LAGUNA NIGUEL GATEWAY

SPECIFIC PLAN

December 2011

Acknowledgments

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CHAPTER 1 Introduction

1.1 LAGUNA NIGUEL GATEWAY VISION

The Laguna Niguel Gateway area is an attractive and desirable transit and pedestrian-oriented urban village where people live, work, shop, are entertained, and recreate. It offers many choices of residential neighborhoods and businesses that are close to one another and contain all of the services needed to enable residents and workers to meet their basic needs. These places are connected by pedestrian and bicycle trails, lessening the need to use the automobile and endure many hours on the road commuting to jobs and services. This saves money that would be spent on gasoline and automobile maintenance, while reducing air pollution and greenhouse gas emissions. The streets are extensively landscaped and contain many amenities that make them wonderful places to walk, sit, and dine at outdoor cafes. This promotes an active and healthy life style, where people spend time outdoors and get to know and socialize with their neighbors.

Many workers in the Gateway's professional and medical offices and other businesses travel to work by Metrolink. Like residents, this reduces their automobile trips and expensive gasoline purchases. The mix of nearby businesses encourages workers to remain at the end of the workday to join their friends at local health clubs and restaurants, and shop at local businesses. This helps invigorate the local economy and contributes important revenue to support Laguna Niguel's services.

Images of the future: Great places to walk and shop, live close to shopping and dining, work, recreate, and visit friends and neighbors

1.2 SPECIFIC PLAN OBJECTIVES

The vision for the Laguna Niguel Gateway area offers an extraordinary opportunity to transform a nondescript district bisected and highly constrained by freeway, rail, and utility infrastructure corridors into a vibrant high-intensity transit and pedestrian-oriented district that distinguishes itself as a primary entry to the City from regional transportation systems. The Laguna Niguel/Mission Viejo Metrolink station, and its planned expansion of service, coupled with two major freeways, provides unparalleled access to the greater Southern California region. The existing low development intensity and disparate mix of uses afford a unique opportunity for intensification driven by markets induced by the commuter rail station. The potential scale of economically driven change affords

Examples of pedestrian-oriented mixed-use districts and activated streetscapes

Hotel Healdsburg

Typical pedestrian village: buildings located along street frontage, streetscape improvements, and mixed use

the opportunity to create a cohesive pattern of neighborhoods and districts that are prosperous and great places to live, work and shop.

The Laguna Niguel Gateway Specific Plan anticipates this exciting future for the Gateway area and provides a road map of land uses, building and site design, transportation, infrastructure, and streetscape strategies for achieving this future. The following objectives support the vision for the Gateway area and have guided the preparation of this Specific Plan.

1.2.1 Land Use

- Provide for the Gateway's transition from its predominately low-intensity and fragmented development pattern into an attractive and desirable transit and pedestrian-oriented urban community containing distinct and quality mixed-use neighborhoods and districts with housing, office, retail, restaurants, personal services, hotels, community facilities, and parks. The mix and choices of use should enable residents and workers to meet their basic needs in the Gateway area without traveling to outside communities.
- Develop land uses and densities that maximize ridership and support public investment in transit facilities, while reducing regional traffic congestion, pollution, and greenhouse gas emissions.
- Develop housing in the Gateway area for a variety of persons and households who choose to live in an active, urban environment.
- Match new housing opportunities with jobs in the Gateway area, enabling residents to live close to where they work.
- Allow for flexibility in the mix of land uses that responds to market conditions as they evolve over the next 20 years and beyond.
- Provide opportunities for the development of uses that complement one another, such as locating retail, restaurants, hotels, and financial services near offices and residences.
- Maintain opportunities within portions of the Gateway area for businesses that support community needs, such as light industrial, commercial services, and automobile sale and service facilities in an attractive environment.
- Develop uses that contribute significant revenues for needed capital improvements and on-going public services for residents and workers in the Laguna Niguel Gateway area.

1.2.2 Community Design

- Build quality residential neighborhoods, office and retail districts that are desirable in the marketplace and hold their value over time.
- Locate buildings to create an intimate "village" environment that encourages walking. Establish zoning and design guidelines for ground floor uses and facades, streets, sidewalks, landscaping, lighting, and signage that facilitate pedestrian use.
- Establish design standards for buildings and streets that create a unified and desirable street character, with parking located behind or below structures.
- Allow for diversity of architectural design within the framework of unified building setbacks from the street, building scale and mass, and building heights.
- Create an enhanced identity for the area through a comprehensive signage and way-finding program.
- Capitalize on and improve the Oso Creek corridor as an aesthetic and recreational amenity for the Gateway area.
- Establish an urban design framework that distinguishes the Gateway area as a symbolic and functional entry to Laguna Niguel.

1.2.3 Mobility

- Promote and support the completion of necessary and identified roadway infrastructure improvements to accommodate existing and anticipated development in the Gateway area.
- Improve access to the City and Gateway area from Interstate 5 (I-5) and the San Joaquin Hills Transportation Corridor (SR-73) through improvements to Crown Valley Parkway.
- Promote and support the completion of multi-use trails, sidewalks, and pathways to provide connectivity within the Gateway area and to the City's trail system to maximize non-motorized mobility.
- Maximize the use of transit by residents and workers through the placement and density of land uses, and the creation of safe and attractive pedestrian and bike routes to the Metrolink station.
- Consider breaking-up internal "superblocks" into a smaller grid of streets that promotes pedestrian activity.

Metrolink train

Multi-use trail along Oso Creek (walking, bicycling, and equestrian)

- Limit and phase development based on the ability to maintain an acceptable level of service on Crown Valley Parkway, Forbes Road, Cabot Road, and other roadways within the Gateway area.
- Support opportunities for the improvement to the I-5/Crown Valley Parkway and I-5/Avery Parkway interchanges.
- Support regional efforts to provide alternative access to I-5.

1.2.4 Streetscapes and Parklands


Improvements along San Luis Obispo Creek (downtown)

- Provide for an attractive street scene with enhanced landscaping and pedestrian amenities.
- Develop an areawide greenways network and parklands to unify and provide recreational amenities for residents and workers in the Gateway area.
- Develop the Oso Creek corridor as a linear greenway for pedestrians, bicyclists, and equestrians, with amenities such as a bridge to provide access across Crown Valley Parkway and across the creek, benches and tables, interpretive signage, and native landscape.
- Consider "softening" the Oso Creek flood control channel with native landscapes that enhance its visual character while maintaining its integrity as a flood control facility.
- Promote the development of small, urban-scaled parklands, plazas, and public spaces providing recreational opportunities for residents and workers.
- Promote the joint use of Galivan Basin for active and passive recreational uses during dry seasons, while maintaining its integrity and safety as a major flood control facility and natural habitats.

1.3 SPECIFIC PLAN ORGANIZATION

The Laguna Niguel Gateway Specific Plan is organized in the following Chapters:

- Chapter 1 Introduction
- Chapter 2 Background Information and Key Issues
- Chapter 3 Policies and Development Plans
- Chapter 4 Allowable Uses, Development Standards, and Guidelines

- Chapter 5 Public Realm Improvements
- Chapter 6 Plan Implementation

1.4 LOCATION AND ACCESS

The project site is located within the City of Laguna Niguel in south Orange County, California (Figure 1-1 [Regional Context]) and located approximately 50 miles south of downtown Los Angeles and 65 miles north of downtown San Diego. The 315-acre Specific Plan area is located in the northeastern corner of the City (Figure 1-2 [Location Map]) with direct access available from Interstate 5 (I-5) via Crown Valley Parkway and Avery Parkway. Indirect access is available from the San Joaquin Hills Transportation Corridor (SR-73), a toll road, via an interchange at Greenfield Drive near Crown Valley Parkway. The I-5 forms the eastern boundary and the SR-73 generally forms the western boundary of the Specific Plan area.

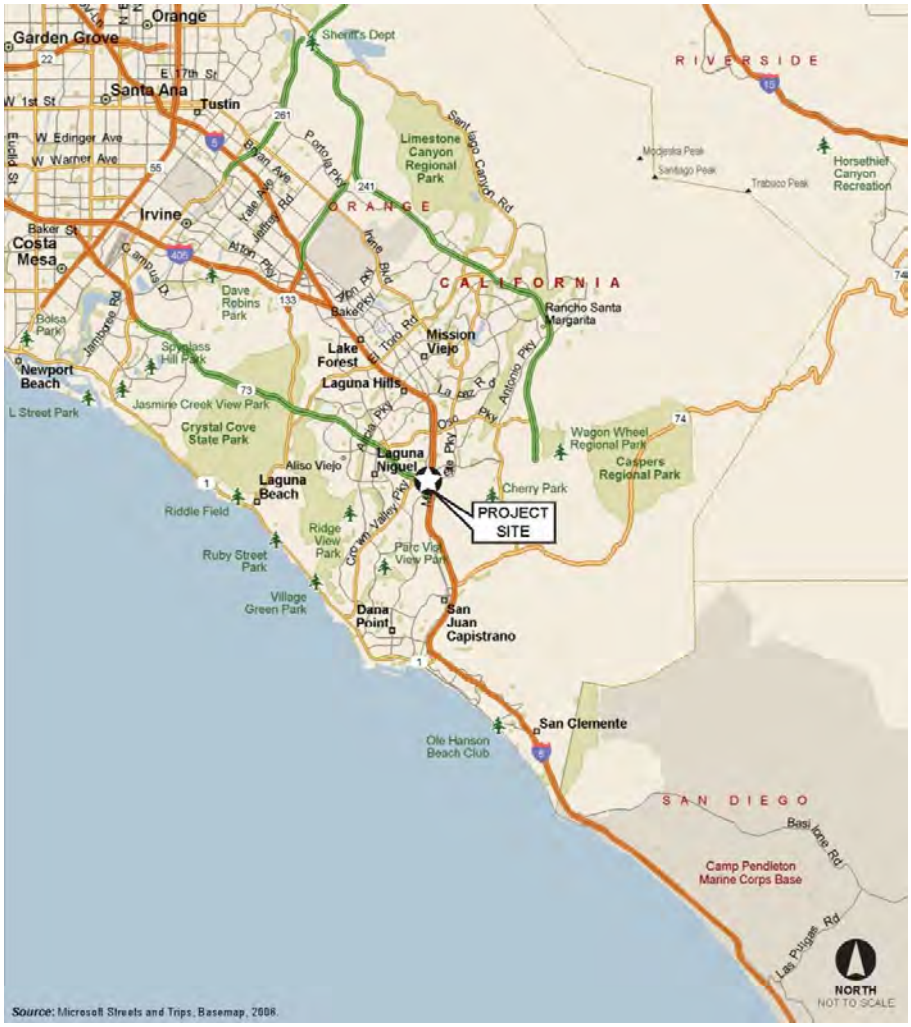


FIGURE 1-1 **Regional Context**

The Laguna Niguel/Mission Viejo Metrolink station, constructed in 2002, provides commuter rail service to the Specific Plan area and surrounding communities. The Metrolink station is located within the Gateway area at the south end of Forbes Road, with additional access from Camino Capistrano.

Local access to the Gateway area is from: Crown Valley Parkway, traversing east/west through the project area at its midpoint; Avery Parkway and Paseo de Colinas at the southern end of the project area where they connect with Camino Capistrano; and Cabot Road, traversing north/south through the western edge of the project area.

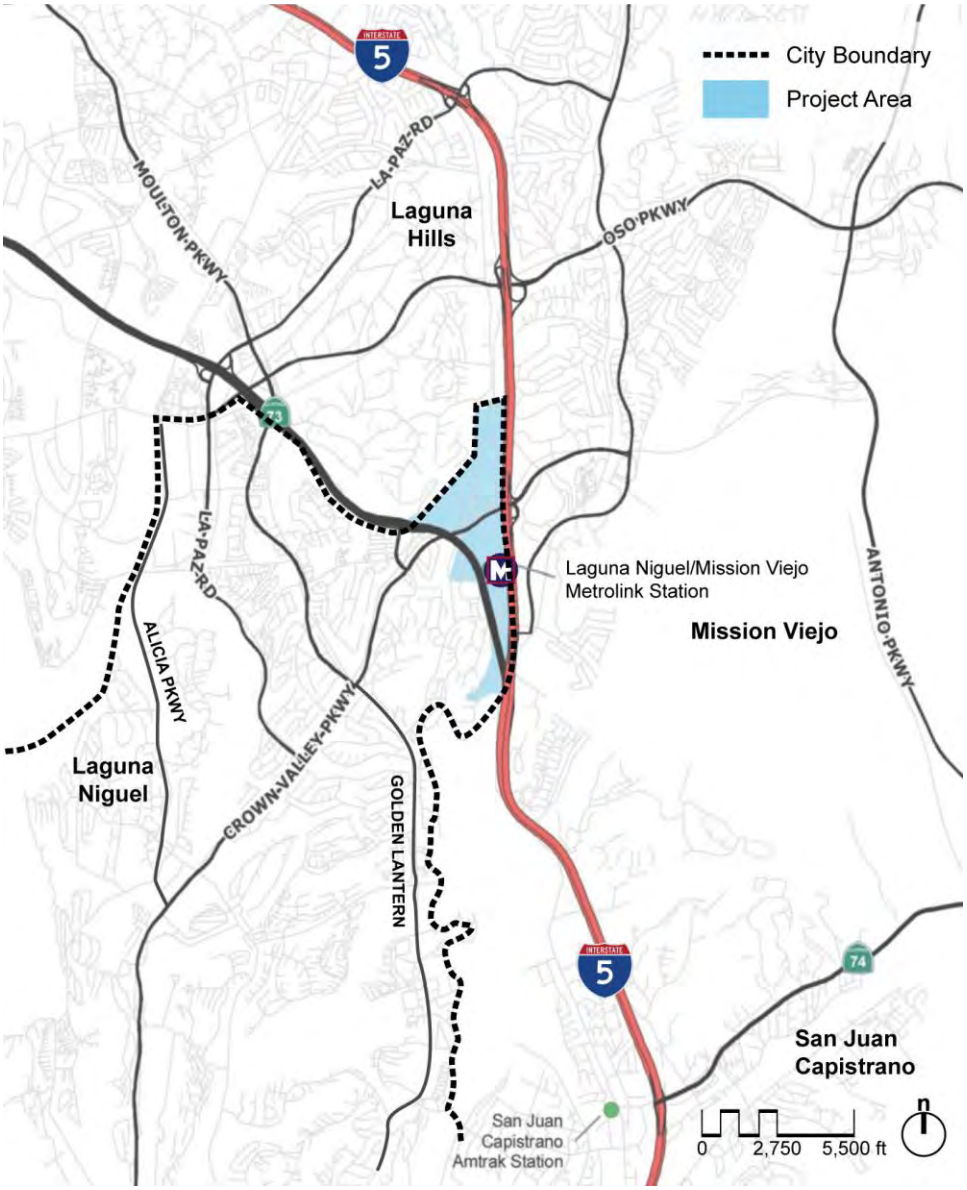


FIGURE 1-2 **Location Map**

1.5 PURPOSE AND AUTHORITY OF THE SPECIFIC PLAN

The Laguna Niguel Gateway Specific Plan provides for the orderly and efficient development and revitalization of the Gateway area consistent with the goals, policies, and implementation programs of the City of Laguna Niguel General Plan. This Specific Plan contains policies, maps, development standards, and design guidelines that apply specifically to properties within the Gateway area that implement and expand the policies for the area established by the City's General Plan. It updates and replaces the Laguna Niguel Gateway Specific Plan adopted by City Council Resolution No. 99-547 on May 18, 1999, and Ordinance No. 99-111 on June 1, 1999.

This Specific Plan has been prepared and established under the authority granted to the City of Laguna Niguel by California Government Code, Title 7, Division 3, Article 8, Sections 65450 et seq. The State of California encourages cities to adopt Specific Plans either by resolution to establish a policy document, or by ordinance to establish a regulatory document. The Laguna Niguel Gateway Specific Plan is intended to be both a policy and regulatory document. The updated Laguna Niguel Gateway Specific Plan is subject to Planning Commission review and City Council adoption by resolution and ordinance.

Chapters 1, 2, 3, 5, and 6 establish policies for the Gateway Specific Plan area and are adopted by Resolution. Chapter 4 establishes regulatory development standards and guidelines and is adopted by Ordinance. All future uses, development plans, subdivisions, and other entitlements for properties located within the boundaries of the Gateway Specific Plan area shall be consistent with the regulations set forth in Chapter 4 of this Specific Plan and, where not addressed herein, with all other applicable regulations of the City of Laguna Niguel Municipal Code. The decision-makers shall consider consistency with the adopted policies, plans, maps and other provisions of Chapters 1, 2, 3, 5, and 6 as part of the qualitative findings necessary to approve future uses, development plans, subdivisions, and other entitlements.

All regulations, conditions, and programs contained herein shall be deemed separate, distinct, and independent provisions of the Laguna Niguel Gateway Specific Plan. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan shall not be affected.

1.6 RELATIONSHIP TO THE LAGUNA NIGUEL GENERAL PLAN

The City of Laguna Niguel General Plan Land Use Element divides the entire City into 14 separate areas called Community Profile Areas. The Laguna Niguel Gateway Specific Plan is included entirely within Community Profile Area 4 and encompasses approximately 315 acres. At present, the profile area contains a mix of office, retail and service commercial, light industrial and auto related sales and service uses. The Laguna Niguel Gateway Specific Plan defines the overall vision, goals, policies, land use regulations, development standards, and design guidelines for the Gateway area. These regulate land use and urban form, mobility (circulation), infrastructure, streetscape, and architectural design. By statute, they must be consistent with the goals, policies, and implementation programs of the City of Laguna Niguel General Plan.

The Laguna Niguel General Plan Land Use Element was amended concurrent with adoption of the updated Gateway Specific Plan to provide such consistency. Particularly, the statistical summaries were revised to reflect the existing and the proposed amount of residential and non-residential land uses, the maximum densities for individual projects, and the land use designations, as identified in Chapter 4 (Allowable Uses, Development Standards, and Guidelines).

Laguna Niguel Gateway today

1.7 RELATIONSHIP TO PREVIOUS PLANS

The genesis of Laguna Niguel was the establishment of the Laguna Niguel Corporation in 1959 by Cabot, Cabot, and Forbes, making it one of the first master-planned communities in California. The firm of Victor Gruen and Associates was retained to develop a detailed community plan for the 7,100-acre area. The I-5 Freeway was also extended through the area in 1959. Land sales started to occur in 1961 in Monarch Bay and Laguna Terrace subdivisions. In 1964 Crown Valley Parkway connected the freeway to the coast. By 1969, construction was underway of the South County Regional Civic Center and a new freeway interchange at Crown Valley Parkway. With improved access to the I-5 Freeway, a variety of commercial and industrial businesses began to locate along Crown Valley Parkway, Camino Capistrano, and Forbes and Cabot Roads, in what is now the Laguna Niguel Gateway Specific Plan area.

On December 1, 1989, the City of Laguna Niguel incorporated and became Orange County's twenty-ninth city. In 1992, Laguna Niguel adopted its first General Plan, which identified the Camino Capistrano/Cabot Road Business Area as one of three "Opportunity

Areas" that can provide economic and development potential for the City. In 1999, the City adopted the Laguna Niguel Gateway Specific Plan with new land use regulations and development standards that set the stage to revitalize the area and create a vibrant urban district comprised of retail, restaurant, entertainment, hotel, office, and transit-oriented uses. One of the major components of the Specific Plan was to encourage new development by allowing increased land use intensities. The Specific Plan also identified significant circulation improvements, landscaping and streetscape enhancements, pedestrian amenities and a unique freeway identification and way-finding system necessary to improve the image of one of the oldest areas of the community and a prominent gateway to the City.

Even after the opening of the Metrolink station within the Specific Plan area in 2002, there had not been any appreciable development activity to create the urban village envisioned by the 1999 Gateway Specific Plan. The City enlisted the Urban Land Institute Orange County District (ULIOC) to bring its expertise in identifying new initiatives that could be brought to bear in stimulating real change in the Gateway area consistent with the City's visions. On May 30 and 31, 2006, the ULIOC conducted a Technical Advisory Panel (TAP) workshop consisting of a team of eighteen professionals in the land use planning industry to study the site and make recommendations to the City on how best to address this objective. The ULIOC TAP consisted of high-level land use professionals with backgrounds and experience in transit-oriented development, mixed-use/multi-use development, multifamily housing, affordable housing, retail/commercial development, urban planning and design, traffic/transportation, redevelopment, real estate law/development agreements, market research and site analysis.

The panelists met with civic leaders, key landowners, and business tenants in the Gateway area. The TAP panel presented their findings and recommendations to the City Council concluding that:

- Housing is the key to unlocking the potential of the Gateway District" and that "initial housing must create a new character and sense of place
- There must be a plan for phasing in residential development fronting along Forbes Road and that it will not happen without improvements of the public realm and infrastructure
- Financing options exist for those improvements and the Specific Plan is the vehicle for structuring the entitlements and requirements

- The Gateway needs a "Champion"—both in the Council and City government and in the private sector, e.g., an enlightened developer, in order to succeed with the vision to revitalize the area

In its follow up to implement the recommendations presented by the TAP, the City Council retained the consulting firm PBS&J and a multi-disciplinary team of urban designers, economists, transportation planners, and engineers to prepare an updated Specific Plan. The consultant team was charged with building upon the City's previous studies for the Gateway area including the goals and objectives identified by the TAP. This Specific Plan is the result of the collaborative planning efforts between the City, the public, land and business owners, and the Consultant team selected for this revision.

1.8 PROCESS FOR PREPARING THE SPECIFIC PLAN

Preparation of the updated Laguna Niguel Gateway Specific Plan and its Environmental Impact Report (EIR) involved a series of technical work tasks that generally included the following:

- **Documentation of Existing Conditions.** Background data describing existing characteristics, planned improvements, and development constraints and opportunities in the Gateway area was assembled and considered.
- **Issues and Possible Futures.** Opportunities were presented in a study session with the City Council and workshop with Gateway area landowners and development community representatives to identify critical and essential elements for a successful mixed-use community, including the review of exemplary transit-oriented development projects that have been constructed in various California communities.
- **Visioning.** A shared vision for the Gateway area and the guiding development principles to achieve this vision were developed in consideration of input from the City Council, landowners, and developers.
- **Understanding the Market for Development.** Market analyses and potential demands for housing, retail, office, and hotel uses in the Gateway area were developed and reviewed with the City Council. These examined and differentiated near- and long-term opportunities.
- **Development of Land Use, Urban Design, and Mobility Alternatives.** Alternative land use and urban form concepts and

plans were developed for the Gateway area based on the Vision and market analyses. Three benchmark land use alternatives were differentiated by their mix of uses, development densities, and buildout capacities. These presented a range of possible changes for the Gateway, from minimum to maximum levels of change.

- **Evaluation of Land Use Alternatives.** Alternative land use scenarios were evaluated according to their comparative impacts on the circulation network using the City's Traffic Model. Alternative physical and operational improvements to reduce impacts were developed and tested for their costs and feasibility for implementation.
- **Selection of a Preferred Land Use and Mobility Scenario.** The land use alternatives and related Gateway area improvements were discussed at public workshops with Gateway area land and business owners, and development community representatives. Comments from the workshops were presented to the City Council for selection of a preferred plan.
- **Plan Development.** Plans for land use and urban form, streetscapes and open spaces, mobility, infrastructure, and Oso Creek and applicable development standards and design guidelines were prepared for the selected development scenario. An implementation plan was developed describing the actions that carry out the plans, their priorities, responsible City and outside agencies, and anticipated time frames. These plans were incorporated into the Draft Laguna Niguel Gateway Specific Plan.
- **Environmental Review.** A Draft Environmental Impact Report (EIR) was prepared for the Draft Laguna Niguel Gateway Specific Plan assessing the impacts of the updated Specific Plan in accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA).
- **Plan Adoption.** The Draft Laguna Niguel Gateway Specific Plan and Draft EIR were presented to the Planning Commission, who conducted public hearings and made its recommendations to the City Council. Public hearings were also conducted by the City Council, who deliberated in consideration of public testimony and the Planning Commission's recommendations, and ultimately certified the Final EIR for its adequacy and adopted the Laguna Niguel Gateway Specific Plan by resolution and ordinance.

1.9 ENVIRONMENTAL REVIEW

A Draft Environmental Impact Report (DEIR) was prepared in accordance with the provisions of California Environmental Quality Act (SCH No. 1998111080) to address the potential environmental effects of the Laguna Niguel Gateway Specific Plan and identify those measures that would mitigate any potential impacts resulting from project implementation to a less-than-significant level. Most of the mitigation measures identified have been incorporated into this Specific Plan as policies, so that it is largely self-mitigating.

CHAPTER 2 Background Information and Key Issues

2.1 SITE CHARACTERISTICS

The Specific Plan area includes over 315 acres, is almost 2 miles long, and varies from 0.1 to 0.6 mile at its widest point at Crown Valley Parkway. It is characterized by a series of roadways, railway, utilities, and drainage facilities that substantially affect the cohesion of the area. The Gateway area is physically separated from the rest of the City by the SR-73 toll road, which serves as the westerly boundary of the area. The roadways are not fully connected which limits access to, and circulation within, the Gateway area. The area includes diverse topography, including slopes associated with the Oso Creek drainage channel that traverses the area in a north/south direction along the westerly side of Forbes Road. The flood control channel provides a significant open space amenity within the project area.

2.2 EXISTING LAND USES

The Gateway area is predominately developed with a variety of commercial service, light industrial, auto sales and services, retail, and office uses. A majority of the existing commercial and industrial buildings within the Specific Plan area predate City incorporation and were constructed in the late 1970s and early 1980s and are clustered primarily along the north/south roadways including Camino Capistrano, Cabot Road, and Forbes Road. Most of the industrial and service commercial uses are characterized by low-rise, one-story buildings and/or multi-tenant structures such as the business park on Forbes Road north of Crown Valley Parkway. There is the six-story Crown Cabot Financial office building on Cabot Road and a large retail/warehouse (Costco) on Crown Valley Parkway. Auto dealerships are located on Camino Capistrano and Star Drive. Vacant properties within the area are generally located along Cabot Road.

Some of the major existing businesses in the Specific Plan area include: Mercedes-Benz of Laguna Niguel and Allen Cadillac/GMC/Hyundai car dealerships; Costco Wholesale Warehouse; The Crown Cabot Financial office building; Sepulveda Building Materials; and the Three Flags Center, a mixture of industrial uses, professional offices, and community commercial uses. There are currently no residential uses located within the

Gateway area. Figure 2-1 (Existing Land Uses) depicts the existing land uses within the Specific Plan area.

2.3 PREVIOUS GENERAL PLAN LAND USE DESIGNATIONS

The Laguna Niguel General Plan Land Use Map was previously amended to provide consistency with the 1999 Laguna Niguel Gateway Specific Plan. As part of that process, properties within the Specific Plan area were designated with the following Land Use designations:

- Community Commercial
- Industrial/Business Park; Professional Office; Community Commercial
- Community Commercial; Professional Office
- Public/Institutional; Professional Office
- Open Space

The General Plan Land Use Element was also amended at that time to provide for increased densities, up to a Floor Area Ratio of 1.0 in some cases, based upon certain lot sizes, as an incentive to implement the Specific Plan. In addition, the statistical summaries for the Community Profile Areas, which establish the buildout capacities for the City, were amended to reflect the anticipated new development identified in the Specific Plan. The Gateway Specific Plan previously included a portion of Community Profile 3 and all of Community Profile Area 4 and allowed up to 3,777,000 square feet of non-residential development.

2.4 ZONING

The Zoning designation for the entire Specific Plan area is "S—Laguna Niguel Gateway Specific Plan." The 1999 Laguna Niguel Gateway Specific Plan created six land use designations and one overlay designation applicable to properties within the Specific Plan area, which included:

- Automotive Commercial (CA): This Zone accommodated new and used automobile sales and other uses generally related to the rental, repair, storage and operation of automobiles and other vehicles.
- Hospitality Commercial (CH): This Zone provided for restaurants, hotels, motels, service stations and other uses intended to serve the motoring public.

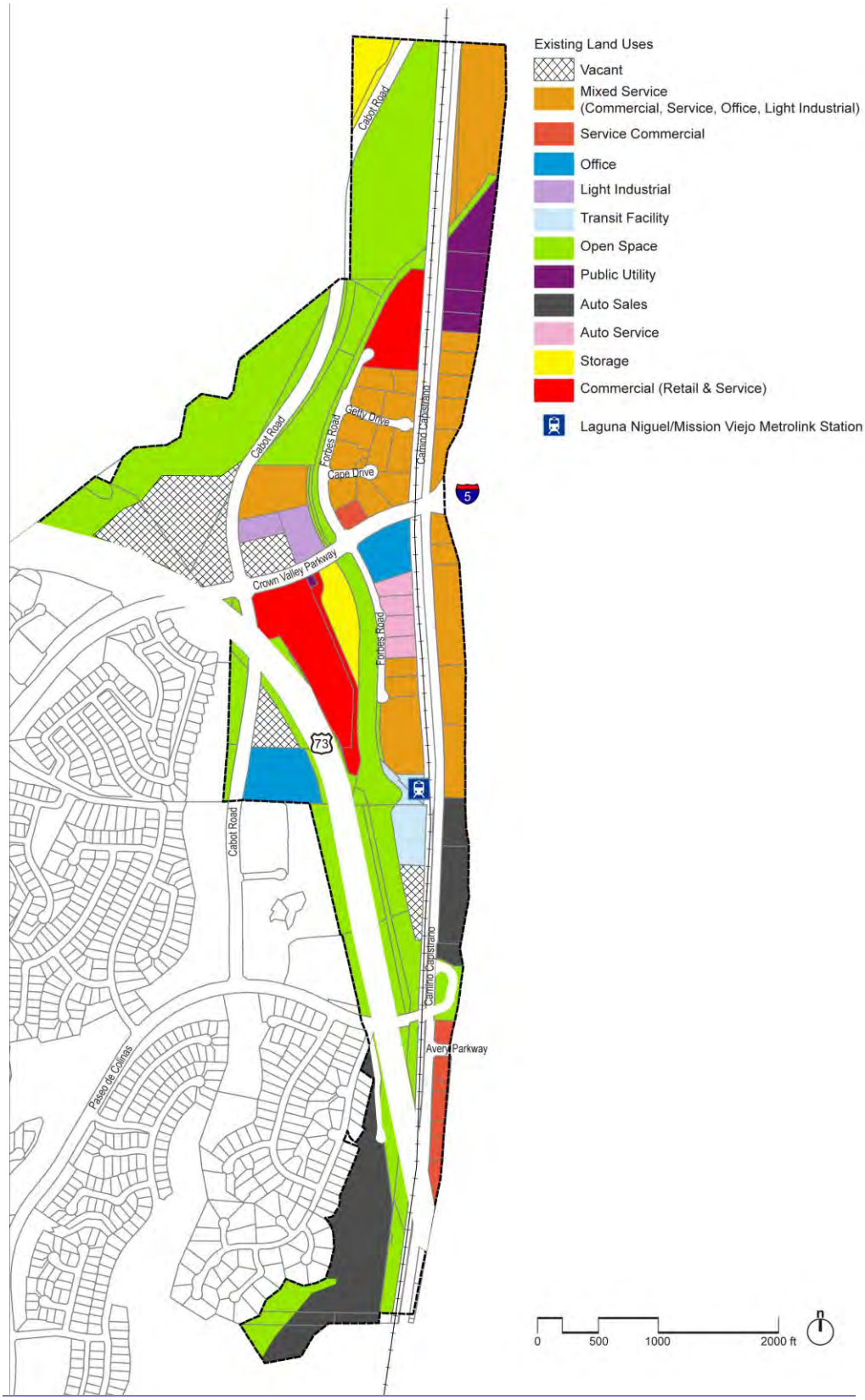


FIGURE 2-1 **Existing Land Uses**

- **Commercial/Light Industrial (C/LI):** This Zone provided for a wide variety of retail, general/highway commercial services, light industrial, manufacturing, and warehousing uses.
- **Mixed Use (MU):** This Zone provided for a cohesive mix of various retail, entertainment, commercial services, hotels, and office uses and would accommodate the most intense land uses within the Specific Plan area.
- **Public/Institutional (PI):** This Zone provided for public and quasi-public utility uses, such as the existing San Diego Gas & Electric substation facility on Camino Capistrano.
- **Open Space (OS):** This Zone provided for areas and slopes that were to remain undeveloped, trails, the Oso Creek drainage channel, the Galivan detention basin, freeway overpasses, and utility lines.
- **Transit Overlay (T):** This Zone provided an additional overlay zone to properties that were designated Mixed Use to accommodate transit-oriented uses related to the Metrolink station, including other public transit and parking facilities.

2.5 INFRASTRUCTURE AND UTILITIES

The major existing infrastructure and utilities in the Laguna Niguel Gateway Specific Plan area include facilities related to roadways, water, wastewater management, electricity, natural gas, storm drainage, and solid waste management.

2.5.1 Roadways


Cabot Road

The Specific Plan area is bounded on its eastern edge by I-5, while the San Joaquin Hills Transportation Corridor (SR-73) crosses the site diagonally in a northwest-southeast swath. Regional access to the area is available directly from I-5 at Crown Valley Parkway and Avery Parkway. Indirect access to the Specific Plan area from the San Joaquin Hills Transportation corridor is available via Greenfield Drive to Crown Valley Parkway. Direct local access to the site is available from both Crown Valley Parkway and Avery Parkway, as well as from Paseo de Colinas, Cabot Road, and Camino Capistrano.

2.5.2 Water

Moulton Niguel Water District (MNWD) provides water service in the Specific Plan area. The major sources of water within the Specific Plan area are imported and reclaimed water. Imported water comes

from the State Water Project (the California Aqueduct) and supplied to MNWD by the Metropolitan Water District of Southern California (MWDSC).

Water transmission lines exist in Cabot Road, Crown Valley Parkway, Forbes Road, and Camino Capistrano. The area is also serviced by the City's reclaimed water distribution system, with lines running along Cabot Road, Paseo Del Colinas, and southward along the Oso Creek drainage channel.

2.5.3 Wastewater Management

MNWD owns and operates the sewer collection system within the Specific Plan area. Sewer lines exist throughout the area, and pump stations exist on the south side of Crown Valley Parkway, adjacent to Costco Wholesale, and on the west side of Oso Creek, adjacent to Mercedes-Benz of Laguna Niguel.

2.5.4 Energy

Electrical service is provided to the City of Laguna Niguel through two carriers: San Diego Gas & Electric (SDG&E), and Southern California Edison. Service to the Specific Plan area is provided by SDG&E through a main transmission line which runs northward from San Juan Capistrano along the west side of Camino Capistrano, to the Trabuco Substation located on the east side of Camino Capistrano, north of Crown Valley Parkway. From there, utilities are distributed throughout the Specific Plan area. Although the main transmission lines on Camino Capistrano and on Crown Valley Parkway are overhead, the lines providing individual service to the properties within the Specific Plan are generally underground.

The Southern California Gas Company provides natural gas service to the properties within the Specific Plan area.

2.5.5 Storm Drainage

The Specific Plan area is located within the San Juan Creek Watershed and drains into the Oso Creek, which runs north to south through the area. Portions of the Specific Plan area are within FEMA Flood Zone Designation Zone X. These areas have been identified in the community flood insurance study as areas of moderate or minimal hazard from the principal source of flood in the area. However, buildings in these zones could be flooded by severe, concentrated rainfall coupled with inadequate local drainage systems (FEMA). The Oso Creek drainage channel parallels Forbes

Oso Creek drainage channel

Road and crosses underneath Crown Valley Parkway. It is designed to accommodate flooding associated with the 100-year storm. The Oso Creek drainage channel is owned and maintained by Orange County Flood Control District (OCFCD). The Galivan Basin which is a part of the Oso Creek is located in the northern portion of the Specific Plan area, between Cabot Road and Camino Capistrano. It is a retarding basin that has been designed to adequately handle overflow from Oso Creek. The Specific Plan area is within the jurisdiction of the municipal National Pollutant Discharge Elimination System (NPDES) stormwater permittees within the San Diego Region.

2.5.6 Solid Waste

Waste generated within the Specific Plan area is collected by CR&R, a company that contracts with the City of Laguna Niguel to service all residential, commercial, and industrial areas of the City. An automated refuse collection and recycling program was implemented in early 1993 and is currently achieving waste disposal diversion of 72 percent. Solid waste is transported to the Prima Deshecha Landfill in San Juan Capistrano that is operated by the Orange County Integrated Waste Management Department (OCIWMD). This landfill is anticipated to reach its capacity by the year 2067.

2.6 DEVELOPMENT ISSUES

The Specific Plan area has a long, linear configuration that poses several potential obstacles to new development including access to the area. The area is fragmented by the bisecting freeways, disconnected arterial streets; the Oso Creek flood control channel, a major electrical transmission corridor, and the rail line. Other factors affecting development in the area include the lack of a cohesive development pattern and identity for the areas as well as physical constraints related to parcel sizes and configuration, as further discussed below. Each of these factors is a constraint in and of itself, and the combination of these factors in the Specific Plan area require innovative approaches and features to minimize the effect of the fragmentation and enhance connectivity.

- **Physical fragmentation.** The area is split into three separate north/south corridors (Camino Capistrano, Forbes Road, and Cabot Road) with limited access between each corridor. These corridors are separated by the railroad tracks, Oso Creek drainage channel, and topographical change.

- **Accessibility and Wayfinding.** Access to the Gateway area and to all properties is limited by the lack of connectivity between the major streets that serve the area. Crown Valley Parkway is the primary access to the area, but it does not provide direct access to all properties in the area. Secondary access is provided by Avery Parkway, which also does not provide direct access to all properties in the Specific Plan area. Minor roadways such as Cabot Road and Paseo de Colinas provide secondary access to the area, but also do not provide direct access to all properties in the area. These accessibility issues are compounded by the lack of directional signage to facilitate wayfinding within the Specific Plan area.
- **Traffic volumes.** Existing traffic volumes contribute to congestion on Crown Valley Parkway and act as a barrier that limits the connection between the properties north and south of this corridor.
- **Auto-dominant land use and development pattern.** Land uses in the Specific Plan area are predominantly auto-oriented, with little to no accommodation or amenities for pedestrians or cyclists.
- **Fragmented Land Ownership.** Land ownership is highly fragmented, with small parcel sizes, often held by trusts. This factor, combined with strong rental income from existing uses, makes it difficult for developers to assemble suitable sites for new uses.
- **Lot sizes and configuration.** Numerous lots within the Specific Plan area are too narrow and/or shallow to adequately accommodate identified market capture opportunities for new development, particularly with larger retail, office, or business park uses. Because many of the lots along Forbes Road are small and/or shallow in dept, the Specific Plan encourages lot consolidation, and provides incentives for doing so, to support larger buildings and more intensive land uses such as residential mixed-use developments, and retail/entertainment centers.
- **Lack of economic investment.** The Specific Plan area has not achieved the development scale and uses envisioned by the 1999 Specific Plan. Floor Area Ratios up to 1.0 and buildings heights up to 80 feet were permitted in that Specific Plan, but the majority of existing development ranges between one and two stories. There is a decrease in building quality along Camino Capistrano, as the distance from Avery Parkway increases, due in part to lack of visibility and access which affects economic vitality.

Also, there is a lack of tools/incentives to encourage revitalization of existing land uses which are viable, but not thriving.

- **Lack of design character and quality.** Currently there are few building types within the Specific Plan area that would qualify as having a unified architectural style or thematic design that relates to the site and area characteristics. Most of the buildings that existed when the 1999 Specific Plan was adopted still exist today, and are generally characterized as concrete tilt-up and stucco-clad buildings with few decorative façade treatments.
- **Lack of "image" or "iconic" element.** The Specific Plan area lacks an identifiable image or unique iconic element such as could be achieved with a pedestrian bridge over Crown Valley Parkway, visually and physically connecting north and south Forbes Road.
- **Lack of a unifying landscape treatment.** The Specific Plan area lacks unified landscaping treatments at the following locations:
  - Along Crown Valley Parkway
  - At the Crown Valley Parkway/I-5 intersection
  - Crown Valley Parkway/Cabot Road intersection
  - Crown Valley Parkway/Forbes Road intersection
  - Along Camino Capistrano
- **Lack of Useable Open Space.** The Specific Plan area lacks usable open space for recreational purposes. Such amenities are critical to attract users for leisure activities and to act as a community gathering space.

CHAPTER 3 Policies and Development Plans

3.1 PURPOSE

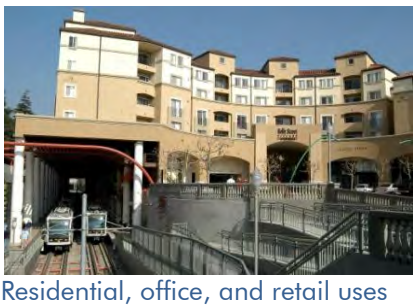
As identified in Chapter 1 (Introduction), the vision for the Gateway area is to create an attractive and desirable transit- and pedestrian-oriented urban village where people live, work, shop, are entertained, and recreate. This chapter of the Specific Plan establishes the overall policies, describes the various districts, and illustrates in the form of plans, maps, and drawings, the concepts that will be used to realize the vision. The policies, districts and concept plans respond to the market opportunities described in Chapter 2 (Background Information and Key Issues), and reflect the comments and suggestions made by the public, land and business owners, development community representatives, Planning Commission and City Council during preparation of the Specific Plan. This chapter describes the:

- Over-arching policies that will shape new development and public improvements within the Specific Plan area
- Various districts as to their intended land uses, intensity and character of development, and composition and form
- Critical components of the plan related to land use, circulation and mobility, open spaces and streetscape, and infrastructure

It is this chapter that sets the framework for the regulations and design guidelines described in Chapter 4 (Allowable Uses, Development Standards, and Guidelines).

3.2 GATEWAY POLICIES

The policies in this section of the Specific Plan provide guidance for new development and mobility and public improvements within the Gateway area. These policies apply globally throughout the area and supplement the goals and policies of the adopted City of Laguna Niguel General Plan. Development proposals must be found to be consistent with the policies of both the General Plan and this Specific Plan.



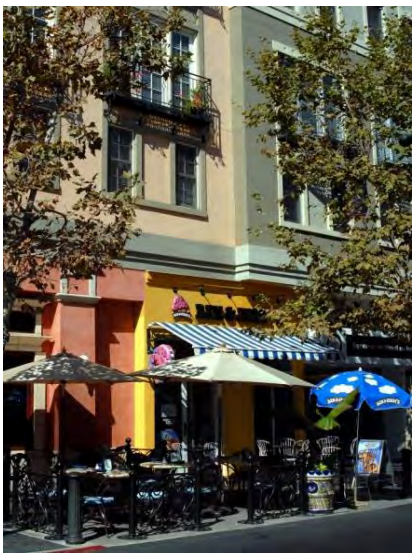
Residential, office, and retail uses integrated in mixed-use building adjoining and above rail station (Pasadena Holly Street Station)

3.2.1 **Transit-Oriented Development.** Accommodate the development of a mix and density of land uses that benefit from the presence and support of transit use in the Gateway area.


Multi-family housing (80 units/acre)


Offices oriented to the street


Community center integrated into mixed-use village


Illustrates urban form characteristics: buildings located along sidewalks, attractive streetscapes, modulated building elevations, and parking located behind or below buildings

3.2.2 **Land Use Mix and Balance.** Promote the development of a diverse mix of uses within distinct neighborhoods and districts containing housing, general and medical offices, retail commercial, dining and entertainment, community services, and amenity uses supporting residents, workers, and transit riders.

3.2.3 **Housing.** Provide for increased densities to encourage the development of housing that accommodates a variety of persons and households who choose to live in an active, urban environment.

3.2.4 **Office Development.** Promote the development of general and medical offices contributing to the economic health of Laguna Niguel, while providing quality employment opportunities for residents in the City, adjoining communities, and those in the region that are accessible by transit.

3.2.5 **Retail Commercial.** Promote the development of retail and service commercial uses that enable the residents and workers of the area to meet their basic needs locally without travelling to other areas, while contributing revenues for City services.

3.2.6 **Community-Supporting Uses.** Continue to provide for light manufacturing, business park, automobile sales, and comparable uses needed to serve Laguna Niguel, provided that they are located and designed to be compatible with and not diminish the intended urban and pedestrian character of the Gateway area.

3.2.7 **Emerging and Evolving Market Demands.** Allow for flexibility in the mix of land uses to be accommodated in the Gateway area to respond to economic markets for retail, office, and housing uses as they evolve and newly emerge during the lifetime of the Specific Plan.

3.2.8 **Parcel Assembly.** Provide for increased densities for the assembly of adjoining parcels as incentives for the development of larger scale, cohesive mixed-use development projects.

3.2.9 **Development Density.** Promote development that creates a high-density urban community, concentrating residents and jobs in proximity to the Metrolink station.

3.2.10 **Urban Framework.** Develop a network of greenways, streetscapes, and public places that serve as the organizing

framework for land use development and provide connectivity, activity, and walkability throughout the Gateway area.

3.2.11 **Sustainable Development.** Encourage developers to employ best practices for architectural design, land development, and infrastructure improvements that reduce consumption of nonrenewable resources such as energy and water, toxic wastes and pollutants, greenhouse gas emissions, and "heat islands."

3.2.12 **Natural Setting.** Protect the integrity and health of the Gateway's natural resources including its undeveloped hillsides, riparian corridors, and important plant and animal habitats.

3.2.13 **Interstate 5 Interchanges.** Work with the California Department of Transportation (Caltrans) and Orange County Transportation Authority (OCTA) to promote the preparation of a master plan and funding for improvement of the Crown Valley Parkway/I-5 and Avery Parkway/I-5 interchanges to reduce traffic congestion and improve levels of service.

3.2.14 **Interstate 5 Expansion.** Support Caltrans and OCTA in finding financial assistance for and the expeditious construction of additional permanent lanes in each direction of I-5 adjacent to the City and for other local freeway improvements, and promote and support interim freeway improvements and management to alleviate congestion.

3.2.15 **Comprehensive, Integrated, Multi-Modal Mobility System.** Establish and maintain a diverse, integrated, multimodal transportation system that provides mobility options for the community, including adequate roads, transit service, bike paths, pedestrian walkways, and commuter rail service that supports the Land Use Plan. Create an interconnected transportation system that encourages a shift in travel from private passenger vehicles to public transit, ride sharing, car-sharing, bicycling, and walking to reduce vehicle miles traveled, disperse peak traffic, and better utilize the existing transportation infrastructure.

3.2.16 **Street Improvements.** As part of project approvals and construction, the property owner or developer shall dedicate and construct street and parkway improvements within and adjacent to the property and be responsible for identified off-site improvements required for the project. Said

improvements will be in accordance with standards set forth in the Plan and or as otherwise regulated in the City. Where appropriate, variations from the standards may be approved by the City, particularly to accommodate adequate separation of motorized and non-motorized modes of travel.

3.2.17 **Development Phasing.** Development shall be phased with construction of circulation improvements to maintain optimum levels of traffic movement.

3.2.18 **LOS Thresholds.** Make all feasible transportation improvements in order to meet a threshold standard LOS D, in accordance with the City's General Plan.

3.2.19 **Expanded Transit Service.** Support the efforts of OCTA to expand commuter rail and bus service to Laguna Niguel, especially the Laguna Niguel/Mission Viejo Metrolink station.

3.2.20 **Bikeway Facilities.** Incorporate bikeway and bicycle facilities in the design plans for new streets and highways and in plans for improving existing roads.

3.2.21 **Pedestrian Network—Connections.** Provide a continuous pedestrian and bicycle network that connects community facilities and other public and private buildings to each other, to the street, and to transit facilities, making walking a convenient and safe way to travel.

3.2.22 **Trail System.** Support and coordinate the development, expansion, and maintenance of the Oso Creek and Crown Valley Parkway Trails in conjunction with the City's General Plan and Trails Master Plan, the County of Orange Master Plan of Countywide Bikeways and the trail plans of neighboring jurisdictions.

Pedestrian greenways and open space network

3.3 DISTRICT PLAN AND POLICIES

The District Plan establishes a series of distinct residential, employment, commercial, mixed-use, and transit-oriented Districts interconnected and unified by a network of public realm improvements. The District Plan is defined by two figures:

(a) A conceptual diagram illustrating the unifying network of roadways and streetscape improvements and the relationships among component Districts (Figure 3-1 [Land Use Concept Plan]), and

FIGURE 3-1 **Land Use Concept Plan**

(b) A regulating diagram that divides the Gateway into distinct Districts for which permitted uses and development standards are prescribed by Chapter 4 (Allowable Uses, Development Standards, and Guidelines) (Figure 3-2 [Planning Districts]).

Each of the Districts is defined by roadway or other identifiable features. Their boundaries are consistent with the General Plan Community Profile statistical summaries and Traffic Analysis Zones (TAZs) to enable effective administration and monitoring of new development as it occurs.

Pedestrian greenways and open space network (San Jose)

The key element unifying and interconnecting the Districts is an areawide pedestrian pathway and greenways network, as described in Section 3.6 (Open Space and Streetscape Improvement Plan) of this Plan. The principal spine of the network will occur as improvements are made along Oso Creek that will be connected with landscaped pedestrian sidewalks and pathways extending into each District. Residential neighborhoods and office and mixed-use districts will orient their buildings and be designed to capitalize on these amenities. These improvements will contribute to a unique identity for the Gateway and enhance its economic value for development.

Two distinct areas form the "heart" of the Gateway community and offer the best opportunity for high-density mixed-use development in a walkable, pedestrian-oriented environment. These two areas are referred to as the "Mixed Use Village," located on Forbes Road north of Crown Valley Parkway, and the "Transit-Oriented Mixed-Use Corridor," located on Forbes Road south of the Crown Valley Parkway. Both of these areas are envisioned to transition and become a desirable and attractive mixed-use "village" containing a mix of multi-family residential, office, and commercial uses. Buildings would be located directly along, and oriented towards the street frontage to foster pedestrian activity along the sidewalks, Oso Creek pedestrian greenway, and internal streets.

