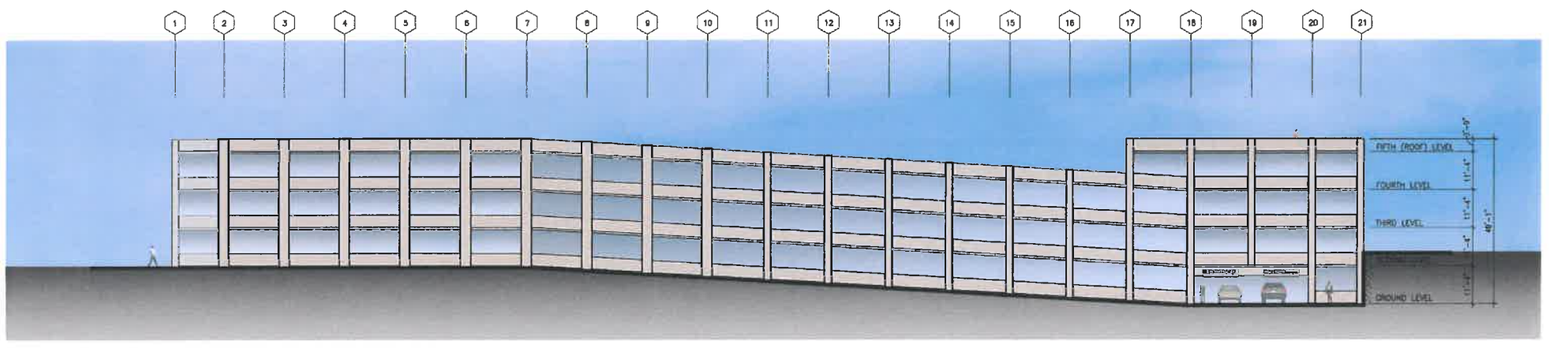
BUILDING WEST ELEVATION (3)

SCALE: 1/16" = 1'-0"



BUILDING SOUTH ELEVATION (2)

SCALE: 1/16" = 1'-0"



BUILDING EAST ELEVATION (1)

SCALE: 1/16" = 1'-0"

PARKER PROPERTIES

THE SUMMIT PHASE VII PARKING STRUCTURE

Aliso Viejo, California

Architect

IPD

Oakland
Irvine
Los Angeles

Architecture / Engineering / Consulting
www.ipd-global.com

2 Faraday, Suite 101, Irvine CA 92618
Phone 949 595 8004 Fax 949 595 8011

Revision	Date
SCHEMATIC DESIGN	11/25/14

Date	11/25/2014
IPD Job No.	14-941
Drawn By	
Checked By	
Scale	AS NOTED

Drawing Title

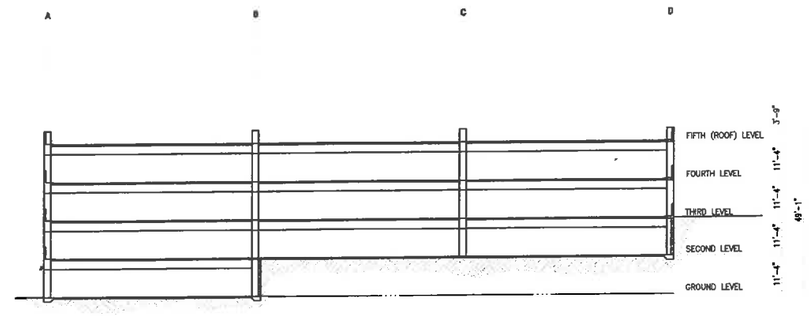
BUILDING ELEVATIONS

Drawing No.

A3.01

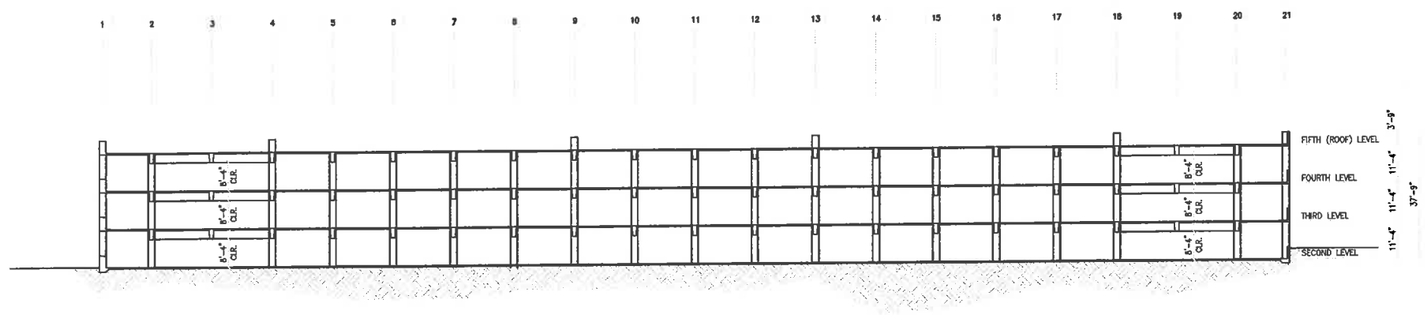
A301.DWG

IPD, Inc. 2/3/2015



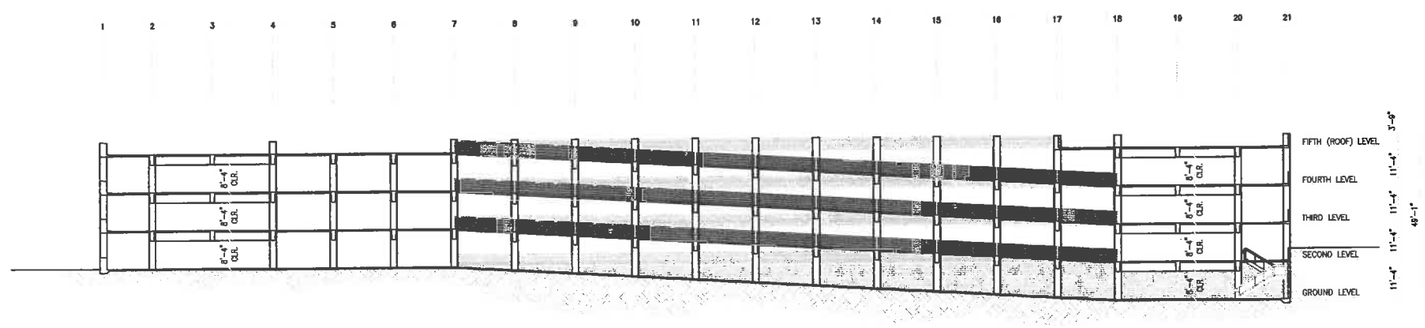
BUILDING SECTION 3

SCALE: 1/16" = 1'-0"



BUILDING SECTION 2

SCALE: 1/16" = 1'-0"



BUILDING SECTION 1

SCALE: 1/16" = 1'-0"