The following describes policies for the development and character of each of the Districts. The letter listed for each District corresponds to those depicted on Figure 3-2.

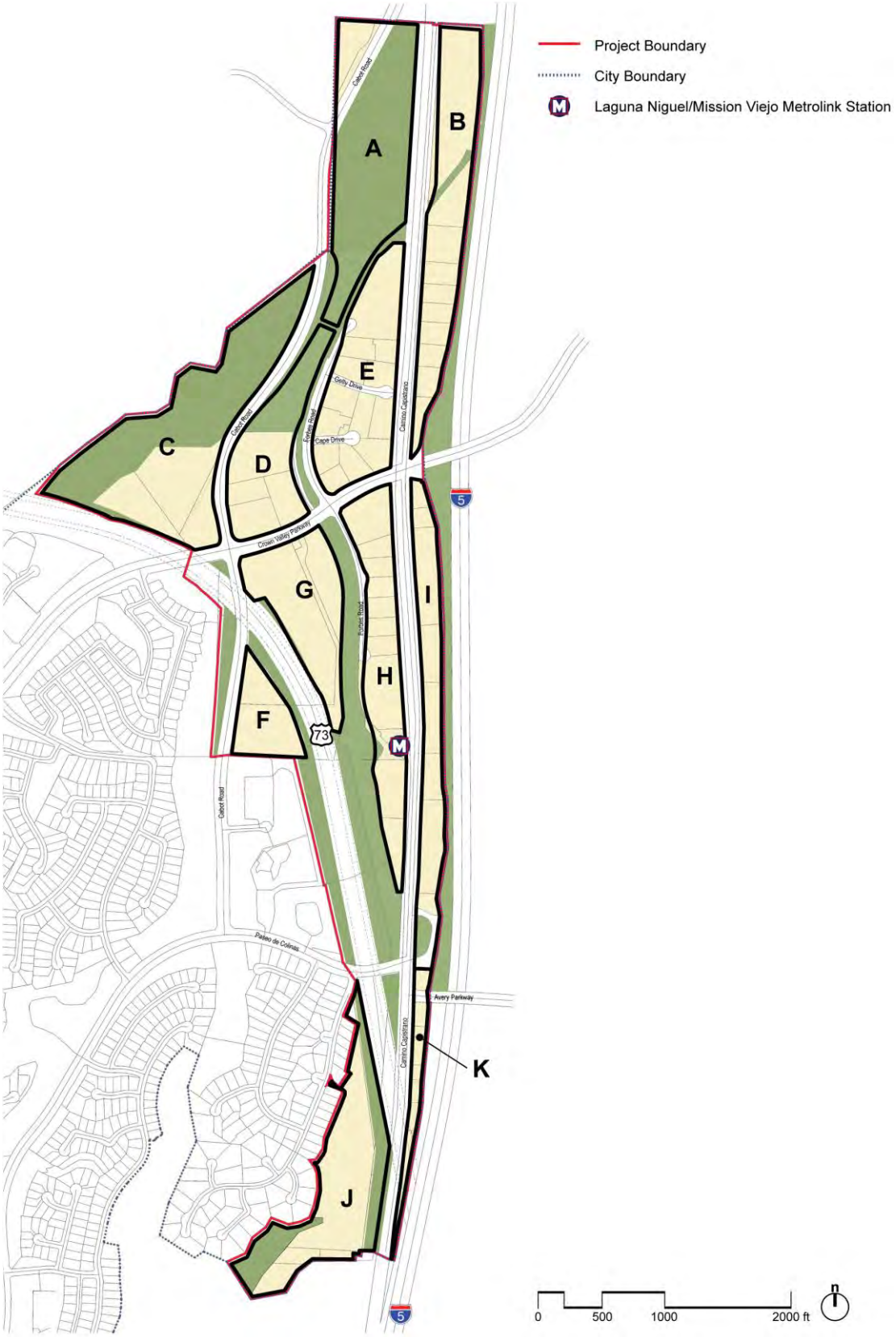


FIGURE 3-2 **Planning Districts**

Joint use of storm detention facility (Sacramento, CA)

A Galivan Basin. This District includes open space and business park land uses. The open space area serves as a flood control detention basin for Oso Creek. There may be opportunities for future passive and active recreation uses within the basin, including a trail connection from Oso Creek to Cabot Road in the City of Laguna Hills to the north. Improvements in the Basin would need to be coordinated with the Orange County Flood Control District (OCFCD) and located and designed to assure its integrity for flood water management and detention. The northwest corner of the District includes an existing self-storage facility.

B Camino Capistrano Business Park. Properties located within the Camino Capistrano Business Park District are situated on the east side of Camino Capistrano, north of Crown Valley Parkway. This District is intended to contain a mix of light industrial, business park, office, commercial and auto service and related uses. The Plan accommodates the continued use of these properties for such purposes. The area is predominately developed with these types of uses, and modest development potential is provided to accommodate the physical revitalization of the properties and businesses to achieve the design objectives of the Specific Plan.

Office building

Mixed-use building

C Hillside Office-Residential. Properties northwest of the Crown Valley Parkway and Cabot Road intersection are characterized by diverse topography and steep slopes. The Plan provides for the development of professional and medical offices and multi-family residential housing on approximately seven acres of the site. A hotel may be located within this District. These may be developed as separate uses and projects or integrated into a horizontally mixed-use development. The remainder of the District is designated for and shall be maintained as open space.

The sizes of the District's parcels facilitate development of office and residential development at the highest permitted densities. Buildings should be located and designed in consideration of the District's topography and, as such, may be independent of one another and do not need to address the street frontage as required for development in other Districts. Pedestrian paths are required to be developed linking the sites to the multi-use trail along Crown Valley Road.

D Cabot Office-Residential. This District is intended for multi-family residential housing and professional and medical offices providing new employment opportunities for residents in Laguna Niguel and southern Orange County region. Offices are

particularly appropriate for development in a mixed-use environment as envisioned for the Gateway, where local residents can travel to their jobs by walking or bicycle and residents from surrounding communities can access by transit. Permitted development intensities are scaled according to parcel size, with the highest densities allocated to largest parcels as an incentive for their aggregation. These range from a Floor Area Ratio (FAR) of 0.5 to a maximum of 1.0. A hotel may also be located within this District.

Office development clustered around common open spaces and sidewalks

As in the Hillside Office-Residential District, buildings on individual parcels do not need to address the street frontage as required for development in other Districts, with setbacks determined by specific site topography and conditions. Pedestrian paths are required to be developed linking them with the multi-use trail along Crown Valley Road and those abutting Oso Creek are required to provide a pedestrian connection to the Creek's pedestrian greenway.

E Mixed-Use Village. The Mixed-Use Village encompasses approximately 17.5 acres on Forbes Road, north of the Crown Valley Parkway. The depth and configuration of its parcels, coupled with the comparative low-intensity of existing development, affords a prime opportunity for revitalization and intensification. The existing cul-de-sacs, length of block frontages, and parcel sizes provide a scale particularly suited to transition into a cohesive and walkable neighborhood with mixed-use and multi-family residential projects.

Typical "urban village": Mixed-use buildings located on street frontage, attractive streetscapes, and integration of parks and community centers

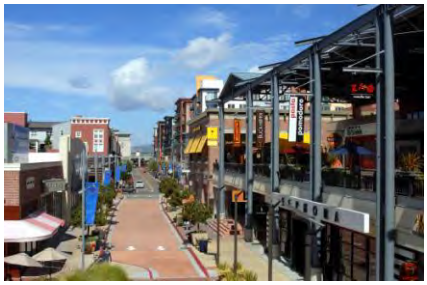
This District is intended to be a vibrant "village" where residents live, work, shop, dine, are entertained, and enjoy walking along neighborhood streets and pedestrian trails. Pedestrian-oriented commercial uses are envisioned on parcels fronting Forbes Road extending from Crown Valley Parkway to Getty Drive to enliven street activity and visually and physically encompass the multi-purpose trail and improvements along Oso Creek. These may be developed exclusively on the properties, or in mixed-use buildings with housing on the upper floors. The parcel at the Crown Valley-Forbes Road intersection would be limited to retail commercial uses as an opportunity for the development of an iconic structure and use that signals the "entry" to the Village. Remaining properties within the Village may be developed for retail, office, multi-family (townhome, apartment, or condominium), mixed-use buildings with housing above ground floor retail or office uses, or hotels. Community facilities such as

meeting rooms and day-care facilities may be integrated with these uses.

In recognition of the objective of creating a village that is urban in character, this area is designated for the highest densities permitted in the Gateway area. Density incentives are provided for the assembly of parcels for larger, cohesive projects and contribution of "community benefits" such as affordable housing, incorporation of community service facilities, and funding of non-project-related open space amenities. Minimum densities are also prescribed to assure that development reflects the intended high-density urban character for the Gateway area.

Buildings are envisioned to be constructed to the street-facing property lines to establish a common building wall with ground floor elevations designed to foster pedestrian activity. Restaurants and other outdoor retail uses may be located along the sidewalk frontages. Buildings will be oriented to Oso Creek and the pedestrian greenway, with the sidewalks and public spaces creating an outdoor living environment for residents, workers, customers, and transit-riders. Parking will be located to the rear of buildings or in structures not visible from the street.

F South Cabot. This District includes office and multi-family residential development and is located on Cabot Road, south of the SR-73. The District is isolated from the other Districts by Cabot Road and the SR-73. The area is currently developed with a six-story professional office building that provides a variety of employment opportunities to support the Gateway area and City. The remaining property can accommodate high-density multi-family residential uses. These properties begin to support the critical mass of development needed to encourage future development in the other Districts.



Retail and residential infill in commercial center (Emeryville, CA).

G Crown Valley Retail Commercial-Residential. Properties on the south side of the Crown Valley Parkway, between Cabot and Forbes Roads are intended for region-serving commercial and multi-family residential. Additional retail and/or mixed-use residential/ retail/office development may be in-filled on the Costco parking lots, provided that code-required parking spaces are satisfied. Additional retail and/or mixed-use residential/retail/office may be located adjacent to Oso Creek.

Permitted development intensities are typical of those for sites developed for regional-serving large format retail establishments, as Costco, with modest intensification for one- or two-story smaller-scale retail buildings. Densities for multi-family

residential uses are somewhat less than the maximums prescribed for the "Village" and "Transit-Oriented Corridor" in consideration of the configuration and limited access to this site.

New retail development would be oriented to sidewalks and public spaces and be designed to enhance pedestrian activity, in contrast with the existing "big box" warehouse type structures. Their ground floor elevations should be visually transparent and restaurants and other appropriate uses located on sidewalks along their frontage. A pedestrian walkway should be developed connecting the sites and bridge Oso Creek, providing access to the Transit-Oriented Mixed-Use Corridor.

H Transit-Oriented Mixed-Use Corridor. The area extending along Forbes Road south of Crown Valley Parkway is physically suitable for development as a single-loaded corridor with high density development located on its east side. Oso Creek precludes development to the west. Like the "Village," the Plan allocates the highest density of development in the Gateway area to take advantage of its proximity to the Metrolink Station. The development of high-density, multi-family residential, offices, retail commercial, mixed-use buildings with housing above ground floor retail and office uses, and hotels is permitted in the corridor. Its northerly parcel at Crown Valley Parkway would be limited to office uses, with parcels extending to and beyond the Metrolink station developed for any of the permitted uses. Properties abutting the transit station may be developed exclusively for retail uses serving local residents and transit users, which may also be located in the ground floor of buildings with housing on upper floors. The existing Metrolink parking lot and parcels south of the station could be developed with a parking structure in combination with other mixed-use structures.

High-density mixed residential and office uses along transit corridors (Pearl District).

High-density residential, office, and retail uses adjoining transit stations (Pasadena Del Mar Station, Portland Pearl District, and Emeryville Amtrak Station).

Permitted development densities are equivalent to those specified for the "Village." Again, incentives for increased densities are provided for parcel assembly, development of housing, and contribution of "community benefits." Minimum densities for office, residential, and mixed-use buildings are established to maximize use in proximity to the Metrolink transit station.

Buildings are envisioned to be constructed to the street-facing property lines to establish a common building wall with ground floor elevations designed to foster pedestrian activity, comparable to the "Village." Restaurants and other outdoor retail uses may be located along the sidewalk frontages. Buildings will be oriented to Oso Creek and the pedestrian greenway, with the sidewalks and public spaces creating an outdoor living

environment for residents, workers, customers, and transit-riders. An alternative trail head/staging area to provide additional access to Oso Creek and the regional trail system could also be accommodated within the southern portion of this District. Parking will be located to the rear of buildings or in structures not visible from the street.

I Camino Capistrano Commercial Service. Properties located within the Camino Capistrano Commercial Service are situated on the east side of Camino Capistrano, between Avery and Crown Valley Parkways. This District is intended to contain a mix of light industrial, business park, office, commercial and auto service uses and related uses, similar to the Camino Capistrano Business Park District. This District is intended to place additional emphasis on retail and auto sales compared to the Camino Capistrano Business Park District given improved access to Avery Parkway. Additional parking for the Metrolink station could also be accommodated within this District for improved access to the station from the south via Camino Capistrano. The area is predominately developed with these types of uses, and modest development potential is provided to accommodate the physical revitalization of the properties and businesses to achieve the design objectives of the Specific Plan.

J Star Drive. The Star Drive District is intended to accommodate the current development of the area with the Mercedes Benz of Laguna Niguel auto dealership. This District, like the South Cabot District, is isolated from the balance of the Specific Plan area with a single point of access from Paseo de Colinas at Star Drive. Oso Creek and the Oso Creek multi-purpose trail, along with a planned trail head/staging area to access the trail, are located within this area as they cross under the SR-73. The Oso Creek trail is intended to ultimately connect to Colinas Bluff Trail on the ridgeline to the west and to the City of San Juan Capistrano to the south.

K South Camino Capistrano. This District is located immediately adjacent to the I-5 Freeway, south of Avery Parkway and is intended to accommodate the motoring public, with support retail and service uses, such as service stations, restaurants, and hotels/motels. The area is predominately developed with these types of uses, and modest development potential is provided to accommodate the physical revitalization of the properties and businesses to achieve the design objectives of the Specific Plan.

3.4 CIRCULATION AND MOBILITY PLAN

This section of the Specific Plan sets forth the type, location, and character of circulation and mobility improvements for the Laguna Niguel Gateway Specific Plan area. These are correlated with the locations and intensities of new development defined by the Land Use and Urban Form Plan. The circulation and mobility system provides access to area land uses and connections to regional facilities for the larger community, addresses opportunities and issues described in Chapter 2 (Background Information and Key Issues), as well as comments and suggestions made by the public and City Council during preparation of the plan. Analyses of the traffic impacts of the Specific Plan's permitted land uses are presented in Appendix A. This section describes:

- The organizational framework of circulation and mobility system throughout the area
- The circulation and mobility strategies for addressing future needs and conditions

3.4.1 Circulation and Mobility Framework

A. SPECIFIC PLAN AREA STREET SYSTEM

Direct access to the Specific Plan area is available from I-5 at both Crown Valley and Avery Parkways. The Crown Valley Parkway freeway exit provides direct access to Crown Valley Parkway, Forbes Road, and Cabot Road, while the Avery Parkway freeway exit serves Camino Capistrano and Paseo De Colinas. Currently, there is no direct access to Camino Capistrano from Crown Valley Parkway or Forbes Road. In addition, only circuitous access is available from Cabot Road to Camino Capistrano. Also, no direct access is available from the San Joaquin Hills Transportation Corridor (SR-73) to the Specific Plan area. Indirect access from the Corridor is provided via Greenfield Drive to Crown Valley Parkway. The roadways in the Specific Plan area, along with key intersections, are shown in Figure 3-3 (Specific Plan Area Streets and Intersections).

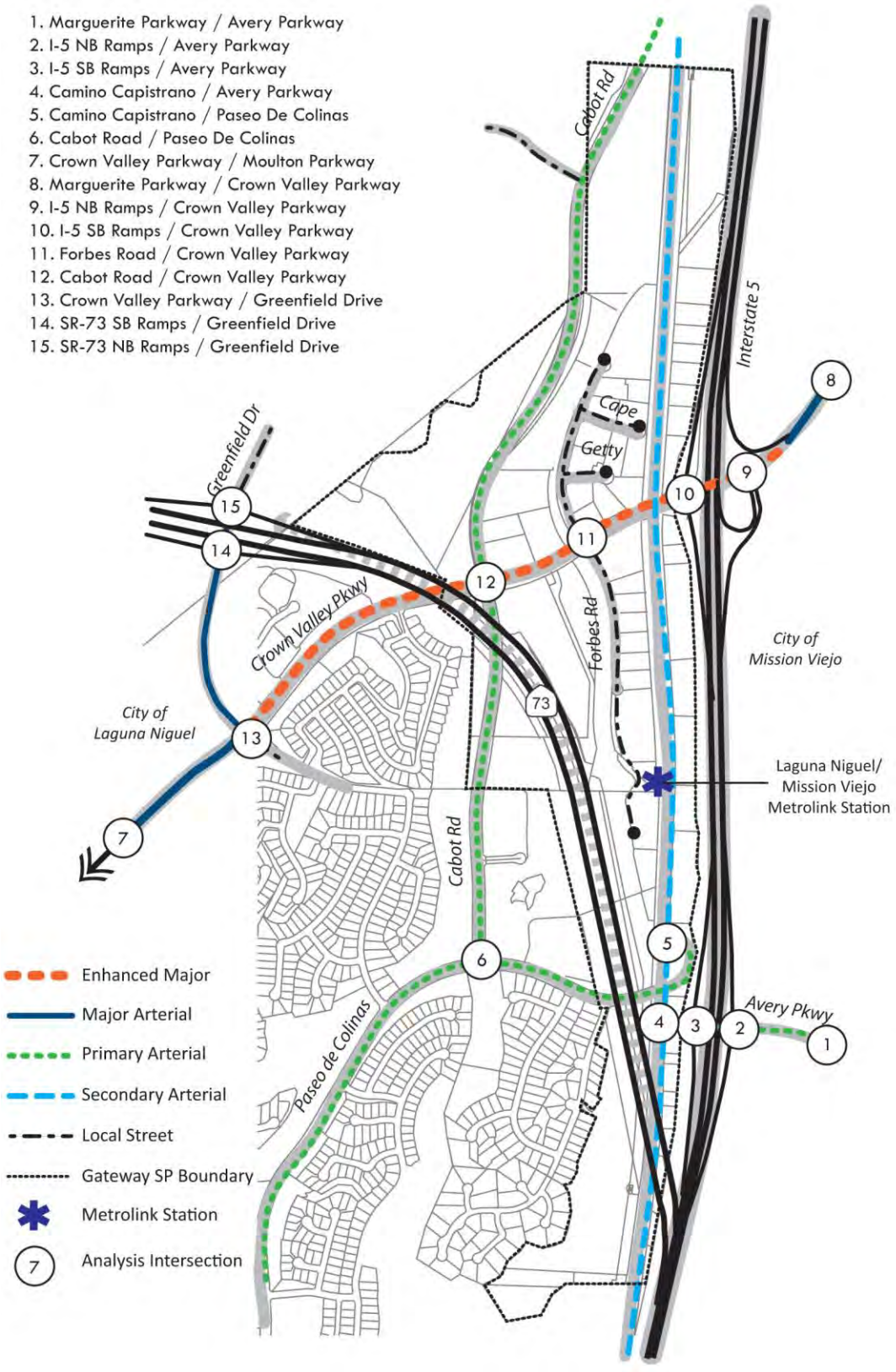


FIGURE 3-3 **Specific Plan Area Streets and Intersections**

B. STREETS AND HIGHWAYS

1. Network

Several significant streets are located within the Specific Plan area and provide regional and local circulation, as well as access to/from the area land uses. These are described in Table 3-1 (Area Roadways) and are illustrated in Figure 3-3.

TABLE 3-1 Area Roadways

Facility	*Description*
REGIONAL	
Interstate 5 (I-5, or San Diego Freeway)	Four-lane interstate highway directly east of the Specific Plan area. It has four through lanes plus HOV lanes plus auxiliary lanes in each direction through the Specific Plan area. There are full interchanges located at Crown Valley Parkway and Avery Parkway. Peak hour traffic demand at the interchanges currently causes significant congestion during the peak commute hours. The regional transportation improvement plan (RTIP) calls for the addition of one general-purpose lane in each direction.
State Route 73 (SR-73, or San Joaquin Hills Transportation Corridor)	A 15-mile controlled-access tollway extending north from its interchange with I-5 south of Avery Parkway to SR-55 and I-405 near Costa Mesa. SR-73 provides three travel lanes in each direction and has a full access interchange at Greenfield Drive which intersects with Crown Valley Parkway to the west of the Specific Plan area.
LOCAL	
Crown Valley Parkway	Six-lane, Major Arterial that provides direct access to I-5. It is used as a primary access to and through the area by residents of Laguna Niguel and Mission Viejo, businesses, and Saddleback College. Sidewalks are provided along some portions of the street, including the south side of the street between Cabot Road and the northbound I-5 ramps. In the City's General Plan Circulation Element, Crown Valley Parkway between I-5 and Greenfield Drive is listed as an Augmented Major Arterial. The City's Bikeways Plan lists Crown Valley Parkway, between Greenfield Drive and Forbes Road, as an opportunity area as a Class I bicycle facility . Dedicated Class II bike lanes are currently provided along westbound Crown Valley Parkway to the west of the I-5 interchange and on the eastbound side west of Cabot Road.
Avery Parkway	Primary Arterial extending east from Camino Capistrano. It has four through lanes plus turn lanes and has a full interchange with I-5. In addition to providing local access to the Specific Plan area, it is also a key access for Saddleback College and Capistrano Valley High School to the east.

TABLE 3-1 **Area Roadways**	
Facility	*Description*
Cabot Road	Four-lane Primary Arterial extending north from Paseo De Colinas through the Specific Plan area. Bike lanes are provided along Cabot Road through the Specific Plan area and sidewalks are located along both sides of Cabot Road to the south of Crown Valley Parkway and on the west side only to the north.
Paseo De Colinas	Four-lane, Primary Arterial that extends westerly from its intersection with Camino Capistrano. A loop ramp over the tracks is provided between the connection with the Camino Capistrano and Cabot Road. Bike lanes are provided along Paseo De Colinas west of Cabot Road. Sidewalks are located along the north side of the street through the Specific Plan area and along the south side west of Cabot Road.
Greenfield Drive	Four-lane, Primary Arterial between SR-73 and Crown Valley Parkway. To the south of SR-73 and the north of Crown Valley Parkway it is a two-lane local street. Greenfield Drive provides direct access to SR-73 at its full interchange and indirect access to I-5 via Crown Valley Parkway. On-street bike lanes are included along a portion of Greenfield Drive. Sidewalks are provided along both sides of the street.
Camino Capistrano	Two-lane, Secondary Arterial extending south from the northeast corner of the Specific Plan area. Camino Capistrano provides access to numerous businesses in the area and access to the Metrolink train station. Access to/from I-5 from Camino Capistrano is provided via Avery Parkway. On-street parking is located along much of the street with diagonal parking provided near the station (however a portion of this parking is dedicated to an adjacent business). Sidewalks are provided along the east side of the street through the Specific Plan area along the business frontages and along the west side near the train station and the on-street parking. Bike lanes are also provided.
Forbes Road **Getty Drive** **Cape Drive**	These are all two-lane streets and provide access to the adjacent land uses. Forbes Road ends in a cul-de-sac, both north and south of Crown Valley Parkway. Getty and Cape Drives are both accessed from north Forbes Road. Forbes Road to the south provides access to the Metrolink train station, including drop off and bus turnaround facilities and a 296-space parking lot. Area access to all of these streets is provided via the signalized intersection of Forbes Road and Crown Valley Parkway. On-street parking is allowed along most of all three streets.

2. Street Standards

Current street standards for the roadways in the Specific Plan area are listed in Table 3-2 (Street Classifications). The table also provides a comparison of the existing street conditions to the standards.

TABLE 3-2 Street Classifications

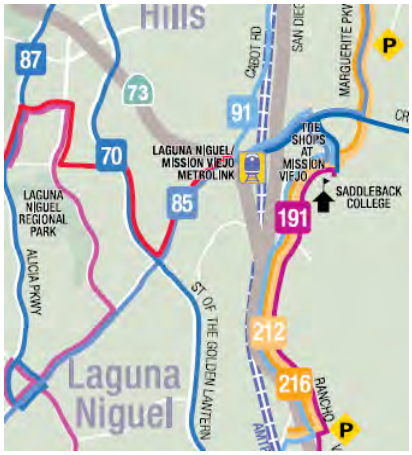
CITY OF LAGUNA NIGUEL STANDARDS			
Street Classification	*ROW*	*Lanes*	*ADT Capacity*
Major Arterial	120 feet	6 divided	8 lanes—75,000 7 lanes—65,700 6 lanes—56,300
Primary Arterial	100 feet	4 divided	37,500
Secondary Arterial	80 feet	4 undivided	25,000
Commuter Street	60 feet	2 undivided	12,500

SPECIFIC PLAN AREA STREETS AND MPAH* CLASSIFICATION				
Street	*Classification*	*ROW*	*Lanes*	*ADT Capacity*
Crown Valley Parkway	Major	112 to 122 feet	8 lanes east of I-5 3 WB/4 EB east of Cabot 6 lanes west of Cabot	56,300 to 75,000
Avery Parkway	Primary	100 feet	4 divided	36,000
Cabot Road	Primary	90 to 100 feet	4 divided	37,500
Paseo De Colinas	Primary	100 feet	4 divided	37,500
Greenfield Drive	Primary	100 feet	4 divided	37,500
Camino Capistrano	Secondary	90 to 100 feet	2 lanes undivided plus selected turn lanes	12,500 to 30,000
Forbes Road	Local	—	2 lanes undivided	12,500
Vista Viejo	Local	—	2 lanes undivided	12,500
Getty Drive	Local	—	2 lanes undivided	Up to 7,500
Cape Drive	Local	—	2 lanes undivided	Up to 7,500

* Orange County Master Plan of Arterial Highways, 2007

Because the I-5, Crown Valley Parkway, and Avery Parkway corridors play important roles in regional circulation, they carry a substantial volume of regional traffic and play important roles in access for both the City of Laguna Niguel and the City of Mission Viejo. This also means that the corridor operations of these facilities

are important to the circulation and mobility of the surrounding area in addition to the Specific Plan area.



OCTA Transit Map

OCTA Bikeway Map

The Orange County Transportation Authority (OCTA) studied the I-5 corridor as part of the South County Major Investment Study (SCMIS). The SCMIS developed a program for the expansion and enhancement of transportation facilities to improve circulation and mobility for the region. The program contained several recommended measures including reducing auto use; implementing Smart Street concepts; improving highway, arterial, and transit operations; enhancing the attractiveness of alternative modes (including bicycle travel); and implementing Advanced Traffic Management Systems.

Two improvement projects included in the SCMIS were the addition of one general purpose through lane on each direction of the I-5 north of Avery Parkway and the study of options for new interchanges or modifications to the Crown Valley Parkway and Avery Parkway interchanges with the I-5 and enhanced/direct access to Saddleback College from I-5.

3.4.2 Circulation and Mobility Strategy

The Circulation and Mobility Plan is based on the results of a traffic study completed in 2010 that analyzed the impacts associated with implementation of the Laguna Niguel Gateway Land Use Plan. A summary of the traffic and land use data used in the study and the analysis findings are presented in Appendix A.

The Circulation and Mobility Plan identifies improvements in the circulation system to accommodate future traffic. These include physical and operational improvements to address project-specific and regional issues. The program includes arterial and freeway access improvements along with an emphasis on expansion of non-automobile travel including transit, bicycle, and walking trips.

The plan contains circulation improvements within the project area, including widening of several project area roadways, as well as landscaping improvements. The following roadways will be widened and/or have cross-section enhancements as part of the project:

- Crown Valley Parkway (street widening)
- Cabot Road (improvements planned between the Costco driveway and north of Crown Valley Parkway)
- Forbes Road (streetscape and intersection improvements)

- Camino Capistrano (streetscape improvements and on-street parking reconfiguration)
- Getty Drive (roadway cross section and streetscape improvements)
- Cape Drive (roadway cross section and streetscape improvements)

Street improvements must be coordinated with development activity and the cost of improvements to accommodate new development must be shared by the developments that generate the impacts. Major physical improvements to the City's roadway system are costly, require right-of-way, and may disrupt the established character of an area and the quality of life for residents and businesses. It is increasingly recognized that roadway widening is not always the most feasible approach to addressing traffic congestion. Therefore, other elements of the circulation and mobility plan provide a comprehensive set of policies that recognize the need for a multi-modal approach to mobility in the community. Two key elements of this approach are the use of Transportation Demand Management (TDM) and the promotion and enhancement of alternative travel mode facilities.

TDM refers to the various measures adopted to change travel behavior to increase transportation system efficiency and to reduce the number of vehicles using the roadway systems and the vehicle miles traveled. This approach also manages travel demand by reducing peak hour vehicle trips, increasing vehicle occupancy, and providing alternative travel modes to the automobile. It recognizes that not everyone can carpool, take transit, or work close to home. However, there are many trips that can be modified using various TDM techniques, which include incentives to use alternative forms of travel, reduce the number of vehicle trips, or travel during nonpeak times.

In addition to reducing traffic impacts associated with development and use of Gateway area properties, the trip reduction measures will also help reduce greenhouse gas emissions and improve air quality for the region.

The program, goals, and policies of the circulation and mobility plan support and strengthen the City's existing TDM program by encouraging the use of alternative travel modes, including public transit, pedestrian travel, and bicycling.

A. INTERNAL ELEMENTS

The internal circulation system for the Gateway area needs to minimize conflicts between modes while controlling internal congestion and maximizing mobility options. This is particularly important to visitors of commercial businesses, who expect minimal delays or they will go elsewhere. The Gateway area access and circulation system plan has been coordinated with regional system plans and programs and the City's General Plan.

To ensure all of the roadways and intersections affected by the Laguna Niguel Gateway Specific Plan will meet a threshold standard level of service D, in accordance with the City's General Plan, several traffic/circulation improvements will be necessary. The Traffic Analysis identifies several improvement measures that will either reduce or avoid the potential for significant impacts. These mitigation measures, as well as some of the design features incorporated into the project, are discussed below.

Crown Valley Parkway

The existing lanes on Crown Valley Parkway will not be sufficient at buildout of the Specific Plan to handle the projected increase in traffic volumes. Crown Valley Parkway must be widened to provide four travel lanes from west of Cabot Road, east to the I-5 Freeway interchange. To accommodate the proposed widening, approximately 15 to 40 feet of additional right-of-way must be acquired along the south side of the street, and approximately 16 to 25 feet will be required along the north side of the street. A plan for the proposed widening is shown in Figures 3-4A through 3-4C (Crown Valley Parkway Widening) along with a cross-section view shown in Figure 3-5 (Crown Valley Parkway Cross Sections). Along the Crown Valley Parkway corridor, the plan includes the following improvements:

- Widen Crown Valley Parkway to eight lanes and install raised medians between the I-5 Freeway and Cabot Road
- Widen and restripe eastbound Crown Valley Parkway for four through lanes at the I-5 northbound ramps
- Restripe eastbound Crown Valley Parkway for four through lanes at the I-5 northbound ramps
- Widen the Forbes Road and Crown Valley Parkway intersection to include:

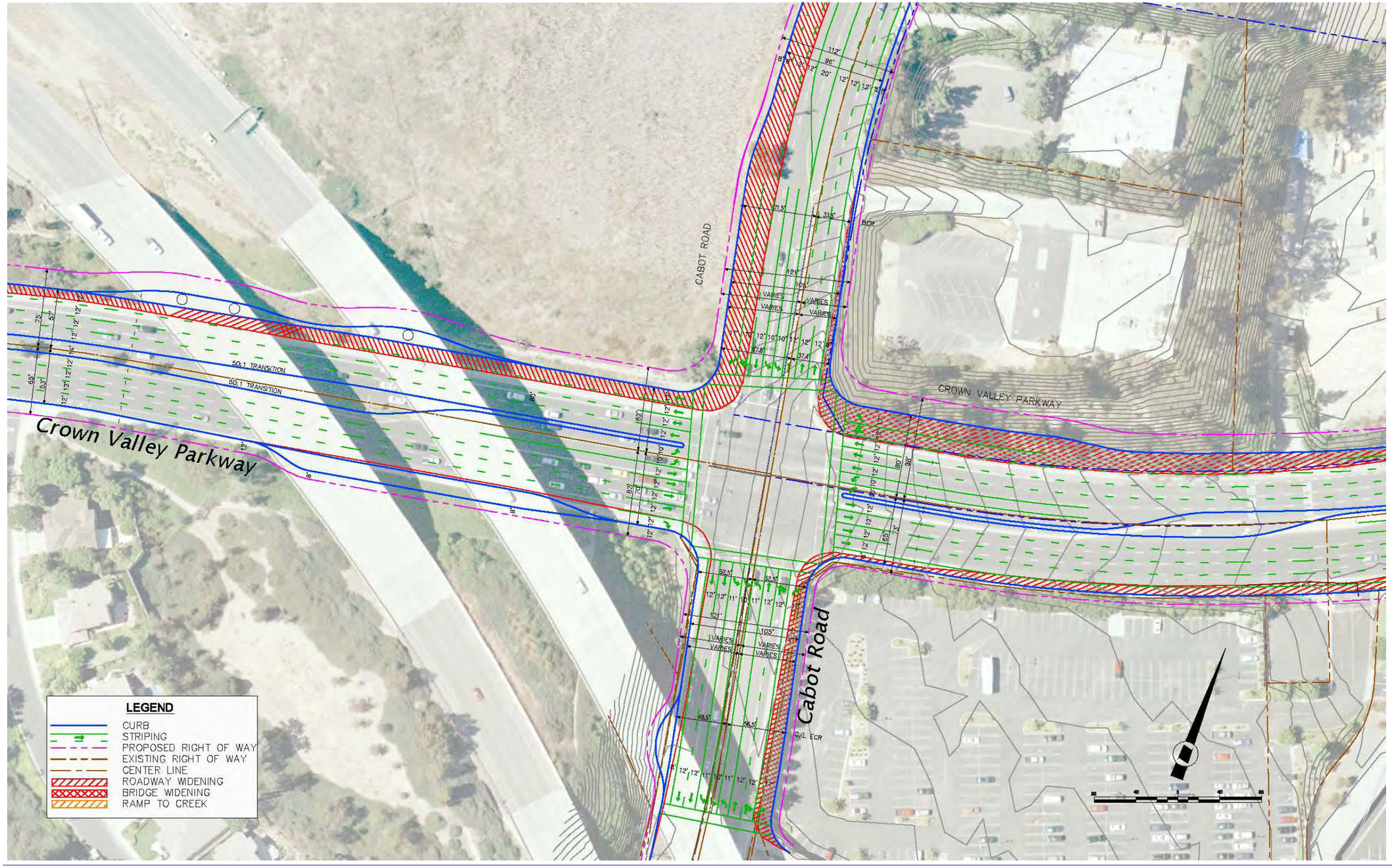


FIGURE 3-4A **Crown Valley Parkway Widening**

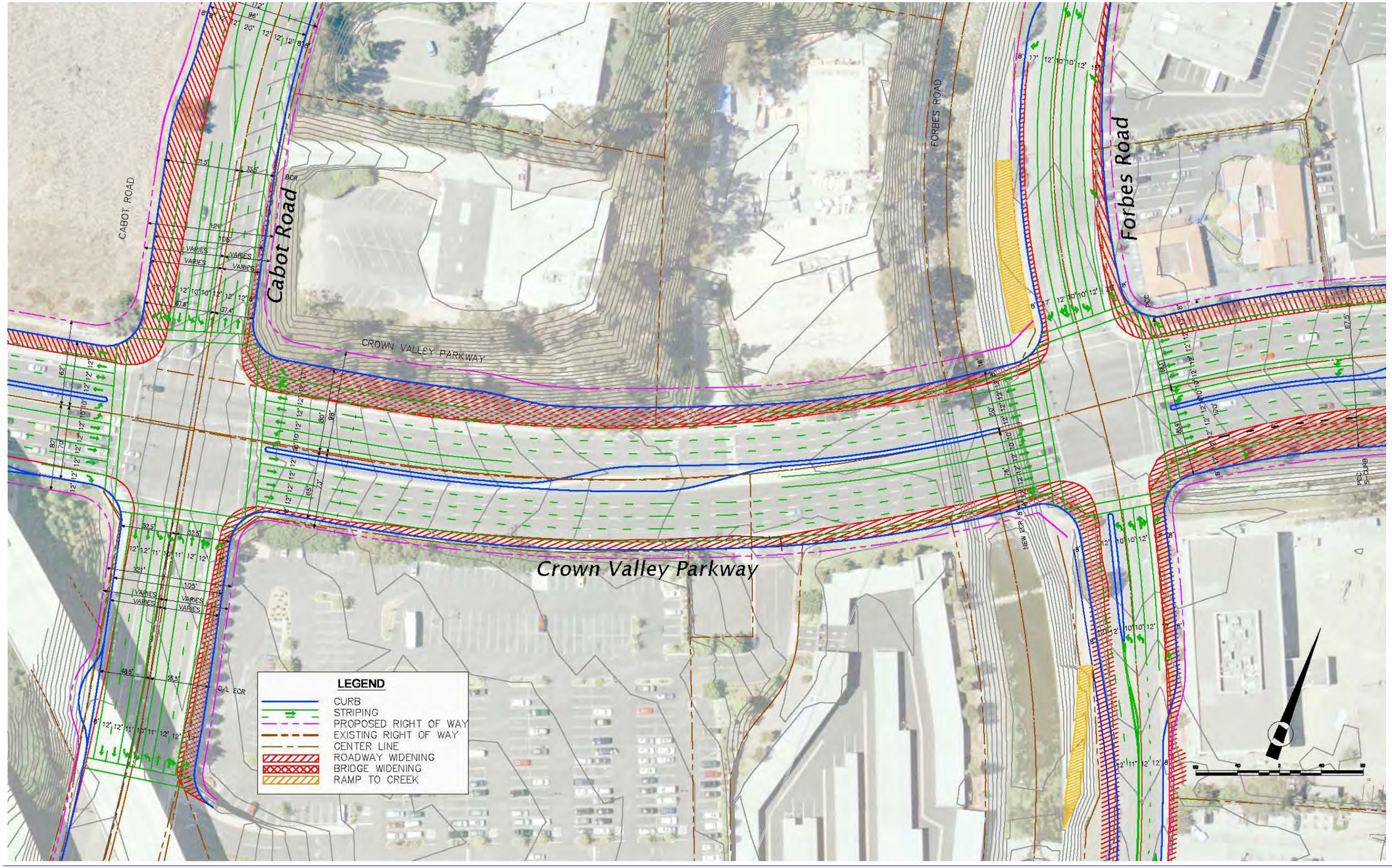


FIGURE 3-4B **Crown Valley Parkway Widening**

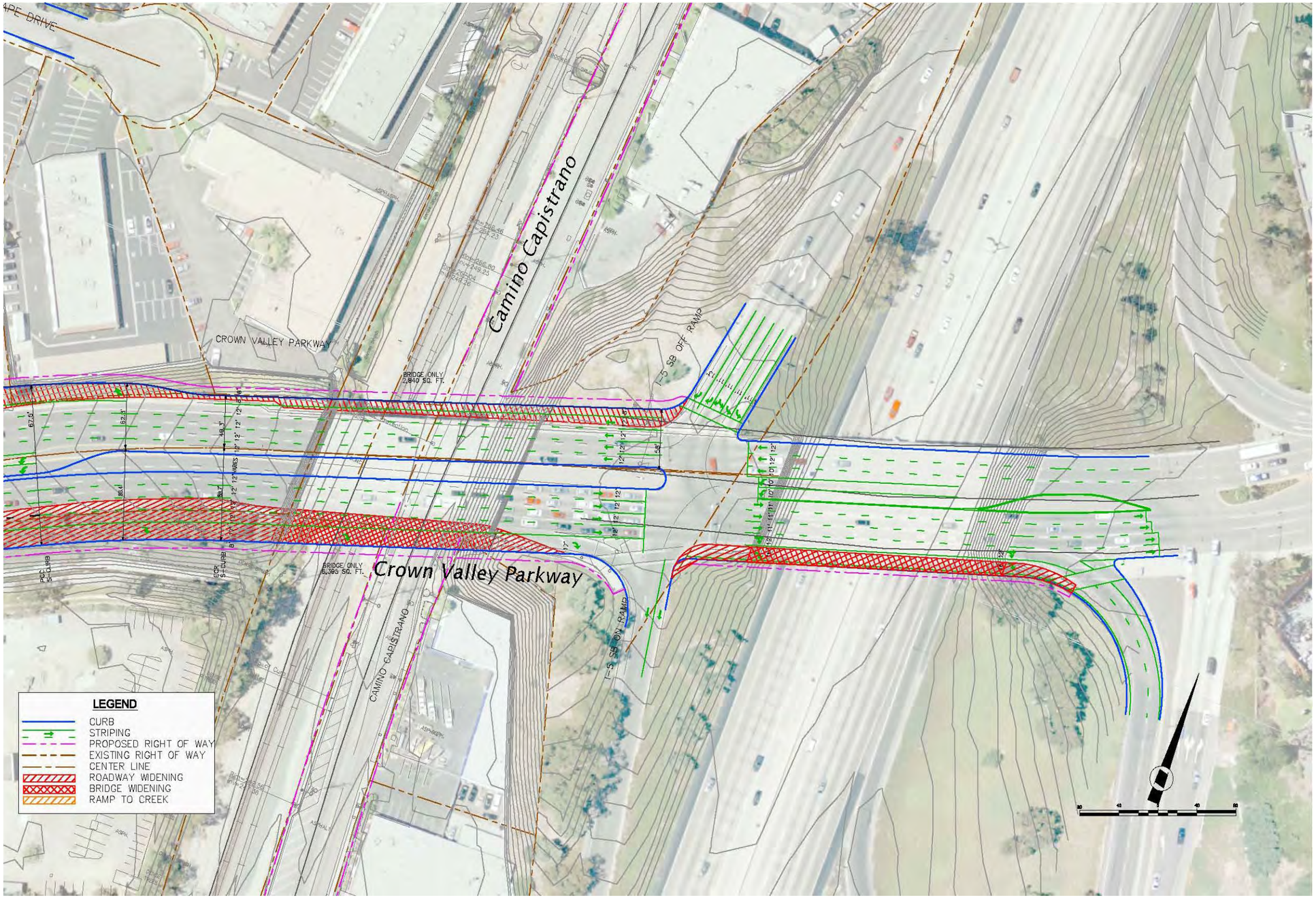


FIGURE 3-4C **Crown Valley Parkway Widening**

FIGURE 3-5 **Crown Valley Parkway Cross Sections**

- > Northbound and Southbound: two left-turn lanes, one shared through/right-turn lane, one right-turn lane
- > Eastbound: two left-turn lanes, three through lanes, and one shared through/right-turn lane
- > Westbound: two left-turn lanes, four through lanes, one right-turn lane

- Widen the Cabot Road and Crown Valley Parkway intersection to include:
  - > Northbound: one left-turn lane, one through lane, one shared through/right-turn lane, one right-turn lane
  - > Southbound: two left-turn lanes, one through lane, one shared through/right-turn lane, one right-turn lane
  - > Eastbound: two left-turn lanes, four through lanes, one right-turn lane
  - > Westbound: two left-turn lanes, three through lanes, one shared through/right-turn lane, one right-turn lane

- Consistent with the City's bikeways plan, Class II bike lanes will be provided along Crown Valley Parkway between Cabot Road and the I-5

Forbes Road

The northern portion of Forbes Road at Crown Valley Parkway will widen at the intersection to include four southbound lanes and two northbound lanes (78 feet of pavement total) within a 94-foot-wide right-of-way. There will be an 8-foot-wide sidewalk on the east side of Forbes Road, north of Crown Valley Parkway. The west side of Forbes Road, north of Crown Valley Parkway, will provide a 20-foot-wide multi-use trail adjacent to the Oso Creek drainage channel. Approximately 14 feet of the 20-foot-wide trail will be accommodated within the Oso Creek Corridor, with joint use between the trail and an existing flood channel access road. The 20-foot-wide multi-use trail will narrow to an eight foot sidewalk near the intersection and an at-grade crossing at Crown Valley Parkway, with a bridge spanning Crown Valley Parkway to accommodate and connect pedestrian, bicycle and equestrian travel along north and south Forbes, as an alternative to crossing Crown Valley Parkway at-grade. As Forbes Road continues northward, the roadway cross-section will narrow to as little as 32 feet of pavement within an 80-foot right-of-way. On-street parking will be removed along the entire length of Forbes Road. The roadway plan is shown in Figure 3-6 (North Forbes Road Widening) and the corresponding cross section is shown in Figure 3-7 (North Forbes Road Cross Sections).

The southern portion of Forbes Road located South of Crown Valley Parkway will be widened at the intersection to provide four northbound lanes, and two southbound lanes (78 feet of pavement total) within a 94-foot-wide easement right-of way. In addition, there will be an 8-foot-wide sidewalk on the both sides of Forbes Road, and a 22-foot-wide multi-use trail on the west side of Forbes Road, starting approximately 300 feet south of Crown Valley Parkway. To accomplish this, approximately 30 feet of the Oso Creek channel corridor will be used or shared to accommodate street, sidewalk and trail improvements. As Forbes Road continues southward, the roadway cross-section will narrow to 42 feet of pavement within an 80-foot-right-of-way. The roadway plan is shown in Figures 3-8A and 3-8B (South Forbes Road Widening) with the corresponding street cross section shown in Figure 3-9 (South Forbes Road Cross Sections). As an option, the right-of-way may be widened by constructing a cap on all or a portion of the Oso Creek Channel. This may be used for travel lanes, parking, and/or trail

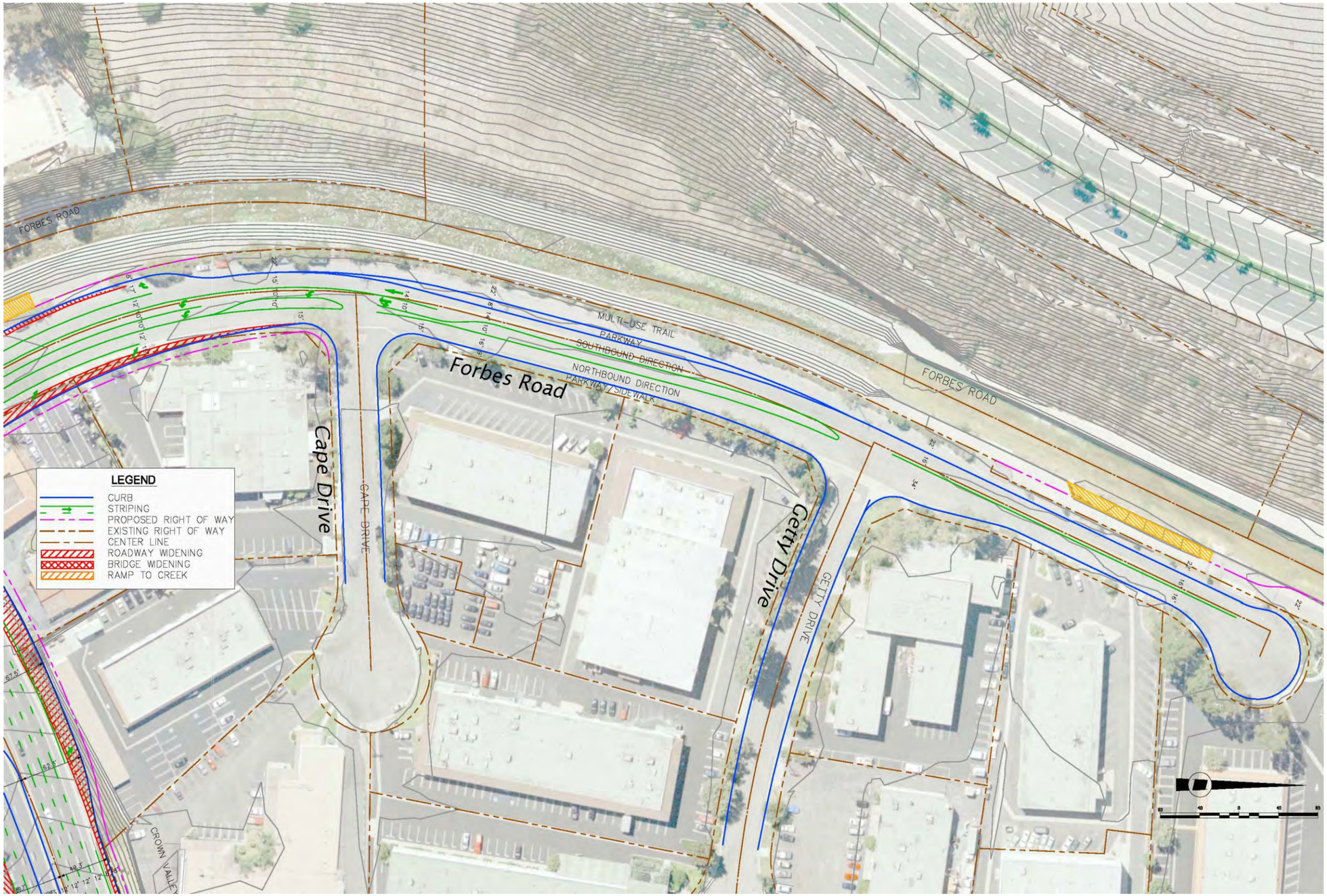


FIGURE 3-6 **North Forbes Road Widening**

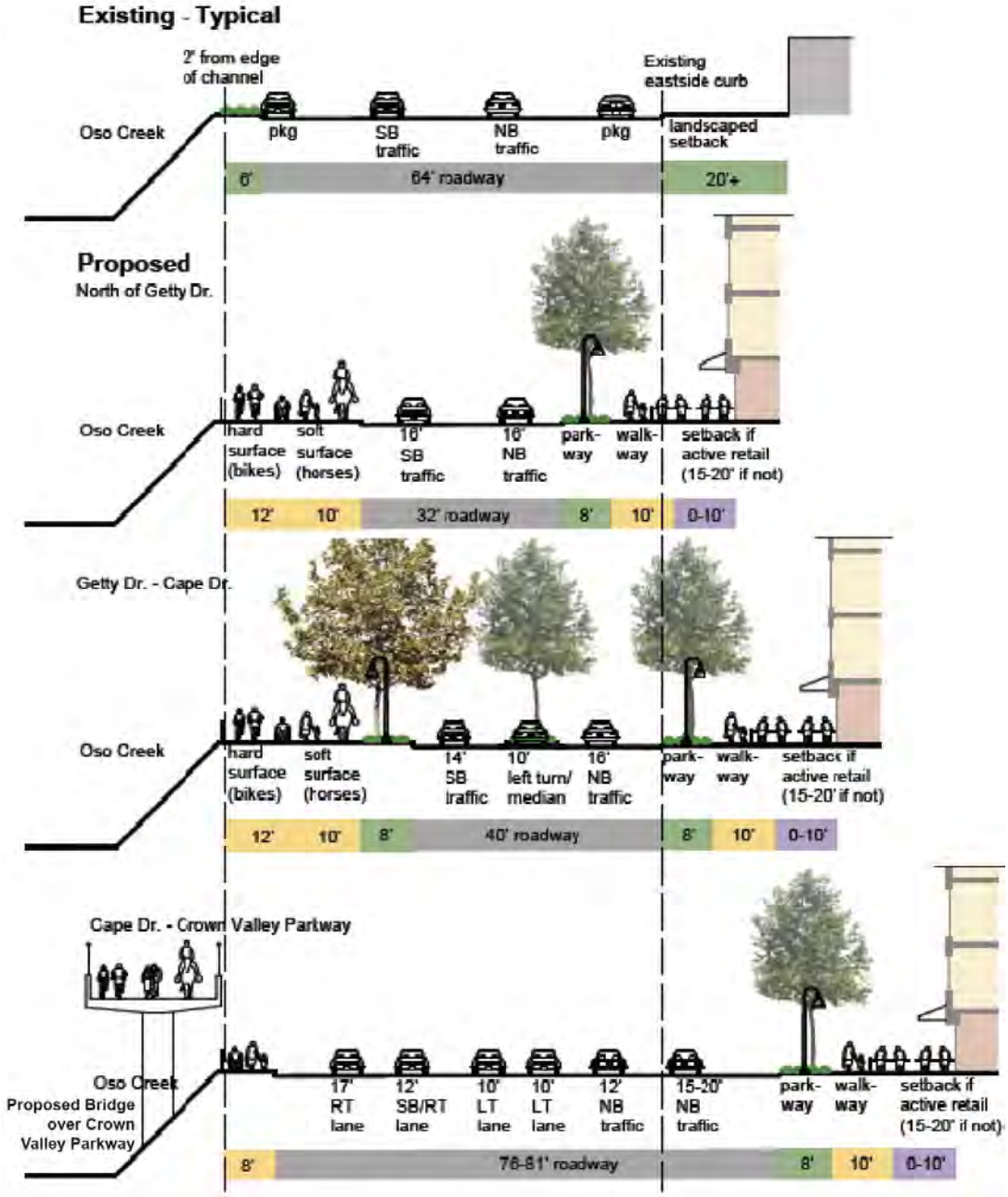


FIGURE 3-7 **North Forbes Road Cross Sections**

improvements. Any structural modifications must maintain the hydrological integrity of the channel and be coordinated with and approved by the Orange County Flood Control District.