PARKER PROPERTIES

MICROVENTION PARKING STRUCTURE

Aliso Viejo, California

Architect

IPD

Oakland
Irvine
Los Angeles

Architecture / Engineering / Consulting
www.ipd-global.com

2 Faraday, Suite 101, Irvine CA 92618
Phone 949 595 8004 Fax 949 595 8011

Revision		Date
	SCHEMATIC DESIGN	11/25/14

Date	11/25/2014
IPD Job No.	14-941
Drawn By	
Checked By	
Scale	AS NOTED

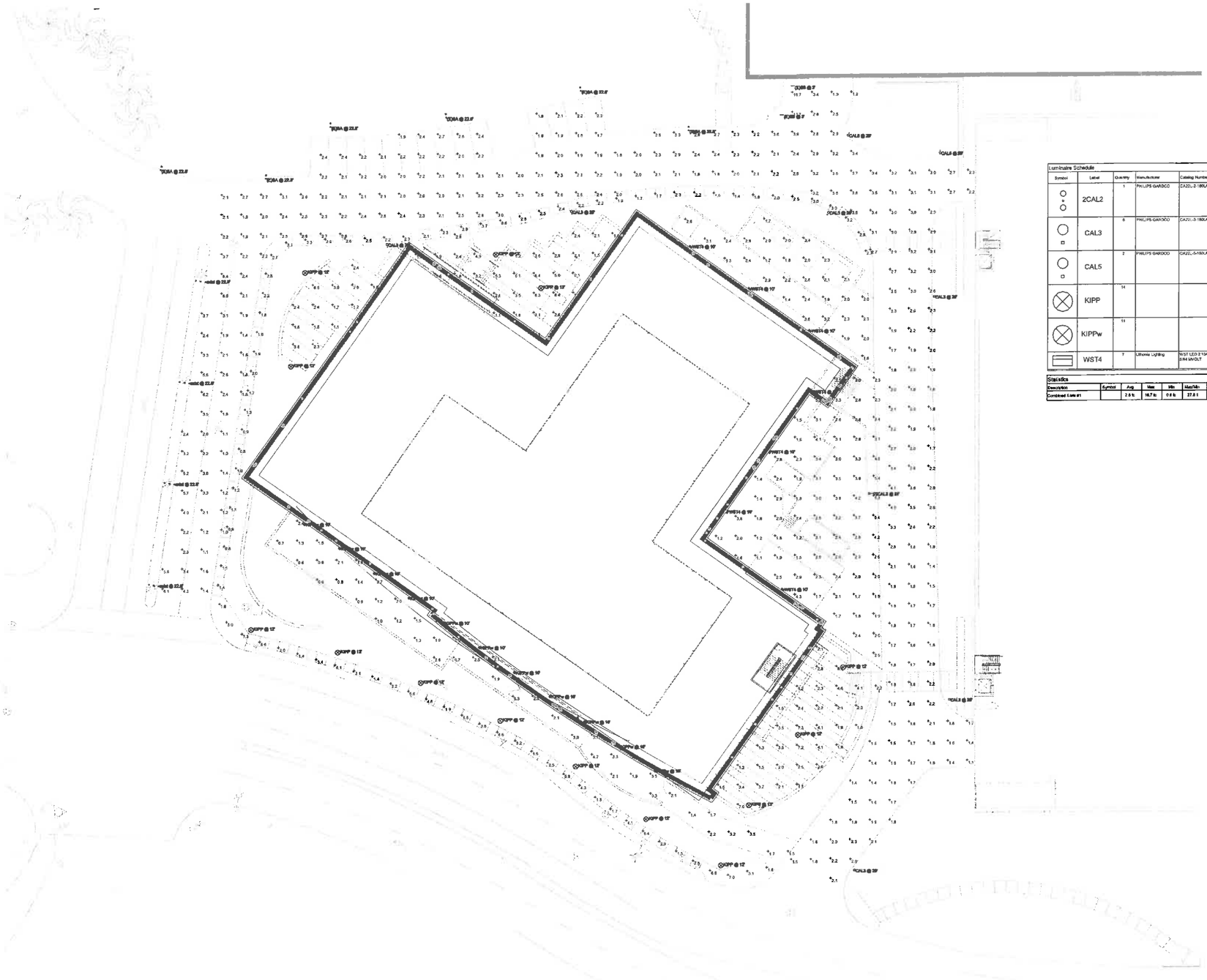
Drawing Title

BUILDING SECTIONS

Drawing No.

PG3.2

PD, Inc. 1/29/2015 A3D2.DWG



Luminaire Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Lamp	Number Lamps	Filename	Lumens Per Lamp	Light Loss Factor	Wattage
	2CAL2	1	PHILIPS GARDCO	CA22L-2-180LA-NW	FORM TEN ROUND LED	(2) LIGHT ARRAY OF 48 LEDs DRIVEN AT 530mA	1	CA22L-2-180LA-NW.ies	12307.62	0.9	315.8
	CAL3	6	PHILIPS GARDCO	CA22L-3-180LA-NW	FORM TEN ROUND LED	(3) LIGHT ARRAY OF 48 LEDs DRIVEN AT 530mA	1	CA22L-3-180LA-NW.ies	12902.81	0.9	157.9
	CAL5	2	PHILIPS GARDCO	CA22L-5-180LA-NW	FORM TEN ROUND LED	(5) LIGHT ARRAY OF 48 LEDs DRIVEN AT 530mA	1	CA22L-5-180LA-NW.ies	13310.62	0.9	157.9
	KIPP	14			Kipp Post LED HI 3000K		1	LB542A Kipp Post LED HI 3000K LDT	6747	0.9	90
	KIPPw	11			Kipp Wall LED 3000K		1	LB546A Kipp Wall LED 3000K LDT	5454	0.9	28
	WST4	7	Lithonia Lighting	WST LED 2 10A700/30K SIM MVOLT	WST LED WITH 1 MODULE, 20 LEDs, 700mA DRIVER, 3000K COLOR TEMPERATURE, TYPE 4 LENS	LED	1	WST_LED_2_10A70 0_30K_SIM_MVOLT.ies	3238.795	0.9	47