Cabot Road

The northern portion of Cabot Road at Crown Valley Parkway will widen at the intersection to include five southbound lanes and three northbound lanes (97 feet of pavement total) plus 8-foot-wide bike lanes within a 120-foot-wide right-of-way. A raised median located north of the intersection will be installed to separate the northbound and southbound traffic lanes. There will be an 8-foot-sidewalk on both sides of Cabot Road, north of Crown Valley Parkway. As Cabot Road continues northward, the roadway cross-section will narrow to its existing right-of-way width of 100 feet with a pavement width of 84 feet. The Bikeways Plan in the City's General Plan shows a Class II bike lane on both sides of Cabot Road, north of Crown Valley Parkway and extending northward into Mission Viejo.

The southern portion of Cabot Road (south of Crown Valley Parkway) will widen between the Crown Valley Parkway/Cabot Road intersection and the Costco entrance to provide four northbound lanes, and four southbound lanes (97 feet of pavement total) within a 121-foot-wide right-of-way. In addition, south of Crown Valley Parkway, there will be an 8-foot-wide sidewalk on the west side of Cabot Road, and a 6-foot-wide sidewalk on the east side. To accomplish this, as much as 17 feet will need to be acquired on the east side of Cabot Road, between the Costco entrance and Crown Valley Parkway. As Cabot Road continues southward, the roadway cross-section will narrow to its current right-of-way width of 84 feet of pavement within a 100-foot right-of-way. Consistent with the Bikeways Plan in the City's General Plan, a Class II bike lane is provided on both sides of Cabot Road, south of Crown Valley Parkway, connecting to Class II bike lanes on Paseo De Colinas. The Cabot Road lane configuration was previously shown in Figures 3-4A and 3-4B, with the corresponding street cross section shown in Figure 3-10 (Cabot Road Cross Sections).

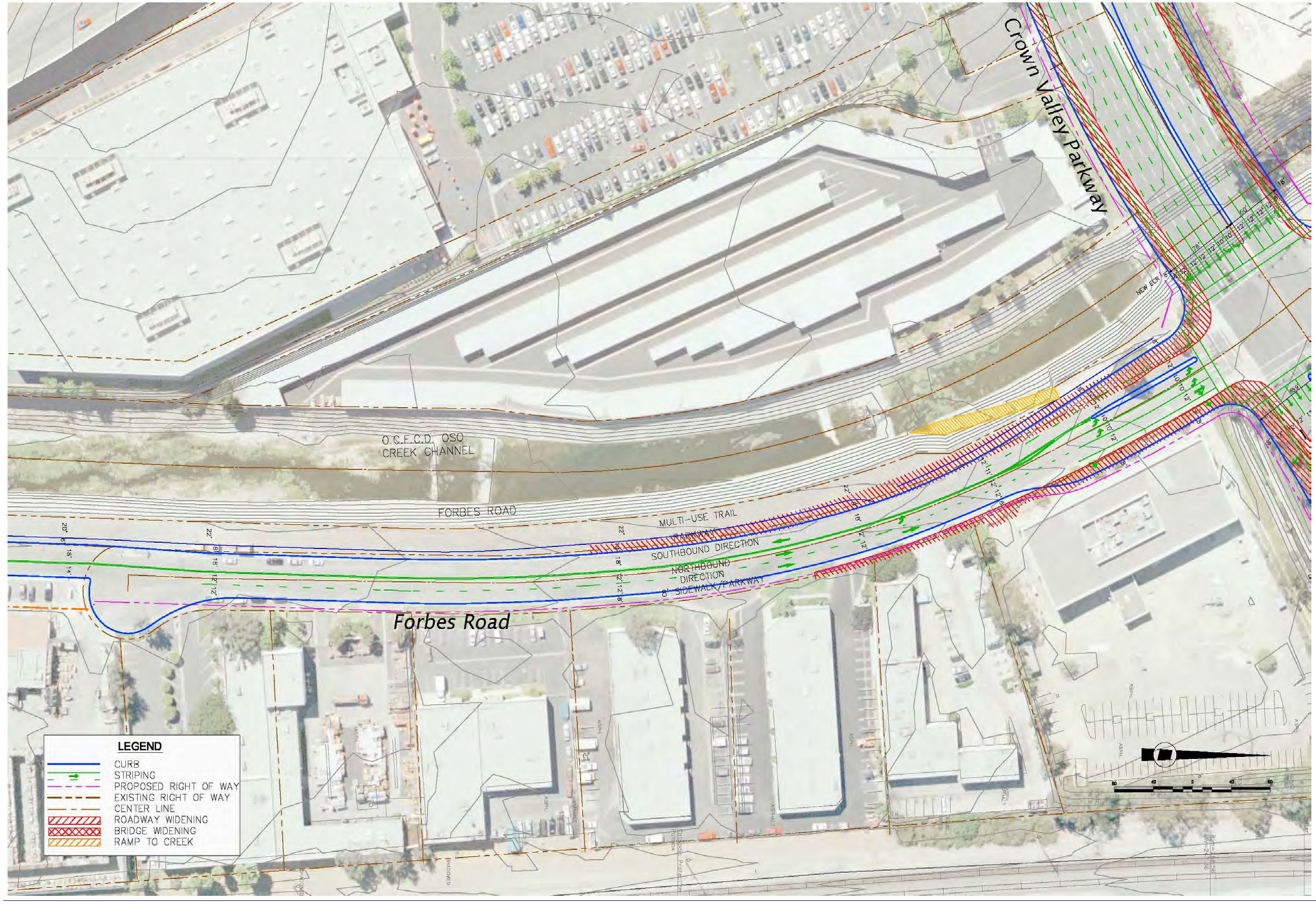


FIGURE 3-8A **South Forbes Road Widening**

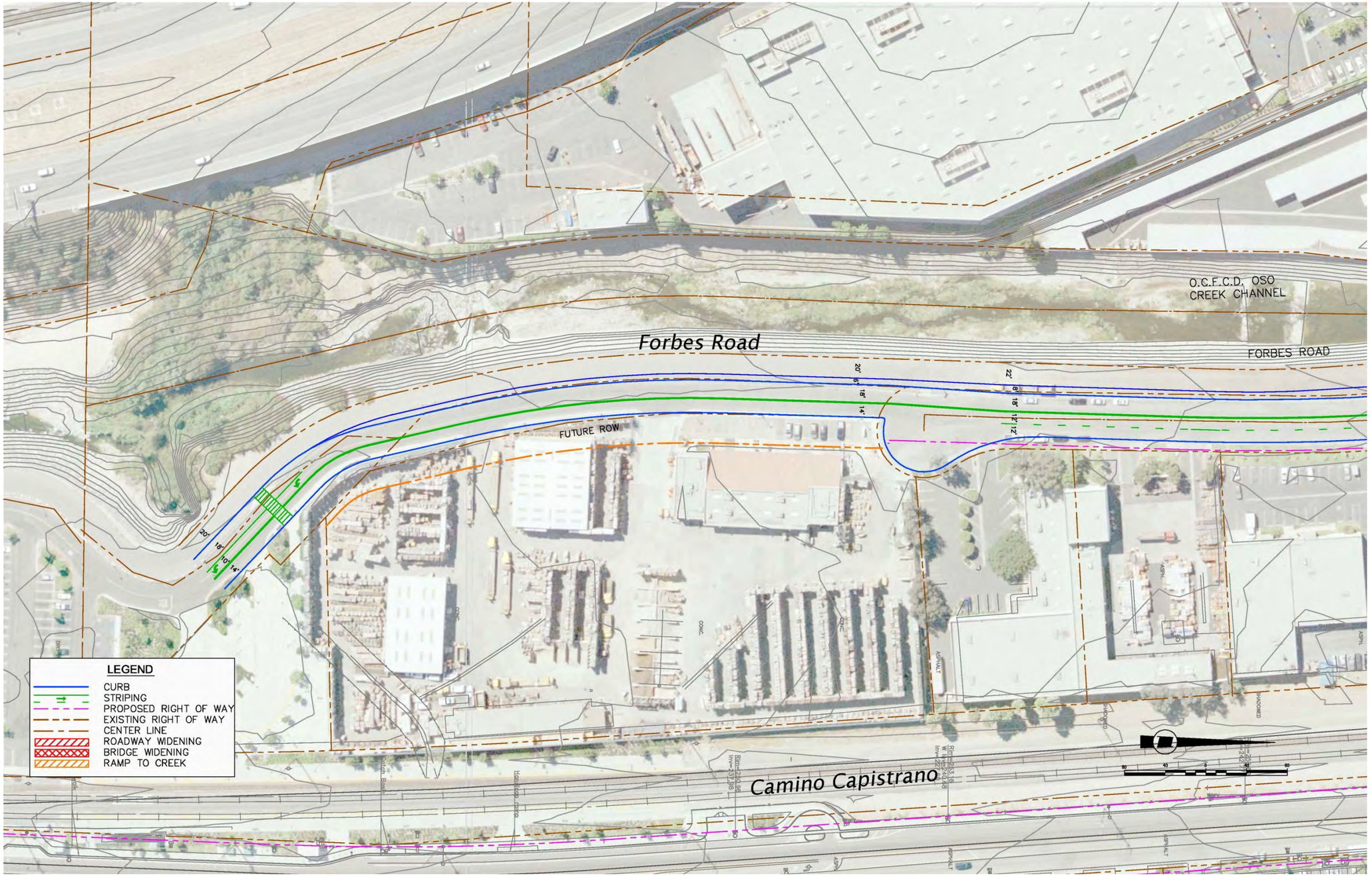


FIGURE 3-8B **South Forbes Road Widening**

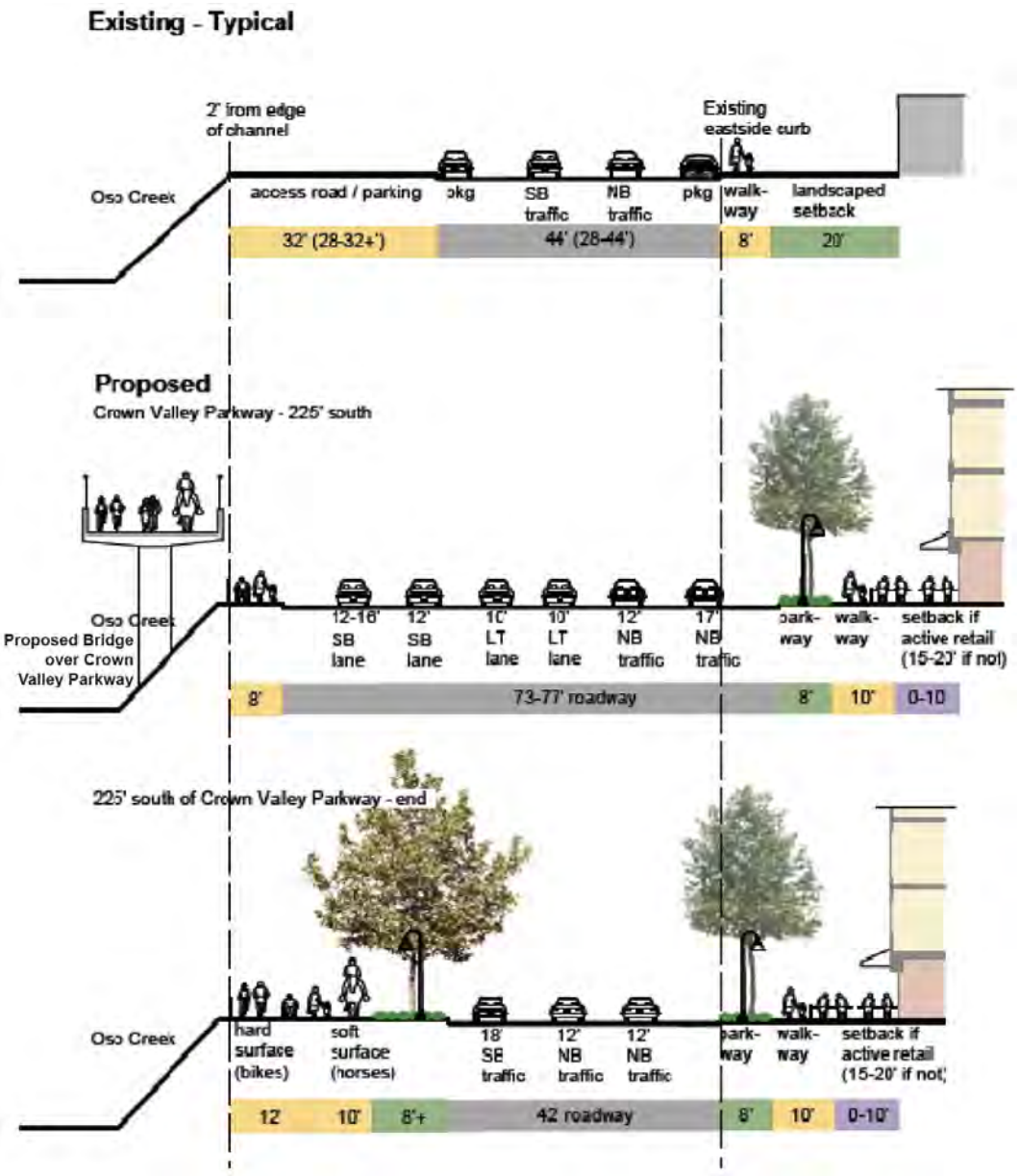


FIGURE 3-9 **South Forbes Road Cross Sections**

Existing - Typical

Proposed

FIGURE 3-10 **Cabot Road Cross Sections**

Camino Capistrano

Camino Capistrano will be improved to include curb and gutter and landscaping on the west side of the street. Landscape improvements are anticipated on the east side of the street, where sidewalks and curb and gutter are already in place. At completion, Camino Capistrano will have 54 to 56 feet of pavement within approximately a 70-foot-wide right-of-way. No additional right-of-way is required to implement these improvements. The ultimate Camino Capistrano roadway cross section is shown in Figures 3-11A and 3-11B (Camino Capistrano Cross Sections—Looking North).

While no capacity improvements are proposed for Camino Capistrano, the reconfiguration of on-street parking and landscape enhancements are proposed north of Avery Parkway. The proposed design was developed to provide screening and reconfigured parking after the completion of the OCTA turn-back facility adjacent to the Metrolink station. That project will result in trains being staged on a siding track adjacent to the street and a reduction in the curb-to-curb street width.

Cape Drive and Getty Drive

No capacity improvements are proposed along Getty Drive or Cape Drive. However, enhanced landscaping is planned along these streets along with more defined on-street parking where driveways are removed or consolidated.

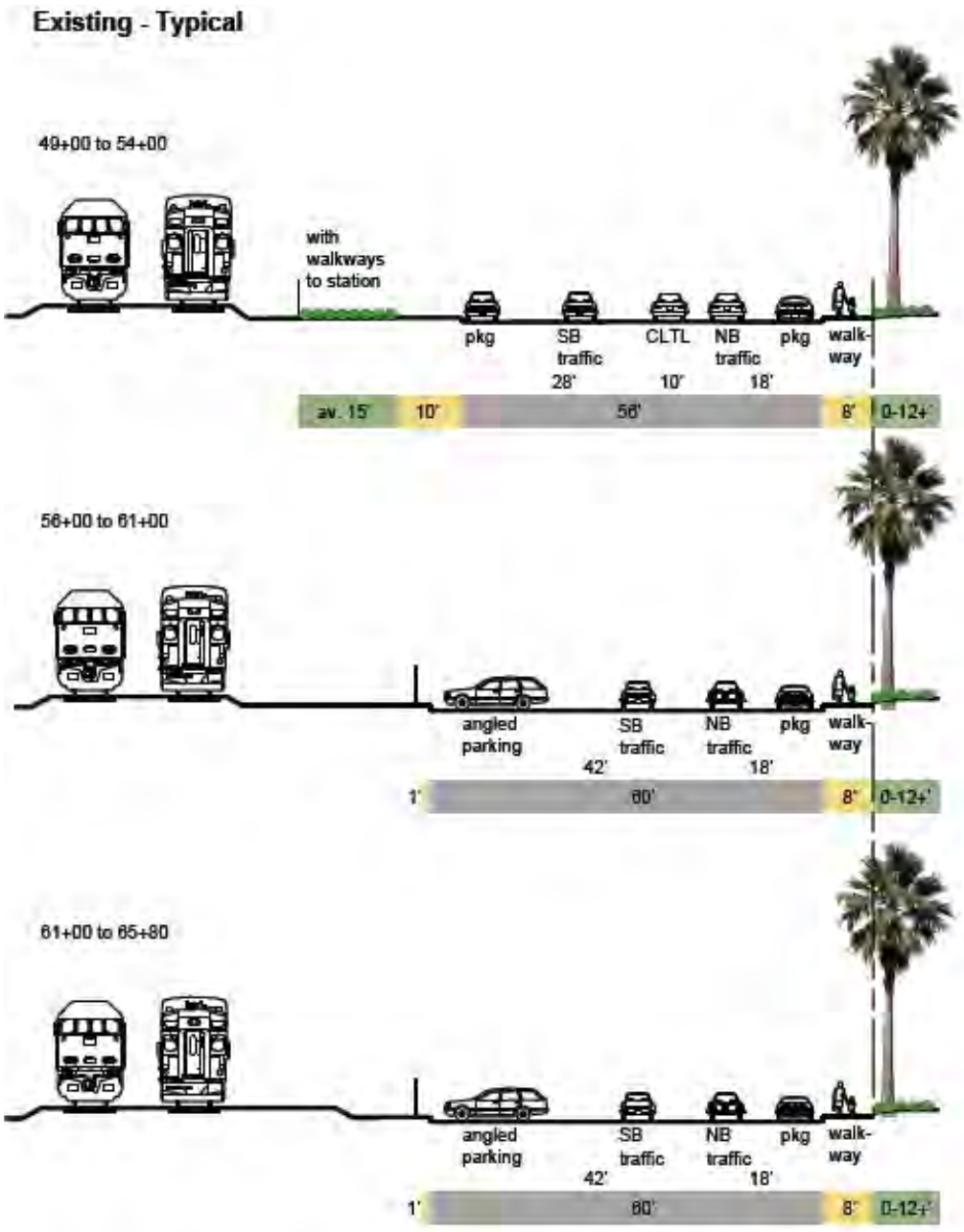


FIGURE 3-11A **Camino Capistrano Cross Sections—Looking North**

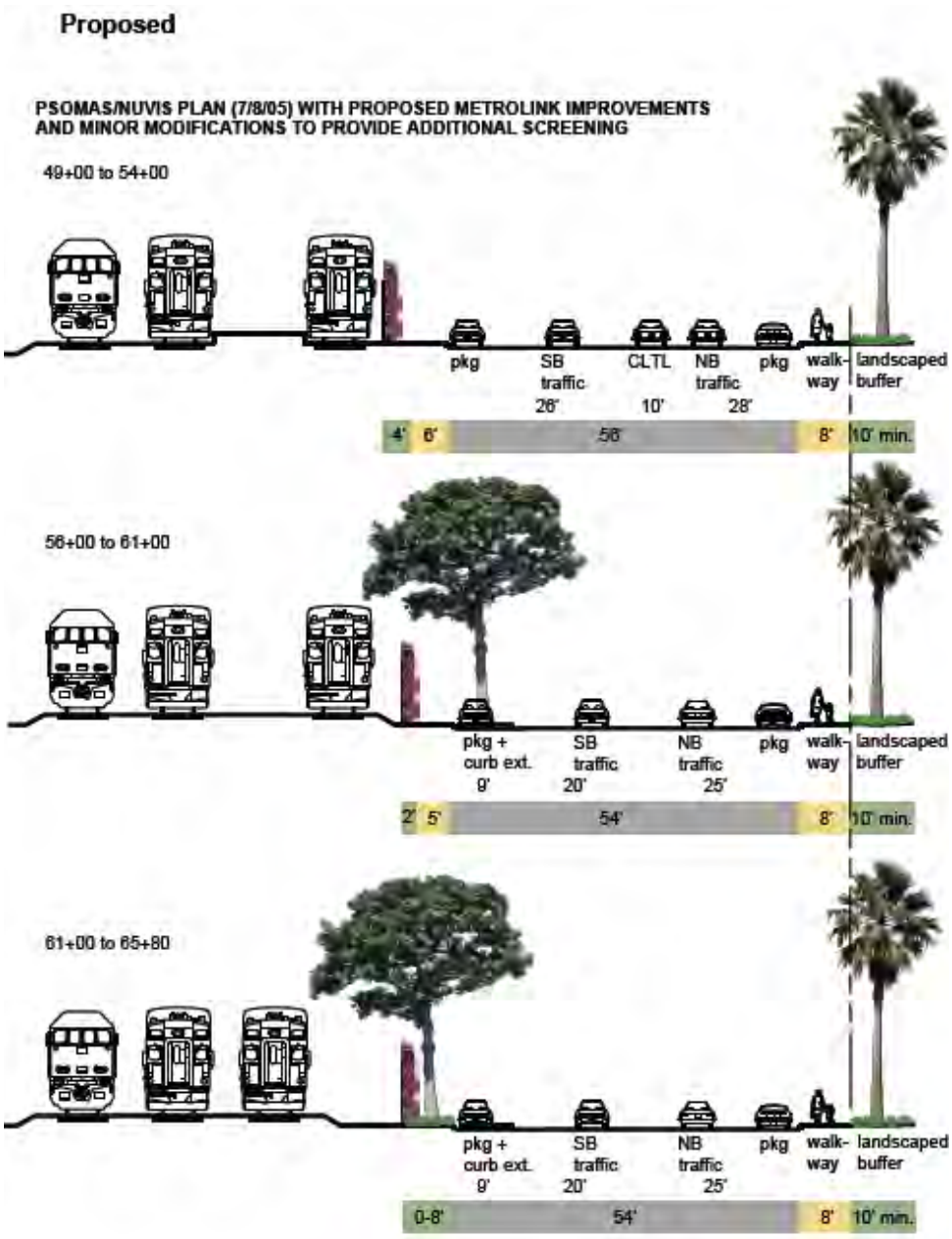


FIGURE 3-11B **Camino Capistrano Cross Sections—Looking North**

B. EXTERNAL LINKAGES

The success of Laguna Niguel's transportation system is integrally connected to the efficiency of the regional roadway system to which it is connected. Coordination with and participation in planning for regional system improvements will be important in expressing the City's support and commitment for enhancement of the regional transportation system.

I-5 / Crown Valley Parkway Interchange

The ability of the Crown Valley interchange to accommodate future traffic volumes is vital to the success of the Gateway area because of the key role that interchange plays in providing access to the area, and particularly to the properties along Forbes Road. The traffic analysis for the Specific Plan evaluated several options for accommodating future projected traffic. The analysis concluded the need to enhance long–term capacity of the interchange, given the limited ability of the existing tight diamond design to provide that capacity. A single-point interchange offers an opportunity for managing traffic flows through the intersection and facilitating on- and off-ramp movements without the need to acquire substantial additional right-of-way.

The City should continue to work with the California Department of Transportation (Caltrans) and OCTA to promote the preparation of a master plan and funding for improvement of the Crown Valley Parkway/I-5 interchange to reduce traffic congestion and improve levels of service.

Other Long Range Options

In addition to the expansion or modification of the Crown Valley Parkway interchange, two other concepts have been evaluated as enhancements to external connectivity for the Gateway area. These are the extension of Camino Capistrano to connect with Cabot Road and new ramps providing a direct connection between I-5 and Paseo De Colinas, both conceptually described below. Current funding constraints make construction feasibility of these connections uncertain. If in the future, however, one or both of these connections are implemented, circulation patterns in the region and the Gateway area would improve and Gateway area businesses would benefit from improved access and increased drive-by traffic.

Camino Capistrano Connection with Cabot Road

The City of Mission Viejo has proposed connecting Camino Capistrano with Cabot Road via a bridge structure that would extend from the northern terminus of Camino Capistrano over the railroad tracks to connect with Cabot Road, at Vista Viejo in the City of Mission Viejo. This connection would enhance accessibility to Camino Capistrano and would serve as an important regional connector between the cities of Laguna Niguel, Mission Viejo, and Laguna Hills.

Direct Paseo De Colinas Connection with I-5

This access alternative considered the development of a set of ramps connecting Paseo De Colinas with I-5 to the north. The purpose of the ramps would be to divert traffic destined for Laguna Niguel, and areas further south, to enter and exit I-5 directly from Paseo De Colinas rather than use the Crown Valley Parkway or Avery Parkway interchanges. Both of these existing interchanges and the arterial streets connected to them are projected to be operating at or near capacity by 2030. The new connecting ramps would be provided by developing a set of frontage roads along I-5 and connecting them with the Avery Parkway and Crown Valley Parkway ramps. While the connectors may be too costly as a stand-alone project, the concept could be developed as part of a larger interchange improvement project enhancing the Avery and Crown Valley Parkway interchange facilities. Figure 3-12 (Direct Paseo De Colinas Connection with I-5) shows a concept with direct connection between I-5 and Paseo De Colinas.

C. SITE ACCESS

Access to Arterial Major and Major Roadways

- Access to individual properties along Arterial Major and Major roadways, as designated in the City of Laguna Niguel General Plan (e.g., Crown Valley Parkway), shall be discouraged.
- If alternate access is available from a Primary or Secondary roadway, access shall be provided from that roadway rather than from the Arterial Major or Major roadway.
- One-way out access onto Arterial Major or Major roadways may be considered by the Director of Public Works.

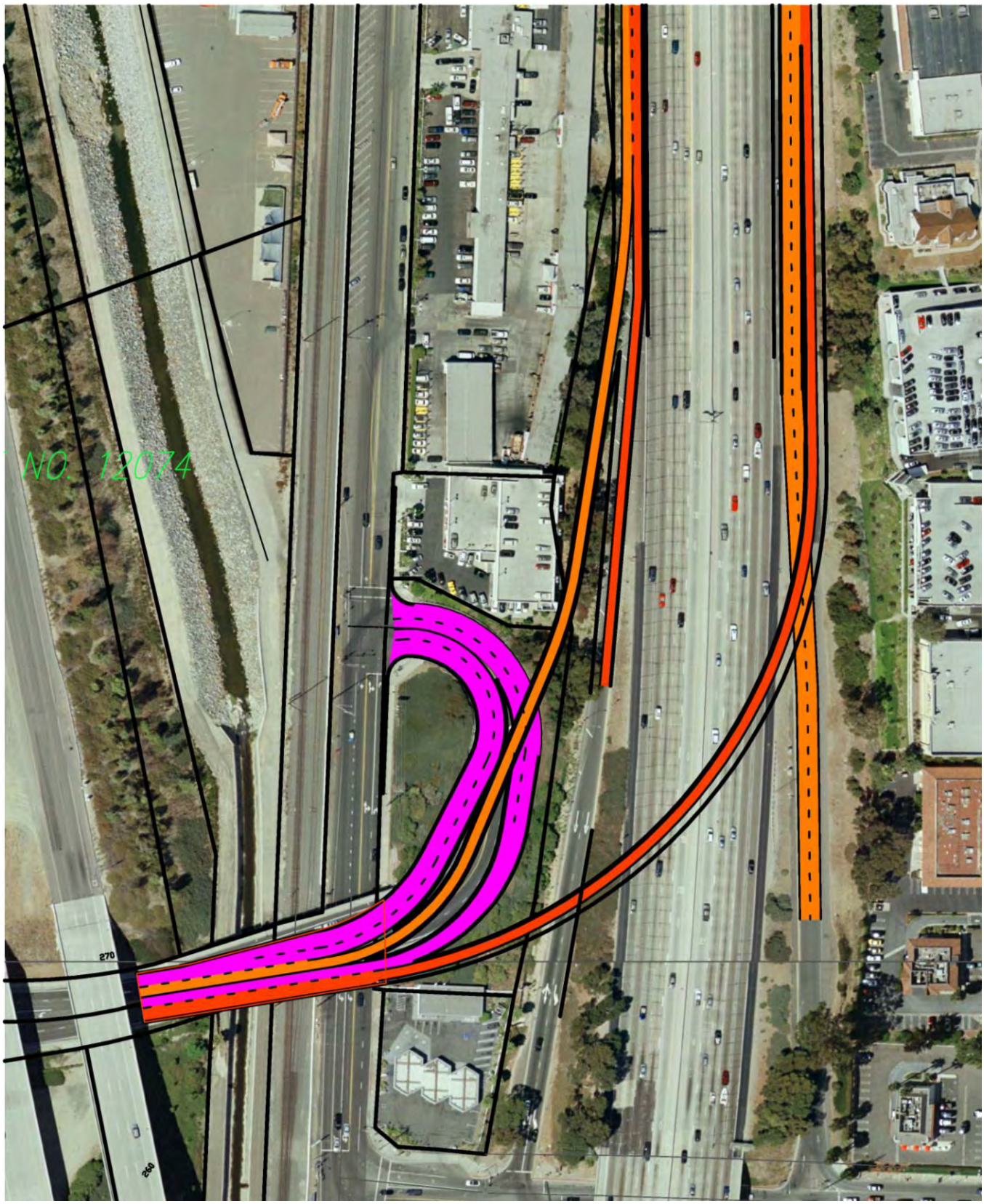


FIGURE 3-12 **Direct Paseo De Colinas Connection with I-5**

Vehicular Access in Commercial and Mixed-Use Areas

Because many of the properties located within the Laguna Niguel Gateway Specific Plan area are small lots around 10,000 square feet in size, and larger lots typically are characterized by shallow lot depth, the vehicular access standards enumerated in Section 9-164 (Non-residential Parking Requirements) of Title 9 in the Laguna Niguel Municipal Code may be difficult to meet in several instances. To reflect the unique parcel configuration and characteristics of the Specific Plan area, the following vehicular access standards should apply:

- Where possible, the spacing requirements from intersections as detailed in Section 9-165(i) of Title 9 in the Laguna Niguel Municipal Code shall be met.
- Where size, shape or location of a property prevents compliance with the City's intersection spacing requirements, development shall substantially conform to the following standards:
  - The first street opening from an intersection should be a minimum of 75 feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - The second street opening should be a minimum of 200 feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - Additional street openings should be a minimum of 150 feet, from center to center, from any other street opening, unless a smaller minimum distance is specifically allowed on a case-by-case basis by the City's Community Development Director and Director of Public Works.

D. TRANSIT

The Specific Plan area is served by both Metrolink rail service and OCTA bus service, although both provide limited service. The transit routes are discussed below and are illustrated in Figure 3-13 (Laguna Niguel/Mission Viejo Metrolink Station and OCTA Bus Routes). Revitalization of the Gateway area will increase the need to provide a comprehensive, efficient, and integrated public transportation system that serves all sectors of the community including commuters and residents. The program includes a comprehensive approach that considers both the local and regional needs of transit riders.

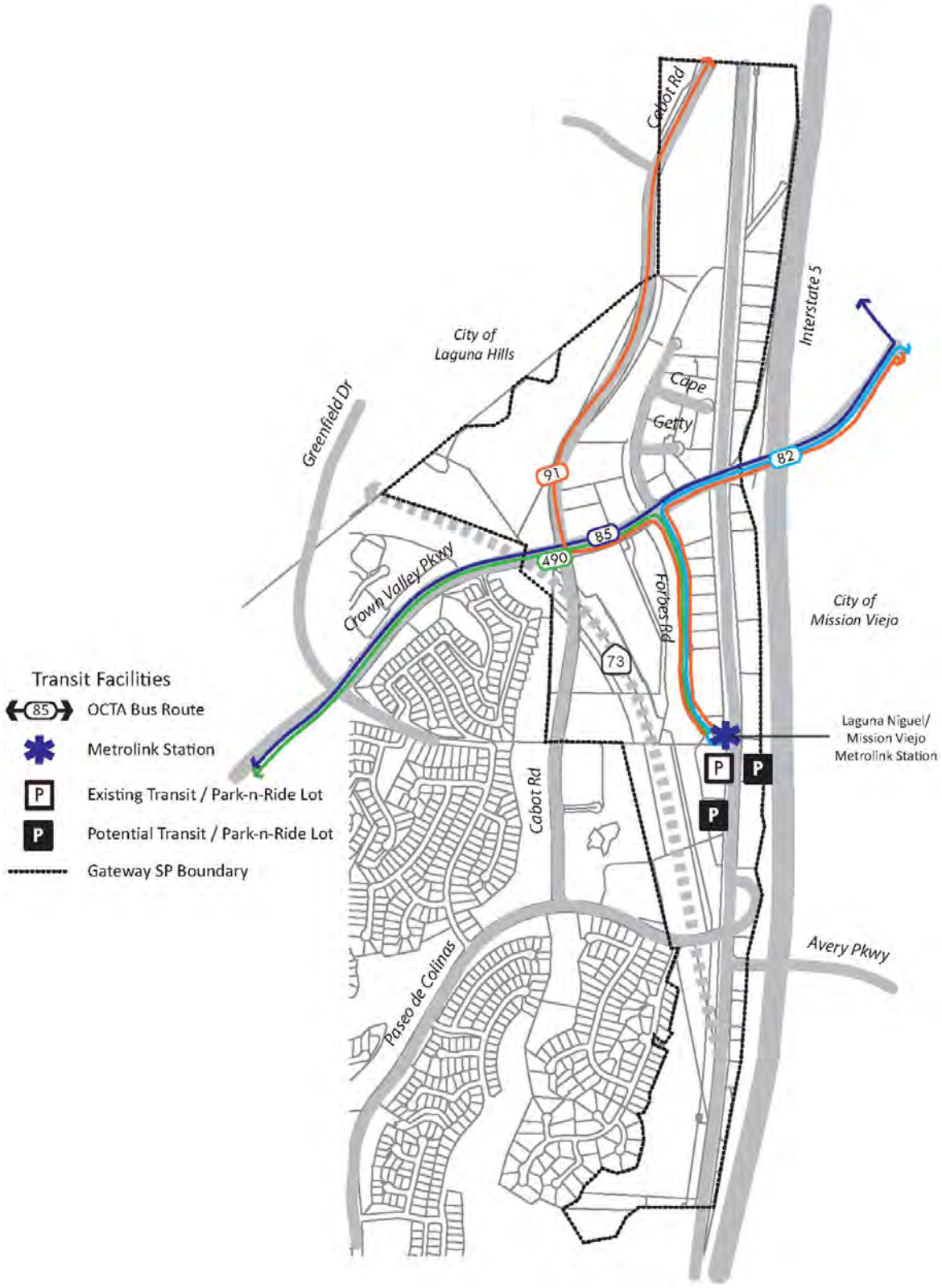


FIGURE 3-13 **Laguna Niguel/Mission Viejo Metrolink Station and OCTA Bus Routes**

1. Metrolink Train Service

The Laguna Niguel/Mission Viejo station is located south of Crown Valley Parkway, between Forbes Road and Camino Capistrano. The station is accessible from both the east and west, with drop-off and turn-around areas provided on both sides of the station. Current weekday service includes fifteen trains leaving the station between 4:10 AM and 6:30 PM and fourteen trains arriving at the station between 6:30 AM and 7:45 PM. OCTA plans to expand service during the day to a maximum 30-minute intervals. The increased service will encourage additional use of the Metrolink trains by those whose schedules are currently be outside of the Metrolink service schedule for this station. The enhanced service also makes the Gateway Specific Plan area more attractive for transit-oriented development.

Currently, parking facilities for the Laguna Niguel/Mission Viejo Metrolink station comprise a 296-space parking lot accessed from south Forbes Road and limited on-street parking along portions of Camino Capistrano. OCTA projects a total future parking demand of 1,200 spaces to accommodate ridership demand at the station. The 1,200 parking spaces can be accommodated on Forbes Road, in the general location of the existing parking lot, as well as property on Camino Capistrano. Surface-level parking may be provided in the short term and structured parking may be warranted in the future, as demand for station parking grows.

2. OCTA Bus Service

Limited OCTA bus service is provided to the Specific Plan area via four routes: Routes 82, 85, 91, and 490. The following describes the general service provided by each route.

Route 82—Foothill Ranch to Laguna Niguel: Service between Foothill Ranch Towne Centre and Saddleback College. Service extends to/from the Metrolink station with 7 buses stopping at the station between 6:25 and 9:30 AM and 9 buses stopping between 2:15 and 6:15 PM. Weekend service is not provided to the station.

Route 85—Mission Viejo to Dana Point: Service extends between Portola Plaza and Dana Point Harbor with service to the Specific Plan area provided along Crown Valley Parkway. Buses operate between approximately 5:30 AM and 10:30 PM with buses approximately every half hour. Weekend service is provided between approximately 7:00 AM and 6:00 PM with buses about 50 minutes apart.

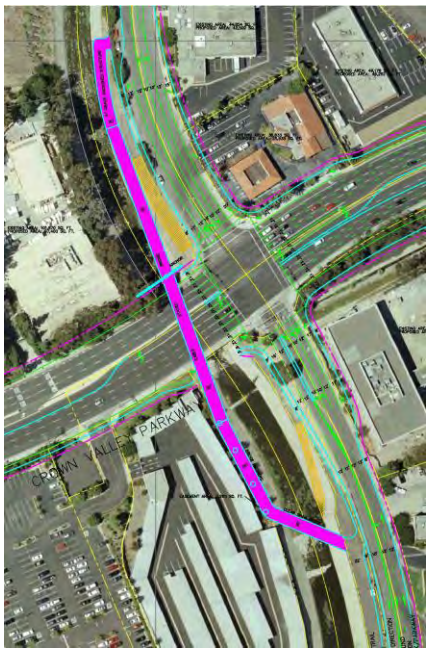
Route 91—Laguna Hills to San Clemente: Service extends between the Laguna Hills Mall Park-n-Ride and the San Clemente Metrolink station with service to the Specific Plan area provided along Crown Valley Parkway and Forbes Road (south). Buses operate between approximately 5:40 AM and 10:30 PM with buses approximately every half hour. Weekend service is provided between approximately 7:40 AM and 7:40 PM with buses about 50 minutes apart.

Route 490—Laguna Niguel/Mission Viejo Metrolink Station to Aliso Viejo: Service extends between the Metrolink station and Aliso Viejo with six buses between 6:30 and 8:50 AM and five buses between 3:50 and 6:20 PM. The service route for this bus is along Crown Valley Parkway to the west and Forbes Road. No weekend service is provided on the route.

No planned service changes are proposed for these routes.

Crown Valley Parkway may include bus turnouts, as determined necessary by the City and/or OCTA, along the street segment that traverses the Specific Plan area. Bus routes, if provided along other streets within the project area, will be marked by appropriate signage. The Metrolink station on Forbes Road includes passenger drop-off- and pick-up areas on Forbes Road.

E. PEDESTRIAN CIRCULATION



Proposed multi-use trail bridge diagram over Crown Valley Parkway

Sidewalks, crosswalks, and pedestrian walk lights are provided through much of the Specific Plan area. Some missing sidewalk connections along selected streets make connections on foot between some uses difficult. Sections where sidewalks do not currently exist include the north side of Crown Valley Parkway, between Cabot and I-5 ramps; the east side of Cabot Road, north of Crown Valley Parkway; the east side of Camino Capistrano north of the train station; and the west side of Camino Capistrano, both north and south of the train station.

Development in the Specific Plan area has historically occurred in a piecemeal fashion; therefore, there is not a continuous network of sidewalks or pathways. The existing pedestrian circulation is also constrained by the lack of street or sidewalk connections linking the main roads within the Specific Plan area.

The Oso Creek Bike Trail, part of an interconnected County-wide riding and hiking (multi-use) trail system, bisects the Specific Plan area from north to south. Some portions of the Oso Creek trail exist, others portions are still planned. From the north, the Oso Creek trail runs from Cabot Road, along the southwest edge of Galivan Basin,

then crosses Oso Creek at an existing bridge. The trail then runs south, along the east side of Oso Creek and the west side of Forbes Road, until it reaches the Metrolink station on south Forbes Road. The trail is planned to cross back over Oso Creek in this general location, on a future bridge, and run south along the west edge of Oso Creek until it joins the Colinas Bluff trail system. There will be a future staging area on Star Drive (south from Paseo De Colinas) that includes parking facilities for the multi-use trail.

A multi-use trail is also planned along the north (westbound) side of Crown Valley Parkway, providing a connection between the Oso Creek Trail on Forbes Road and the Niguel Trail at Greenfield Drive, to the west. Pedestrians, equestrians, and bicyclists shall be permitted on the multi-use trails. The trail system is shown in Figure 3-14 (Trail System).

Future development within the Specific Plan area will be encouraged to install pedestrian walkways that link project sites to existing or proposed pedestrian circulation routes. In addition, projects will be required to provide sidewalks along the property street frontage to ultimately ensure pedestrian connection.

F. BICYCLE CIRCULATION

Bikeways are an important component of a comprehensive transportation system to provide the opportunity for recreational use and as an alternative means of travel within the community and the region. In Laguna Niguel, bikeways will be more heavily used as the City's Bikeways Plan is fully implemented.

Bike lanes are provided along several of the major streets in the Specific Plan area. These include Crown Valley Parkway, Paseo De Colinas, Cabot Road, and portions of Camino Capistrano and Greenfield Drive. High traffic volumes and speeds along some of these streets can make bike riding challenging, particularly for less experienced riders. However, field observations indicate that cyclists regularly use the bike lanes.

The City's General Plan and Trails Master Plan propose to extend a Class I bikeway (paved off-street trail) through the project area. The Class I bike trail through the Gateway area begins in the north as part of the Oso Creek trail described in the Pedestrian Circulation section (above) of this Specific Plan. The Class I bike trail follows the Oso Creek trail until approximately the location of the Metrolink station on south Forbes Road. At that point the Oso Creek trail is planned to cross to the west side of the Oso Creek flood channel while the Class I bike trail continues south on the east side of the

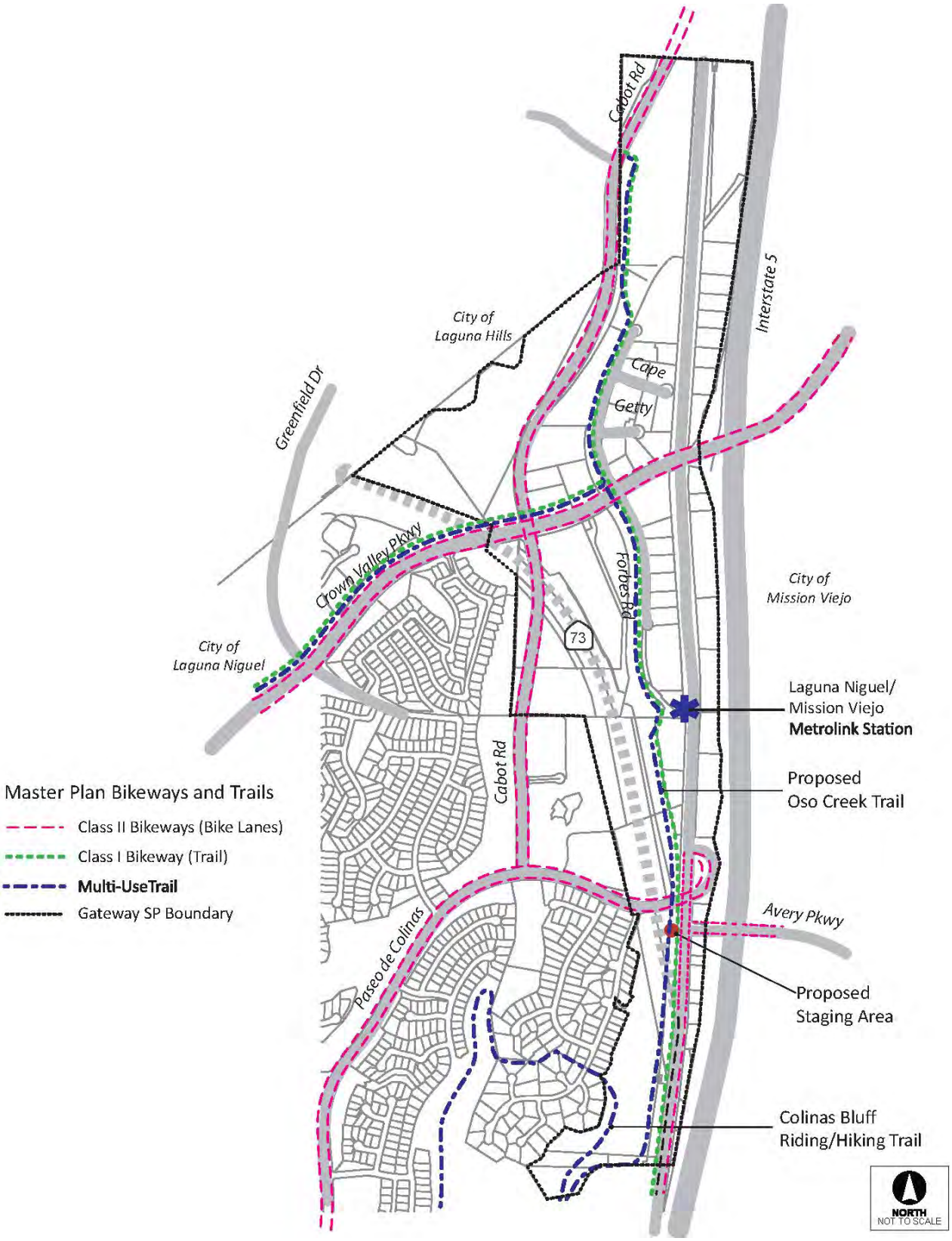


FIGURE 3-14 **Trail System**

channel, until it connects to the bike trail system in the City of San Juan Capistrano.

The City's Trails Master Plan also includes a Class I bikeway segment along the north (westbound) side of Crown Valley Parkway, connecting the planned Class I bikeway on Forbes Road to the existing Class I bikeway on Crown Valley Parkway, west of Greenfield Drive. The existing and planned bike facilities in the Specific Plan area are illustrated in Figure 3-14.

As development in the Specific Plan area intensifies, the completion of the Oso Creek Bike Trail should become a priority as this centrally located spine trail would provide opportunities to create trail linkages and improve bicycle and pedestrian circulation to and from the Specific Plan area as well as within the Specific Plan area. Large development projects within the Specific Plan area are encouraged to install bikeways that connect to existing and proposed bicycle circulation routes.

A longer-term element of the Specific Plan bicycle program is the development of a grade-separated bridge across Crown Valley Parkway, connecting the Oso Creek trail along north and south Forbes Road. Design studies indicate that such a bridge will require acquisition of some additional right-of-way and/or easements to locate a portion of the bridge within the flood channel. The planning, design and construction of a bridge crossing can occur in a later phase of development, with at-grade accommodation in the near-term.

G. PARKING

Parking within the Specific Plan area will be accomplished by a mixture of on-street and off-street parking areas. Each development site generally will have its parking areas configured to suit the nature of the land use. Some existing businesses utilize on-street parking due to the lack of on-site parking facilities. As uses transition over time within the Specific Plan area, future developments will be required to meet their parking requirements with on-site parking facilities or shared off-site facilities. Under special circumstances, on-street parking may be deemed appropriate if it complements the streetscape and does not compromise public safety. Limited on-street parking will be allowed to continue on Forbes Road, Cabot Road, Camino Capistrano, Cape Drive, and Getty Drive, until streetscape or other improvements are developed along these roads requiring the removal of on-street parking. Existing and planned on-street parking locations in the Specific Plan area are shown in

Figure 3-15 (Existing and Planned On-Street Parking Locations). Appropriate on-street parking controls, including but not limited to, time limits, overnight restrictions and other measures, may be implemented to complement the intended uses and streetscape improvements, protect public health, and/or ensure efficient traffic circulation.

Shared parking in the Gateway area is encouraged when uses with complementary parking demand are proximately located. For instance, Train station parking facilities could be used for entertainment uses as those uses typically have different peak parking demands. When shared parking is proposed, a shared parking analysis will need to be conducted in accordance with the City's Municipal Code Section 9-1-65(j) and (k).

Keys to developing effective shared parking facilities will include centrally locating parking to intended users and making the facilities accessible and pedestrian friendly.

Standards and design guidelines that will shape parking for new development and public improvements in the planning area are further described in Chapter 4 (Allowable Uses, Development Standards, and Guidelines) and Chapter 5 (Public Realm Improvements).

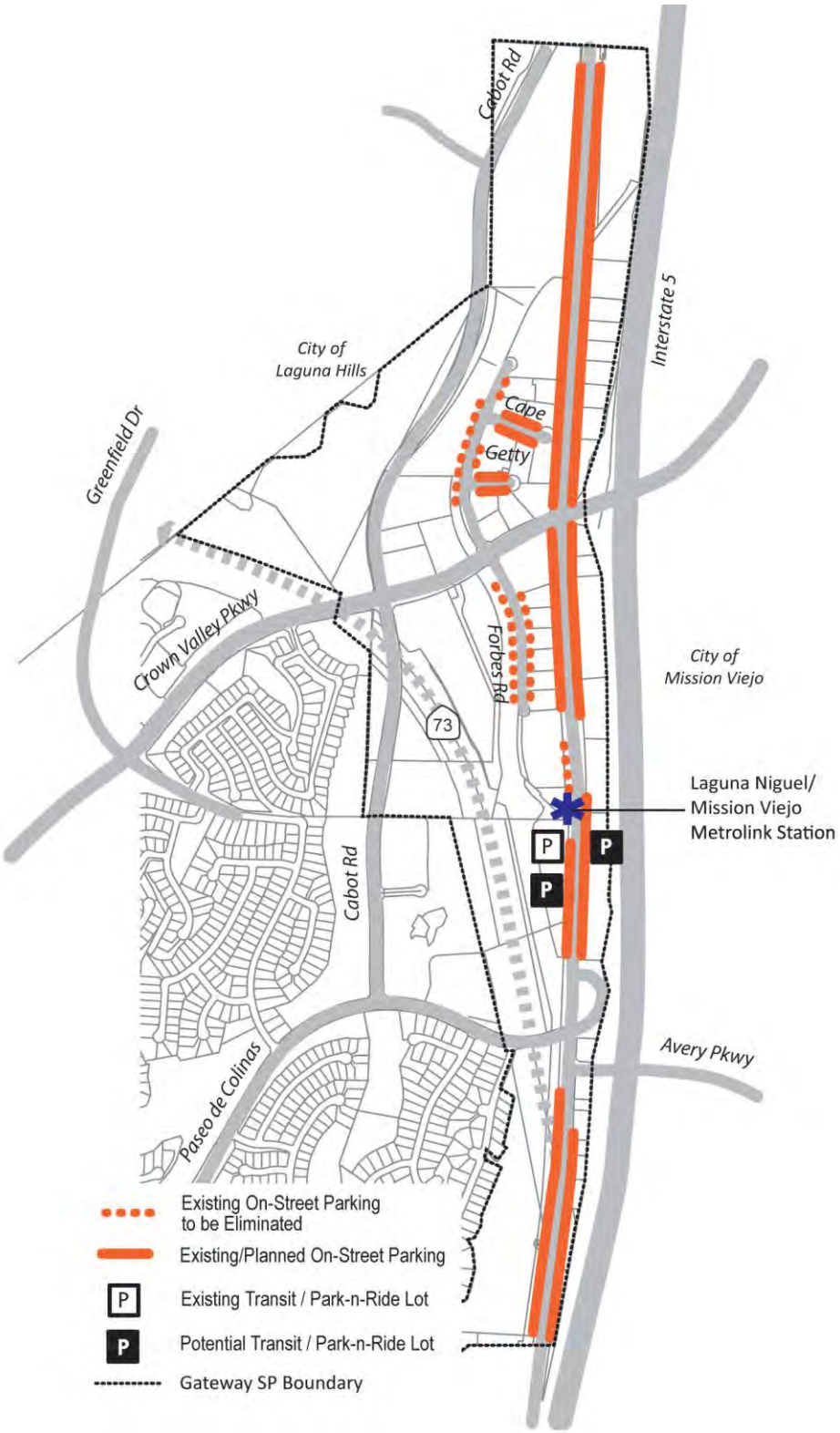


FIGURE 3-15 **Existing and Planned On-Street Parking Locations**

3.5 OPEN SPACE AND STREETSCAPE IMPROVEMENT PLAN

This section of the Specific Plan sets forth the type, location, and character of open spaces and streetscape improvements to be accommodated in the Gateway area. These are essential and complementary contributors to the creation of the distinct and quality neighborhoods and business districts anticipated by the Land Use Concept Plan. Uses absent the amenity of street and the public realm fail to make places that are livable, walkable, and economically viable. This section presents an overview of the three contributing elements of (1) streets, (2) district markers, and (3) open spaces. Development standards and design guidelines that will shape the open space and streetscape improvements in the Districts are described in Chapter 4 (Allowable Uses, Development Standards, and Guidelines) and Chapter 5 (Public Realm Improvements). Figure 3-16 (Areawide Streets and Open Space Concept) and Figure 3-17 (Core Area Streets and Open Space Concept) depict these elements.

The multi-use trail along Oso Creek, combined with planting on the adjacent slope, is the primary usable public open space in the Specific Plan area. Seating areas should be added where possible, for example, at the "kink" in the creek adjacent to the Metrolink station.

The following subsections describe the streetscape improvements planned for each of the major pedestrian-oriented corridors within the Gateway area. They illustrate the plan views for the improvements, list of species to be permitted, and cross-sections showing the required treatment adjacent to the predominant ground floor use on each ground floor segment. Principally, these shall be implemented by developers who shall be responsible for their construction to the street centerline adjacent to the Project.

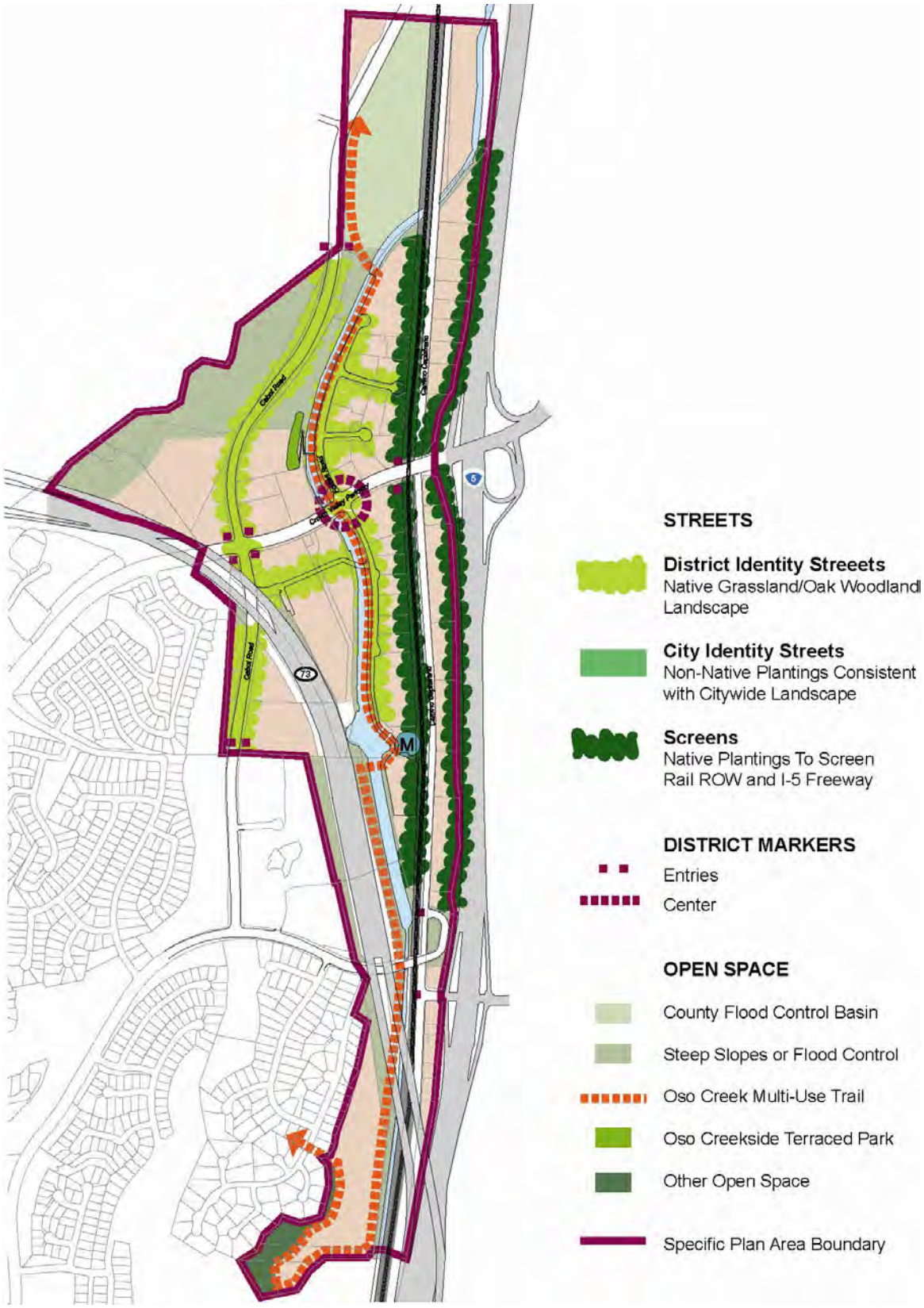


FIGURE 3-16 **Areawide Streets and Open Space Concept**

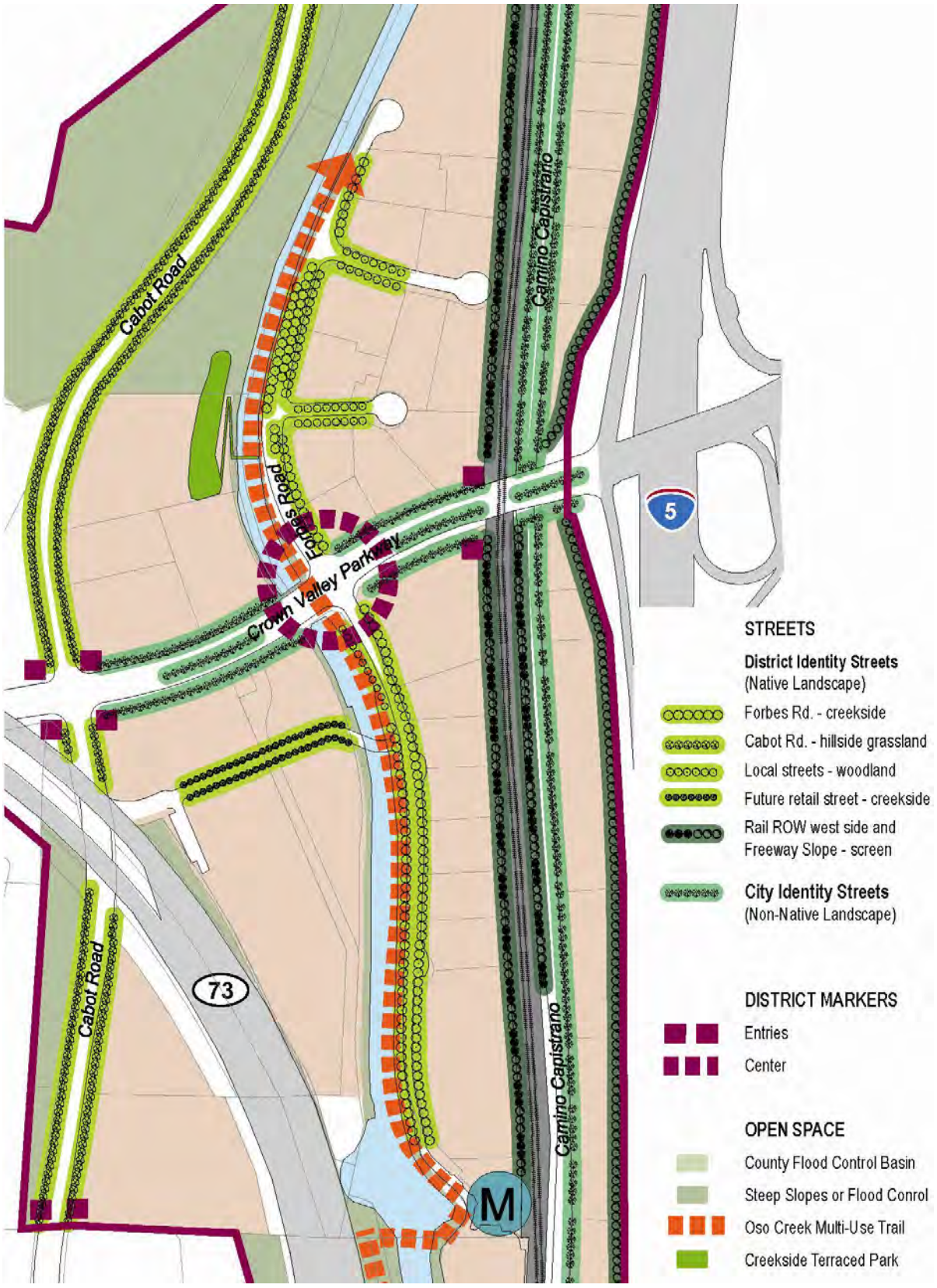


FIGURE 3-17 **Core Area Streets and Open Space Concept**

3.5.1 Forbes Road

Forbes Road is the future pedestrian-oriented "Main Street" for the Specific Plan area and the primary pedestrian and bicycle connector to the Metrolink Station. It is a single-loaded retail street—urban on the east side with a natural creekside linear park on the west side. North of Crown Valley Parkway it will be "Main Street" for the Gateway Village District.

Between the roadway and Oso Creek on the west side, a multi-use trail providing both a hard surface for bicycles and walkers and a soft surface for equestrian and joggers. A parkway with shade trees and groundcover separate the trail from the roadway.

A parkway with shade trees also lines the east side, buffering the walkway and outdoor dining and other commercial activity from the street and, at the same time, linking it to the creek.

The landscape of Forbes Road reflects what might have been the native landscape of a natural Orange County waterway like Oso Creek, with California Sycamores and an understory of native groundcover on the west side. The Sycamore's smaller relative, the London Plane 'Columbia,' also with native groundcover, lines the east side.

Section 4.4.6 (Streetscape Standards) also addresses setback treatment along Forbes Road.

Tree Palette

Street Trees

West side adjacent to Oso Creek:
California Sycamore (*Platanus racemosa*)
average spacing 35' on center

East side:
Columbia London Plane (*Platanus acerifolia 'Columbia'*)
average spacing 25' on center

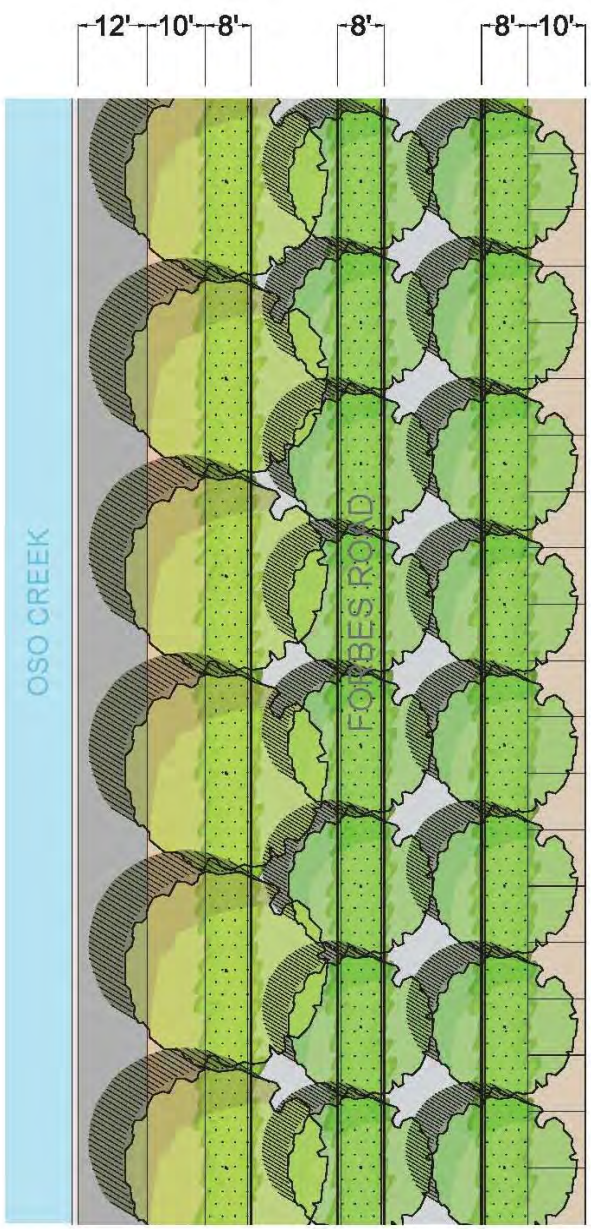


FIGURE 3-18A **Forbes Road, North of Crown Valley Parkway: Typical Plan View, Character, and Plant Palette**

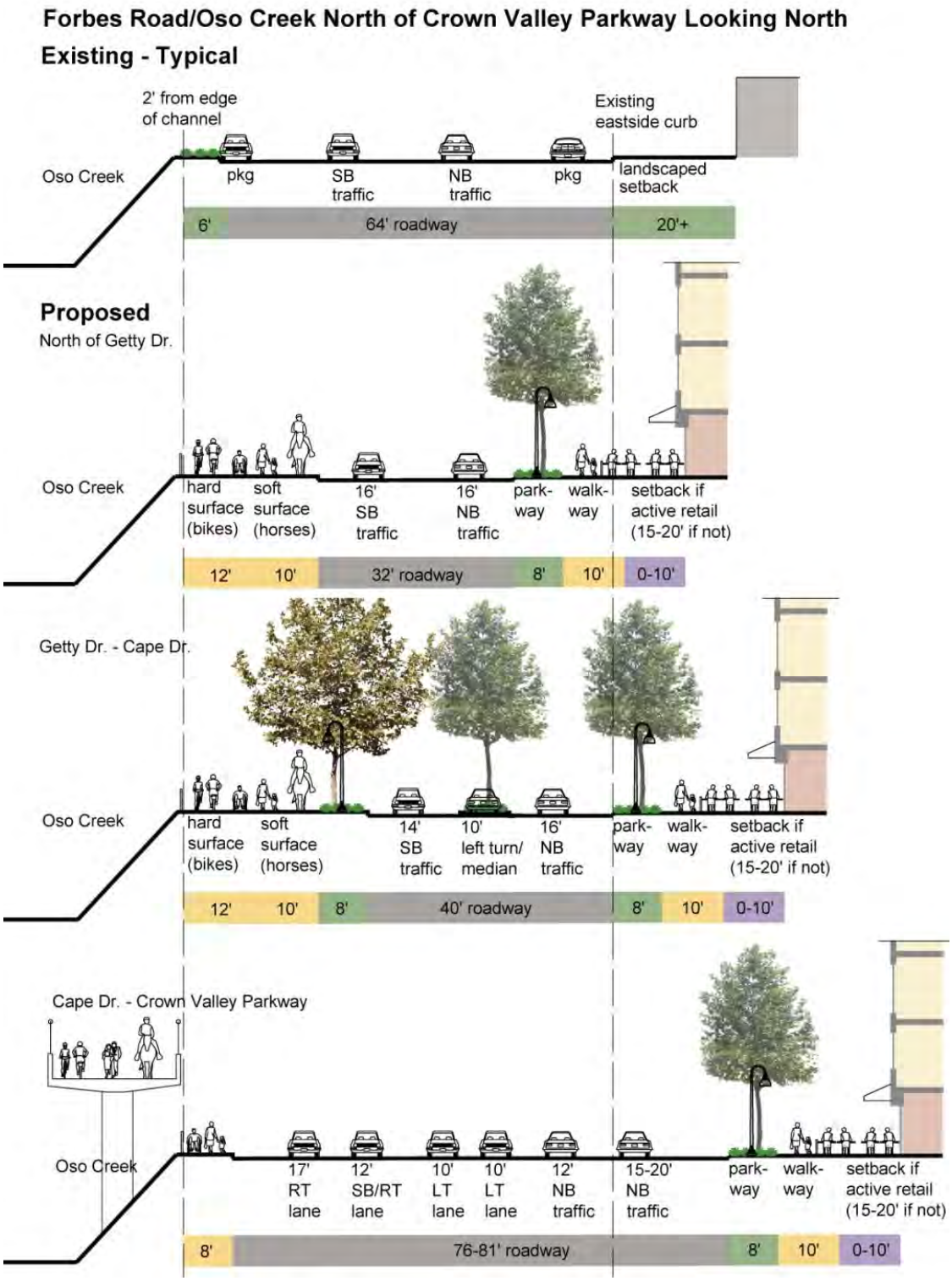


FIGURE 3-18B **Forbes Road, North of Crown Valley Parkway: Cross Sections—Looking North**

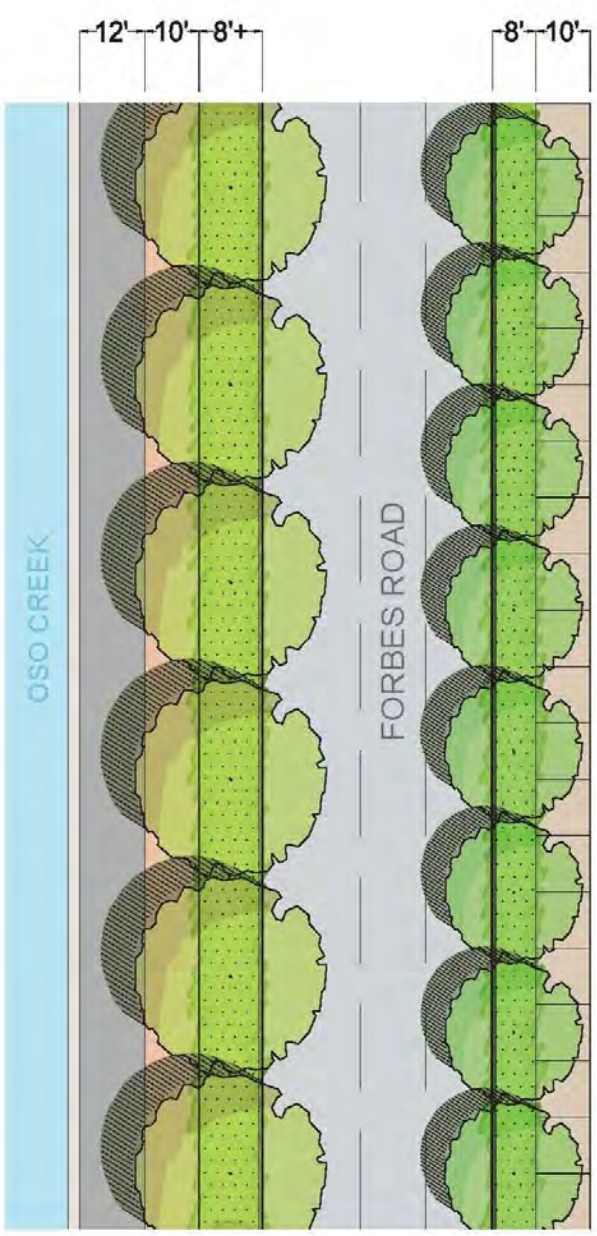


FIGURE 3-19A **Forbes Road, South of Crown Valley Parkway: Typical Plan View, Character, and Plant Palette**

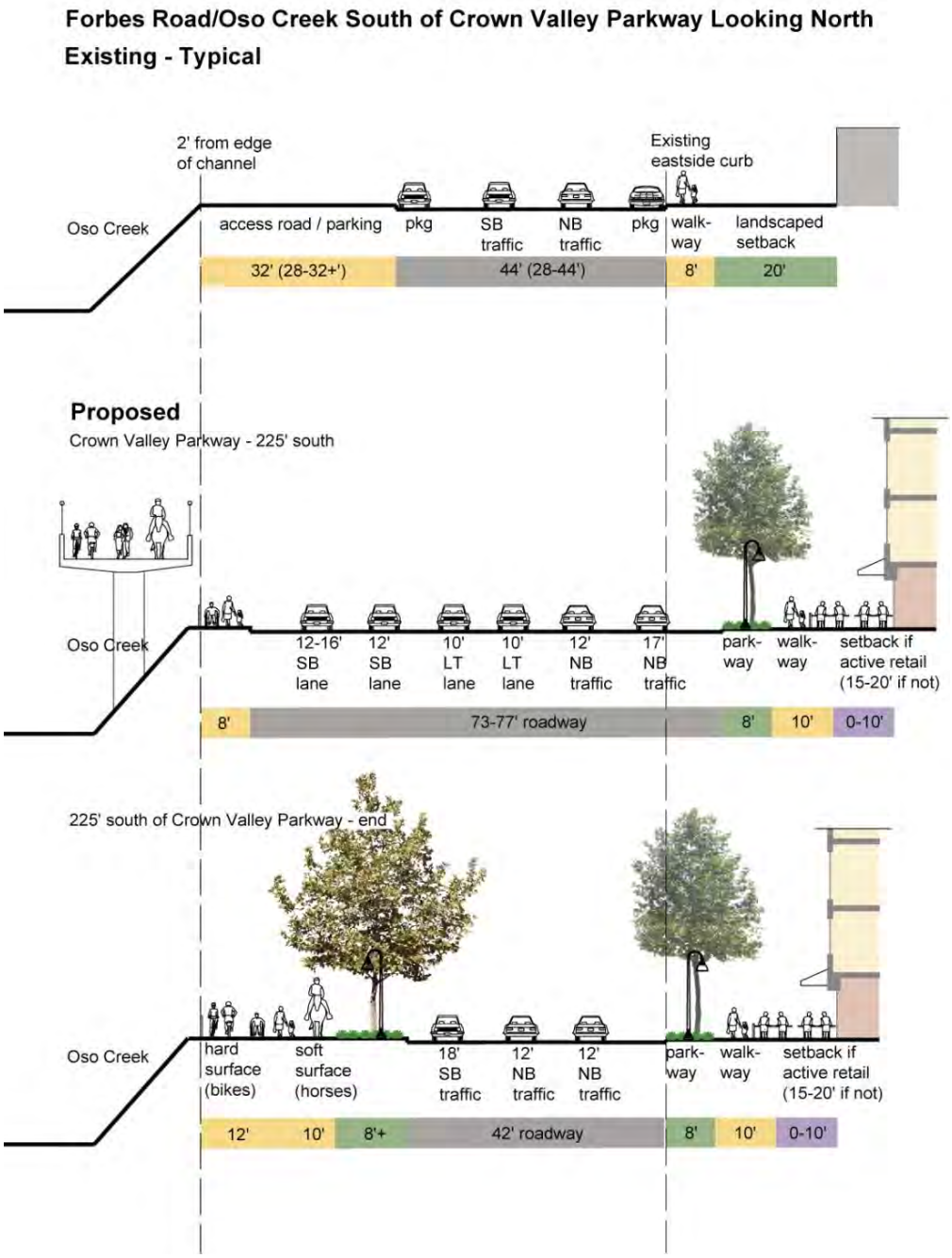


FIGURE 3-19B **Forbes Road, South of Crown Valley Parkway: Cross Sections—Looking North**

3.5.2 Cabot Road

Cabot Road runs near the western edge of the Specific Plan area and is a primary entry from the northwest. North of Crown Valley Parkway, Cabot Road follows the topography of the hillside with steep slopes on either side and with a view of the Specific Plan area from above.

South of Crown Valley Parkway, Cabot Road continues south outside the Specific Plan area, providing a critical link between the west and east sides of the Specific Plan area via Paseo de Colinas.

Cabot Road has two traffic lanes and a bicycle lane in each direction and a center median that can be landscaped for most of its length with left-turn lanes at intersections.

The landscape character of Cabot Road is natural, reflecting the native grassland of the hillside. California Live Oaks, like those that might have been found on similar hillsides, are the primary street tree. California Fan Plans can be used to provide accent elements at the District entry and at intersections.

Tree Palette

Street Trees
- California Live Oak (*Quercus agrifolia*)
- average spacing 30' on center

Setback Trees
- Blue Oak (*Quercus douglasii*)
- California Buckeye (*Aesculus californica*)
- Shore Pine (*Pinus contorta*)

Focal Element Trees
- California Fan Palm (*Washingtonia filifera*)

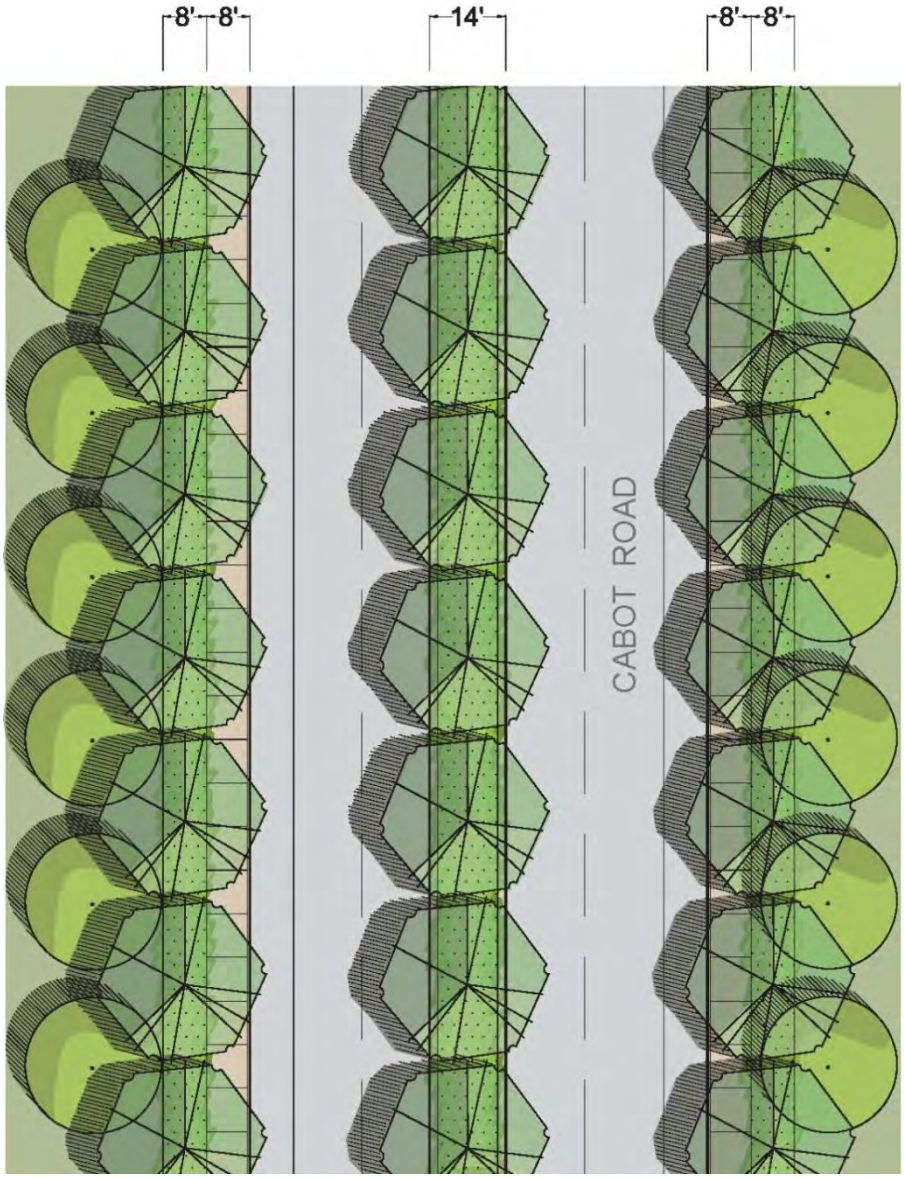
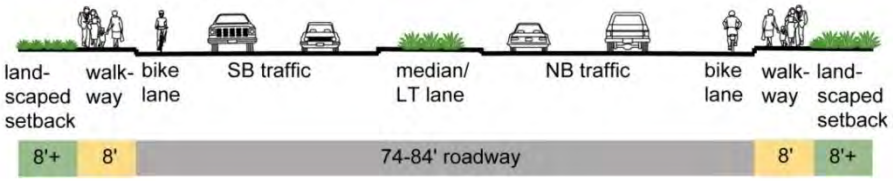


FIGURE 3-20A **Cabot Road: Typical Plan View, Character, and Plant Palette**

Cabot Road provides a sweeping view of the Specific Plan area

Existing - Typical



Proposed

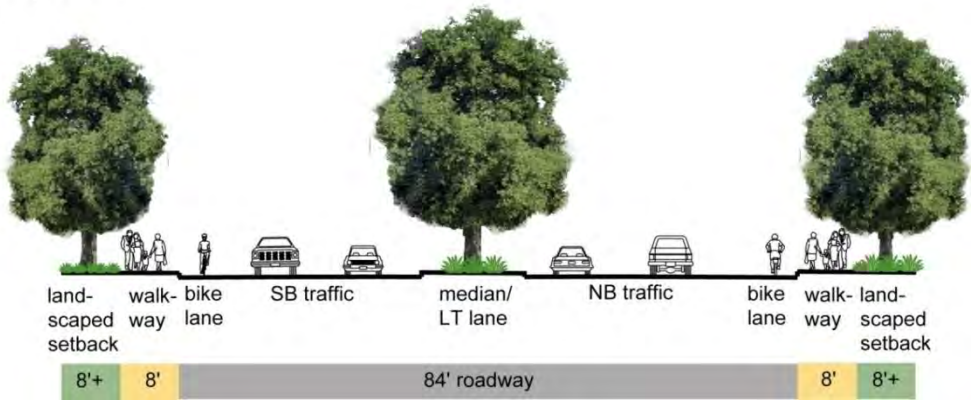


FIGURE 3-20B **Cabot Road: Cross Sections—Looking North**

3.5.3 Getty Drive and Cape Drive

Getty Drive and Cape Drive are existing short culs-de-sac that intersection Forbes Road north of Crown Valley Parkway. Depending on how the area along Forbes Road develops, these streets may remain, be eliminated, or be extended.

If they remain or are extended, they will provide access to mixed-use development along Forbes Road.

They are relatively small-scale streets, intended for slow traffic speeds and to be shared with bicycles. They will have parkways with shade trees and staggered smaller trees in the setback.

The naturalistic creekside character of Forbes Road will extend onto Getty and Cape Drives, which will incorporate native trees and groundcover like Forbes Road.

Tree Palette

Street Trees

Island Oak (*Quercus tomentilla*)
average spacing 25' on center

alternating with:

Setback Trees

Desert Museum Palo Verde (*X Parkinsidium 'Desert Museum'*)
or
Western Redbud (*Cercis occidentalis*)
average spacing 25' on center

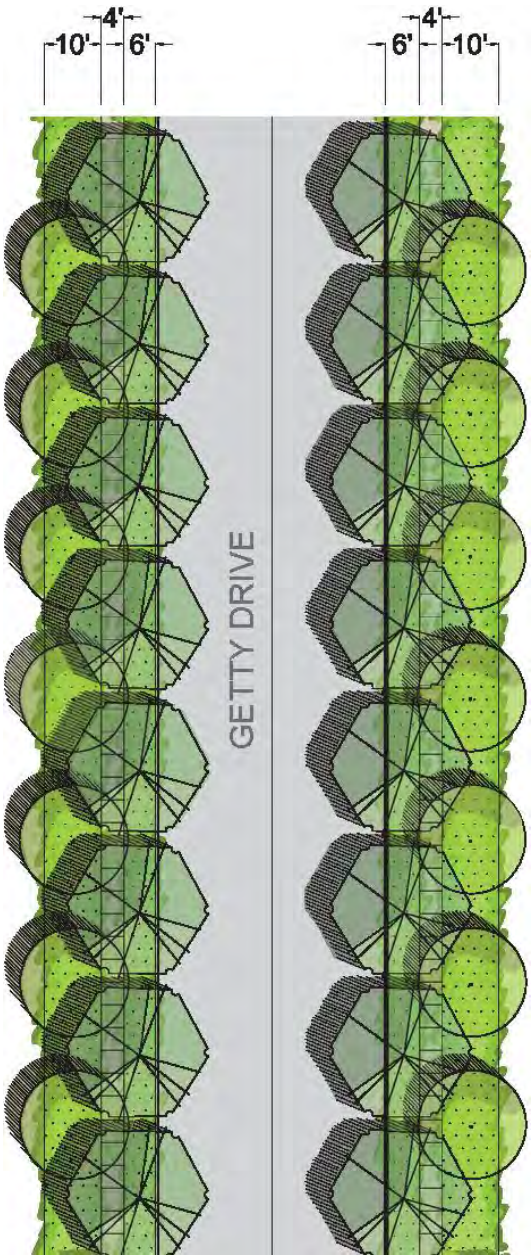
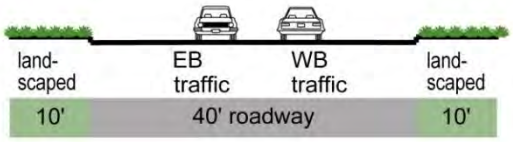


FIGURE 3-21A **Getty Drive and Cape Drive: Typical Plan View, Character, and Plant Palette**

Existing - Typical



Proposed

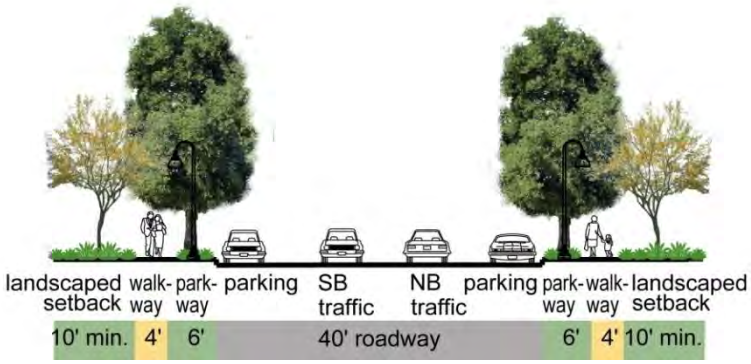


FIGURE 3-21B **Getty Drive and Cape Drive: Cross Sections—Looking West**

3.5.4 Crown Valley Parkway

Crown Valley Parkway is the primary access to the west side of Specific Plan area from both Interstate 5 and surrounding communities. It is also a primary vehicular route through Laguna Niguel.

Because of its width and number of lanes (4 in each direction + 2 left-turn lanes), it is primarily a vehicular street.

Visually it should make a bold landscape statement with a combination of attractive, medium-sized flowering canopy trees and stout, tall Canary Island Palms.

Complementary flowering trees will add emphasis to the entries.

Tree Palette

Street Trees

Chinese Flame Tree (*Koelreuteria bipinnata*)
average spacing 30' on center

Vertical Accent Trees

Canary Island Palm (*Phoenix canariensis*)
average spacing 30' on center

Focal Trees

Jacaranda (*Jacaranda mimosifolia*)

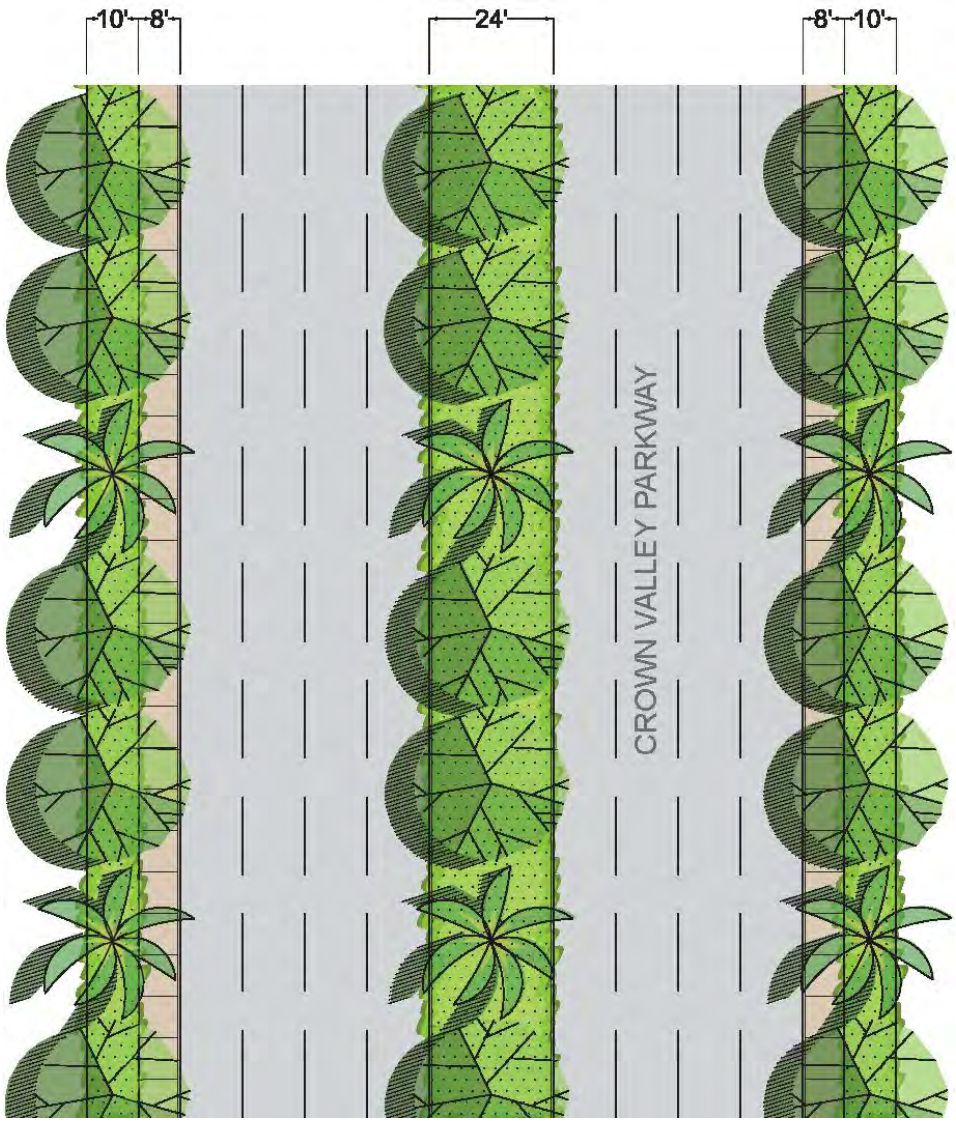


FIGURE 3-22A **Crown Valley Parkway: Typical Plan View, Character, and Plant Palette**

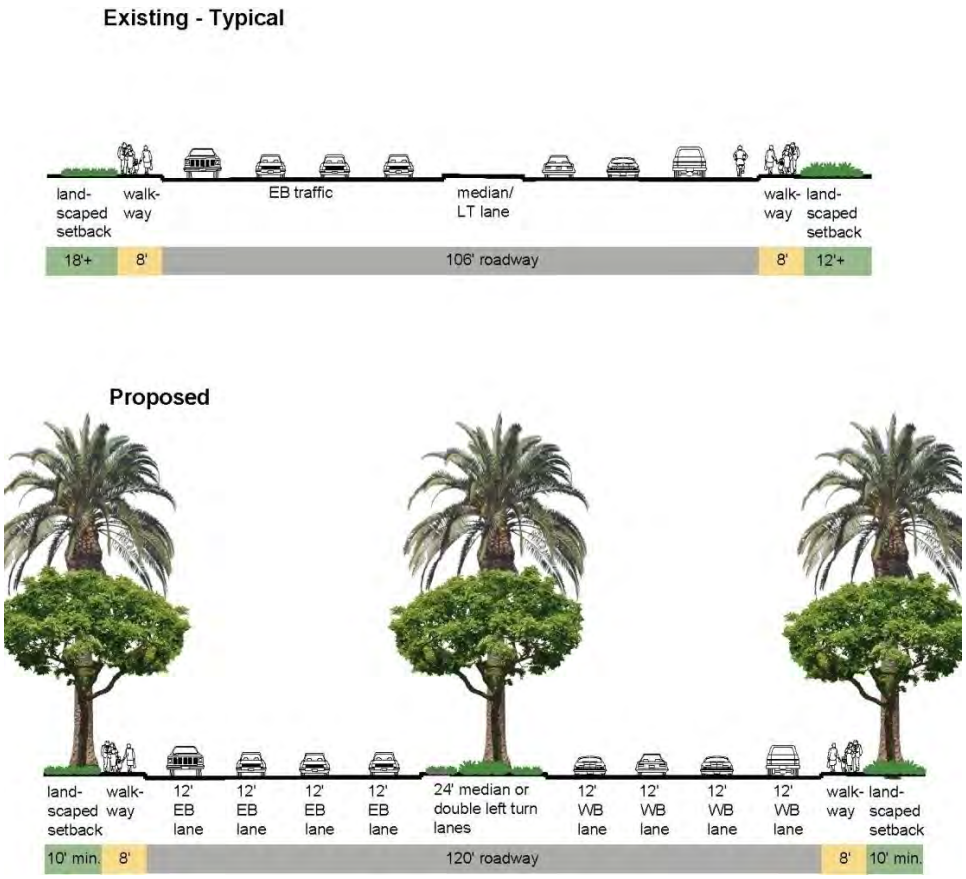


FIGURE 3-22B **Crown Valley Parkway: Cross Sections—Looking West**

3.5.5 Camino Capistrano

Camino Capistrano provides access to the Metrolink station on the east side of the Specific Plan area. It is also a freeway frontage road, linking the Specific Plan area to San Juan Capistrano to the south.

Camino Capistrano, like Forbes Road, is a single-loaded retail street with the railroad right-of-way on the west side of the street. It is and will likely remain primarily auto-oriented, with businesses set back behind parking.

Visually Camino Capistrano is important to the identity of the Specific Plan area, especially from the freeway. In addition, segments are lined with parking for Metrolink and businesses located along the street, so shade is important, both for parked cars and for pedestrians walking from their cars to their destinations.

Mexican Fan Palms will alternate with Southern Magnolias to provide both visual identity from a distance and shade along the parking lane and sidewalk.