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min	Avg/Max
Combined Calc #1		2.6 fc	16.7 fc	0.6 fc	27.8:1	4.3:1	0.2:1

This conceptual design is based upon a preliminary review of settlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

1" = 30'

0 15 30 60 150 NORTH

01/16/15

OMB ELECTRICAL ENGINEERING INC.

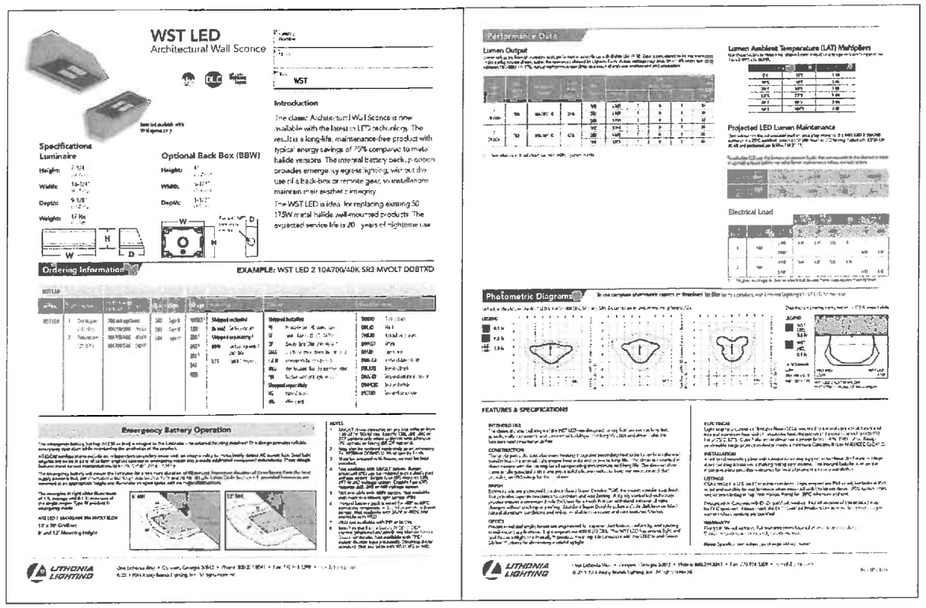
OVERALL SITE PHOTOMETRIC PLAN

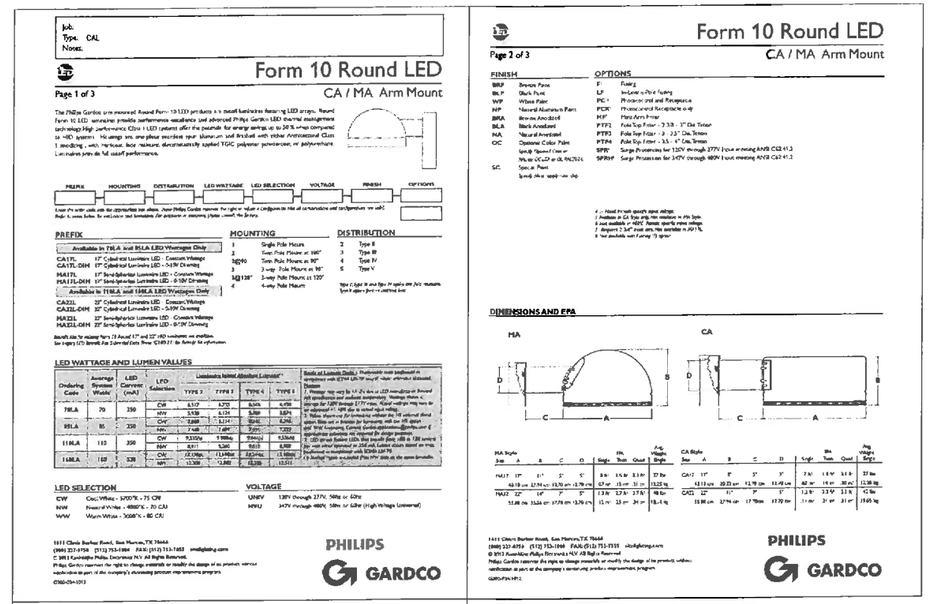
MICROVENTION
SUMMIT PH7, ALISO VIEJO, CA.