Tree Palette

Street Trees

Southern Magnolia cultivars (*Magnolia grandiflora 'Samuel Sommer'* or *'D.D. Blanchard'*)

Vertical Accent Trees

Mexican Fan Palm (*Washingtonia robusta*)

Focal Trees

Jacaranda (*Jacaranda mimosifolia*)
Chinese Flame Tree (*Koelreuteria bipinnata*)

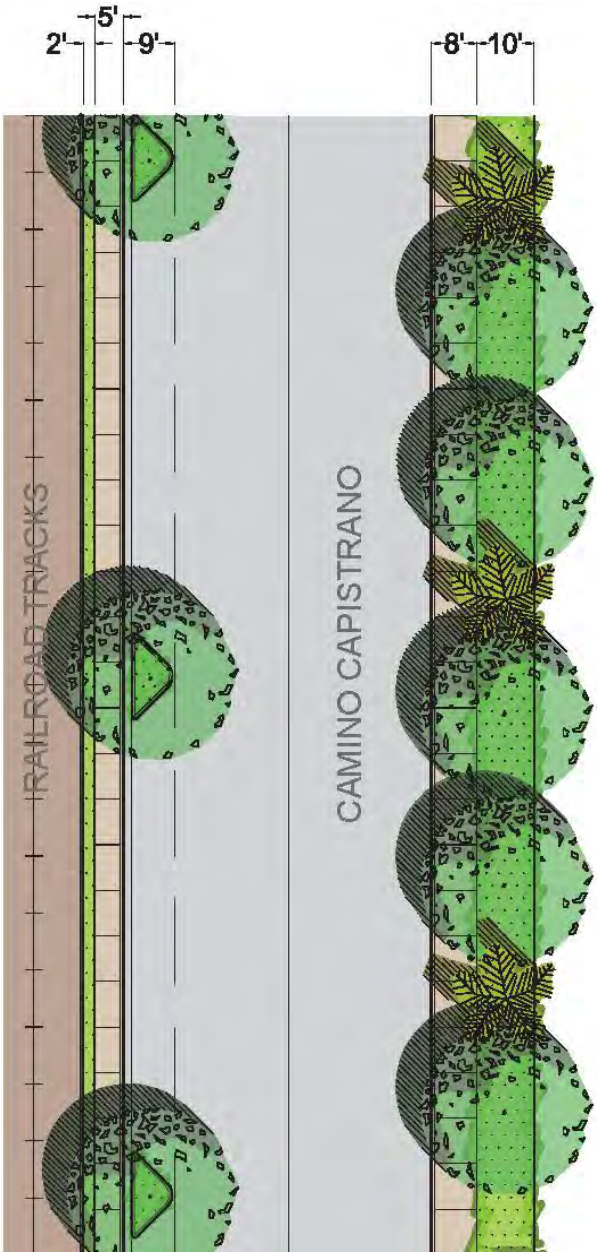


FIGURE 3-23A **Camino Capistrano: Typical Plan View, Character, and Plant Palette**

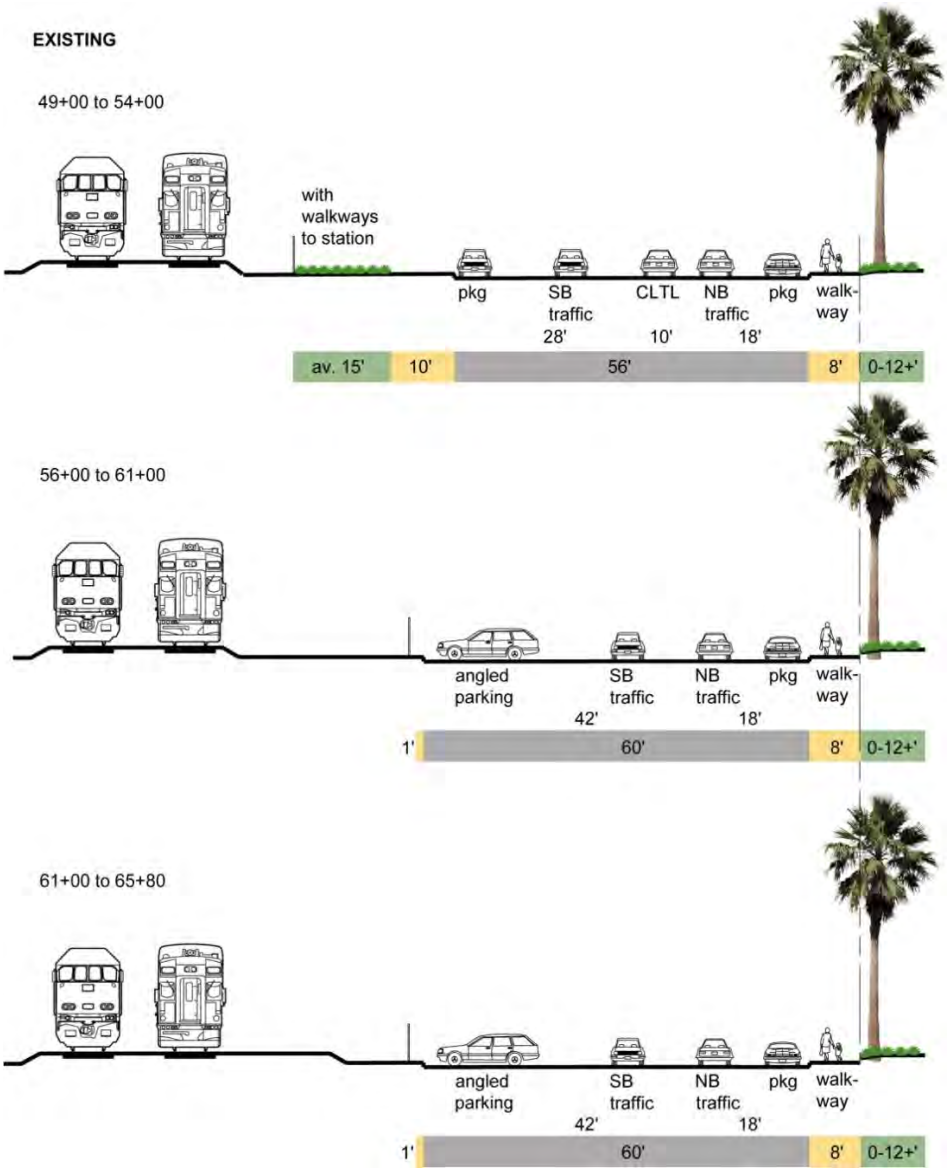


FIGURE 3-23B **Camino Capistrano: Cross Sections—Looking North**

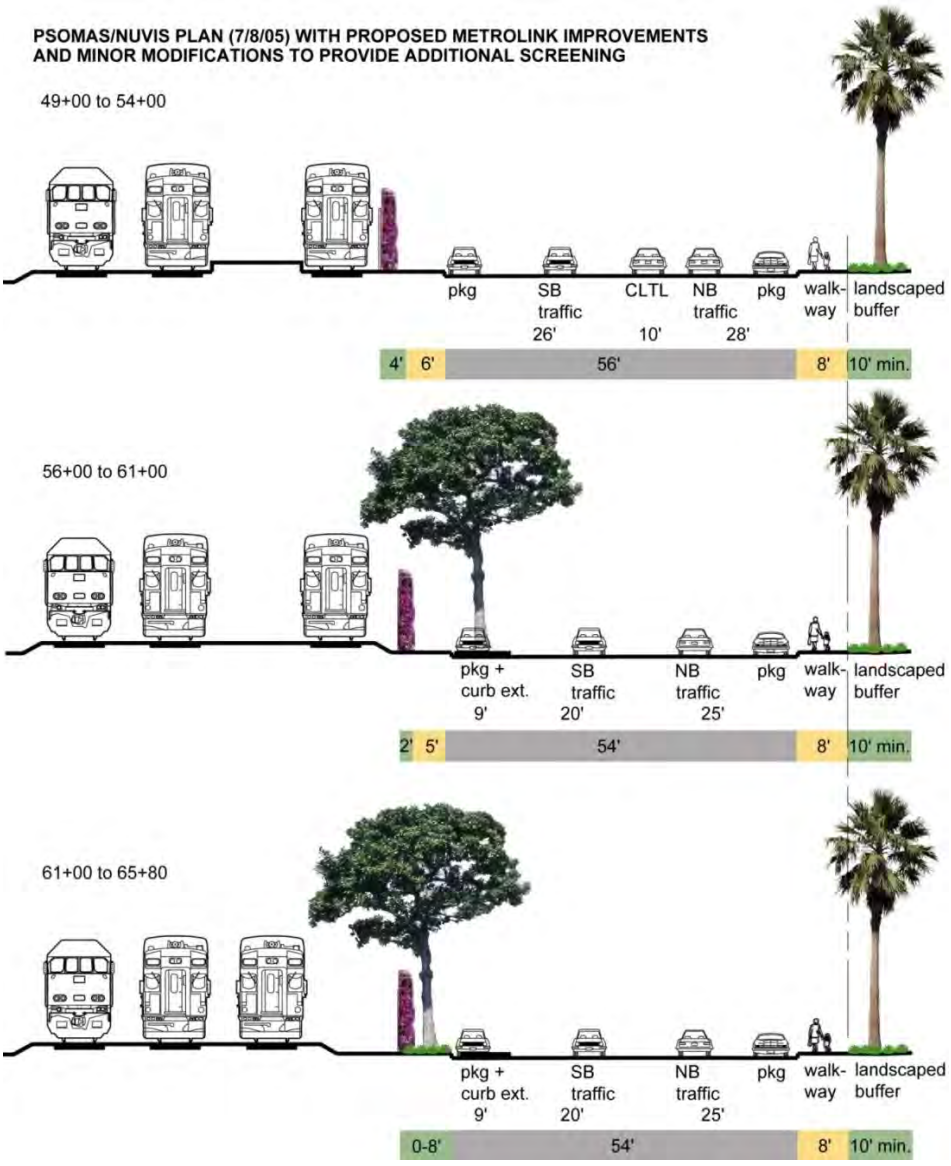


FIGURE 3-23C **Camino Capistrano: Cross Sections—Looking North**

FIGURE 3-24 **Camino Capistrano: Existing (upper) and Future with Street Trees and Landscape Screen on Fence (lower)**

3.5.6 Avery Parkway

Avery Parkway is the primary access to the east side of Specific Plan area from I-5. It is a small but important street, providing direct access to the east side of the Specific Plan area.

The short street segment will be lined with Queen Palms.

Tree Palette

Street Trees

Queen Palm (*Syagrus romanzoffianium [Arecatrum r., Cocos plumose]*)

average spacing 25' on center

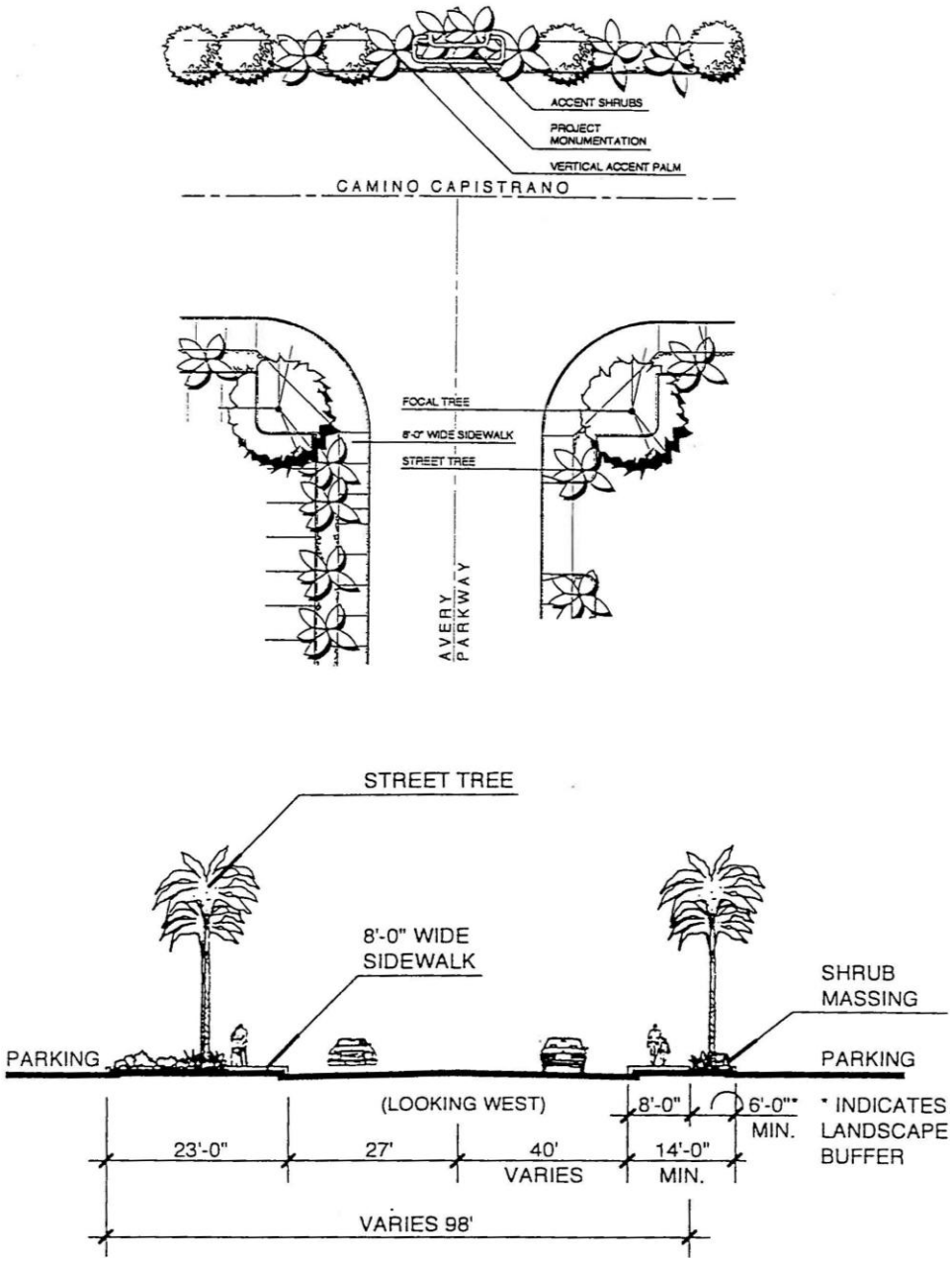


FIGURE 3-25 **Avery Parkway: Typical Plan View, Character, Plant Palette, and Cross Sections**

3.5.7 New Pedestrian-Oriented Internal Streets

Future pedestrian-oriented retail streets in the Specific Plan area, which are anticipated in the areas between Oso Creek/Forbes Road and Cabot Road, should be similar in character to the east side of Forbes Road: with parkways and shade trees buffering the walkway and outdoor dining and other commercial activity from the street and providing an inviting, walkable environment for residents and visitors.

The landscape of the new retail street should be an extension of the adjacent Village Districts: London Plane 'Columbia', with low-growing grass or grass-like native plants.

Section 4.4.6 (Streetscape Design) also addresses setback treatment on new pedestrian-oriented retail streets.

Tree Palette

Street Trees

Columbia London Plane (Platanus acerifolia 'Columbia')
average spacing 25' on center

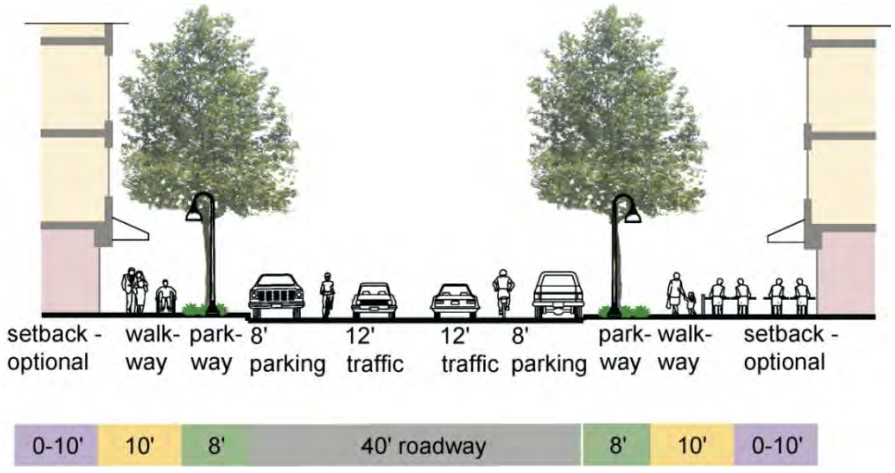


FIGURE 3-26 **New Pedestrian-Oriented Retail Street: Typical Plan View, Character, Plant Palette, and Cross Sections**

3.6 INFRASTRUCTURE IMPROVEMENT PLAN

Improvements to the utility infrastructure are a critical component to the success of implementing the Gateway Plan and their completion will enhance development of the area. Planned system improvements include a range of upgrades that will facilitate development and enhance system efficiency and service levels. These improvements include upgrades to drainage in Oso Creek, sanitary sewer, and domestic water for the area as further described below. Cost estimates for these improvements and the priority for their installation are presented in Chapter 6 (Plan Implementation) Table 6-1 (Cost Estimates for Key Infrastructure Improvements in the Specific Plan Area). Financing methods are summarized in Table 6-2 (City of Laguna Niguel Financing Methods), Table 6-3 (State and Federal Financing Methods), Table 6-4 (Developer/Property Owner/User Financing Methods), and Table 6-5 (Implementation Schedule).

3.6.1 Drainage / Oso Creek

The drainage patterns in the area are generally to either Oso Creek or a 30-inch concrete pipe that runs between Camino Capistrano and the San Diego Freeway. Although the proposed land use plan will have minimal to no effect on runoff in the area, the system improvements warranted include additional inlets and pipes to channel drainage from proposed development consistent with existing patterns. Drainage improvements will be generally needed in Planning Districts D, E, and I.

3.6.2 Sanitary Sewer

As estimated using guidelines from the Moulton Niguel Water District, the proposed land use plan will require the construction of system improvements as follows. The 40,000 square feet of general office and 1,427 multifamily units in Planning District E, and 152,460 square feet of medical office and 420 multifamily units in Planning District D, will substantially increase daily sewer flows. Planning District E is currently served by a sewer line in Forbes Road between Crown Valley Parkway and Camino Capistrano. Portions of the downstream sewer lines will need to be upsized to accommodate development planned in District E. The existing lines in District D have sufficient capacity to convey additional flows due to their upstream location.

Sewer lines serving Planning Districts D, E, and G are served by the lift station located in Crown Valley Parkway between Forbes Road and Cabot Road. This lift station will need to be enhanced to accommodate the additional flows generated by the development proposed in these three Districts.

3.6.3 Domestic Water

Domestic water in the project area is generally served by two water pressure zones that are connected at a location north of Costco. Based on the use of Moulton Niguel Water District guidelines to estimate demand, there is adequate supply and pressure to service the land uses proposed in the development plan. The system will require improvements however, to provide adequate water pressure to the area. These improvements include the addition of a pressure reducing station between the two water zones serving the area, and the installation of fire hydrants, as required, to address fire flow requirements.

CHAPTER 4 Allowable Uses, Development Standards, and Guidelines

4.1 PURPOSE

4.1.1 Introduction

This chapter provides detailed regulations for development and land uses within the Specific Plan area, and describes how these regulations will be used as part of the City's development review process. This chapter is intended to provide for the continuing transformation of the Gateway area and achieve the vision and objectives identified in Chapter 1 (Introduction), and implement the plans, policies, and guidelines identified in the other chapters of this Specific Plan.

4.1.2 Applicability

Except as otherwise provided by this Specific Plan, no uses or structures shall be established, substituted, expanded, constructed, altered, moved, maintained or otherwise changed, and no lot lines may be created or changed, except in conformance with this chapter, as follows:

a. Regulating Plan and Zones (Section 4.2)

   The Regulating Plan defines the zones within the Specific Plan, identifies the parcels included within each zone, and describes their purposes and land uses.

b. Allowable Uses (Section 4.3)

   This section identifies the type of land uses allowed in each of the zones established by the Regulating Plan. A parcel within the Specific Plan area shall only be occupied by land uses as allowed within the applicable Zone identified on the Regulating Plan (Section 4.2) and subject to the applicable type of City approval (for example, Site Development Permit, Use Permit, and so on as identified in this section or the City's Municipal Code). This section also establishes the Development Capacities within the Specific Plan area (Section 4.3.3), Minimum and Maximum Densities (Section 4.3.4), and the Development Entitlement Management System (Section 4.3.5).

c. Development Standards (Section 4.4)

This section identified densities to be permitted for each Planning District and Land Use Designation and regulates the features of site development and buildings that contribute to the urban form and affect the public realm. The standards regulate building height, property setbacks, treatment of building elevations, open space, parking, on-site open space, building types, streetscape design, and signage.

d. Design Guidelines (Section 4.5)

This section defines guidelines contributing to urban form and character that complement the standards specified by Section 4.4. These address property setbacks, building elevations, parking, on-site open space, building types, and streetscape design.

e. Nonconforming Uses, Lots, and Structures

To effectively implement the provisions of this Specific Plan and to protect the public health, safety and welfare, land uses, lots, and structures that were lawfully established, but that do not conform to the provisions of this Specific Plan, shall be regulated consistent with Subarticle 12 of the Laguna Niguel Zoning Code, Non-Conforming Uses, Lots, and Structures (Laguna Niguel Municipal Code Sections 9-1-120 through 9-1-127).

4.1.3 Administration

The standards and other requirements of this chapter shall be administered and enforced by the City of Laguna Niguel Community Development Department and other departments in the same manner as the provisions of the Laguna Niguel Municipal Code. Unless specified otherwise, the provisions of this Specific Plan take precedence over the applicable provisions of the Laguna Niguel Municipal Code.

Development and use of property within the Laguna Niguel Gateway Specific Plan area shall clearly demonstrate compliance with the applicable requirements of this Chapter 4 (Allowable Uses, Development Standards, and Guidelines). In addition, consistency with the objectives, policies, plans, and guidelines contained in other chapters of this Specific Plan must also be demonstrated.

When a development issue arises that is not covered under the provisions of the Specific Plan, the City of Laguna Niguel Municipal Code shall apply.

Should a development provision within this Specific Plan be inconsistent with any development provision found elsewhere in this Specific Plan, the Community Development Director shall determine which provision is applicable.

4.2 REGULATING PLAN AND ZONES

This section establishes five unique zones that are applicable to the properties within the Specific Plan area and include:

- Retail Commercial (RC) Zone
- Business Park (BP) Zone
- Community Service (CS) Zone
- Mixed-Use (MU) Zone
- Open Space (OS) Zone

The Regulating Plan (Figure 4-1) defines the boundaries of these zones and assigns a specific zone to each individual property within the Specific Plan area. The location of the zones is based on the desired distribution and mix of uses, development densities, and urban form characteristics identified in Chapter 3 (Policies and Development Plans). The zones are intended to accommodate the development of multiple new mixed-use districts where the placement of buildings, form and scale, orientation to sidewalks and the public realm, location of parking, and architectural character promote the interaction among living, working, shopping, and entertainment functions and walkability.

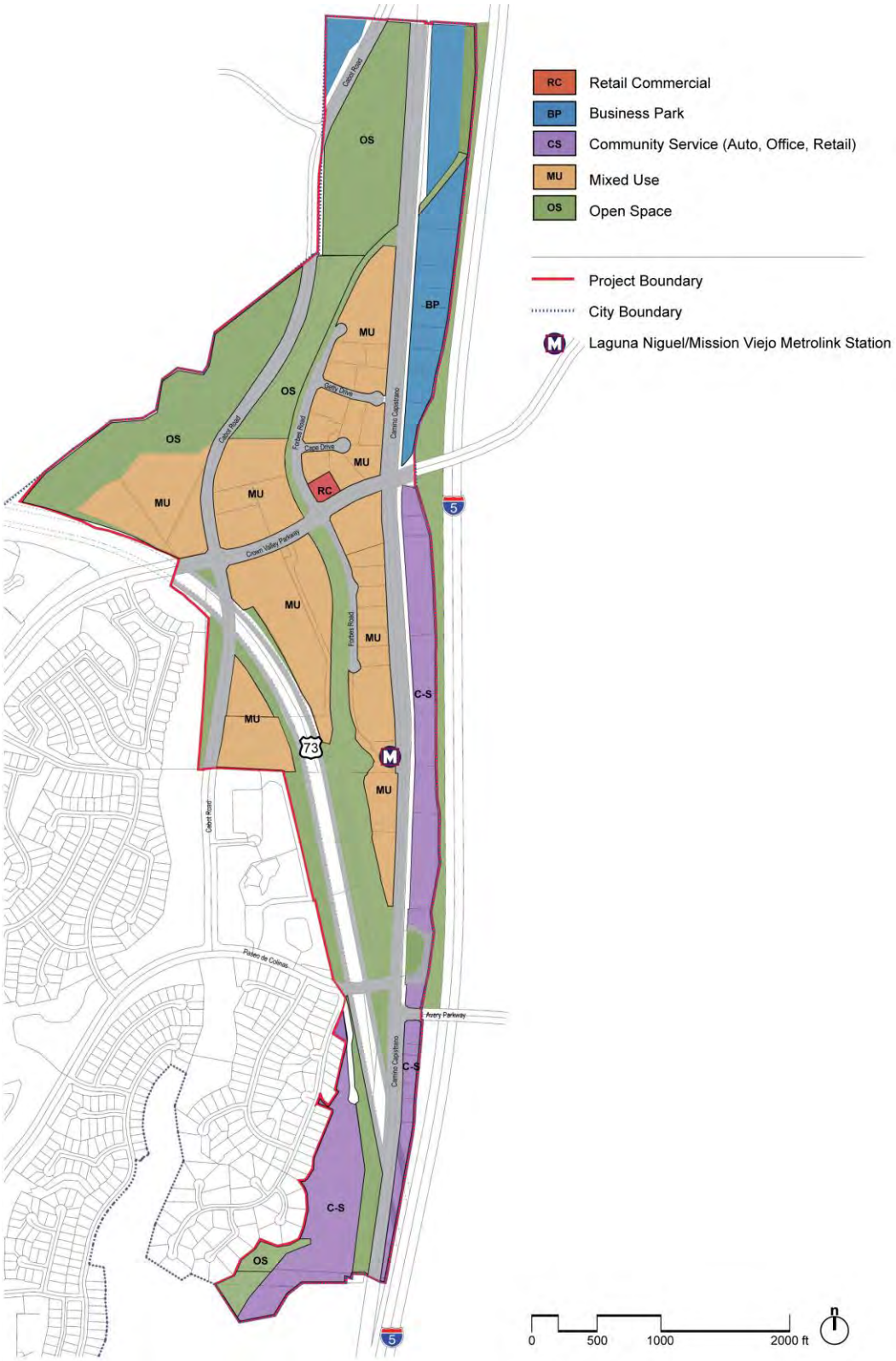


FIGURE 4-1 **Regulating Plan**

Each of the zones is defined as follows:

Retail Commercial (RC) Zone

The Retail Commercial (RC) Zone accommodates a diversity of commercial and personal service uses serving residents within and adjoining the Gateway area, those traveling on the freeways and major arterials, and workers in its offices and other businesses. Retail stores (supermarkets, furniture, appliances, etc.), general services (beauty stores and barbershops, copy shops, etc.), dining, and movie theaters are illustrative of the range of possible uses in this zone. Hotel and supporting uses such as restaurants, conference meeting room and banquet facilities may also be developed in this zone. Development densities range from Floor Area Ratios (FAR) of 0.35 to 0.5.

Community-serving retail uses with pedestrian walkways and plazas.

Business Park (BP) Zone

The Business Park (BP) Zone accommodates light manufacturing, warehousing, auto services, general services, restaurant, public utilities, and other similar uses. This includes many uses whose characteristics and operations require them to be separated from the other residential and mixed-use zones of the Specific Plan. Densities are limited to a FAR of 0.5.

Community Service (CS) Zone

The Community Service (CS) Zone accommodates a mix of light industrial, business park, office, commercial and auto service uses. This zone also provides for auto sales and services. Properties may also be used for surface or structured parking for the Metrolink Station. Densities are limited to a FAR of 0.5. Hotel and supporting uses such as restaurants, conference meeting room and banquet facilities may also be developed in this zone.

Mixed-Use (MU) Zone

The Mixed-Use (MU) Zone is intended to encourage development of an active urban environment that exhibits the character of distinct and a vibrant pedestrian friendly "village" and transit corridor where residents live, work, dine, are entertained, and recreate, with easy access to Metrolink transit. It allows for the intermixing of a diversity of land uses that will reduce vehicle trips and facilitate walking. Any property may be developed exclusively for office, multi-family, or

hotel uses, or mix of these with retail commercial integrated into one or more building vertically or distributed horizontally on a single site.

The mix of uses will be unified by their urban form and relationship to street frontages and adjoining parcels. While more than one use may be located on any block within the zone, all buildings shall be placed on their lot, oriented to the street frontage, and designed to convey an urban character.

Office building with retail shops located on the ground floor.

The development of office uses in the MU Zone is intended to provide employment opportunities for residents of Laguna Niguel and adjoining communities. Illustrative uses include medical offices, banking facilities, insurance sales, property management and leasing agencies, real estate sales, and professional offices for tenants such as architects, landscape architects, and software developers. Office uses must be developed in multi-story structures with FARs ranging between 0.5 and 1.0 with parking primarily located in structures, contributing to the intended urban character of the Specific Plan area. Densities for office development may be increased to a maximum FAR of 2.0 in exchange for the provision of extraordinary benefits for the greater Gateway community. Illustrative of these are the inclusion of community-serving meeting rooms and facilities, public parking exceeding project-related code requirements, and/or funding of non-project infrastructure and open space improvements.

The development of multi-family housing units in the MU Zone is intended to enable residents to live in proximity to their jobs, commercial services, and transit, thereby reducing automobile trips, commuting distances, and greenhouse gas emissions while improving their quality of life. These shall be located and designed to convey an "urban" scale and character, typical of those found in city centers and at transit nodes. They shall be constructed at densities between 40 and 50 dwelling units per acre, and up to 120 dwelling units per acre in exchange for the provision of important community benefits, as described for office uses, as well as affordable housing. Buildings may be constructed as mid-rise Class V structures. The units may be located on podiums above parking decks or wrap around parking structures. It is preferable that units be located along or no more than half a floor above the ground elevation. On-site resident-oriented recreational amenities and community facilities, such as meeting rooms, pools, spas, patios, may also be accommodated as ancillary uses in this zone.


40 units per acre


80 units per acre


120 units per acre

Mixed-use buildings may be developed in the MU Zone integrating office and/or retail uses with multi-family residential units. The housing units must be constructed above or to the rear of street-facing non-residential uses. Mixed-use projects may be built to a minimum FAR of 1.5 and maximum of 2.0, where there is no more that 0.7 FAR may be occupied by retail uses and 1.0 FAR for office use with the balance developed for housing. Their densities may be increased to a maximum FAR of 3.0 as an incentive for the provision of community benefits described for office and multi-family housing uses above.


Mixed-use housing and retail; FAR 1.5

Hotel and supporting uses such as restaurants, conference meeting room and banquet facilities may also be developed in this zone.

Where feasible, shared parking structures should be developed to reduce the need for multiple and inefficient driveways and parking lots and promote the continuity of the building wall along the street frontage. Such structures should be located below or behind buildings.


Mixed-use housing, office, and retail; FAR 3.0

Open Space (OS) Zone

The Open Space (OS) Zone is intended to retain lands in a natural and undeveloped state due to their physical constraints of topography and natural habitat. They may be used for active and passive outdoor recreation and interpretative facilities, provided that any physical improvements maintain the integrity of the natural resources. These areas include hillsides and slopes, highway underpasses, Oso Creek drainage channel, and Galivan Basin.

4.3 ALLOWABLE USES

4.3.1 Establishment of an Allowable Use

A lot or building within the Specific Plan area shall only be occupied by the land uses identified in Table 4-1 (Allowable Land Uses and

Permitting Requirements, Laguna Niguel Gateway Zones) within the zone applied to the site by the Regulating Plan.

Any one or more land uses identified by Table 4-1 as being allowed in a specific zone may be established on any lot within that zone, subject to the applicable approval and processing requirements listed in the table, and consistency with the requirements of Subarticle 11 (Permits and Amendments) of the Laguna Niguel Zoning Code. In addition, all uses must be consistent with Section 4.3.3 (Development Capacities), Section 4.3.4 (Minimum and Maximum Densities), and Section 4.3.5 (Development Entitlement Management System).

- P = Permitted Use—The use is permitted as a principal use within the zone.
- A = Accessory Use—The use is permitted only if accessory to the principal use on the site.
- U = Use Permit—This use is permitted subject to approval of a use permit by the Planning Commission.
- M = Minor Use Permit—The use is permitted subject to approval of a minor use permit by the Community Development Director.
- T = Temporary Use Permit—This use is permitted only temporarily.
- ▭ = Prohibited Use—This use is not permitted within the zone under any circumstances. Consideration of a prohibited use may only be accomplished through approval of a Specific Plan Amendment by the City Council.

4.3.2 Land Uses Not Listed

A land use not listed in Table 4-1 is not allowed within the Specific Plan area. A land use that is listed in the table, but not in a particular zone, is not allowed in that zone.

Because not every possible use can be identified in this Specific Plan, and because new uses evolve over time, similar and compatible uses not listed may be allowed as either permitted outright, permitted with a use permit, or not permitted within a particular zone or Specific Plan area, consistent with Section 9-1-23 of the Laguna Niguel Municipal Code.

TABLE 4-1 Allowable Land Uses and Permitting Requirements, Laguna Niguel Gateway Zones

KEY: P = Permitted Use A = Accessory Use U = Use Permit M = Minor Use Permit
T = Temporary Use Permit = Prohibited Use

Land Use Type	Permit Required by Zone				
	RC	BP	CS	MU	OS
Residential, Lodging, and Group Care Facilities					
Multi-family dwelling units, not as part of mixed-use project				P	
Multi-family dwelling units as part of mixed-use project with retail, restaurants, services, office, or similar uses				U	
Live/work units				U	
Home occupations, subject to §9-1-35.10 of the Laguna Niguel Municipal Code.				A	
Emergency shelters [a]		P	P		
Transitional and supportive housing		P	P	P	
Single room occupancy (SRO) hotels, subject to §9-1-45.25 of the Laguna Niguel Municipal Code.		U	U		
Hotels or motels			U	U	
Child day care facilities, centers, and preschools, subject to §9-1-45.24 of the Laguna Niguel Municipal Code				U	
Caretaker residences, subject to §9-1-45.15 of the Laguna Niguel Municipal Code		U			
Retail					
Retail stores, under 2,500-square-foot (sf) floor area	P	P	P	P	
Retail stores, 2,500 to 30,000 sf floor area	P	P	P	P	
Retail stores, 30,000 to 60,000 sf floor area	P	P	U	P	
Retail stores over 60,000 sf floor area	P	U	U	P	
Convenience stores[b] open less than 18 hours/day	P	U	U	P	
Convenience stores[b] open 18 or more hours/day	U		U	U	
Liquor stores[c]—with no consumption of alcohol on the premises	U	U	U	U	
Plant nurseries and garden stores, subject to § 9-1-45.11 (Outdoor Display and Storage) of the Laguna Niguel Municipal Code.		U	U		
Fuel Dispensing Facility Accessory to a Retail Store over 100,000 sf in floor area, if the property is consistent with required landscaping standards and anticipated public right-of-way dedication along Crown Valley Parkway				U	
Showroom—catalog stores, without substantial on-site inventory		P	P		

TABLE 4-1 Allowable Land Uses and Permitting Requirements, Laguna Niguel Gateway Zones

KEY: P = Permitted Use A = Accessory Use U = Use Permit M = Minor Use Permit
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Land Use Type	Permit Required by Zone				
	RC	BP	CS	MU	OS
General Services					
ATM—walkup	P	P	P	P	
Barber shops, beauty, nail and tanning salons and similar uses		M	M	M	
Miscellaneous services such as travel services, photo developing, videotape rentals, shoe repair, appliance repair, and similar uses		P	P	P	
Laundromats and dry cleaners—except central cleaning plants		P	P	P	
Printing, blueprinting and copy services		P	P	P	
Postal annex, private		P	P	P	
Pet grooming—without overnight boarding		P	P	P	
Telecommuting centers		P	P	P	
Tutorial services and learning centers		M	M	M	
Office Uses and Health Services					
Banks and savings and loans		P	P	P	
General and professional offices		P	P	P	
Employment agencies		P	P	P	
Medical and practitioner offices and Surgicenters[d] under 5,000 sf aggregate floor area in one building		P	P	M	
Medical and practitioner offices and Surgicenters[d] 5,000 sf or more aggregate floor area in one building		U	U	U	
Hospitals and convalescent hospitals		U	U	U	
Veterinary clinics/animal hospitals, without pet boarding		P	P	U	
Veterinary clinics/animal hospitals, with pet boarding (indoor only)		U	U	U	
Dining, Drinking, and Entertainment Uses					
Restaurants (Category I and II as described in §9-1-66 of the Laguna Niguel Municipal Code)	M	M	M	M	
Restaurants, fast food (with no drive-thru or outdoor seating)	M	M	M	M	
Restaurants, fast food (with drive-thru)			U		
Restaurants, fast food (with outdoor seating)	M	M	M	M	

TABLE 4-1 Allowable Land Uses and Permitting Requirements, Laguna Niguel Gateway Zones

KEY: P = Permitted Use A = Accessory Use U = Use Permit M = Minor Use Permit
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Land Use Type	Permit Required by Zone				
	RC	BP	CS	MU	OS
Restaurants: retail food sales with ancillary seating	M	M	M	M	
Bars, taverns and cocktail lounges	U	U		U	
Dancing or live entertainment as a principal use	U	U		U	
Dancing or live entertainment as an accessory use	U	U	U	U	
Theaters, live or motion picture	U			U	
Recreation Uses					
Skating rinks, ice or roller		U	U	U	
Bowling alleys and pool or billiard halls as a principal use		U	U	U	
Pool or billiard tables as an accessory use (three tables or less)	A	A	A	A	
Game machine arcades as a principal use	U			U	
Game machines as an accessory use (five machines or less)	A	A	A	A	
Game machines as an accessory use (six machines or more)	M	M	M	M	
Tennis clubs, golf courses, and similar recreation uses, lighted or unlighted (see PR district regulation in Laguna Niguel Zoning Code, Subarticle 5 of the Laguna Niguel Municipal Code)				U	
Indoor or Outdoor Commercial recreation centers and uses including such facilities as miniature golf, go-karts, bumper boats, batting cages, kiddie rides, rock climbing, and similar attractions, lighted or unlighted		U		U	
Indoor or Outdoor Commercial roller hockey, skateboard, and stunt-bike facilities, lighted or unlighted		U		U	
Health clubs, martial arts studios, and dance studios, under 5,000 sf floor area	M	M	M	M	
Health clubs, martial arts studios, and dance studios, over 5,000 sf floor area	U	U	U	U	
Libraries and museums	P	P	P	P	
Cultural centers and performing arts centers				U	
Parks and open space	P	P	P	P	P
Bicycle, equestrian, and hiking trails	P	P	P	P	P
Indoor pistol or rifle ranges		U			

TABLE 4-1 Allowable Land Uses and Permitting Requirements, Laguna Niguel Gateway Zones

KEY: P = Permitted Use A = Accessory Use U = Use Permit M = Minor Use Permit
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Land Use Type	Permit Required by Zone				
	RC	BP	CS	MU	OS
Assembly Uses					
Lodges, union halls, social clubs, and senior citizen centers		U		U	
Churches, temples, and other places of worship		U	U		
Mortuaries and funeral homes		U	U		
Public and Semipublic Uses					
Fire stations	P	P	P	P	
Government offices and police stations/substations	P	P	P	P	
United States post office		P	P	P	
Public utility facilities	P	P	P	P	
Public flood control facilities and devices	P	P	P	P	P
Colleges and universities, including primary and satellite campuses and classrooms		U	U	U	
Vocational schools (e.g., barber, beauty, and similar)		U	U	U	
Metrolink, train, bus and taxi stations			P	P	
Helicopter pads as accessory use only				U	
Public or private kennels and animal shelters (with indoor pet boarding)		U			
Automotive Uses (subject to §9-1-45.11 [Outdoor Display and Storage] of Title 9 in the Laguna Niguel Municipal Code)					
Gas and service stations		U	U		
Car washes		U	U		
Auto body repair and painting; major engine and transmission repair		U	U		
Auto repair specialty shops as a primary use: Providing minor auto maintenance: tire sales/service, muffler, brake, lube, and tune-up services—not including major engine or drive-train repair		U	U		
Auto repair specialty shops same as above, but as an accessory use, subordinate to a primary use such as a discount store, warehouse store, or other permitted primary use		U	U	U	
Auto and motorcycle sales and rentals; new or used		U	U		
Truck, recreation vehicle, and boat sales		U	U		
Truck and/or equipment rentals		U	U		

TABLE 4-1 Allowable Land Uses and Permitting Requirements, Laguna Niguel Gateway Zones

KEY: P = Permitted Use A = Accessory Use U = Use Permit M = Minor Use Permit
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Land Use Type	Permit Required by Zone				
	RC	BP	CS	MU	OS
Auto part stores (retail only, no repair)	P	P	P		
Auto or truck storage yards, not including dismantling		U	U		
Parking lots/garages as a principal use, subject to Subarticle 6 (Parking) of Title 9 in the Laguna Niguel Municipal Code		U	U	U	
Park-and-ride lots, subject to Subarticle 6 (Parking) of Title 9 in the Laguna Niguel Municipal Code		U	U	U	
Warehousing and Heavy Commercial Uses (subject to §9-1-45.11 [Outdoor Display and Storage] of Title 9 in the Laguna Niguel Municipal Code)					
Wholesaling/distribution centers, with no sales to consumers		P			
General warehouses, with no sales to consumers		P			
Mini-storage warehouses		U	U		
Lumber yards, outdoor (see retail stores for indoor lumber sales)		U	U		
Pest control services		P	P		
Plumbing repair shops		P	P		
Contractor, public utility, and similar equipment/storage yards		U	U		
Central cleaning or laundry plants		U	U		
Communication or relay facilities/antennas as a principal use, subject to §9-1-45.6 (Satellite Dish and Other Antennas) of Title 9 in the Laguna Niguel Municipal Code. Such facilities shall be considered a principal use if not associated with and incidental to another principal use on the premises.	U	U	U	U	U
Industrial and Research Uses					
Manufacture and assembly of components or finished products from materials such as cloth, fiber, fur, glass, leather, stone, paper (except milling), plastics, metal and wood		P	P		
Research and development		P	P		
Recording studios		P	P		
Welding, machine, and metal plating shops		U			
Recycling centers as a principal use, collection and sorting only, subject to §9-1-45.18 (Vending Machines and Recycling Facilities) of Title 9 in the Laguna Niguel Municipal Code.		U			

TABLE 4-1 Allowable Land Uses and Permitting Requirements, Laguna Niguel Gateway Zones

KEY: P = Permitted Use A = Accessory Use U = Use Permit M = Minor Use Permit
T = Temporary Use Permit = Prohibited Use

Land Use Type	Permit Required by Zone				
	RC	BP	CS	MU	OS
Off-site hazardous waste facilities, subject to §9-1-45.22 (Hazardous Wastes and Materials) of Title 9 in the Laguna Niguel Municipal Code.		U			
Accessory Uses and Structures					
Game machines as an accessory use	Refer to Recreation Uses				
Outdoor vending (such as flower stands, hotdog stands, etc.), subject to §9-1-45.10 of Title 9 in the Laguna Niguel Municipal Code.	M			M	
Swimming pools and spas as an accessory use				A	
Signs, subject to this Specific Plan and Subarticle 7 (Signs) of Title 9 in the Laguna Niguel Municipal Code.	A	A	A	A	A
Fences and walls, subject to §9-1-35.2 of Title 9 in the Laguna Niguel Municipal Code.	A	A	A	A	A
Antennas and satellite dishes, subject to §9-1-45.6 of Title 9 in the Laguna Niguel Municipal Code.	A	A	A	A	A
Reverse vending machines, subject to §9-1-45.18 (Vending Machines and Recycling Facilities) of Title 9 in the Laguna Niguel Municipal Code.		M	M		
Recycling drop-off bins, subject to §9-1-45.18 (Vending Machines and Recycling Facilities) of Title 9 in the Laguna Niguel Municipal Code.		M	M		
Incidental products or services for employees or businesses, such as child day care, cafeterias, and business support uses	A	A	A	A	A
Other accessory uses and structures that are customarily associated with and subordinate to the principal use on the premises and are consistent with the purpose and intent of the zoning district	A	A	A	A	A
Temporary Uses					
Christmas tree sales, subject to §9-1-45.7 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	
Halloween pumpkin sales, subject to §9-1-45.8 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	
Stands selling fresh produce in season, subject to §9-1-45.9 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	
Use of relocatable building, subject to §9-1-45.17 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	T

TABLE 4-1 Allowable Land Uses and Permitting Requirements, Laguna Niguel Gateway Zones

KEY: P = Permitted Use A = Accessory Use U = Use Permit M = Minor Use Permit
T = Temporary Use Permit ▭ = Prohibited Use

Land Use Type	*Permit Required by Zone*				
	RC	*BP*	*CS*	*MU*	*OS*
Construction trailers and guard offices, subject to §9-1-45.16 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	T
Special outdoor events, subject to §9-1-45.13 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	T
Sidewalk sales, subject to §9-1-45.12 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	
Other Uses					
Fortune telling and palmistry		U	U		
Medical marijuana dispensaries					
Any use prohibited by Federal and/or State law					
Tattoo and permanent makeup services					
Adult businesses, subject to Subarticle 5 (Special Purpose Regulations) of Title 9 in the Laguna Niguel Municipal Code.[e]		U	U		
Other principal, accessory or temporary use not listed above	Director or Planning Commission to determine whether use is permitted in accordance with §9-1-23 of the Laguna Niguel Municipal Code.				

a. To be allowed by right with construction of or alteration to any structure subject to a minor site development permit in accordance with Zoning Code Section 9-1-114.1.
b. Defined as retail stores under 10,000 sf selling primarily food, beer, wine, and beverage items for off-site consumption, but not distilled spirits
c. Defined as retail stores selling primarily food, beer, wine, distilled spirits, and other beverages, plus some food items, all for off-site consumption
d. Offices for physicians, dentists, optometrists, chiropractors, physical therapists, and similar practitioners
e. Property must also be within AB (Adult Business) overlay district per §9-1-54.4 of the Laguna Niguel Municipal Code

4.3.3 Development Capacities

This section establishes limits for the total amount of land use development in the Specific Plan area. The General Plan Land Use Element and Statistical Summary for Community Profile Area 4, which comprises the Gateway area, allows for a maximum of 2,994 dwelling units and up to 2,259,931 square feet of non-residential uses. Table 4-2 (Land Use Development Capacity) identifies the maximum type of development by Planning District (Figure 4-2). To accommodate greater flexibility within the Mixed-Use zones, the exact amount of residential units and non-residential square footage may be exchanged between Districts C, D, E, and H provided the overall development capacity of the Specific Plan area is not exceeded. Any such exchanges shall be considered as part of the discretionary application process for the specific development project and without the need for a General Plan or Specific Plan Amendment, if the decision-making authority finds that such exchange is:

a. Consistent with all provisions of the Gateway Specific Plan

b. Consistent with the established Development Entitlement Management System (DEMS, Section 4.3.4)

c. Any additional traffic impacts that may be identified are mitigated

TABLE 4-2 **Land Use Development Capacity**

Planning District	*Residential (dwelling units)*	*Retail Commercial (square feet)*	*Office (square feet)*	*Business Park (square feet)*	*Hotel (rooms)*	*Automobile Sales (square feet)*
A	0	0	0	76,480		
B	0	0	0	323,200		
C	220	0	305,460	0	*	
D	200	0	187,639	0	200*	
E	1,427	87,338	203,425	0	*	
F	142	0	173,900	0		
G	142	247,639	0	0	*	
H	863	76,000	240,100	0	*/***	
I	0	62,509	30,492	0	***	45,739****
J	0	0	0	0		141,860****
K	0	58,150	0	0	150**	
Totals	***2,994***	***531,636***	***1,141,016***	***399,680***	***350***	***187,599***

* A hotel with a maximum of 200 rooms may be located in planning districts C, D, E, G, or H.
** A total of 150 motel/hotel rooms may be located within planning district K.
*** Up to a total of 1,200 parking spaces to serve the Metrolink station may be provided in areas H & I
**** Auto uses to occupy a total of 3.5 acres in District I and 14.3 acres in District J

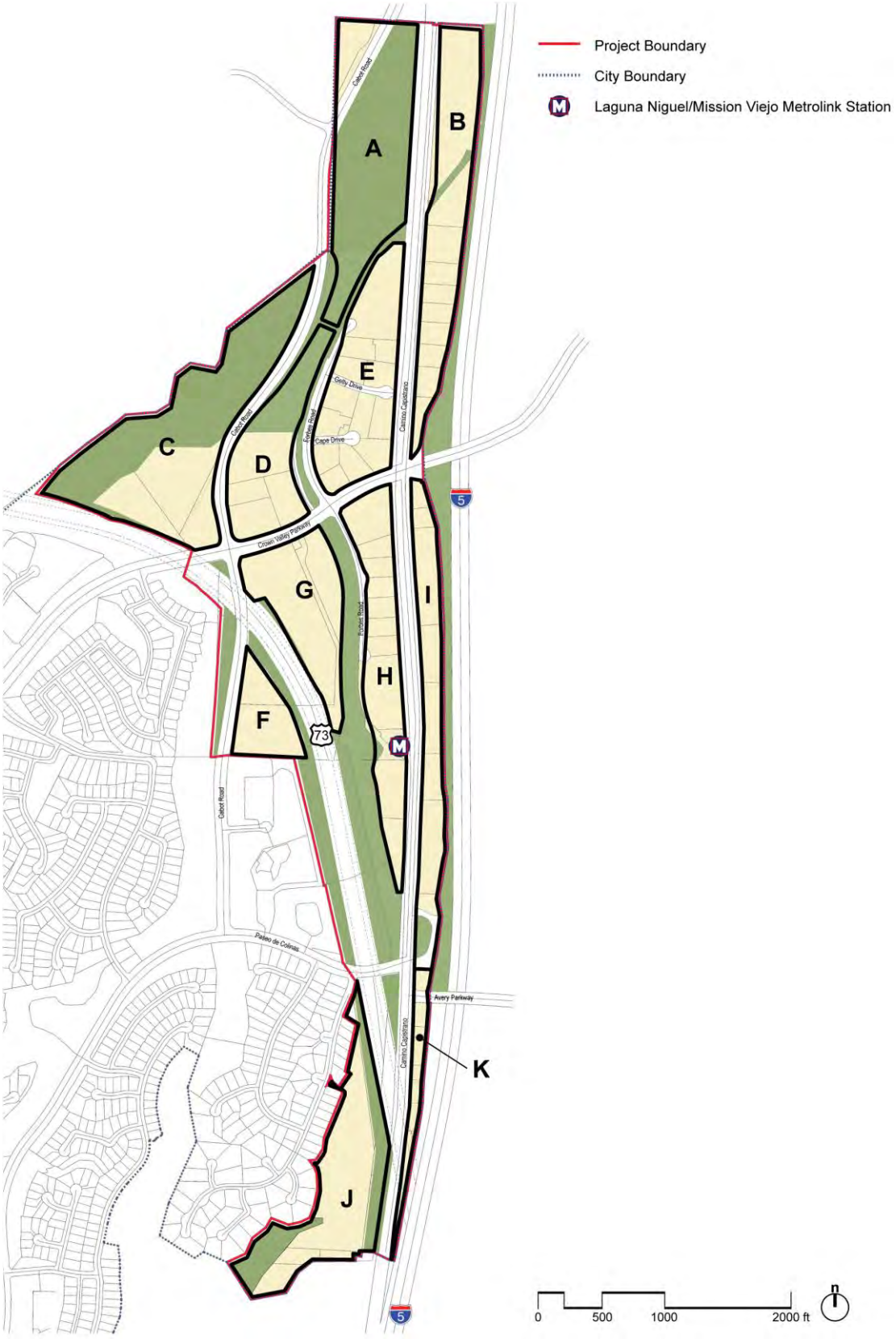


FIGURE 4-2 **Planning Districts**

4.3.4 Development Entitlement Management System (DEMS)

This section establishes the limits on the general issuance of permits and parameters under which an exchange of land uses may be permitted within Planning Districts C, D, E, and H as identified in Section 4.3.3 (Development Capacities). To provide flexibility to accommodate a wide range and combination of potential projects with retail, office, and residential components, the Development Entitlement Management System (DEMS) has been created to relate the amount of development to the amount of traffic that is generated within these critical areas of the Specific Plan. Table 4-3 (Automobile Trip Generation Capacity) establishes the thresholds for traffic generation that must be adhered to. The traffic generation thresholds are expressed in terms of the cumulative number of inbound and outbound trips in the AM and PM peak driving hours by the applicable Planning District.

These represent the cumulative trips that shall be allowed, including existing and new development. The limits shall be administered by the Department of Community Development as part of the development review process for individual projects, in concert with existing and remaining development capacity and existing and remaining trip generation capacity for each Planning District.

TABLE 4-3 **Automobile Trip Generation Capacity**

District		*AM Peak*		*PM Peak*	
		Inbound	*Outbound*	*Inbound*	*Outbound*
C & D	Existing 2010	95	50	60	75
	Net Additional	900	400	600	1,200
	Total Future	***995***	***450***	***660***	***1,275***
E	Existing 2010	175	105	200	250
	Net Additional	345	680	760	570
	Total Future	***520***	***785***	***960***	***820***
H	Existing 2010	175	100	75	180
	Net Additional	550	520	740	755
	Total Future	***725***	***620***	***815***	***935***

* Trip capacities shall not apply to other planning districts.

No development project shall be considered that exceeds these trip capacity limits. Where a proposed land use exceeds the capacity for a category of use in a planning district and there is remaining

automobile trip capacity, the use may be considered by the decision-making authority as part of the discretionary application process, provided that it does not exceed the automobile trip capacity for that planning district.

When the total automobile trip generation capacity is reached, no new development shall be permitted in the planning district unless one or more of the following conditions is met:

a. Additional mitigation is implemented that reduces traffic impacts on Crown Valley Parkway, Forbes Road, Cabot Road, and the Crown Valley Parkway/I-5 interchange to levels below those projected by the City's traffic model for the Gateway Specific Plan, where the land use and trip generation capacities specified in Table 4-2 and Table 4-3 may be adjusted to achieve equivalent levels of impacts.

b. Traffic analyses are conducted that indicate actual land use trip generation in a planning district is less than calculated for development projects, where the net difference in trips can be allocated toward increased development capacity.

c. Traffic analyses are conducted that indicate traffic volumes on Crown Valley Parkway, Forbes Road, Cabot Road, and the Crown Valley Parkway/I-5 interchange, attributable to regional trips, are below those assumed in the Gateway Specific Plan traffic model, whereas the difference may be considered as the basis for increases in development and trip generation capacity in the planning district.

Changes in total land use and trip generation limits shall be reviewed with the Planning Commission and approved by the City Council as an amendment to the Specific Plan.

The Department of Community Development in collaboration with the Department of Public Works shall maintain tables of current data regarding existing land uses, AM and PM peak hour trip generation, and remaining land use and trip generation capacities for each planning district. These shall be used as the basis for evaluation of proposed development applications. As proposed in conjunction with development applications, and at least once each five years, the City shall review traffic conditions on Crown Valley Parkway, Forbes Road, Cabot Road, the Crown Valley Parkway-I-5 interchange, and any other location deemed of relevance by the City to the conditions in the Specific Plan area, and determine the appropriateness of adjusting the land use and trip generation capacities. Modifications to the land use and trip generation limits based on these studies

shall be reviewed with the Planning Commission and approved by the City Council as an amendment to the Specific Plan by the City Council.

4.3.5 Minimum and Maximum Densities

Densities that may be permitted for development within each Planning District and zone established by the Regulating Plan are specified in Section 4.4, Table 4-4 (Development Standards). All projects shall be limited to the baseline densities, and where indicated, conform to the minimum density requirement. Specific projects may be permitted to exceed the baseline densities, up to the stated maximum density for projects that make an extraordinary contribution in meeting the land use and urban form objectives for the Specific Plan. Representative "benefits" that may be considered for incentive bonuses include affordable housing, meeting rooms and recreational facilities accessible to the general public, architectural design and site development exceeding the City's standards for environmental sustainability, and funding of streetscape and public realm improvements and amenities unrelated to those required for the project. The amount of increased density shall be determined by the decision-making body as part of the discretionary application process.

4.4 DEVELOPMENT STANDARDS

APPLICABILITY

All areas within the Specific Plan boundaries are subject to the City of Laguna Niguel Municipal Code, including Title 9 (Planning and Zoning), Division 1 (Zoning Code). In addition, applicability of the standards in this section is specified by both planning district (Figure 4-2) and land use designation. Table 4-4 (Development Standards Matrix) illustrates a summary of development standard requirements throughout the Specific Plan area. Sections 4.4.1 through 4.4.7 consist of additional standards that apply to specific conditions and are referenced in Table 4-4.

Whenever there is a conflict between the development standards set forth herein and the Laguna Niguel Municipal Code, the standards of the Laguna Niguel Gateway Specific Plan shall apply.

TABLE 4-4 Development Standards

Development Standards				Planning District →	A	B	C, D, F	E, G, H		I, J, K
				Land Use Designation →	BP	BP	MU	MU	RC	CS
Lot Size		Minimum Gross Lot Size (ac)			1	1	2	2	1	
Non-residential Density	**Retail**	FAR = Project Area / Gross Lot Area	Maximum, Project < 2 ac		0.35	0.35	0.35	0.35	0.35	0.35
			Maximum, Project > 2 ac		0.5	0.5	0.5	0.5	0.5	0.35
	Office		Maximum, Project < 2 ac		0.35	0.35	0.5	0.5		0.35
			Maximum, Project > 2 ac		0.5	0.5	1.0	1.0		0.35
			Maximum, Project > 2 ac with FAR Bonus				2.0	2.0		
	Business Park		Maximum, Project < 2 ac		0.6	0.35				
			Maximum, Project > 2 ac		0.6	0.5				
			Maximum, Project > 2 ac with FAR Bonus							
Mixed-Use Buildings Density		Total Building FAR	Minimum				1.5	1.5		
			Maximum, Project < 2 ac				1.5	1.5		
			Maximum, Project > 2 ac				2.0	2.0		
			Maximum, Project > 2 ac with FAR Bonus				3.0	3.0		
	Housing/ Retail Mix	Retail Portion	Minimum				0.35	0.35		
			Maximum, Project < 2 ac				0.5	0.5		
			Maximum, Project > 2 ac				0.7	0.7		
		Residential Portion	Minimum				1.15	1.15		
			Maximum, Project				1.65	1.65		
			Maximum, Project with FAR Bonus				2.65	2.65		
	Housing/ Office Mix	Office Portion	Minimum				0.35	0.35		
			Maximum, Project < 2 ac				0.7	0.7		
			Maximum, Project > 2 ac				1.0	1.0		
		Residential Portion	Minimum				1.15	1.15		
			Maximum, Project				1.65	1.65		
			Maximum, Project with FAR Bonus				2.65	2.65		

TABLE 4-4 Development Standards

Development Standards			Planning District →	A	B	C, D, F	E, G, H		I, J, K
			Land Use Designation →	BP	BP	MU	MU	RC	CS
Residential Density	Units per Acre	Minimum				40	40		
		Maximum				50	50		
		Maximum, with Density Bonus				120	120		
Building Height	Feet	Maximum	60			80[b]	120	120	50[a]
Setbacks	Perimeter Setbacks and Build-to Lines	From Street Right-of-Way	15[b]			10	Per Section 4.4.1		10[b]
		From Interior Property Line	5			5			5
		Nonresidential Abutting Residential or Mixed Use				60			60
		From Open Space District	10			10			10
		From Interior Property Lines within Same Project	0			0			0
Front Elevation	Height and Frontage						Per Section 4.4.2		
Parking	Required # of Spaces		Per Municipal Code Section 9-1-60 through 9-1-66						
	Parking, Drop-off Zones, Vehicular Circulation and Access Standards and Regulations		Per Municipal Code Section 9-1-60 through 9-1-66				Per Section 4.4.3		Per Municipal Code Section 9-1-60 through 9-1-66
On-Site Open Space	Landscaping and On-Site Open Space	Minimum Interior Landscape (% of lot area)	10[c]						10[c]
		Publicly Accessible On-Site Open Space (% of lot area) (Per Section 4.4.4)				7	7	7	
		Open Space Street Frontage (ft.)				20 + (per Section 4.4.4)			
Building Types **Allowed per Land Use**	Courtyard Podium					P	P		
	Urban Block					P	P	P	
	Liner Block					P	P	P	
	Wrapped Block					P	P		
	Per Section 4.4.5								
Streetscape Standards	Applicability by District					Per Section 4.4.6			

TABLE 4-4 **Development Standards**							
Development Standards	*Planning District →*	*A*	*B*	*C, D, F*	*E, G, H*		*I, J, K*
	Land Use Designation →	*BP*	*BP*	*MU*	*MU*	*RC*	*CS*
Signage	To Be Organized by Land Use	Per Section 4.4.7					

P = permitted

a. For the CS District on Camino Capistrano, south of Paseo De Colinas, building heights up to 80' are permitted subject to a Use Permit and Site Development Permit

b. All minimum setbacks shall be increased one foot for each additional 5 ft (or portion thereof) that the building exceeds 35 ft in height; provided however, that the maximum setback required need not exceed 25 ft

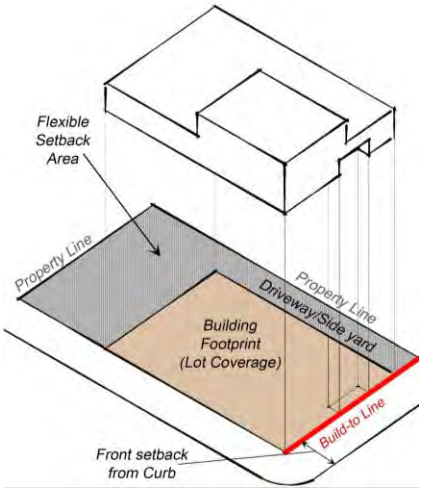
c. Represents the minimum interior project landscaping as a percentage of the net usable area of the project site. At least half of the required landscaping shall be located in areas devoted to parking. Required frontage and boundary landscaping, as well as paved plazas, courtyards, and other outdoor pedestrian gathering areas, may count toward this interior landscaping guideline. Retail centers of 3 acres or more within C/LI districts must provide minimum interior project landscaping of 15%

4.4.1 Setbacks

Setback standards and their applicability are included in Table 4-4. This section includes setback standards referenced in Table 4-4 for specific Planning Districts where higher pedestrian activity is expected to occur. Refer to Section 4.5.1 (Setbacks) for setback area design guidelines.

The setback and standards are based upon the recognition that compatibility of new buildings and additions depends in part on continuity of a street front setback and resulting lot coverage characteristics. 100% lot coverage is permitted where setback requirements allow it. The following two setback types apply to specific Planning Districts (Figure 4-2) as specified in Table 4-4:

A. URBAN CORE SETBACKS



Setbacks and Lot Coverage

- **Front setbacks:** Setback areas that are directly adjacent to any build-to lines, per Figure 4-3 (Build-to Line Setbacks/Parking Access), shall be treated as front setbacks and shall comply with the following requirements:
  - > Setbacks shall be measured from future curb lines (after all infrastructure improvements) when adjacent to a street right-of-way and from property lines when not adjacent to a street right-of-way.
  - > **East side of Forbes Road:** Setbacks along the east side of Forbes Road shall be measured from the future curb line and may vary from 18 to 38 feet as illustrated in Figure 4-4 (Forbes Road Setbacks, East Side, North of Crown Valley) and Figure 4-5 (Forbes Road Setbacks, East Side, South of Crown Valley).
  - > **Getty Drive and Cape Drive:** A 20-foot minimum setback shall be measured from the curb as illustrated in Figure 4-6 (Getty Drive and Cape Drive Setbacks).
  - > **Crown Valley Parkway:** An 18-foot minimum setback shall be measured from the curb as illustrated in Figure 4-7 (Crown Valley Parkway Setbacks).
  - > Setbacks areas along build-to lines adjacent to the Laguna Niguel/Mission Viejo Metrolink Station, per Figure 4-3, shall be measured from the property line and be zero (0) feet.
  - > Setback requirements along build-to lines do not apply when publicly accessible open space areas are provided along the front façade of a building. Refer to Section 4.4.4 (On-Site Open Space).

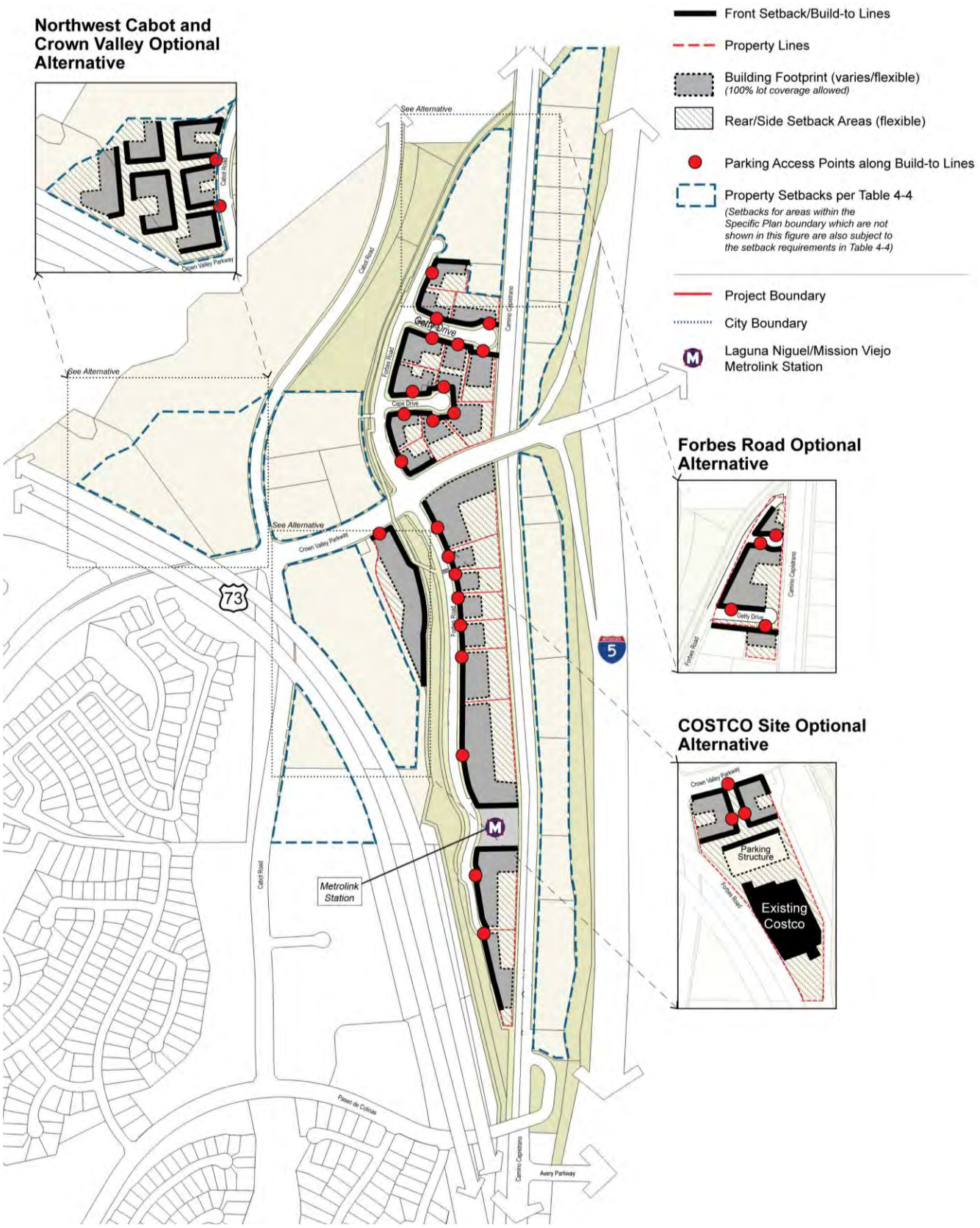


FIGURE 4-3 **Build-to Line Setbacks/Parking Access**

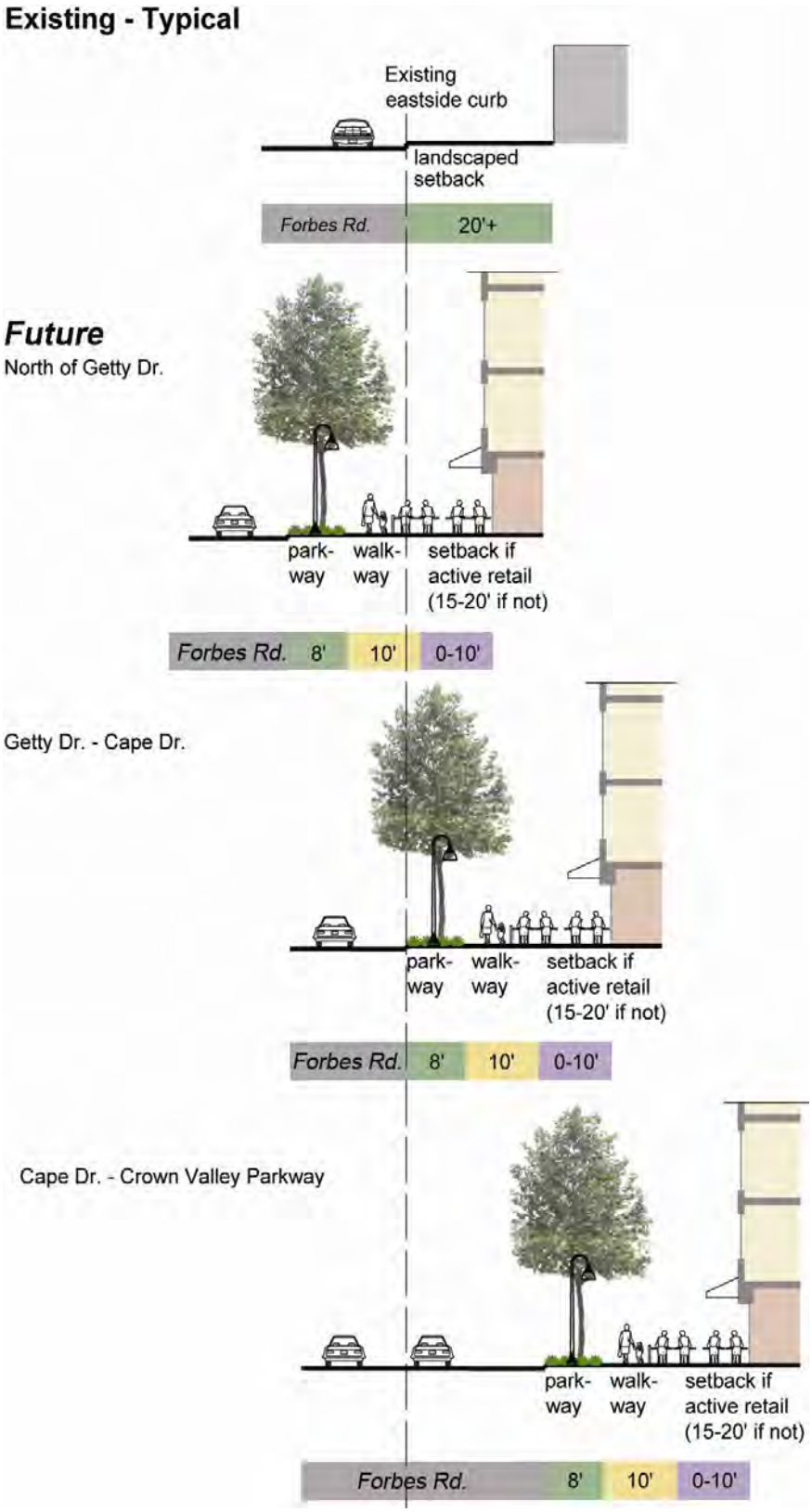


FIGURE 4-4 **Forbes Road Setbacks, East Side, North of Crown Valley**

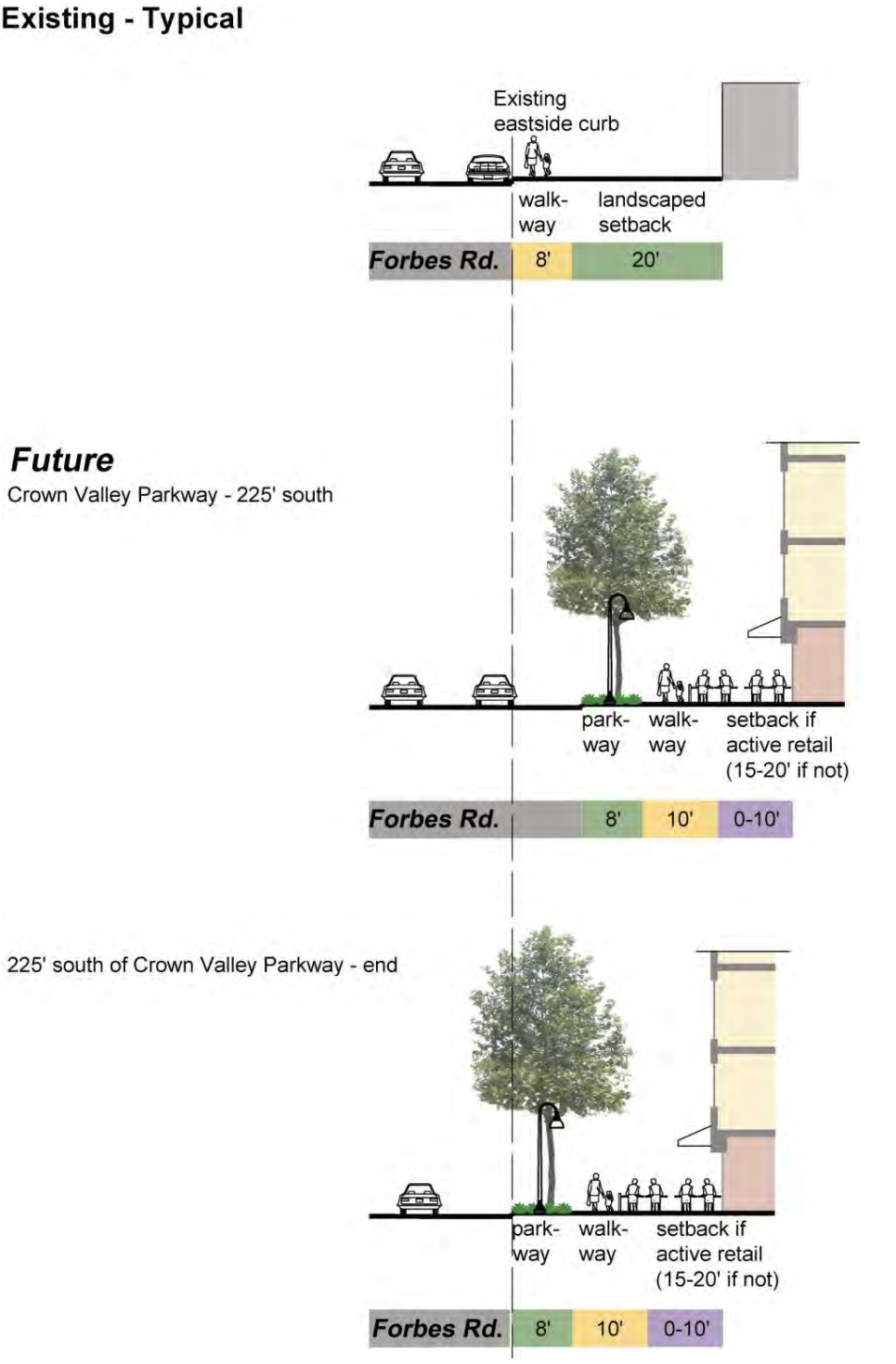
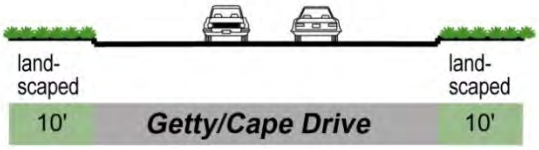


FIGURE 4-5 **Forbes Road Setbacks, East Side, South of Crown Valley**

Existing - Typical



Future

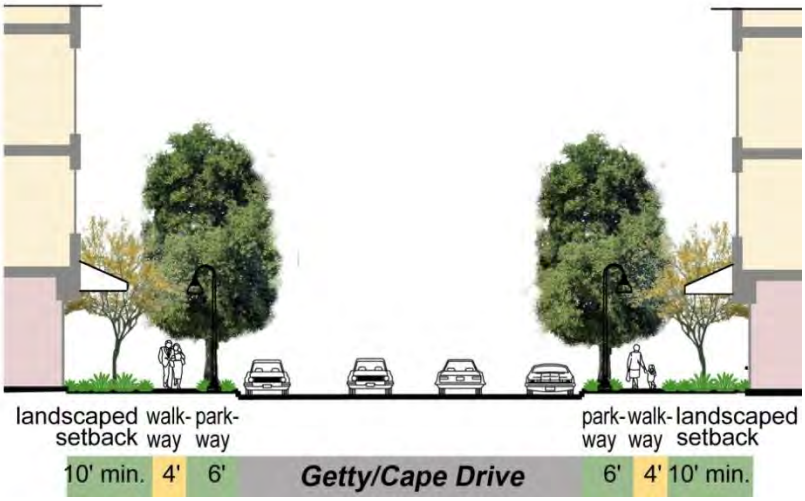


FIGURE 4-6 **Getty Drive and Cape Drive Setbacks**

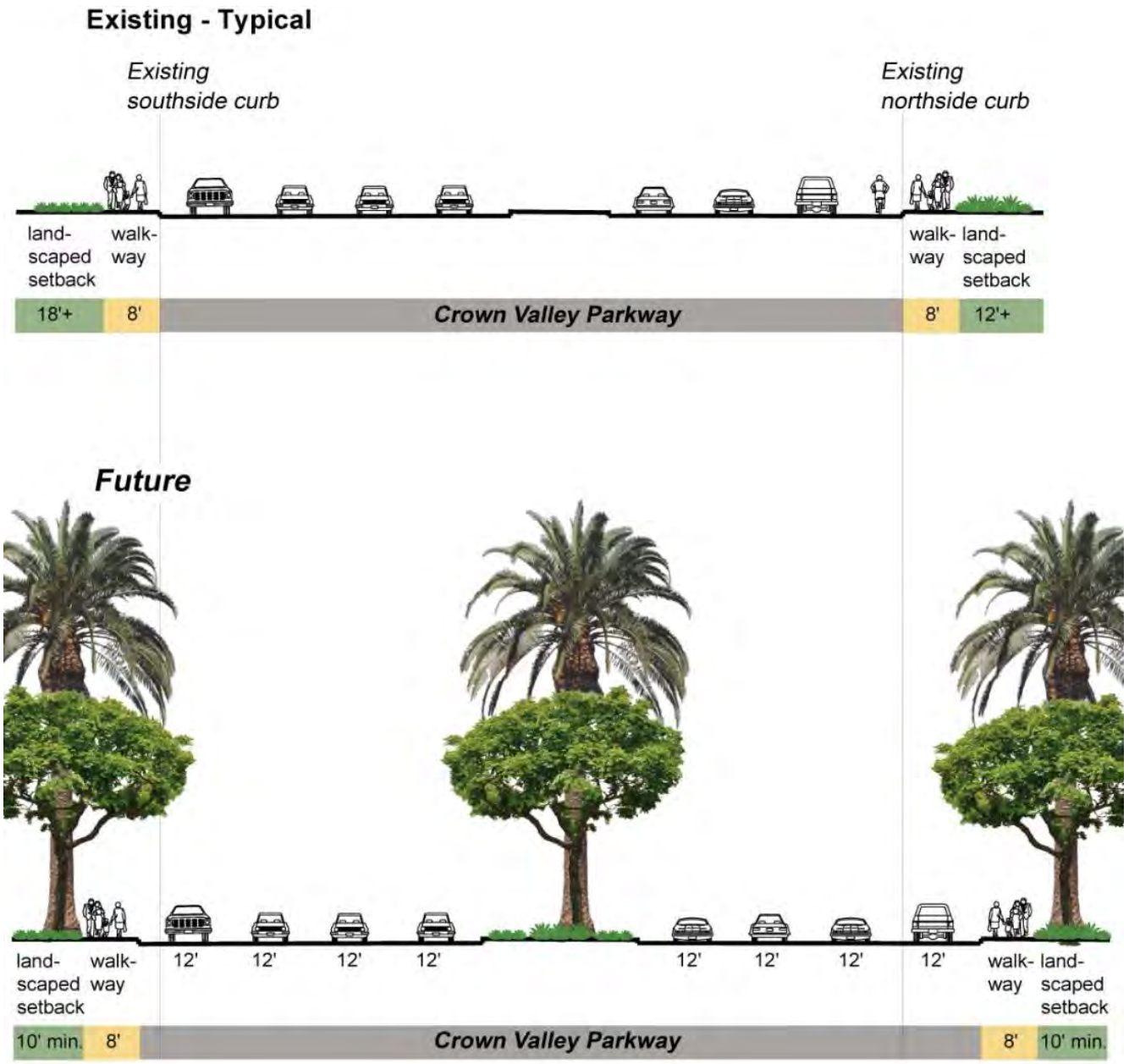


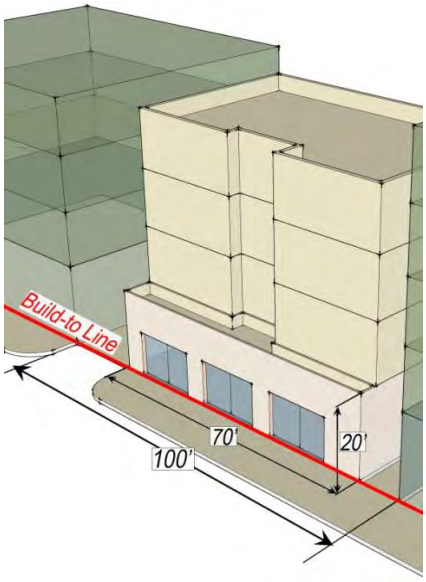
FIGURE 4-7 **Crown Valley Parkway Setbacks**

- **Rear and side setbacks:** Setback areas that are not directly adjacent to any build-to lines, per Figure 4-3, shall be treated as rear and side setbacks and shall comply with the following requirements:
  - > Setbacks shall be measured from future curb lines (after all infrastructure improvements) when adjacent to a street right-of-way and from property lines when not adjacent to a street right-of-way.
  - > **Crown Valley Parkway**: 18-foot minimum setback (Figure 4-7) measured from the curb.
  - > All other rear and side setback areas, per Figure 4-3, shall be flexible, with no minimum or maximum required.

B. INTERNAL PRIVATE-STREET DEVELOPMENT SETBACKS

- Buildings shall be located to front directly onto and be oriented to roadways, sidewalks, and/or public plazas developed internally within a large property or multiple adjacent properties as illustrated for the Costco site and northwest Cabot and Crown Valley Parkway site, in Figure 4-3, as optional development alternatives. Building frontage setbacks for any new internal streets are illustrated in Figure 4-8.

4.4.2 Building Elevations



20-foot-high street-facing building elevation along 70% of the length of the property line adjoining the public right-of-way

The building elevation standards in this section shall apply as specified in Table 4-4 (Development Standards). Refer to Section 4.5.2 (Building Elevations) for building elevation design guidelines.

- Where a build-to line front setback is required, per Figure 4-3, a minimum of a 20-foot-high building elevation shall be maintained along a minimum of 70% of the length of the property line adjoining the public right-of-way.

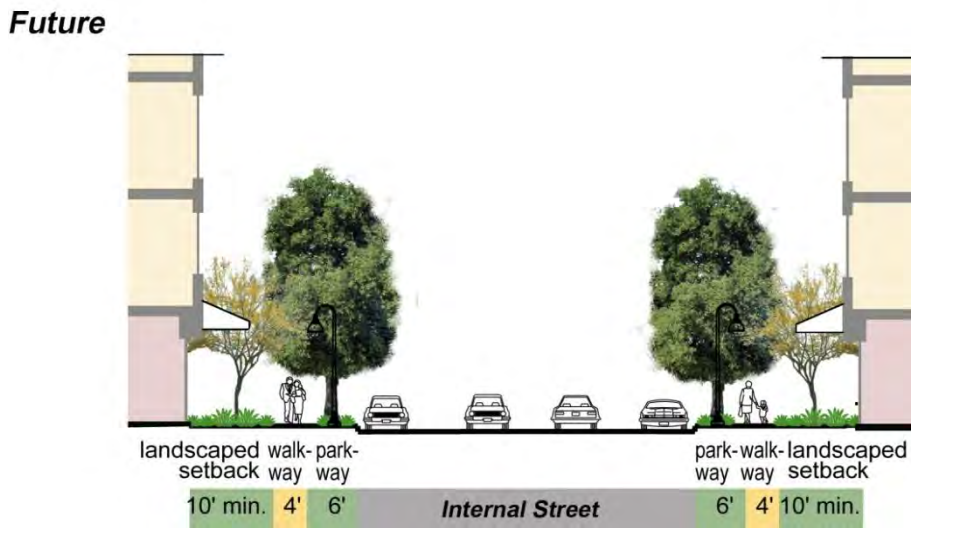


FIGURE 4-8 **New Internal Street Setbacks**

4.4.3 Parking

Parking configuration, placement, and access will be essential to the function and vitality of the Specific Plan area. Parking areas which are visible from main street fronts lead to a loss of vitality and street life.

The parking standards and requirements in the Laguna Niguel Municipal Code (Sections 9-1-60 through 9-1-66) shall apply, except as modified or supplemented by this Section, as specified in Table 4-4. Refer to Section 4.5.3 (Parking) for parking design guidelines.

- Placement, Vehicular Circulation, and Access
  - > Semi-subterranean parking in mixed-use or non-residential buildings shall not extend to front street property lines but may extend to side or rear property lines provided it is completely screened from street view by landscape treatments and the aboveground section of the semi-subterranean parking garage does not rise up more than 4 feet from ground level.
  - > Except for the ground-level frontage required for access to parking, no parking or loading shall be visible on the ground floor of any building façade along the build-to line, per Figure 4-3.

> Curb cuts and parking/loading entries into buildings shall be limited to the minimum number and width required by the City's Municipal Code.

> Parking and loading access shall be shared when feasible.

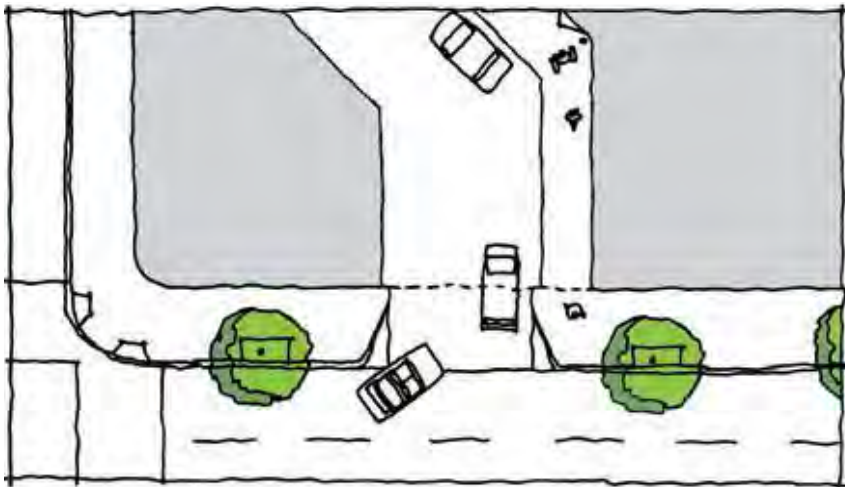
> Parking and loading access shall be located a minimum of 25 feet from a primary building entrance, pedestrian paseo, or public outdoor gathering area. This does not apply to a hotel or residential porte cochere.

> Drive-through aisles for fast food or similar use shall not be permitted along Forbes Road.

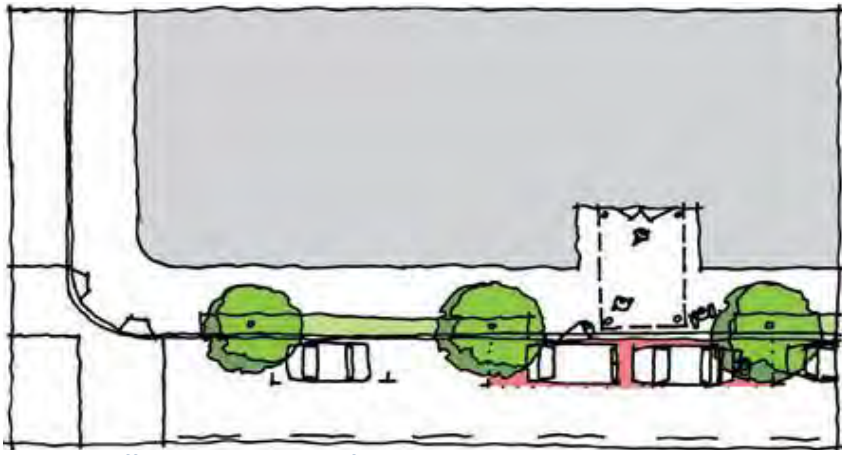
> Service, trash enclosures, and loading facilities shall be blocked from view from public streets and public open space areas.

- Drop-Off Zones

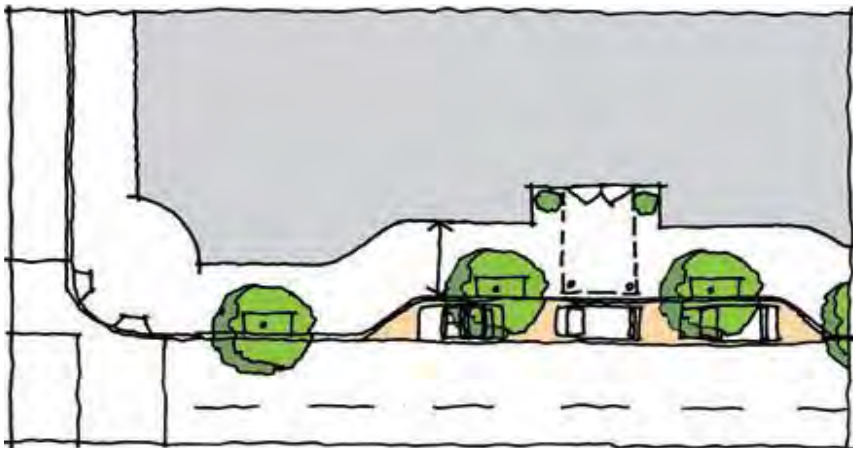
> Drop-off, including residential, hotel and restaurant drop-off, shall be provided (1) within the off-street parking facilities using the parking access, (2) on a nonrequired private street, or (3) along the curb line of a public street or required private street where there is a full-time curbside parking lane, with no sidewalk narrowing.



1. Drop-offs occur within building envelope, with minimal obstruction to pedestrian activity.



2. Drop-offs along the curb of a public street or required private street.



3. Drop-offs can be inset on a nonrequired private street (no columns may be located in the walkway/path of travel).

4.4.4 On-Site Open Space

Provision of on-site Open Space is essential to the creation of a green and pedestrian friendly network throughout the Specific Plan area. On-Site Open Space standards are included in Table 4-4. In addition, the standards in this section shall also apply as specified in Table 4-4. Refer to Section 4.5.4 (On-Site Open Space) for on-site open space design guidelines.

- A portion of the on-site open space shall be provided as required by the Municipal Code in a manner that contributes to the Specific Plan's open space network. Specifically:
  - Improve and maintain an open space equivalent to 7% of the Project's site area at street level that is typically open to the public during daylight hours and preferably with a minimum street frontage of 20 feet, which may be continuous or segmented, and in accordance with Table 4-5 through Table 4-7 of this section.

- If a single open space of more than 1 acre is provided, the publicly accessible open space requirement may be reduced to 5% of site area. Required publicly accessible open space need not be provided on the project site, but it shall be located within the Specific Plan area.

- Publicly accessible open space shall be designed so that it is:
  - Directly accessible from the adjacent sidewalk
  - On natural soil; not over a structure whenever possible
  - At least 90% open to the sky, excluding shade structures or other elements approved by the City
  - At least 75% landscaped, or in accordance with Table 4-7, unless the City approves a lesser percentage to accommodate paved recreational or other elements
  - All paved areas are permeable or drain into a landscaped area where stormwater is collected and filtered
  - It includes a mix of passive and active recreational facilities designed to serve residents, employees, and visitors to the Specific Plan area
  - It includes at least one gathering place with a fountain or other focal element
- Ongoing maintenance and operation of the required open space shall be provided through a recorded covenant and ongoing public access through an easement.
- On-site common open spaces shall be comprised of one of (or a combination of) the following:
  - **Parks and Squares.** Required publicly accessible open space will take the form of parks and public squares that are largely usable green space with active and passive recreational facilities. They will provide an open space network that is linked by streets, small slow vehicle paths, and paseos.

Typical neighborhood park

> **Front Setbacks.** Building setbacks provide a transition between the public and private realm that benefits both building occupants and pedestrians.

Front setback open space prototype

> **Paseos.** Paseos are extensions of the street grid located on private property. As outdoor passages devoted exclusively to pedestrians, they establish clear connections among streets, plazas and courtyards, building entrances, parking and transit facilities.

Paseo open space prototype

> **Entry forecourts.** Entry forecourts announce the function and importance of primary building entrances. They should provide a clear, comfortable transition between exterior and interior space. Minimum dimension of a forecourt shall be 20 feet by 20 feet.

Entry forecourt open space prototype

> **Courtyards.** Courtyards are common open space areas of a scale and enclosure that is conducive to social interaction at a smaller scale.

Typical residential courtyard

> **Plazas.** Plazas are common open space areas typically amenable to larger public gatherings. They are readily accessible from the street, as well as active building uses.

Typical neighborhood plaza open space

> **Corner Plazas.** Corner plazas should be appropriate in scale (intimate for residential, larger for commercial) and be programmed with specific uses (to provide outdoor dining for an adjacent restaurant, or small neighborhood gathering place featuring a public amenity). Over-scaled corner plazas are discouraged.

Typical corner plaza open space

> **Rooftop Open Space and/or Terraces.** Roof terraces and gardens can augment open space and are especially encouraged in conjunction with hotels or residential uses.

Typical roof terrace open space

- On-site open space types shall be sited in relation to the street and permit public access during normal business hours as follows:

  > Provide publicly accessible open spaces that may be shared and that provide pedestrian linkages as specified in Table 4-5 (Open Space-to-Street Relationship and Public Access Requirement).

TABLE 4-5 Open Space-to-Street Relationship and Public Access Requirement

Open Space Type	*Location*	*Connection to Street*	*Public Access*
Parks and Squares	Enter at street level	Direct connection required	Required
Setbacks	Street level*	Visual access; may include public walkways	Per Figure 5-1
Paseos	Enter at street level	Direct connection required	Required
Entry Forecourts	Street level	Direct connection required	Required
Courtyards	Street level or above grade	Direct connection not required	Not required
Plazas and Corner Plazas	Enter at street level*	Direct connection required	Required
Roof Terraces	Above grade or rooftop	Direct connection not required	Not required

* Minor elevation changes of up to 2 feet from sidewalk level are allowed, provided walkways and recreational facilities are accessible.

- Open space shall generally be contained along a minimum percentage of its perimeter by building and/or architectural features as specified in Table 4-6 (Containment of Open Space):

TABLE 4-6 Containment of Open Space

Open Space Type	*Minimum Containment*
Parks and Squares	2 sides*
Setbacks	1 side
Paseos	2 sides
Entry Forecourts	2 sides
Courtyards	3 sides
Plazas and Corner Plazas	1 side
Roof Terraces	1 side

* Buildings may be located across a collector or local street (maximum 40-foot roadway width).

- Open Spaces shall incorporate amenities that facilitate outdoor activities such as standing, sitting, strolling, conversing, window-shopping and dining, including seating for comfort and landscaping for shade and aesthetics.
- Each open space type shall provide amenities in the form of a minimum planted area and number of seats as follows. Planters, planter boxes, and similar planting containers may count toward this requirement (refer to Table 4-7 [Landscaping and Seating]).

Seating is an essential element in most open spaces

TABLE 4-7 Landscaping and Seating

Open Space Type	*Minimum Planted Area*	*Minimum Seating**
Parks and Squares	75%	1 seat per 500 sf
Setbacks	Refer to Section 4.4.1	1 seat per 100 lf
Paseos**	30%	1 seat per 2,000 sf
Entry Forecourts	25%	1 seat per 500 sf
Courtyards	50%	1 seat per 500 sf
Plazas and Corner Plazas	25%	1 seat per 500 sf
Roof Terraces	25%	None required

* Seats may be permanent or movable, accessible during normal business hours. Two linear feet of bench or seat wall equals one seat. A minimum of 2 seats should be provided in each location to allow for interaction.

** Except where the paseo serves as a fire lane, in which case the paving should be turf block or similar permeability.

- Roof terraces shall incorporate trees and other plantings in permanent and temporary planters that will shade, reduce reflective glare, and add interest to the space. These spaces shall also include permanent and temporary seating that is placed with consideration to sun and shade, and other factors contributing to human comfort.

4.4.5 Building Types

This section identifies permitted building types by land use and provides standards for each building type, to ensure that proposed development is consistent with the plan's goals for building form, character, and quality. The building type structures included in this section will be allowed for new Multi Family, Live Work, Retail, Office, and Mixed Use development. Required Building Types per land use are specified in Table 4-4 (refer to Section 4.5.5 for Building Type Design Guidelines). Medical Office development is not required to comply with any of the building type designs in this section.

1. Courtyard Podium

Courtyard Podium buildings can be arranged as townhouses over flats or flats over flats. These structures are typically built over ground level, subterranean, and/or semi-subterranean parking garages or a combination of the above with one or more façades lined at ground level by either housing or retail/office uses keeping the parking blocked from front street view. The main building mass is distributed around a central open courtyard space or a series of them. Habitable space may be single- or double-loaded and oriented to the street or an outdoor area.

2. Urban Block

Urban block buildings are arranged as flats over flats. These structures are typically built next to surface parking and/or above parking garages with one or more façades lined at ground level by either housing, housing lobby/entrance areas, or retail/office uses keeping the parking blocked from front street view. Parking may also be provided on top of ground level retail/office uses and under residential and/or office space. No central courtyard is provided allowing for smaller lot size requirements. Common open space areas are typically designed as open roof terraces.

3. Liner Block

Liner Block buildings are designed around a structure such as a public parking garage. These buildings are designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences. Liner Blocks are arranged as flats over flats with one or more façades lined at ground level keeping the parking blocked from front street view. Habitable space is single-loaded oriented to the street or an outdoor area.

4. Wrapped Block

Wrapped Block buildings are composed of one or more buildings, typically residential and/or mixed-use, that wraps around or encircles a detached multi-story parking garage. A wrapped building maintains an urban streetscape while providing suburban parking ratios. These structures are arranged as flats over flats and may be double loaded since the parking structure located in the center is detached and typically screened or buffered with landscape and open courtyard areas. Lot consolidation may be necessary to accommodate a Wrapped Block structure within the Specific Plan area.

B. LOT SIZE

Table 4-8 (Lot Size Ranges by Building Type) illustrates lot size ranges allowed for each building type. Lot sizes for each building type are calculated based on typological characteristics like frontage type, accessibility, building mass configuration and open space.

TABLE 4-8 Lot Size Ranges by Building Type

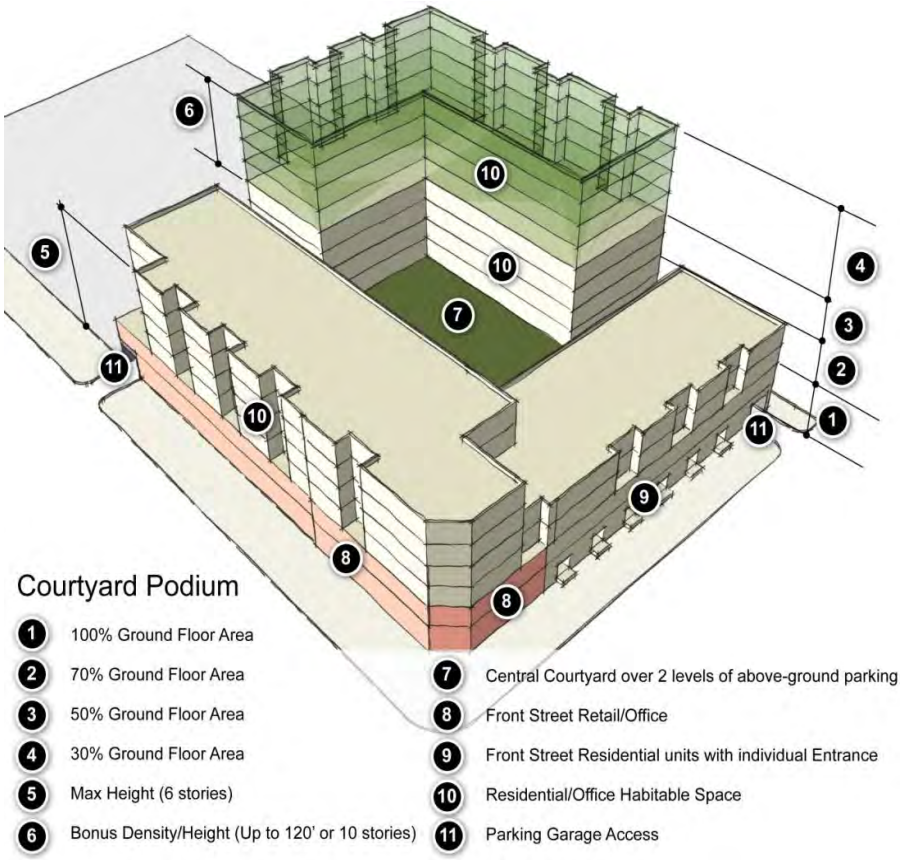
Building Type	*Lot Width (Min–Max)**	*Lot Depth (Min)*
Courtyard Podium	100'–300'	150'
Urban Block	100'–350'	100'
Liner Block	100'–350'	150'
Wrapped Block	300'–500'	350'

Lots that are smaller than the minimum dimensions shown in this table are exempt from Building Type requirements.