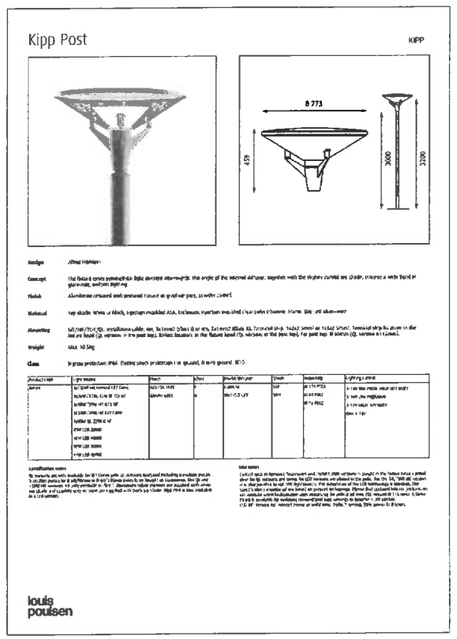
WARE MALCOMB

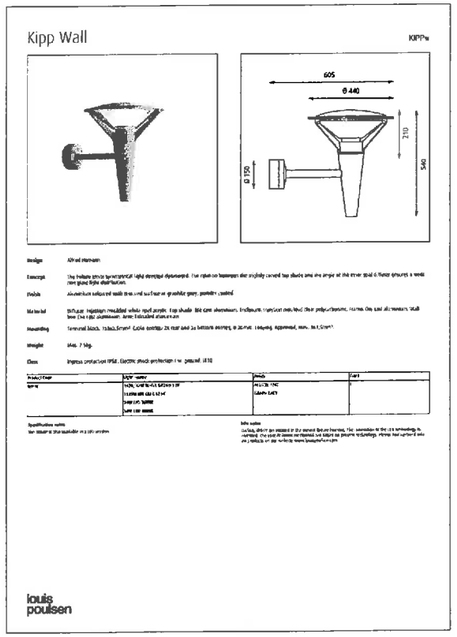
IRV13-0124-00
11.14.2014

SHEET
E1.1









This concept/cut design is based upon a preliminary review of architectural requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

01/16/15

CMB ELECTRICAL ENGINEERING, INC.

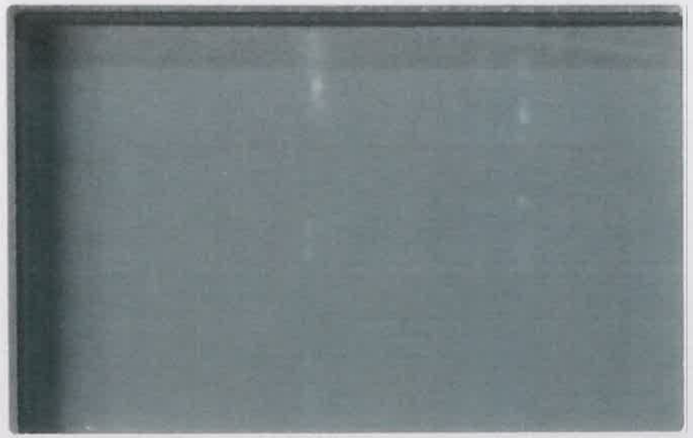
LIGHTING FIXTURE SPECIFICATION SHEETS

MICROVENTION
SUMMIT PH7, ALISO VIEJO, CA.