* Lot width on corner properties shall be measured perpendicular to the longest street-fronting side of the lot.

C. BUILDING TYPE CHARACTERISTICS AND STANDARDS

Courtyard Podium



Double-loaded Courtyard Podium corner building diagram with parking under open courtyard area on a 300-foot-wide by 250-foot-deep lot. One street front is lined with retail/office space and the second street front is lined with residential units.

Recessed walls and other building elements shown in this diagram are meant to be illustrative.

Building Massing

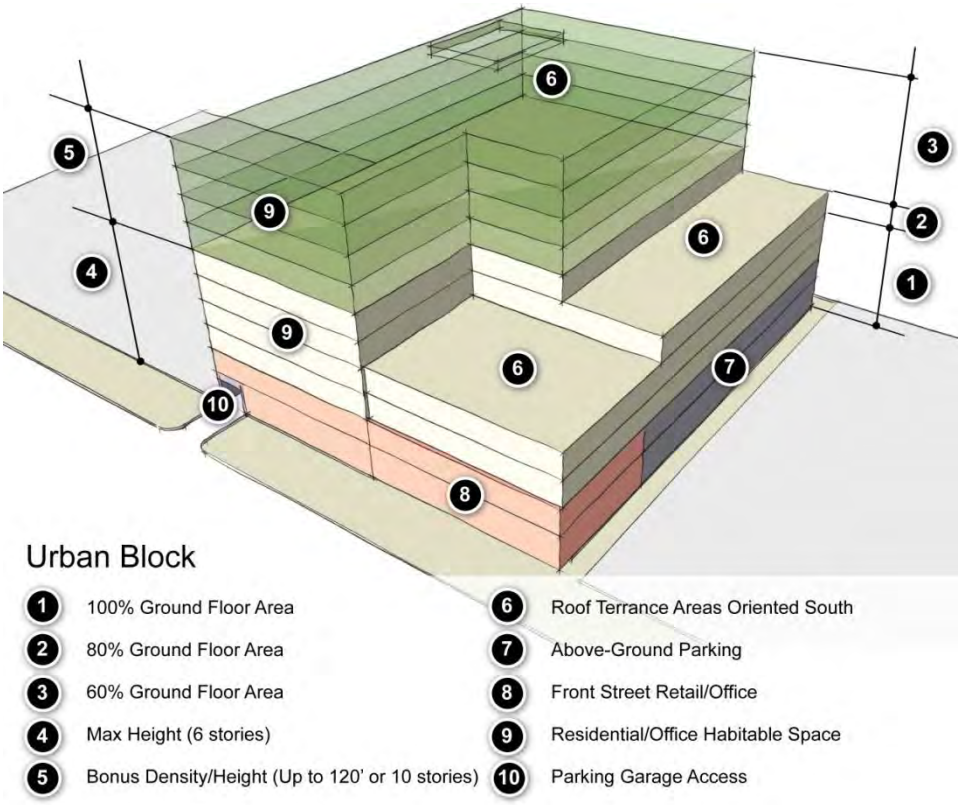
Building mass or shape is defined by the building's components, including the size of the footprint, number of stories, roof shapes, and upper level setbacks. The following standards require a minimum level of building mass articulation, resulting in buildings that are more visually attractive.

1. Courtyard Podium buildings shall be composed of two to six story structures. Additional building height may be allowed for projects that qualify for bonus density allowances. Refer to Section 4.3.4 (Minimum and Maximum Densities) and Table 4-4 (Development Standards) for density bonus criteria.

2. Buildings shall be designed with components of varying height as indicated by Table 4-9 (Allowed Massing by Story—Courtyard Podium).

TABLE 4-9	**Allowed Massing by Story—Courtyard Podium**
Story No.	*Maximum Ratio of Each Story in % of Ground Floor Area*
1st and 2nd Stories	100%
3rd and 4th Stories	70%
5th and 6th Stories	50%
7th Story and Higher	30%

Urban Block



Urban Block building diagram showing parking behind retail/office uses on a 200-foot-wide by 280-foot-deep lot.

Recessed walls and other building elements shown in this diagram are meant to be illustrative.

Building Massing

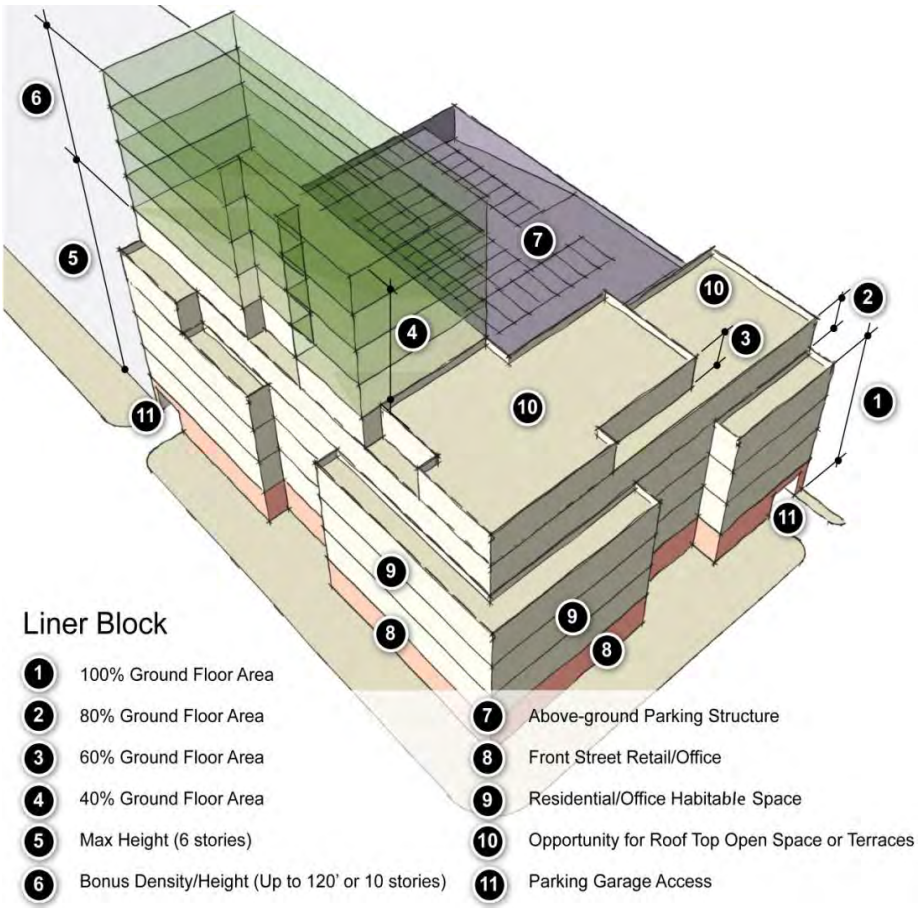
1. Urban Block buildings shall be composed of four to six story structures (except for 100% Retail uses, which may be one or two stories high). Additional building height may be allowed for

projects that qualify for bonus density allowances. Refer to Section 4.3.4 (Minimum and Maximum Densities) and Table 4-4 (Development Standards) for density bonus criteria.

2. Buildings shall be designed with components of varying height as indicated by Table 4-10 (Allowed Massing by Story—Urban Block).

TABLE 4-10 **Allowed Massing by Story—Urban Block**	
Story No.	*Maximum Ratio of Each Story in % of Ground Floor Area*
1st through 4th Stories	100%
5th Story	80%
6th Story and Higher	60%

Liner Block



Liner Block diagram on a 250-foot-wide by 200-foot-deep lot. This diagram shows double-loaded corner configuration around a parking garage and street front retail/office uses.

Recessed walls and other building elements shown in this diagram are meant to be illustrative.

Building Massing

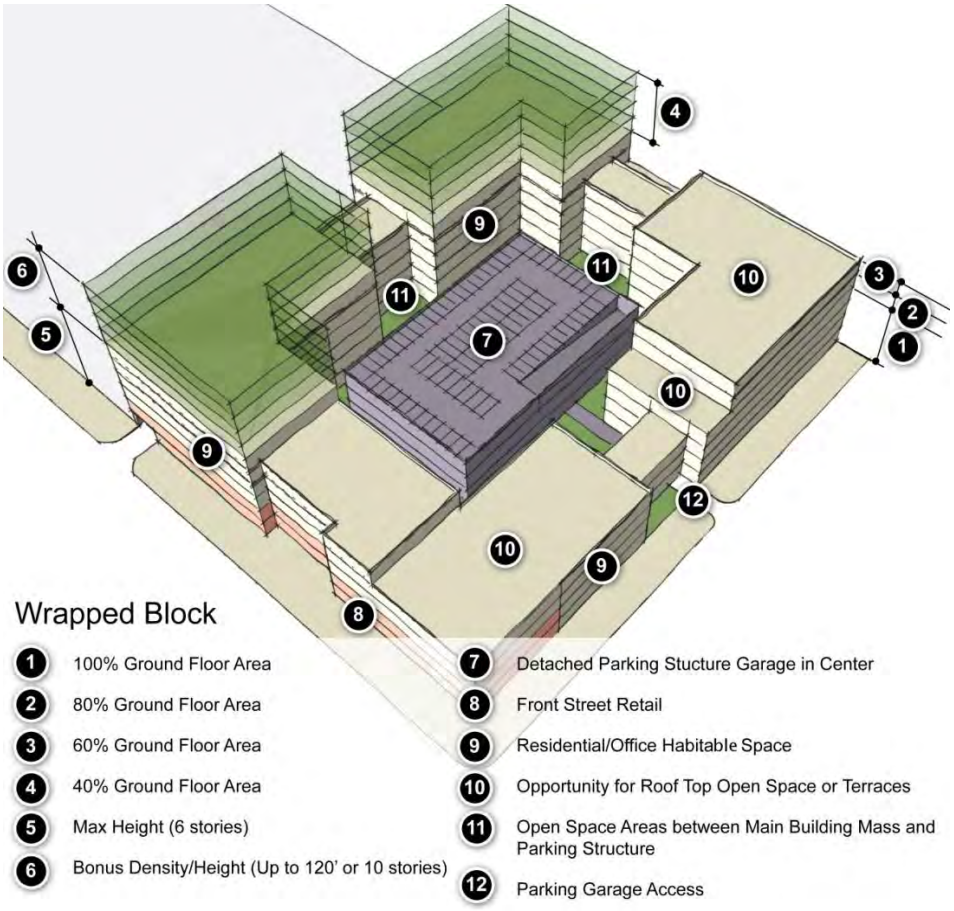
1. Liner Block buildings shall be composed of three- to six-story structures (except for 100% Retail uses, which may be one or two stories high). Additional building height may be allowed for projects that qualify for bonus density allowances. Refer to Section 4.3.4 (Minimum and Maximum Densities) and Table 4-4 (Development Standards) for density bonus criteria.
2. Buildings shall be designed with components of varying height as indicated by Table 4-11 (Allowed Massing by Story—Liner Block).

TABLE 4-11 Allowed Massing by Story—Liner Block

Story No.	*Maximum Ratio of Each Story in % of Ground Floor Area**
1st – 4th Stories	100%
5th Story	80%
6th Story	60%
7th Story and Higher	40%

* Parking garage ground floor areas shall not count toward this calculation.

Wrapped Block



Wrapped Block building diagram showing detached parking structure in the center and open space/main building mass arranged around it. This diagram shows double-loaded building structures and fits in a 350-foot-wide by 400-foot-deep lot.

Recessed walls and other building elements shown in this diagram are meant to be illustrative.

Building Massing

1. Wrapped Block buildings shall be composed of three to six story structures. Additional building height may be allowed for projects that qualify for bonus density allowances. Refer to Section 4.3.4 (Minimum and Maximum Densities) and Table 4-4 (Development Standards) for density bonus criteria.
2. Buildings shall be designed with components of varying height as indicated by Table 4-12 (Allowed Massing by Story—Wrapped Block).

TABLE 4-12	**Allowed Massing by Story—Wrapped Block**
Story No.	*Maximum Ratio of Each Story in % of Ground Floor Area**
1st – 4th Stories	100%
5th Story	80%
6th Story	60%
7th Story and Higher	40%
* Parking garage ground floor areas shall not count toward this calculation.	

4.4.6 Streetscape Standards

This section defines streetscape design standards for improvements to be undertaken in conjunction with development projects. The standards refer to the plans, cross sections, and descriptions in Section 3.6 (Open Space and Streetscape Improvement Plan). Applicability of the following standards by planning district (Figure 4-2) is specified in Table 4-4.

A. STREET CONFIGURATION

Figure 3-18A through Figure 3-26 illustrate the intended design along each street. These plans and cross sections illustrate typical conditions along each street. Complete plans of streets on which curb lines will be relocated in the future are in Chapter 3 (Policies and Development Plans). Figure 3-4A through Figure 3-11B depict existing as well as proposed future conditions to illustrate required changes to achieve the vision for the Specific Plan area. The description, plans, and cross sections for each street address:

- Illustrative ROW and lane configuration, including landscaped medians
- Recommended multi-use trail along Oso Creek for equestrians, bicycles, and pedestrians
- Minimum required sidewalk width, which may be a combination of public right-of-way (which may require a dedication) and easement for sidewalk purposes
- Required sidewalk configuration, which typically includes an 8-foot-wide continuous landscaped parkway and a 6- to 10-foot-wide paved walkway
- Required setback width, which is a function of the adjacent ground floor use
- Illustrative setback treatment, which is also a function of the adjacent ground floor use. The cross sections in Figure 3-18A

through Figure 3-26, as well as Figure 4-11, illustrate the setback treatment. Along Forbes Road and other pedestrian-oriented retail streets, the cross sections show the required treatment adjacent to the predominant ground floor use on each street segment.

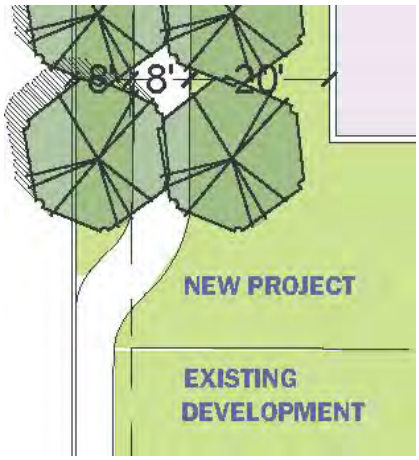
Illustrative sketch of the east side of Forbes Road and other pedestrian-oriented streets with required streetscape improvements

Improve street rights-of-way.

1. Each project shall improve the street right-of-way adjacent to the Project as described and illustrated in Figure 3-18A through Figure 3-26.
2. All utility lines within the public rights-of-way adjacent to the Project and on the Project site shall be undergrounded.
3. All utility boxes, including traffic control, electrical, phone, and fiber optics, shall be undergrounded, unless the City approves an above-grade box due to extenuating circumstances.

A mix of native and other drought-tolerant plantings

Parkways/walkways can meander; seating should be provided in the setback



Transition from existing narrow sidewalk to new parkway/walkway

B. LANDSCAPE TREATMENT ALONG STREETS AND OTHER RIGHTS-OF-WAY

Use appropriate plant materials to reinforce the character of the Specific Plan area.

The public realm landscape will link the Specific Plan Area both to the natural environment and to the rest of the City. It builds on the landscape plan adopted in the 1999 Specific Plan, as well as the subsequent design effort for landscaping the rail ROW along the west side of Camino Capistrano.

Through streets, including Crown Valley Parkway and Camino Capistrano, align more with the City as a whole and, therefore, will retain a landscape character similar to that of the larger City. Primarily local-serving streets, including Forbes Road, Cabot Drive, Getty Drive, and Cape Road, will develop a character unique to the Specific Plan Area, with a strong connection to Oso Creek and surrounding grassland environment.

1. New street trees of the species specified in Section 3-6 shall be planted in the parkway or setback. For new streets for which species are not shown, a species/cultivar that will achieve a mature height and spread of 35 feet within 10 years shall be planted at an average spacing of 30 feet on center.
2. Shrubs and groundcover along the primarily local-serving streets shall be largely natives and their cultivars.

Design the parkways and setbacks to accommodate and support large street trees and provide a buffer from traffic.

1. Each Project shall provide continuous landscaped parkways and/or setbacks that are minimum 8 feet wide, as shown in Figure 3-18A through Figure 3-26, except where parkways would conflict with bus stops. The continuous landscaped parkways and setbacks should be designed to collect and retain or treat runoff from, at a minimum, the sidewalk and, if approved by the City, adjacent on-site, ground level open space. As shown in Figure 4-9, provide slope and screen landscaping along other rights-of-way. Refer to Figure 4-10 for suggested groundcover and shrub massing to achieve screening in setbacks.
2. The roots of trees planted in the parkway or setback shall not be restricted by concrete curbs, root barriers or other means, so that roots may extend throughout the parkway and support a large, healthy tree canopy.

Relatively dense native trees and shrubs can provide buffers along the west edge of the railroad ROW. Less dense native trees and shrubs can be used along the freeway frontage. Trees should be used more sparingly, leaving open spaces between, along the freeway frontage to maintain views to the Specific Plan area.

Tree Palette

Evergreen Trees Adjacent to Railroad ROW

Tecate Cypress
Cupressus forbesii

California Bay
Umbellularia californica

More Open Trees Along Freeway

Blue Oak
Quercus douglasii

California buckeye
Aesculus californica

Shore Pine
Pinus contorta

Flowering Ash
Fraxinus depetala

Vertical Accent Trees Along Freeway

California Sycamore
Platanus racemosa

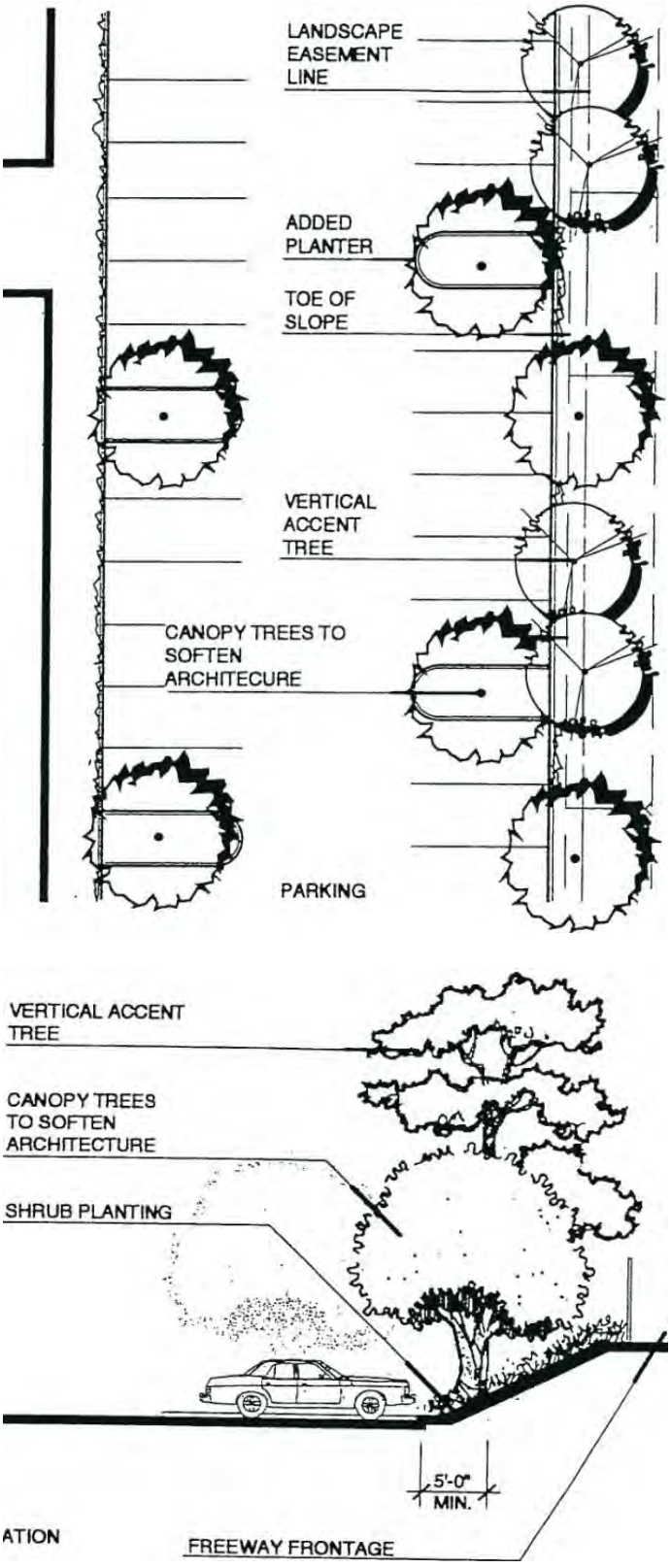
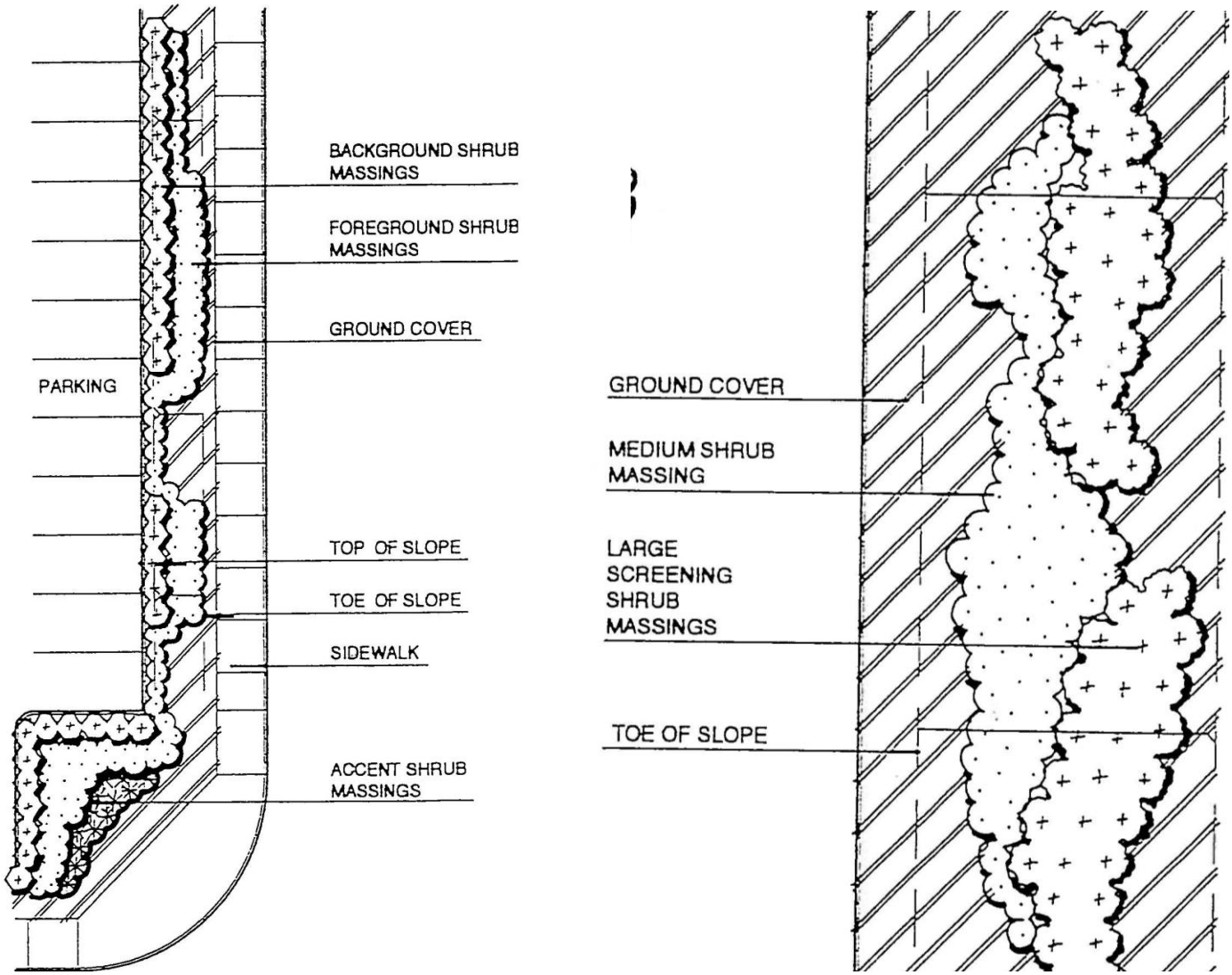


FIGURE 4-9 **West Side of Railroad Right-of-Way and West Side of Freeway: Typical Plan Views and Cross Sections**



Setback between sidewalk and surface parking

Wider setbacks, typically along Cabot Road north

FIGURE 4-10 **Typical Setback Landscaping Except on Forbes Road and Other Pedestrian-Oriented Retail Streets**

3. If parkways and setbacks are designed to collect stormwater from the street as well as from the sidewalk, they shall be designed according to Public Works standards.
4. Where a new Project is adjacent to an existing sidewalk on Forbes Road the walkway and parkway shall transition as shown in the adjacent diagram.

Design parkways and setbacks to optimize tree health.

1. Plant street trees of the species/cultivars specified in Section 3-6 in conjunction with each project. In-lieu fees are not allowed.
2. Trees shall be spaced from one another as specified in Section 3-6
3. 36-inch minimum box trees shall be planted.
4. Parkways shall be planted with drought-tolerant groundcover or perennials at least 18 inches but not more than 3 feet tall, except within 3 feet of tree trunks, where the surface should be mulched.
5. Landscaped parkways and tree wells shall be irrigated with an automatic irrigation system. In-line drip irrigation is preferred. Spray heads or bubblers may also be used provided they adequately irrigate trees (minimum of 20 gallons per week dispersed over the root zone) and do not directly spray the tree trunks.

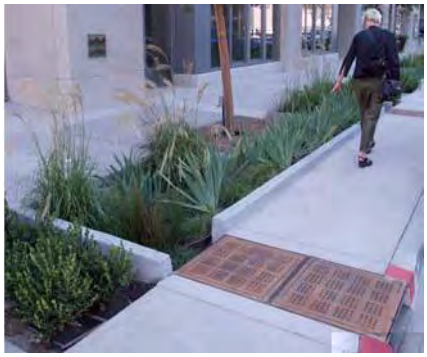
Provide maintenance appropriate to native and drought-tolerant landscaping.

1. Remove all existing exotic weedy plants as identified by the California Invasive Plant Council (www.cal-ipc.org).

C. WALKWAYS

On Forbes Road, Getty Drive, Cape Road, and future pedestrian-oriented retail streets, the sidewalk is divided into two parts (as depicted in Section 4.4.1): the parkway, which is adjacent to the curb, landscaped and designed to accommodate trees and provide a buffer from the street, and the walkway, as illustrated below. On other streets, the walkway is along the curb and street trees and landscaping are in a required setback on adjacent private property.

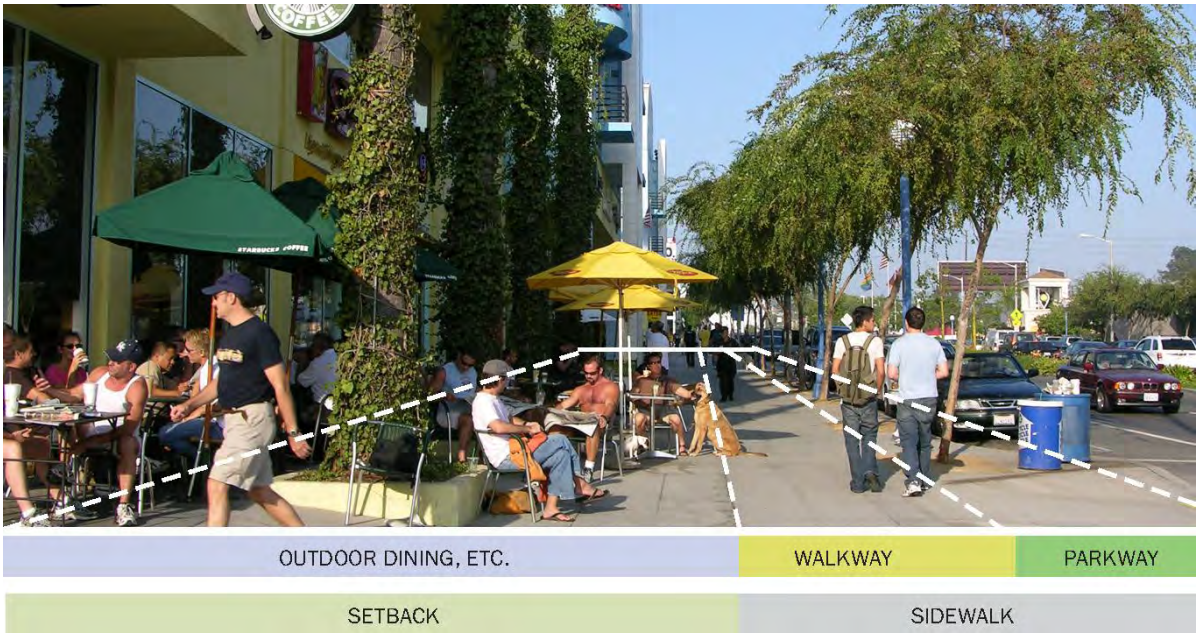
All continuous landscaped parkways collect stormwater runoff from the sidewalk



In addition, they can be designed to filter stormwater run-off from street, per BOE Green Street standards; if there is a raised curb around the parkway and curbside parking as in this example, the curb access strip must be wider than 2 feet

Provide adequate width for improvements based on adjacent ground floor use.

1. Walkways shall be provided as specified in Figure 3-18A through Figure 3-26. The required walkway may be located as shown or it may be located partially within the first 8 feet of the required setback. That is, the sidewalk may undulate within the required easement and setback.
2. Structures shall not project over or under the required easement or public right-of-way to allow for stormwater infiltration, tree canopies, and soil volume for tree roots.
3. A 2-foot-wide paved access zone shall be provided next to the curb where there is curbside parking.
4. A minimum 6-foot-wide clear and continuous path of travel walkway shall be maintained where outdoor dining occurs.



Example showing the parkway along the curb, the walkway, and use of the setback for outdoor dining

D. SETBACK TREATMENT ON PEDESTRIAN-ORIENTED STREETS

Figure 4-4 and Figure 4-5 establish (1) the required setbacks from the back of walkway to building street walls and (2) treatment of the required setbacks for the east side of Forbes Road. Figure 4-8 specifies the same for any new pedestrian-oriented streets.

Provide setback treatments appropriate to districts and adjacent uses.

1. Provide setback treatments as specified in Figure 4-4 through Figure 4-8 and Figure 4-11, except where the setback is part of a larger usable open space.
2. Adjacent to ground floor retail, the ground floor street wall may be set back farther to accommodate dining or similar activities.

Treat setbacks appropriately given the adjacent land use and district.

1. Adjacent to retail, the required setback area shall be at least 75% hardscape and may be used for outdoor dining and other commercial activities.
2. Adjacent to live-work space or professional office space, at least 50% of the required setback area shall consist of landscaping.
3. Adjacent to ground-floor residential units with individual entries or residential common areas (lobbies, recreation rooms, libraries, or other active uses), the required setback area shall be at least 75% landscaped and may include: walkways, porches, raised planters and other solid walls up to 3 feet above sidewalk elevation, and transparent fences (e.g., wrought iron, tubular steel, glass) up to a height of 4 feet above sidewalk elevation.
4. Surface parking shall not be located in the setback area.

Zero setback with ground-floor retail

A small setback with a little landscaping next to professional office or live-work space

Don't waste valuable street frontage on "back-of-house" uses.

1. Loading docks, electrical transformers, mechanical and other equipment shall be located so that they are not in the setback area or visible from a public street.
2. Enclosed stairs, storage spaces, blank walls, and other elements that are not pedestrian-oriented shall be located more than 100 feet from the corner of any public or required private street and, to the extent feasible, so they are not visible from the street.

Housing with front yards (setbacks) and secondary entrances along the sidewalk

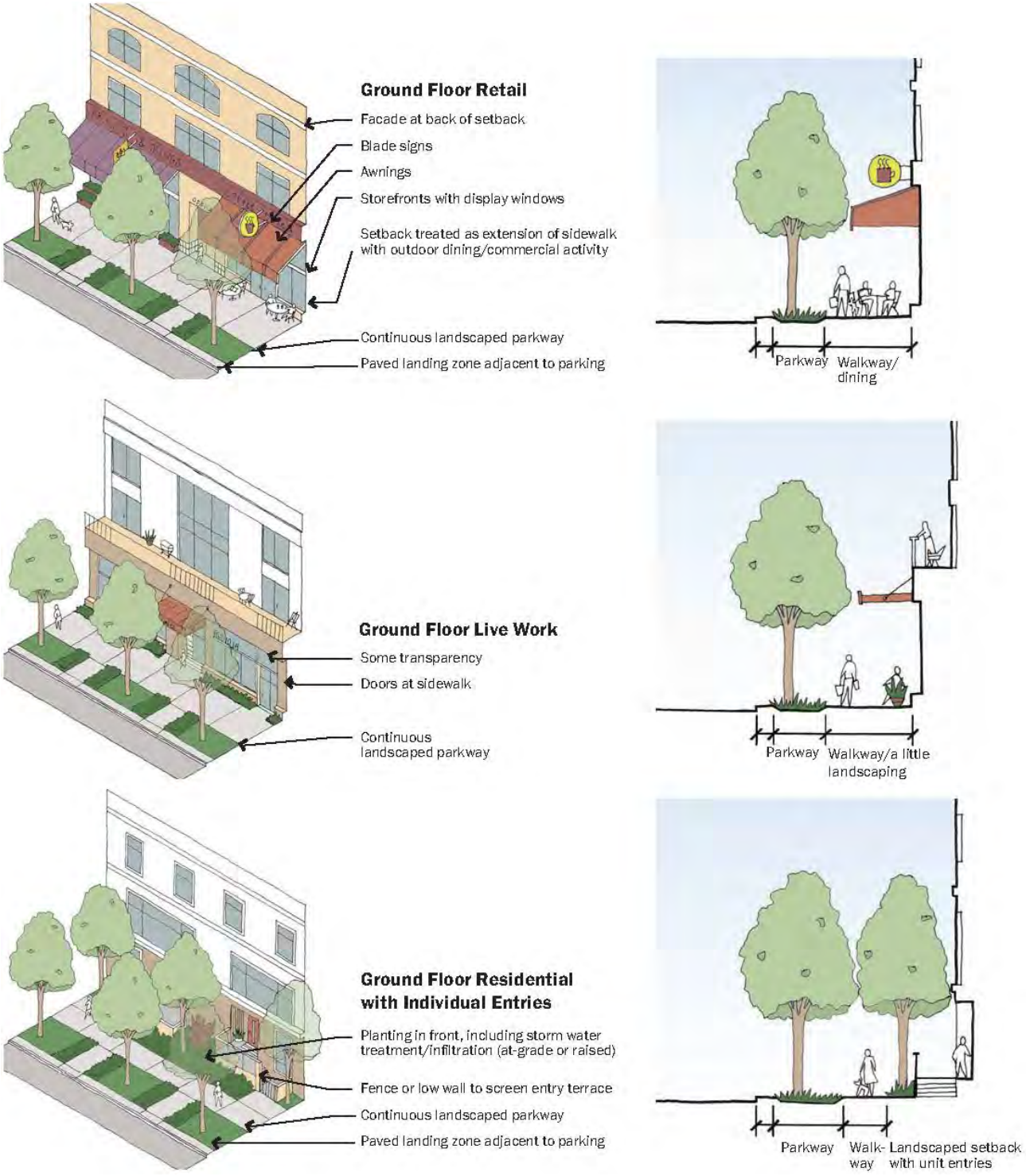


FIGURE 4-11 **Setback Treatments on Forbes Road, Other Pedestrian-Oriented Retail Streets, and Local Streets Vary with Ground Floor Use**

E. CURB EXTENSIONS AND CROSSWALKS

1. Curb extensions shall be provided at all corners and midblock crossings on Forbes Road and local streets, except at the intersection of Forbes Road with Crown Valley Parkway.
2. Ladder or zebra striping shall be installed at all crosswalks. Other enhanced paving may be approved provided it is as visible as ladder striping and is regularly maintained by the Applicant or City.

F. STREET LIGHTS AND ELECTRICAL SERVICE

On most streets in the Specific Plan area, there are two types of street lights: roadway lights ("street lights") and pedestrian-scale lights ("pedestrian lights"). Street lights provide illumination of both the roadways and sidewalks to the levels required by Public Works for safety and security. Pedestrian lights are ornamental and supplement the illumination provided by the street lights. Pedestrian lights contribute to the pedestrian scale of the street and add a warm glow of yellow light on the sidewalk. On local or private streets, which are narrower, a single "hybrid" fixture can illuminate both the roadway and sidewalk.

1. On local or private streets, hybrid street lights adjacent to the curb 50 to 60 feet on center shall be installed.
2. On all other streets, roadway lights adjacent to the curb 100 to 120 feet on center and pedestrian street lights in the parkway or setback 50 to 60 feet apart and offset by 25 to 30 feet from the roadway lights shall be installed.
3. All light sources shall provide a warm (yellow, not blue) light and shall be LED or a future more energy-efficient technology.
4. All optic systems shall be cut off with no light trespass into the windows of residential units.
5. On Forbes Road, provide adequate electrical service in the setback area to energize seasonal lighting and other special event needs. At a minimum one outlet adjacent to each tree in the setback shall be provided.
6. Street lights for the Specific Plan area shall be specified by the City. A family of complementary street lights is recommended.

Street light examples

Pedestrian light examples

G. STREET FURNITURE

Provide street furniture along pedestrian-oriented streets.

1. Provide 2 seats, 1 trash receptacle, and bicycle parking for 5 bicycles in the public ROW or adjacent setback for every 150 feet of project frontage. The furniture design and location shall be specified as part of the project application process.

Seating and trash receptacles

Bicycle racks

4.4.7 Signage Standards by Land Use

The signage standards in this section are intended to appropriately limit the placement, type, size, and number of signs allowed within a particular project within the Specific Plan area. The standards in this section are arranged by land use classification as illustrated in Table 4-13.

TABLE 4-13 **Signage Standards**	
RETAIL COMMERCIAL (RC) AND MIXED USE (MU) PLANNING DISTRICTS	
GENERAL STANDARDS (Applies to All Signs in RC & MU Planning Districts)	
Signage Concept	Signs in areas designated as either Retail Commercial (RC) or Mixed Use (MU) within the Laguna Niguel Gateway Specific Plan are intended to establish a lively, contemporary pedestrian oriented atmosphere. The mounting height of these signs shall be lower than in typical retail centers to contribute to the activity at the pedestrian level. The use of exposed neon in reverse channel and open channel letters, as well as dimensional shapes and logos is encouraged. The signs shall be engaging and multi-layered, but tasteful in character. Creativity, especially with respect to type face, lettering style, colors, materials, sign shape, lighting, texture, etc., is encouraged in sign design in the RC and MU districts.
Colors	Sign colors in the RC or MU districts shall be clear and vibrant. Exciting color combinations with high contrast accents are encouraged; however, day glow colors are not permitted. Sign colors shall read well against the building facade colors.
Materials and Finishes	Unusual combinations of metals, carved wood, rigid foams, meshes, perforated materials, tiles, and painted and glossy finishes are encouraged.
Required Sign Review	All projects in the RC and MU districts must apply for a Site Development Permit in conformance with Section 9-1-150 of the adopted Laguna Niguel Municipal Code to establish a sign program. The Site Development Permit application package shall include, as a minimum, the following: ■ A Sign Plan depicting the location of each and every proposed sign. ■ Sign dimensions (height, width) for each and every proposed sign. ■ Sign area of each sign (total sign area, not just message area, in square feet). ■ Sketches and elevations depicting proposed sign design, including colors & materials, copy (type face, lettering size, logos, etc.), architectural embellishments, etc. ■ Color & building materials palette(s) for all proposed signs. ■ Any additional items identified by City Staff as being important to understanding the design intent of the proposed sign(s).
PRIMARY PROJECT IDENTIFICATION SIGNS	
Number of Signs	No more than one Primary Project Identification Sign may be erected per project. A project shall be defined as any retail, support/service commercial, highway commercial, or mixed use development consisting of no less than 75,000 square feet of leasable or usable floor area, excluding covered or structured parking areas, covered loading/unloading areas, and covered trash enclosures. Projects not qualifying for a Primary Project Identification Sign are eligible for one freestanding Monument/Ground Sign. Projects consisting of no less than 120,000 square feet of leasable or usable floor area may erect one Primary Project Identification Sign and one Monument/Ground Sign. Projects consisting of no less than 150,000 square feet of leasable or usable floor area may erect one Primary Project Identification Sign and either a Secondary Project Identification Sign or a Monument/Ground Sign (but not both).
Locations(s)	The Primary Project Identification Sign shall be located close to the street right-of-way, but must not block cars entering or exiting the retail center. In no case shall the Primary Project Identification Sign be located less than five (5) feet from any public street right-of-way. Sightlines for the safe operation of motor vehicles must be preserved and not blocked by any signs.
Maximum Sign Dimensions	20 feet (height) x 10 feet (width) for entire sign structure, not just the message area. If the sign is erected in a raised planter box, the sign height, inclusive of the planter height, shall not exceed 20 feet. Architectural embellishments are permitted, and may extend out a maximum of 5 feet in any direction from the main body of the sign.

TABLE 4-13 **Signage Standards**	
Design and Landscaping	Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. Each sign shall be installed within a landscaped area of not less than 150 square feet (raised planter boxes are acceptable, provided that the sign height, inclusive of the planter box height, does not exceed 20 feet in height).
Text (Copy)	Each Primary Project Identification Sign shall include a list of some or all of the major tenants located within the project; provided, however, that no more than six tenants shall be permitted on any one sign. Tenant logos and tenant names (in any color and type style) are permitted. In addition, the name, logo, and address of the project or shopping center are permitted as well. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the major buildings on-site. Multiple materials are encouraged for use on each sign (a minimum of two different materials are required). Signs shall incorporate vibrant colors that create a dynamic sense of excitement.
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is encouraged.
SECONDARY PROJECT IDENTIFICATION SIGNS (Permitted Only When Used in Conjunction with Major Project Center Identification Signage within the Same Retail Center or Project)	
Number of Signs	Secondary Project Identification Signs are permitted only in retail centers and other projects that front on two or more public streets. Retail centers and other projects that front on only one public street are not eligible for Secondary Project Identification Signage. No more than one Secondary Project Identification Sign is permitted per street frontage. In addition, a project must contain at least 150,000 square feet of leasable or usable floor area (excluding covered or structured parking areas, covered loading/unloading areas, and covered trash enclosures) to qualify for both Primary and Secondary Project Identifications Signs. In no case shall any project have more than two Secondary Project Identification Signs. Sign may be double sided.
Location(s)	Secondary Project Identification Sign(s) shall be located for maximum visibility, usually adjacent to the street right-of-way. No more than one Secondary Project Identification Sign is permitted per street frontage. Signs shall be located close to the street right-of-way (at driveways), but must not block cars entering and exiting the retail center. Sightlines for the safe operation of motor vehicles must be preserved and not blocked by any signs.
Maximum Sign Dimensions	50 square feet for the entire sign structure, not just the message area. In no case shall sign exceed ten feet in height.
Design and Landscaping	Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. Simulation motion graphics (no words allowed) are permitted, and shall be limited to three lighting sequence changes per minute. Each sign shall be installed within a landscaped area of not less than 100 square feet.
Text (Copy)	The name and address of the shopping center and tenant names are permitted on Secondary Project Identification Signs. The tenant names shall be all one color, although each tenant may elect to use their own particular type style. Tenant logos are not permitted, although the logo for the shopping center or project is allowed. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the Primary Project Identification Sign, as well as the architecture on-site. Multiple materials are encouraged for use on each sign (a minimum of two different materials are required). Signs shall incorporate vibrant colors that create a dynamic sense of excitement.
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is encouraged.

TABLE 4-13 **Signage Standards**	
MONUMENT/GROUND SIGNS	
Number of Signs	One freestanding Monument/Ground Sign is permitted for each single-tenant pad. Monument/Ground Signs shall not be permitted on projects qualifying for Primary Project and Secondary Project Identification Signs. Monument/Ground Signs are intended for use on freestanding pads only.
Location(s)	The Monument/Ground Sign shall be located for maximum visibility, close to the street right-of-way. However, the sign must not block cars entering or exiting the site; sightlines for the safe operation of motor vehicles must be preserved. The proposed location of the Monument/Ground Sign on-site shall be approved by the City as part of a Site Development Plan (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
Size	The primary body of each Monument/Ground Sign shall not exceed four feet in height, although architectural accents and embellishments may extend an additional foot in height for a maximum total sign height of up to five feet. The total area of each sign (including architectural accents and embellishments) shall not exceed 24 square feet.
Text (Copy)	Only the tenant name, tenant logo, and the building address are permitted on each Monument/Ground Sign. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the architecture on-site.
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is permitted.
WALL SIGNS	
Number of Signs	The total number of Wall Signs shall be no greater than the number of tenants in said building, with the exception that: ■ Tenants with a floor area of up to 20,000 sq. ft. may have up to two wall mounted signs with no more than one sign allowed per building face. ■ Tenants with a floor area of greater than 20,000 sq. ft. may have up to one wall mounted sign for each building face, provided that no building shall be deemed to have more than three building faces.
Location(s)	Signs shall be located to promote visibility. The location(s) of each and every proposed wall mounted sign(s) as it appears on the building(s) shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code). Wall Signs shall not project above the building cornice, parapet, or roof line.
Size (Tenants up to 20,000 sq. ft.)	The permitted size of the wall-mounted signs for each tenant shall not exceed 50 sq. ft. in area per sign. Signs shall not exceed five feet in height.
Size (Tenants 20,000 sq. ft. and greater)	The permitted size of the wall-mounted signs for each tenant shall be calculated as follows: One square foot of signage shall be permitted for each linear foot of building frontage on the side of the building where the main entrance is located, provided that no sign shall exceed 60% of the building frontage length. (For example, if a building has a 100-foot-long front facade, then each permitted wall mounted sign could be up to 60 feet in length.) For buildings with multiple tenants, the building frontage shall be defined as the portion of the front facade that relates to that particular building tenant. Signs shall not exceed five feet in height.
Height	Wall Signs shall not project above the building cornice, parapet, or roof line.
Design	Individual channel letters are recommended for Wall Signs. Can signs are prohibited. All Wall Signs shall be built as 3-Dimensional (3-D) signs may, if desired, incorporate 3-D elements. No sign, including any light box or other structural part, shall project more than 18" from the building face.

TABLE 4-13 **Signage Standards**	
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the wall or building to which the sign is attached. Vibrant colors are encouraged. Graphic elements and/or dimensional logos shall be incorporated into signs.
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is encouraged. No can lighting is permitted.
BLADE SIGNS	
Number of Signs	No more than one blade sign shall be permitted per building entry (excludes employee, service, and emergency entries).
Location(s)	Signs shall be located over or adjacent to the sidewalk from which the primary building entry occurs.
Size	Signs shall not be larger than four square feet in size for the entire sign structure, not just the message area.
Text (Copy)	Copy shall be limited to the tenant's name and logo only. Tenants may elect to use their own particular type and logo colors and styles. Tenant's logo may be used in addition to or in place of the text. Descriptions of services or additional copy on Blade Signs are not permitted.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the wall or building to which the sign is attached. Vibrant colors are encouraged. Graphic elements and/or dimensional logos shall be incorporated into signs.
Lighting	Signs shall be externally illuminated. No exposed neon lighting is permitted on Blade Signs.
MISCELLANEOUS SIGNS	
Canopy/Awning Signs	Awnings and canopies are permitted, but may not be used as signage (no text or logos permitted). However, blade signs may be erected under awnings and canopies.
Window & Door Signs	White vinyl letters are permitted on doors only. Letters shall not exceed 3 ft in height. No lettering or logos are permitted on windows.
Directional Safety, Warning, or Information Signs (On Private Property Only)	Directional/Information Signs shall not exceed seven feet in height. Signs may be double sided. The entire sign (including message area and sign structure) shall not exceed 20 square feet in area. Directional/Information Signs shall be externally lighted. No internal or neon lighting is permitted. The exact numbers and locations of proposed Directional Safety, Warning, or Information Signs shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
Directional Safety, Warning, or Information Signs (within Public Rights-of-Way Only)	Directional/Information Signs within public rights-of-way may consist of either freestanding kiosks or pole-mounted signs or banners/signs erected on light standards. All proposed public Directional Safety, Warning, or Information Signs shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
COMMUNITY SERVICE (CS) PLANNING DISTRICTS	
GENERAL STANDARDS	
Signage Concept	Signs in the Community Service (CS) district within the Laguna Niguel Gateway Specific Plan are intended to establish signage consistency within the Community Service area. The mounting height of these signs will be higher than typical in other areas of the Specific Plan, because of the need for freeway visibility. Since the Community Service area is located at a lower grade than the I-5 Freeway, signs must be taller than normal in order to be visible. The use of exposed neon in reverse channel and open channel letters is permitted in limited amounts. Signs shall be simple and avoid too much clutter. Moving/animated signs and electron message boards on signs are strictly prohibited. Signs may incorporate corporate logos.