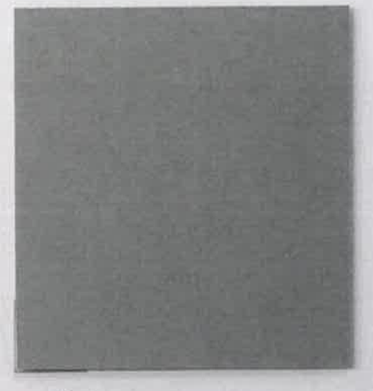
WARE MALCOMB

IRV13-0124-00
11.14.2014

SHEET
E1.2



1 High Performance Glazing
PPG
Solarban z50



2 Pewter
PPG - Duranar
UC51713XL

3 Country Rubble
Kelly Moore Paint
KM 5711-2

Corner Perspective View

PARKER PROPERTIES

MicroVention TERUMO

EXTERIOR MATERIAL BOARD

MICROVENTION / SUMMIT 7 BUILD TO SUIT
PHASE 7, ALISO VIEJO, CA

WARE MALCOMB

IRV13-0124-00
02.16.2015

SHEET
1

City of Aliso Viejo
Agenda Item

DATE: April 1, 2015

TO: Mayor and City Council

FROM: David A. Doyle, City Manager

SUBJECT: COMMUNITY ASSISTANCE GRANT REQUEST – WOUNDED WARRIOR AMPUTEE SOFTBALL TEAM

Recommendation:

The Council should determine if Community Assistance Grant monies shall be allocated to pay for the transient occupancy tax related to the Wounded Warrior Amputee Softball Team's stay at the Renaissance ClubSport.

Fiscal Impact:

If the Council approves the request for a Community Assistance Grant, the total amount is $3,850.00.

Background:

The Wounded Warrior Amputee Softball Team (WWAST) is a 501(c)(3) non-profit organization with a mission of enhancing the health and welfare of wounded warrior amputees. WWAST also endeavors to raise awareness, educate and inspire the public about the strength and resiliency of the wounded warriors. On June 8 – 13, 2015, WWAST will be participating in the annual Kids Camp softball tournament in Mission Viejo. The event also provides an opportunity for 20 children with amputations to join the WWAST players on the field.

Discussion:

WWAST will be staying at the Renaissance ClubSport in Aliso Viejo while in town for the tournament. Renaissance ClubSport has agreed to provide rooms at a discounted rate of $175.00 per night. Accommodations will be provided for disabled veterans, child amputee participants and WWAST staff. The following table lists the hotel guests, number of room nights and transient occupancy tax (TOT).

Hotel Guest	Room Nights	TOT
Disabled Veteran	59	$1,032.50
Child Amputee	106	$1,855.00
WWAST Staff	55	$ 962.50
Total	220	$3,850.00

Per the attached letter, WWAST has submitted a request for the City to provide a community assistance grant to cover the TOT amount. Based on the discounted rate and number of room nights, the total TOT is $3,850.00.

By providing the TOT grant relief, the City will ensure that the participants in the tournament will stay in Aliso Viejo. In addition to providing the assistance to a worthy cause and supporting the Nation's veterans and disabled children, the City will be providing support to the local businesses. By staying in Aliso Viejo, these visitors are more likely to shop and dine at the local establishments and thereby add sales tax revenue to the City. The City may also realize increase visibility as the event and its participants may be the subject of a documentary.

APPROVED FOR SUBMITTAL TO THE CITY COUNCIL

_____

David A. Doyle
City Manager

Attachments: Wounded Warrior Amputee Softball Team Letter of Request

WOUNDED WARRIOR AMPUTEE SOFTBALL TEAM™

Kids Camp 2015

Susan S. Rodio
Founder/Director
2121 Eisenhower Ave.
Suite 300
Alexandria, VA 22314
703 405-3229
susan@thewwast.org

March 24, 2015

Dave Doyle
City Manager, Aliso Viejo

Dear Dave,

I have been working with Michael Robby at Renaissance ClubSport on hotel accommodations for our Wounded Warrior Amputee Softball Team™ Kids Camp 2015, June 8 – 13. The WWAST is a non-profit whose mission is to inspire and educate others while enhancing the health and welfare of wounded warrior amputees. A copy of our 501(c)(3) charitable organization designation is enclosed. Our annual Kids Camp is one of our most inspirational and educational events, where we join our WWAST players on the field with twenty children with amputations, teaching them our motto that *life without a limb is limitless.*

We would be very grateful if the City of Aliso Viejo would consider a grant to cover applicable City hotel tax for our organization.

Sincerely,

Susan S. Rodio

Susan S. Rodio