TABLE 4-13 **Signage Standards**	
Colors	Sign colors in the Community Service (CS) district shall be clear and simple in shape and concept. Sign colors shall read well, but overly vivid colors and neon colors are discouraged.
Materials and Finishes	Signs shall be constructed of durable materials such as metals, concrete, or heavy duty plastic. Wood is permitted only for limited areas of signs such as architectural embellishments or the sign frame. If wood is used, all wood surfaces shall be painted, glossy finishes are encouraged.
Required Sign Review	All projects in the Community Service (CS) district must apply for a Site Development Permit in conformance with Section 9-1-150 of the adopted Laguna Niguel Municipal Code to establish a project sign program. The Site Development Permit application package shall include, as a minimum, the following: ■ A Sign Plan depicting the location of each and every proposed sign ■ Sign dimensions (height, width) for each and every proposed sign ■ Sign area of each sign (total sign area, not just message area, in square feet) ■ Sketches and elevations depicting proposed sign design, including colors & materials, copy (type face, lettering size, logos, etc.), architectural embellishments, etc. ■ Color and building materials palette(s) for all proposed signs ■ Any additional items identified by City Staff as being important to understanding the design intent of the proposed sign(s)
STANDARD CENTER IDENTIFICATION SIGNS (When Two or More Businesses Are Located on the Same Parcel)	
Number of Signs	No more than one Standard Community Service Center Identification Sign is permitted per public street frontage. Additional signs may be allowed subject to approval of a Site Development Permit by the City per Section 9-1-150 of the adopted Laguna Niguel Municipal Code.
Location(s)	Standard Community Service Center Identification Signs shall be located for maximum visibility, usually close to or adjacent to a public street right-of-way. The proposed location(s), height(s), dimensions, and designs (e.g., colors, materials, etc.) of the Standard Retail Center Identification Sign shall be approved as part of the Site Development Permit process per Section 9-1-150 of the adopted Laguna Niguel Municipal Code. Signs shall be located close to the street right-of-way (at driveways), but must not block cars entering and exiting the retail center. Sightlines for the safe operation of motor vehicles must be preserved and not blocked by any signs.
Maximum Sign Dimensions	80 square feet for entire sign structure, not just the message area. Architectural accents and embellishments are encouraged. Sign shall not exceed ten feet in height.
Design and Landscaping	Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. No simulation motion graphics, animated signs, or electronic message boards are permitted on any signs. Each sign shall be installed within a landscaped area of not less than 100 square feet.
Text (Copy)	Only the shopping center name and address (if appropriate) and tenant names are permitted on Standard Community Service Identification Signs. Copy may consist of tenant names (all in one color), although each tenant may elect to use their own particular type style. Tenant logos and shopping center/project logos (in any colors) are permitted. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the architecture on-site. Multiple materials are encouraged for use on each sign (a minimum of two different materials are required). Signs shall incorporate vibrant colors that create a dynamic sense of excitement.
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is discouraged.

TABLE 4-13 **Signage Standards**	
MONUMENT/GROUND SIGNS	
Number of Signs	One freestanding Monument/Ground Sign is permitted for each single-tenant pad.
Location(s)	The Monument/Ground Sign shall be located for maximum visibility, close to the street right-of-way. However, the sign must not block cars entering or exiting the site; sightlines for the safe operation of motor vehicles must be preserved. The proposed location of the Monument/Ground Sign on-site shall be approved by the City as part of a Site Development Plan (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
Size (for All Signs Excepting Automobile Dealerships Monument/ Ground Signage)	The primary body of each Monument/Ground Sign shall not exceed four feet in height, although architectural accents and embellishments may extend an additional foot in height for a maximum total sign height of up to five feet. The total area of each sign (including architectural accents and embellishments) shall not exceed 25 square feet.
Size (for Automobile Dealership Monument/ Ground Signage Only)	The primary body of each Monument/Ground Sign erected for an automobile dealership shall not exceed five feet in height, although architectural accents and embellishments may extend an additional foot in height for a maximum total sign height of up to six feet. The total area of each sign (including architectural accents and embellishments) shall not exceed 40 square feet.
Text (Copy)	Only the tenant name, tenant logo, and the building address are permitted on each Monument/Ground Sign. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the architecture on-site.
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is permitted.
WALL SIGNS	
Number of Signs	The total number of Wall Signs shall be no greater than the number of tenants in said building, with the exception that: ■ Tenants with a floor area of up to 20,000 sq. ft. may have up to two wall mounted signs with no more than one sign allowed per building face. ■ Tenants with a floor area of greater than 20,000 sq. ft. may have up to one wall mounted sign for each building face, provided that no building shall be deemed to have more than three building faces.
Location(s)	Signs shall be located to promote visibility, especially when viewed from the adjacent I-5 Freeway right-of-way. The location(s) of each and every proposed wall mounted sign(s) as it appears on the building(s) shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code). Signs may not project above the building cornice, parapet, or roof line.
Size (Tenants up to 20,000 sq. ft.)	Each tenant is permitted one wall mounted sign not to exceed 50 sq. ft. in area per sign. Signs shall not exceed five feet in height.
Size (Tenants 20,000 sq. ft. and greater)	The permitted size of the wall mounted signs for each tenant shall be calculated as follows: One square foot of signage shall be permitted for each linear foot of building frontage on the side of the building where the main entrance is located, provided that no sign shall exceed 60% of the building frontage length. (For example, if a building has a 100-foot-long front facade, then each permitted wall mounted sign could be up to 60 feet in length.) For buildings with multiple tenants, the building frontage shall be defined as the portion of the front facade that relates to that particular building tenant. Signs shall not exceed five feet in height.
Height	Signs shall not project above the roof line of the building.

TABLE 4-13 **Signage Standards**	
Design (Applies to All Wall Signs)	Individual channel letters are recommended for Wall Signs. Can signs are prohibited. All Wall Signs shall be built as 3-Dimensional (3-D) signs. No sign, including any light box or other structural part, shall project more than 18" from the building face.
Additional Design Requirements (for Freeway-Oriented Wall Signs Only)	In order to promote Wall Sign uniformity and consistency, while avoiding an appearance of confusion and clutter, all freeway oriented Wall Signs shall be designed and constructed of the same type style, same type size/letter height, same colors, and same materials. In addition, the owner(s) of each building(s) or project shall be responsible for implementing a consistent Wall Sign program that all tenants within the building(s)/project shall be required to follow.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment or contrast with those used on the wall or building to which the sign is attached. Vibrant colors are encouraged. Graphic elements and/or dimensional logos shall be incorporated into signs.
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is permitted. No can lighting is permitted.
MISCELLANEOUS SIGNS	
Canopy/Awning Signs	Canopy and awning signage is not permitted.
Window and Door Signs	White vinyl letters are permitted on doors only. Letters shall not exceed 3 ft in height. No lettering or logos are permitted on windows.
Directional Safety, Warning, or Information Signs (On Private Property Only)	Directional/Information Signs shall not exceed seven feet in height. Signs may be double sided. The entire sign (including message area and sign structure) shall not exceed 20 square feet in area. Directional/Information Signs may be lighted, if desired, but only by external lighting sources. No internal or neon lighting is permitted. The exact numbers and locations of proposed Directional Safety, Warning, or Information Signs shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
Directional Safety, Warning, or Information Signs (within Public Rights-of-Way Only)	Directional/Information Signs within public rights-of-way may consist of either freestanding kiosks or pole-mounted signs or banners/signs erected on light standards. All proposed public Directional Safety, Warning, or Information Signs shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
BUSINESS PARK (BP)	
GENERAL STANDARDS	
Signage Concept	Signs in the Business Park (BP) district shall help establish an active, contemporary, pedestrian oriented atmosphere. Signs shall be mounted lower than normal for typical retail centers in order to promote visual excitement and activity at the pedestrian level. The signs shall be engaging and multi-layered, but tasteful in character.
Colors	Colorful signs are encouraged in the BP district within Laguna Niguel Gateway. Exciting color combinations with high contrast accents are especially appropriate; colors shall be clear and vibrant. Sign colors shall read well against the building facade colors.
Materials and Finishes	Combinations of metals, carved wood, rigid foams, meshes, perforated materials, tiles, and painted and glossy finishes are encouraged.

TABLE 4-13 **Signage Standards**	
Required Sign Review	All projects within the BP district must obtain a Site Development Permit per Section 9-1-150 of the Laguna Niguel Municipal Code to establish a project sign program. The application package for the Site Development Permit shall include, as a minimum, the following: ■ A Sign Plan depicting the location of each and every proposed sign. ■ Sign dimensions (height, width) for each and every proposed sign. ■ Sign area of each sign (total sign area, not just message area, in square feet). ■ Sketches and elevations depicting proposed sign design, including colors & materials, copy (type face, lettering size, logos, etc.), architectural embellishments, etc. ■ Color and building materials palette(s) for all proposed signs. ■ Any additional items identified by City Staff as being important to understanding the design intent of the proposed sign(s).
PRIMARY PROJECT IDENTIFICATION SIGNS	
Number of Signs	No more than one Primary Project Identification Sign may be erected per project. A project shall be defined as any retail, support/service commercial, highway commercial, or light industrial development consisting of no less than 75,000 square feet of leasable or usable floor area, excluding covered or structured parking areas, covered loading/unloading areas, and covered trash enclosures. Signs may be double sided. Projects not qualifying for a Primary Project Identification Sign are eligible for one freestanding Monument/Ground Sign. Projects consisting of no less than 120,000 square feet of leasable or usable floor area may erect one Primary Project Identification Sign and one Monument/Ground Sign. Projects consisting of no less than 150,000 square feet of leasable or usable floor area may erect one Primary Project Identification Sign and either a Secondary Project Identification Sign or a Monument/Ground Sign (but not both).
Location(s)	Primary Project Identification Signs shall be located close to the Camino Capistrano street right-of-way, but must not block cars entering and exiting the project. Sightlines for the safe operation of motor vehicles must be preserved and not blocked by any signs.
Maximum Sign Dimensions	80 square feet for entire sign structure, not just the message area. Architectural accents and embellishments are encouraged. Sign shall not exceed ten feet in height.
Design and Landscaping	Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. Each sign shall be installed within a landscaped area of no less than 120 square feet (raised planter boxes are acceptable, provided that the sign height, inclusive of the planter box height, does not exceed 15 feet in height).
Text (Copy)	Each Primary Project Identification Sign shall include a list of some or all of the major tenants located within the project, provided that no more than six tenants are permitted per sign. Tenant logos and tenant names (in any color and type style) are permitted. In addition, the name, logo, and address of the shopping center (if available) are permitted as well. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the architecture on-site. Multiple materials are encouraged for use on each sign (a minimum of two different materials are required). Signs may incorporate vibrant colors that create a dynamic sense of excitement.
Lighting	Primary Project Identification Signs may be internally and/or externally illuminated. Where feasible, external light sources shall be concealed from view by sign elements, landscaping, or other design features. Use of neon lighting and fiber optics is discouraged, but not prohibited.

TABLE 4-13 **Signage Standards**	
SECONDARY PROJECT IDENTIFICATION SIGNS (Permitted Only When Used in Conjunction with Major Project Center Identification Signage within the Same Retail Center or Project)	
Number of Signs	No more than one Secondary Project Identification Sign is permitted per street frontage. A project must contain at least 150,000 square feet of leasable or usable floor area (excluding covered or structured parking areas, covered loading/unloading areas, and covered trash enclosures) in order to qualify for both Primary and Secondary Project Identifications Signs. In no case shall any project have more than two Secondary Project Identification Signs. Sign may be double sided.
Location(s)	Secondary Project Identification Signs shall be located close to the street right-of-way (at driveways), but must not block cars entering and exiting the retail center. Sightlines for the safe operation of motor vehicles must be preserved and not blocked by any signs.
Maximum Sign Dimensions	50 square feet for the entire sign structure, not just the message area.
Design and Landscaping	Pole signs and simulation motion signs and graphics are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. Each sign shall be installed within a landscaped area of not less than 85 square feet (raised planter boxes are acceptable, provided that the sign height, inclusive of the planter box height, does not exceed 10 feet).
Text (Copy)	The name and address of the shopping center and tenant names are permitted on Secondary Project Identification Signs. The tenant names shall be all in one color, although each tenant may elect to use their own particular type style. Tenant logos are not permitted, although the project logo or shopping center logo is allowed. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the Primary Project Identification Sign, as well as the architecture on-site. Multiple materials are encouraged for use on each sign (a minimum of two different materials are required). Signs shall incorporate vibrant colors that create a dynamic sense of excitement.
Lighting	Secondary Project Identification Signs may be illuminated by external and/or internal light sources. Where feasible, light sources shall be concealed from view by sign elements, landscaping, or other design features. Use of neon lighting and fiber optics is discouraged, but not prohibited.
MONUMENT/GROUND SIGNS	
Number of Signs	One freestanding Monument/Ground Sign is permitted for each single-tenant pad.
Location(s)	The Monument/Ground Sign shall be located for maximum visibility, close to the street right-of-way. However, the sign must not block cars entering or exiting the site; sightlines for the safe operation of motor vehicles must be preserved. The proposed location of the Monument/Ground Sign on-site shall be approved by the City as part of a Site Development Plan (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
Size	The primary body of each sign shall not exceed 4 feet in height, although architectural accents and embellishments may extend up to 5 feet in height. The total area of each sign shall not exceed 24 square feet.
Text (Copy)	Only the tenant name, tenant logo, and the building address are permitted on each Monument/Ground Sign. Copy may appear on both sides of the sign.
Colors, Materials, and Finishes	Signage colors, materials, and finishes shall compliment those used on the architecture on-site.

TABLE 4-13 **Signage Standards**	
Lighting	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is discouraged, but not prohibited.
WALL SIGNS	
Number	The total number of Wall Signs shall be no greater than the number of tenants in said building, with the exception that: ■ Tenants with a floor area of up to 20,000 sq. ft. may have up to two Wall Signs with no more than one Wall Sign allowed per building face. ■ Tenants with a floor area of greater than 20,000 sq. ft. may have up to one wall mounted sign for each building face, provided that no building shall be deemed to have more than three building faces.
Location(s)	Signs shall be located to promote visibility, especially when viewed from the adjacent I-5 Freeway right-of-way. The location(s) of each and every proposed Wall Sign(s) as it appears on the building(s) shall be approved by the City as part of a Site Development Plan (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
Size (Tenants up to 20,000 sq. ft.)	The permitted size of the wall mounted signs for each tenant shall not exceed 50 square feet in area. Signs shall not exceed five feet in height
Size (Tenants 20,000 sq. ft. and greater)	The permitted size of the wall mounted signs for each tenant shall be calculated as follows: One square foot of signage shall be permitted for each linear foot of building frontage on the side of the building where the main entrance is located, provided that no sign shall exceed 60% of the building frontage length. (For example, if a building has a 100-foot-long front facade, then each permitted wall mounted sign could be up to 60 feet in length.) For buildings with multiple tenants, the building frontage shall be defined as the portion of the front facade that relates to that particular building tenant. Signs shall not exceed five feet in height.
Height	Signs may not project above the building cornice, parapet, or roof line.
Design (Applies to All Wall Signs Regardless of Location)	Individual channel letters are recommended for all Wall Signs. Can signs are prohibited. All Wall Signs shall be built as 3-Dimensional (3-D) signs. No sign, including any light box or other structural part, shall project more than 18" from the building face.
Additional Design Requirements (for Freeway-Oriented Wall Signs Only)	In order to promote Wall Sign uniformity and consistency, while avoiding an appearance of confusion and clutter, all freeway oriented Wall Signs shall be designed and constructed of the same type style, same type size/letter height, same colors, and same materials. In addition, the owner(s) of each building(s) or project shall be responsible for implementing a consistent Wall Sign program that all tenants within the building(s)/project shall be required to follow.
Depth of Projection	No such sign, including any light box or other structural part, shall project more than 18" from the building face.
Lighting	Wall mounted signs may be internally and/or externally illuminated. Use of neon lighting and fiber optics is discouraged, but not prohibited. Can lighting is prohibited.
BLADE SIGNS	
Number of Signs	No more than one blade sign shall be permitted per building entry (excludes employee, service, and emergency entries).
Location(s)	Signs shall be located over or adjacent to the sidewalk from which the primary building entry occurs. Where appropriate, blade-type signs that are mounted perpendicular to the building shall be erected around the front entrance of stores.
Size	Signs shall not be larger than 4 square feet in size for the entire sign structure, not just the message area.

TABLE 4-13 **Signage Standards**	
Text (Copy)	Copy shall be limited to the tenant's name and logo only. Tenants may elect to use their own particular type and logo colors and styles. Tenant's logos may be used in addition to or in place of the text.
MISCELLANEOUS SIGNS	
Canopy/Awning Signs	Awnings and canopies are permitted, but may not be used as signage (no text or logos permitted). However, blade signs may be erected under awnings and canopies.
Window and Door Signs	White vinyl letters are permitted on doors only. Letters shall not exceed 3 ft in height. No lettering or logos are permitted on windows.
Directional Safety, Warning, or Information Signs (On Private Property Only)	Directional Safety, Warning, or Information Signs shall not exceed 7 feet in height. These signs may be double sided. The entire sign area (including message area and sign structure) shall not exceed 20 square feet. Directional, Safety, Warning Signs shall be externally lighted. No internal or neon lighting is permitted. The exact numbers and locations of proposed Directional Safety, Warning, or Information Signs shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).
Directional Safety, Warning, or Information Signs (within Public Rights-of-Way Only)	Directional Safety, Warning, or Information Signs within public rights-of-way may consist of either freestanding kiosks or pole-mounted signs or banners/signs erected on light standards. The exact numbers and locations of proposed public Directional Safety, Warning, or Information Signs shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-150 of the adopted Laguna Niguel Municipal Code).

Sign Amortization/Abatement

This section includes specific sign amortization/abatement requirements, as well as suggested amortization procedure options that could be used as the basis for initiating and/or enticing nonconforming signs to be replaced or updated:

- A nonconforming sign that does not conform to the standards set forth in this section shall not be:
  - Structurally altered to extend its useful life.
  - Expanded.
  - Re-established after damage or destruction of 50% or more of its value, as determined by the City of Laguna Niguel Building Department.
  - No new sign shall be approved for a site, structure, building, or use that contains conforming signs unless such nonconforming signs are removed or modified to conform to the provisions of this chapter. No building permit shall be issued for any structures, building expansions, or new building construction on the site which contains nonconforming signs, unless all signs on the site are brought into conformance with this chapter. This standard shall not

apply to interior alterations which do not substantially change the character or intensity of the site or use.

- Options to encourage nonconforming signs to accelerate their amortization period could include, but are not limited to, the following:
- Financial assistance with property owners to encourage the removal of old, nonconforming signage and installing new signage that meets the intent and requirements of this chapter. For example, the City could choose to pay a portion of the total signage costs (i.e., removal of old signage and design & installation of new signage). Optional amortization programs are defined below:
  - > Within 2 years of adoption of this Specific Plan: City pays 50% of total signage costs
  - > Within 4 years of adoption of this Specific Plan: City pays 30% of total signage costs
  - > Within 5 years of adoption of this Specific Plan: City pays 10% of total signage costs
  - > Anytime after 5 years: City pays 0% of total signage costs
  - > City requires that all signs within the Laguna Niguel Gateway Specific Plan area be replaced within a specified time period (i.e., no later than six years from the date of adoption of this Specific Plan).
  - > City arranges for low interest business loans for property owners/business owners who wish to update their signage.
  - > City elects to waive or reduce some of the development and processing fees (e.g., building permit fees, rezoning fees, etc.) associated with business and property owner improvements to property within the Laguna Niguel Gateway Specific Plan area.

Signage Design Review

The Planning Commission shall be the reviewing/approving authority for all signage to be erected within the Laguna Niguel Gateway Specific Plan area. The Planning Director shall be responsible for reviewing all design proposals for individual project specific signage (e.g., freestanding/monument signs, Center Identification Signs, wall signs, blade signs, directional signage, etc.). Appeals on decisions made regarding project related signage shall be forwarded to the Planning Commission for final decision.

4.5 DESIGN GUIDELINES

These guidelines establish a clear set of qualitative guiding principles that provide the City of Laguna Niguel and future applicants with a basis for designing and reviewing new development projects. The guidelines serve two primary purposes:

1. To establish high-quality design for new development
2. To facilitate the design review and planning approval process for projects relative to building configuration and architecture that is appropriate for particular building types and compatible to adjacent buildings

The guidelines are not intended as a literal requirement; instead they serve as a framework for the design review process and cover key elements including building mass, entrances, façade design and composition, roof forms, materials, and colors. The City shall use the guidelines as part of the formal design review process, and qualitative findings shall be made by the decision-making body demonstrating such compliance. Table 4-14 (Design Guidelines Applicability) specifies applicability of the guidelines in this section per Planning District (Figure 4-2) and Development Standards.

TABLE 4-14 Design Guidelines Applicability

Development Standards	*Planning District*	*A,B*	*C*	*D*	*E*		*F*	*G*	*H*	*I,K,J*
	Land Use Designation	*BP*	*MU*	*MU*	*MU*	*RC*	*MU*	*MU*	*MU*	*CS*
Setbacks		NA	Per Section 4.5.1							NA
Building Elevations		NA	Per Section 4.5.2							NA
Parking		Per Section 4.5.3								
On-Site Open Space		NA	Per Section 4.5.4							NA
Building Types		NA	Per Section 4.5.5							
Streetscape Guidelines		NA	Per Section 4.5.6							

NA = not applicable

4.5.1 Setbacks

The treatment of setback areas along pedestrian-oriented streets is essential to the creation of vibrant mixed-use pedestrian corridors. The following guidelines should be considered when designing street-front setback areas. Their applicability by planning district is specified in Table 4-14.

1. Where possible on-site open space should be publicly accessible, located along street-front setback areas, and adjacent to existing open space.
2. Front setback areas used for publicly accessible on-site open space should be designed to complement existing open space where possible so that, over time, the individual open spaces will cumulatively create a larger open space. Along Forbes Road, they should be located within visual proximity to the Oso Creek Trail.
3. Front setback areas used for outdoor dining should be located directly adjacent to the restaurant space they belong to.
4. Outdoor dining areas within front setbacks are encouraged to include planters or other landscape elements.

4.5.2 Building Elevations

The use of different colors, materials, and other façade elements help break building mass

One of the most important architectural elements to regulate is the facades of buildings. The guidelines in this section include different techniques to regulate the different elements of a building's façade, including articulation; design and composition; entrances; roof forms, materials, and colors. These guidelines should be considered as general techniques when designing building facades along pedestrian-friendly corridors. Their applicability by planning district is specified in Table 4-14.

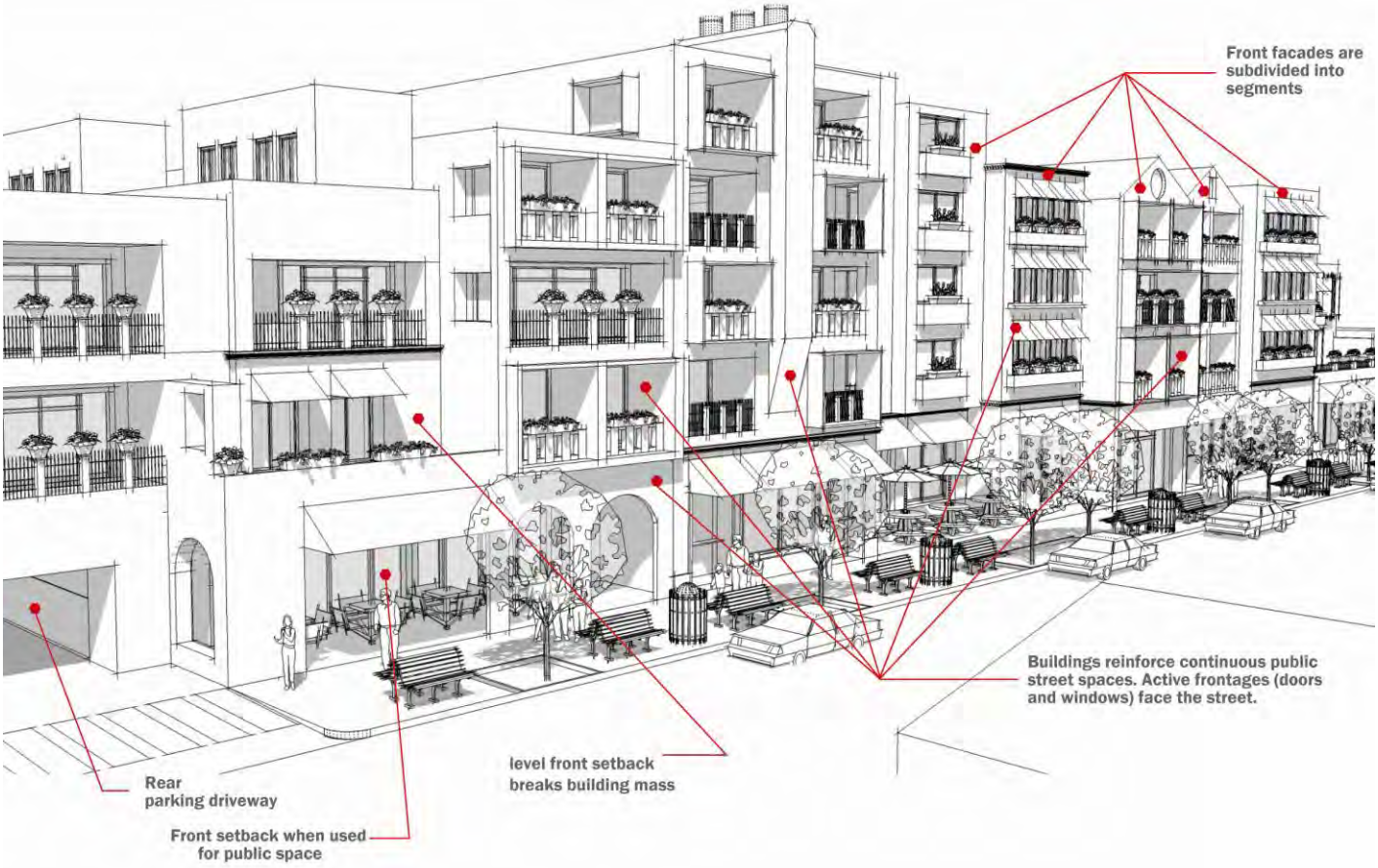
Façade Articulation

1. Street-facing building facades should provide a continuous front-street wall along pedestrian walkways and landscaped areas.
2. Buildings with first floor façades that are 50 feet or longer should be subdivided into shorter vertical segments. This may be done through the following techniques:
   a. Façade segmentation may be accomplished through recessed façade elements. Minimum façade recession areas should be 4 feet and may be designed to include an open space area, per Section 4.4.4 (On-Site Open Space).
   b. Changes in window/façade composition
   c. Changes in wall materials
3. Second-floor (or higher) facades should not extend greater than 100 horizontal linear feet without some manner of vertical articulation. This may be done through the following techniques:

a. Façade segmentation may be accomplished through recessed façade elements. Minimum allowed façade recession should be 4 feet and may be used for roof top open space areas.

b. Changes in window/balcony/façade composition

c. Changes in wall materials/colors



Mixed-Use building showing first and second level façade articulation and segmentation

Architectural angled corner element in retail/office mixed-use building

4. For buildings located on corners, mass articulation is recommended at the building corners, including an angled architectural feature, a pilaster, the location of a building entrance, or a corner tower element that extends from the ground floor.
5. For key intersections or gateways, prominent corner architectural features such as prominent entries or corner towers are recommended.

Façade Design and Composition

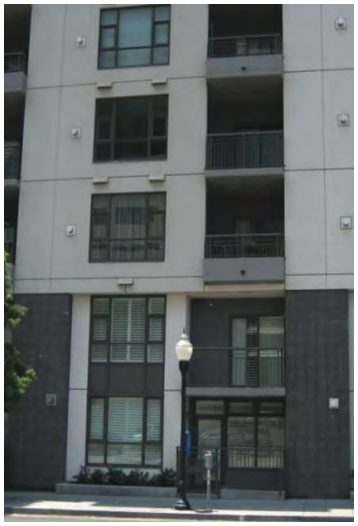
1. Buildings should maintain architectural details and the same level of visual quality used on a front façade on all visible façades of buildings.


Large Mixed-Use project with façade modulation to make building appear as a series of different buildings

2. Large projects should be broken into buildings with a series of façade modulations that make the building appear as a series of different buildings.
3. The following guidelines should apply to building base/ground floor treatments:
   - Breaks in a building's ground level street-front façade should be limited to those necessary to accommodate pedestrian pass-throughs, open space areas, and permitted vehicular access to driveways and drop-off areas.
   - Buildings should include a base treatment at ground floor level that establishes human scale for pedestrians.
   - Design components of base treatments may include, but are not limited to:
     - A thicker base portion of the ground floor of a minimum height of 1 foot
     - A material or color change
     - A cornice line/protruding horizontal band
     - A ground-level colonnade or arcade
     - A ground floor minor recess, no greater than 1 foot, unless used for entry or driveway access
     - A change in façade window articulation


Office building showing a protruding horizontal shelter base treatment element at ground level

- For buildings that are four stories or higher, the base treatment may extend up to the top of the second level



Base treatment may extend up to the top of the second level on buildings that are four stories or higher

Ground level minor recess base treatment

Thicker base portion and continuous awning element create a pedestrian-scaled ground level façade in this retail/office Mixed-Use building

4. On Mixed-Use buildings, upper-story window-to-wall ratios should be lower than the ground floor.
5. Windows on ground level should encompass:
   - Retail uses: a minimum of 60% and a maximum of 90% of the building's ground level façade
   - Office uses: a minimum of 40% and a maximum of 90% of the building's ground level façade
6. Curtain wall window treatments are permitted on second and upper levels on office uses. They are not permitted on residential uses.

Mixed-Use building with upper-story window-to-wall ratio that is lower than the ground floor

Entrances

1. **Residential and Mixed-Use Buildings** (Retail/Office and Residential on top)
   a. Main entrances to buildings should be prominent, easily identifiable, and accessible.
   b. Each entrance should have an architectural definition element such as an awning, a trellis, a recessed niche, a 3-dimensional feature, or other shelter projection elements not exceeding 4 feet.

Easily identifiable main entrance to Multi-Family building

Easily identifiable main entrance to Mixed-Use building

c. Rear entrances to buildings should be visible and easily identifiable.

d. Rear entrances should not be more prominent or taller than front primary entrances.

e. Awnings and trellises are permitted along retail uses on ground level and residential uses on ground level or upper levels and should comply with the following:

- Awnings should be built of permanent high-quality materials that are consistent with the overall building design.
- Fabric awnings, when used, should be made of colored fabric over a metal structural frame. Internally illuminated fabric awnings are not permitted.
- Forms of trellises, awnings, and/or canopies over entrances should be derived from the overall architectural style of the building.
- Awnings, trellises, and canopies should be a minimum of 8 feet above grade.

Awnings help make building access points more prominent and can help create a visually attractive contrast on a building façade

Ground level trellises add shelter and create pedestrian scale along front façades

2. Office and Retail Buildings

a. Main entrances to buildings should be prominent, easily identifiable, and accessible.

b. Main entrances should have an architectural definition element such as a trellis, a recessed niche, a 3-dimensional feature or other shelter projection elements not exceeding 4 feet.

c. Awnings are only permitted on retail uses at ground level and trellises and other types of shelter projection elements are recommended for office uses, and should comply with the following:

   - Awnings should be built of permanent good quality materials that are consistent with the overall building design.
   - Fabric awnings, when used, should be made of colored fabric over a metal structural frame. Internally illuminated fabric awnings are not permitted.
   - Awnings and/or canopies over entrances should be derived from the overall architectural style of the building.
   - Awnings, trellises, and canopies should be a minimum of 8 feet above grade.

Contemporary style office building with precast concrete as a base treatment on ground level

Roof Forms

1. Variation of roof forms, heights, and profiles is encouraged.
2. Roofs should match the building in terms of style, detailing, and materials.
3. Roof overhangs should be compatible with the architectural style.
4. Recommended roof materials include metal seam roofing, corrugated metal roofing, terra cotta or concrete tile, and tar and gravel (for flat roofs which are not visible from the street).
5. Roof mounted equipment should be screened by architectural enclosures that relate to the building's overall architectural style.

Office complex with varying roof heights allowing for rooftop open space terraces

6. Roof drainage components should be incorporated into the overall architectural composition of the façade and roof.

Varying building roof heights provide opportunities for roof terraces and help break building mass

Varying building heights and profiles help break building mass and create a more visually attractive building

Materials

1. Sign materials should relate to and unify building appearance and also allow for expression of individual building segments.
2. The palette of wall materials per building should be minimized; preferably two or less.
3. For wood siding, painted wood is recommended.
4. Stucco, cement plaster, or stucco like finishes are acceptable, provided the stucco finish is smooth, such as a smooth trowel or fine sand float finish, or dash, rather than textured, lace, or rough sand finish.

Illustrative image of not permitted rough sand finish stucco

Illustrative image of permitted smooth stucco finish

5. Ceramic tile is recommended as a decorative wall accent material when compatible with building style.
6. Stone and stone veneer is not recommended as the primary building cladding material; however, it is recommended as an accenting material.

Illustrative examples of permitted stone accent materials

7. Brick is not recommended as the primary building cladding material; however, it is recommended as an accenting material. No more than one brick type or tone is permitted per project. Permitted brick types and tones include, but are not limited to:

Illustrative examples of permitted brick types

8. Precast concrete, poured-in-place concrete or concrete block is permitted as a primary and/or secondary material when compatible with building style.
9. Corrugated or rolled metal is not recommended as a primary building cladding material; however, it is recommended as an accenting material.

Colors

1. Colors should create visual façade articulation and/or accentuate architectural details of a building and be consistent with its style.

2. No more than three different colors should be used on all façades of one particular building.
3. Color for trim, awnings, and other highlights should accent and contrast with wall colors.
4. Use of bright and dark colors is only recommended for façade details and for creating contrast with the main building mass.
5. Sign colors should relate or contrast with the building wall color where the sign is mounted. Refer to Section 4.4.7 (Signage Standards by Land Use) for building signage standards.

Bright colors may be used to create contrast, façade articulation, and accentuate architectural details of a building such as an entrance.

4.5.3 Parking

Parking supply, configuration, placement, and access will be essential to the function and vitality of the Specific Plan area. Parking areas which are visible from main street fronts lead to a loss of vitality and street life. The following guidelines should be considered when designing parking facilities. Their applicability by planning district is specified in Table 4-14.

Berms or other landscape treatments should be used to screen semisubterranean parking garages

- Structured, surface, and semi-subterranean parking areas should be designed and placed to be unobtrusive and have minimal impact on the character and scale of commercial, mixed-use, and residential streets. Figure 4-3 shows all flexible setback areas where surface and structure parking is recommended for properties along build-to lines; in most cases on the rear of the building or away from the main pedestrian-oriented street front.
  - > Subterranean parking may extend to all property lines.
  - > Semi-subterranean parking in residential buildings may extend to all property lines, provided that the aboveground section of the semi-subterranean parking garage does not

rise up more than 4 feet from ground level and is completely screened from street view by landscape treatments.

> Recommended parking access points along build-to lines are illustrated in Figure 4-3. These access points are meant to illustrate approximate parking access locations.

> Trash enclosures should be designed in a manner that is consistent with the main building's architecture.

> If a parking structure is well designed and integrated to other uses, it does not need to be screened by dense landscaping in an urban setting. However, where the City's Reviewing Agency determines that conformance with this Code is not feasible, a parking structure may be screened with landscaping using columnar trees in a minimum 8-foot-wide setback and staggered with the street trees. In combination, the setback and street trees should screen the parking structure from view.

- Drop-off zones

> Drop-off zones should be located along the curb or within parking facilities to promote sidewalk/street wall continuity and reduce conflicts with pedestrians.

Streetscape can complement a well-designed parking structure, particularly in conjunction with an active ground floor

Photovoltaic panels may be incorporated into the roof of parking structures or over surface parking

4.5.4 On-Site Open Space

Provision of on-site Open Space is essential to the creation of a green and pedestrian friendly network throughout the Specific Plan area. The following guidelines encourage the creation of accessible and appropriately designed open spaces. Their applicability by planning district is specified in Table 4-14.

- Open spaces should be designed to have the character of outdoor nonroofed areas contained by building walls.
- Plazas and courtyards should incorporate amenities beyond the minimum required, including permanent and/or temporary seating, to facilitate their enjoyment and use. Seating should be placed with consideration to noontime sun and shade; deciduous trees should be planted as the most effective means of providing comfortable access to sun and shade.
- Landscape elements should support an easy transition between indoors and outdoors through such means as well-sited and comfortable steps, shading devices and/or planters that mark building entrances, etc.

In limited circumstances, a green screen (above) or dense tree planting (below) can screen an unimproved concrete structure

Open space and landscaping can take a variety of forms

Open space and streets should be designed to accommodate a variety of activities and events

- Landscape elements should establish scale and reinforce continuity between indoors and outdoors space. Canopy trees planted in minimum 36-inch boxes that will achieve a height of at least 35 feet in 10 years shall be provided within open spaces, especially along streets and required setbacks.
- Landscape elements should provide scale, texture, and color. A rich, coordinated palette of landscape elements that enhances the development site's identity is encouraged.
- Landscaping should be used to screen or break up the mass of blank walls. Trees and shrubs may be planted in front of a blank wall where there is room or vines may be trained on the wall where space is limited.

4.5.5 Building Types

The following guidelines provide building type design recommendations, including: access, parking, on-site open space, massing, and frontage type. Their applicability by planning district is specified in Table 4-14. General guidelines, which apply to all building types, are listed first, followed by building-type-specific guidelines (refer to Section 4.4.5 (Building Types) for Building Type configuration and standards).

A. BUILDING TYPE GENERAL GUIDELINES

Center courtyard area of a mixed-use building

Individual front street dwelling entrances promote street life and help break building mass

Access

1. Main entrances to buildings should be from the front street(s).
2. Where an alley is present, parking and services should be accessed through the alley.
3. For mixed use, non-residential uses should be located at ground level and oriented to the street. Individual street front access to retail/commercial uses should be provided for each space. A portion of the ground level street-oriented space in mixed-use buildings may also be used for residential units if applicable to the building type.
4. For multi-family buildings, front-street façades should be lined with dwelling units oriented to the street at ground level. Individual direct street access to ground level units should also be provided when possible.

Parking

1. Parking should be located in a subterranean garage, or may be surface parking, semi-subterranean parking, aboveground level parking garage, or a combination of any of the above.
2. Parking access and/or driveways should be located as close as possible to the side or rear of each lot.
3. Surface parking, aboveground level and semi-subterranean parking garage areas should be screened from street view with retail/office uses or dwelling units and landscaping techniques.
4. On corner lots, when parking restrictions don't allow more than one façade of the building to be lined with retail/commercial or residential units at ground level. Surface parking, aboveground level, or semi-subterranean parking garage areas should be screened with landscape along the secondary street front.
5. All façades fronting Forbes Road should screen parking areas with retail/commercial uses or residential units depending on the land use designation allowance.
6. Rear surface parking areas should be screened from the street with landscape and a decorative wall.

On-Site Open Space

1. Private patios may be provided at side yards, front yards, rear yards, and part of courtyards.
2. Private patios along street fronts may have enclosures up to 4 feet high for privacy.
3. Courtyards located over parking garages should be designed to include landscaping elements including tree planting enclosures and planters.

Building Massing

1. Three-story or higher buildings should be designed to locate the lower building masses to the south of the site to allow for maximum exposure of sunlight to open space areas and dwelling units.
2. Each individual dwelling unit should have at least one side exposed to the outdoors with direct view to the street, a courtyard, a patio, or a combination of the above.

Frontage Types

1. Residential Buildings

   a. Front porch and stoop frontages are recommended (refer to Figure 4-12 [Street Frontages—Front Porch] and Figure 4-13 [Street Frontages—Stoop]) and may be arranged along a front setback, a paseo, an entry forecourt, a plaza, or a corner plaza open space (refer to Section 4.4.4).

   b. Frontage types should provide a transition from public to private, indoor to outdoor at the main entrance to multi-family buildings as well as at all direct street entrances to individual dwelling units (if any).

   c. A front porch or stoop may be substituted by a private patio or a landscaped area when no individual direct street access to ground-level units is provided.

2. Mixed-Use: Residential over Retail/Office

   a. Shopfront, gallery, and arcade frontages are recommended for all ground-level retail uses (refer to Figure 4-14 [Street Frontages—Shopfront], Figure 4-15 [Street Frontages—Gallery], and Figure 4-16 [Street Frontages—Arcade]) and may be arranged along a front setback, a paseo, an entry forecourt, a plaza, or a corner plaza open space (refer to Section 4.4.4).

   b. Glass front, gallery and arcade office frontages are recommended for all ground-level office uses (refer to Figure 4-17 [Street Frontages—Office]) and may be arranged along a front setback (when allowed), or front street façade, a paseo, an entry forecourt, a plaza, or a corner plaza open space (refer to Section 4.4.4)

   c. Front porch and stoop frontages are recommended for all residential portions of Mixed-Use buildings at ground-level (refer to Figure 4-12 [Street Frontages—Front Porch] and Figure 4-13 [Street Frontages—Stoop]) and may be arranged along a front setback (when allowed), or a front street façade, a paseo, an entry forecourt, a plaza, or a corner plaza open space (refer to Section 4.4.4).

   d. A front porch or stoop may be substituted by a private patio or a landscaped area when no individual direct street access to ground-level units is provided.

3. Mixed-Use: Office and Retail

   a. Shopfront, gallery, and arcade frontages are recommended for all ground-level retail uses (refer to Figure 4-14 [Street Frontages—Shopfront], Figure 4-15 [Street Frontages—Gallery], and Figure 4-16 [Street Frontages—Arcade]) and may be arranged along a front setback, a paseo, an entry forecourt, a plaza, or a corner plaza open space (refer to Section 4.4.4).

   b. Glass front, gallery and arcade office frontages are recommended for all ground-level office uses (refer to Figure 4-17 [Street Frontages—Office]) and may be arranged along a front setback (when allowed), or front street façade, a paseo, an entry forecourt, a plaza, or a corner plaza open space (refer to Section 4.4.4)

4. Office Buildings

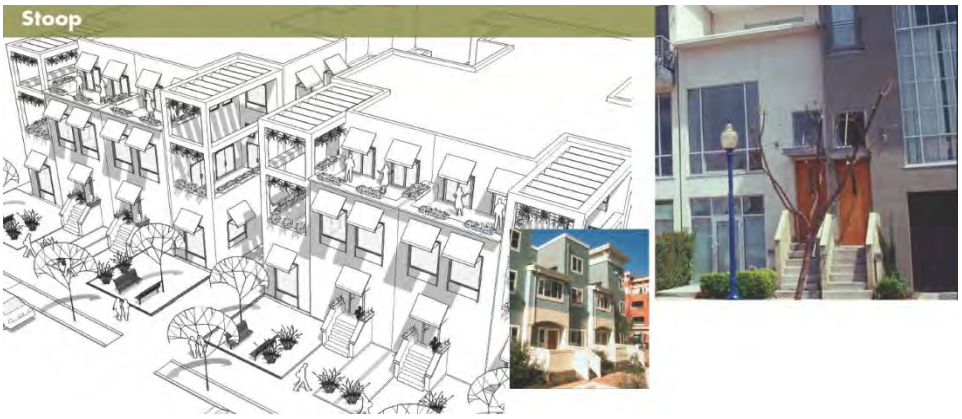
   a. Glass front, gallery and arcade office frontages are recommended (refer to Figure 4-17 [Street Frontages—Office]) and may be arranged along a front setback (when allowed), or front street façade, a paseo, an entry forecourt, a plaza, or a corner plaza open space (refer to Section 4.4.4)

5. Hotel

   a. No specific requirements apply to street frontages for hotel uses

A front porch is a frontage wherein the façade is set back from the frontage line with an attached roofed porch that extends into the sidewalk or front open space area. Porches should have a minimum dimension of 8 feet wide by 6 feet deep and the roof area of porches may be used as roof terrace space. This type is used for residential uses with individual unit street access. A front porch may be raised from ground level up to 4 feet. Front porches may be placed above semi-subterranean parking garages, provided that the aboveground section of the semi-subterranean parking garage is screened from street view with landscape elements.

FIGURE 4-12 **Street Frontages—Front Porch**

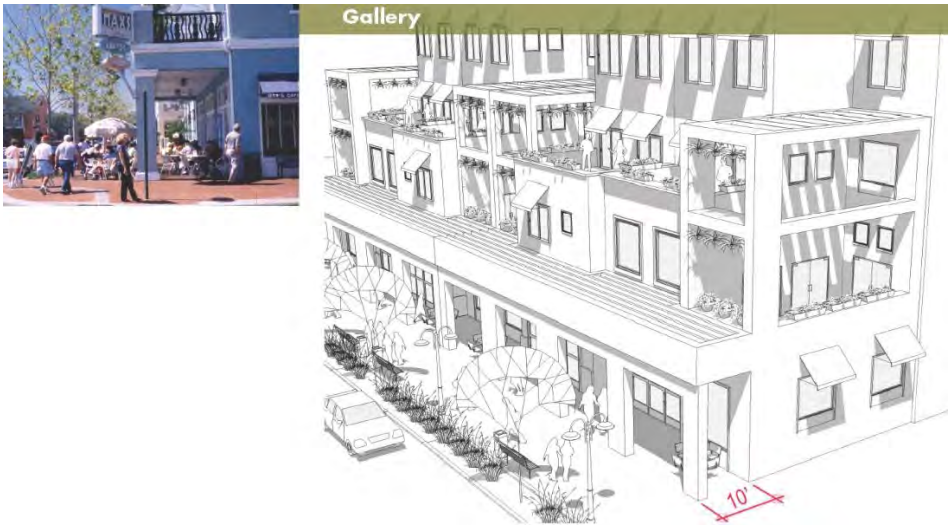


A stoop is a frontage wherein the façade is aligned close to the frontage line with the first story elevated from the sidewalk to add privacy for the windows. The entrance is usually an exterior stair and landing. This type is used for residential uses with individual unit street access. A stoop should be raised from ground level at least 1 foot but no more than 4 feet. Stoop landing areas may be placed above semi-subterranean parking garages, provided that the aboveground section of the semi-subterranean parking garage is screened from street view with landscape elements.

FIGURE 4-13 **Street Frontages—Stoop**

A shopfront is a frontage wherein the façade is aligned close to the frontage line with the building entrance at sidewalk grade. This frontage is conventional for retail use with or without housing on top. It has a substantial nonreflective glazing at the sidewalk level and should include front façade details framing the main entrance and/or awnings at main entrances that may overlap the sidewalk consistent with the City's overhead sidewalk encroachment provisions.

FIGURE 4-14 **Street Frontages—Shopfront**



A gallery is a frontage wherein the façade is aligned close to the frontage line with an attached front cantilever shed or a lightweight colonnade which may overlap front open space areas. This type of frontage is convenient for retail use with or without housing on top. The gallery should be no less than 10 feet deep, which may be counted as part of the front setback and may overlap adjacent open space areas up to within 4 feet of the parkway or sidewalk area.

FIGURE 4-15 **Street Frontages—Gallery**

An arcade is a frontage wherein the façade may overhang the sidewalk at the frontage line. This frontage type is conventional for retail use. The arcade should be no less than 12 feet deep, which may be counted as part of the front setback and may not overhang the sidewalk more than 2 feet.

FIGURE 4-16 **Street Frontages—Arcade**

Office glass street frontage treatment

Office gallery street frontage treatment

Office arcade street frontage treatment

FIGURE 4-17 **Office Street Frontages**

Retail shop street frontage treatment

Retail gallery and arcade street frontage treatments

FIGURE 4-18 **Retail Street Frontages**

B. BUILDING TYPE GUIDELINES BY BUILDING TYPE

COURTYARD PODIUM

On-Site Open Space

1. Courtyard Podium buildings shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards. Refer to Section 4.4.4 for on-site open space area requirements.
2. In a project with multiple courtyards, at least two of the courtyards should conform to the patterns below.
3. Minimum courtyard dimension should be 40 feet when the long axis of the courtyard is oriented east/west and 30 feet when the courtyard is oriented north/south.
4. Courtyards shall be connected to each other and to the public way by pedestrian paseos.
5. Entrance doors, living space (living rooms and dining rooms) should be oriented toward the courtyard(s) on-site open space and/or the street whenever possible. Service rooms should be oriented to the side yards, service yards, and rear yards whenever possible.

Building Massing

1. Four-story or higher buildings masses should be minimized inside courtyards and more apparent on street frontages.
2. Accessory (detached) buildings are not recommended.

URBAN BLOCK

Urban Block multi-family building with private yard areas along the street

Access

1. For multi-family buildings, front street façades should be lined with dwelling units and/or lobby/entrance areas at ground level. Individual direct street access to ground level units may or may not be provided.

Parking

1. Parking may be provided directly at the rear of any ground level front street retail/office uses. Or up to three levels of above-ground parking garage space may be provided on top of ground level retail/office uses and under residential and/or office space as shown below.

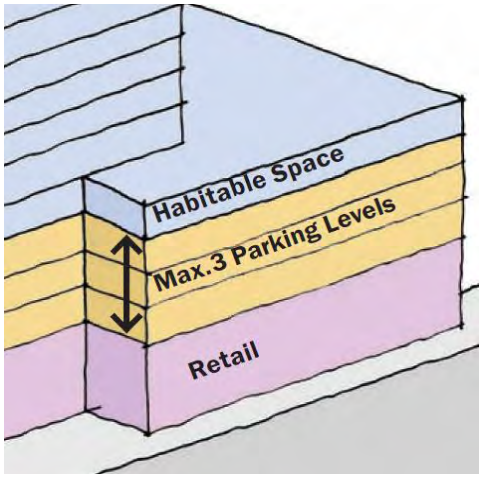


Diagram showing a street wall along a public right-of-way with ground floor retail and the maximum three parking levels with habitable space above

On-Site Open Space

1. Urban Block buildings should be designed to provide common open space areas in the rear, side, front, and/or roof in the form of roof terraces. Refer to Section 4.4.4 for on-site open space area requirements.

Building Massing

1. Accessory (detached) buildings are not recommended.

LINER BLOCK

Access

1. Secondary building entrances should be provided to the rear of the buildings for access to parking garage structures.

On-Site Open Space

1. Liner Block buildings shall be designed to provide open space in the shape of courtyards, side yards, front yards, roof top terraces, or a combination of any of the above. Refer to Section 4.4.4 for on-site open space area requirements.
2. Minimum courtyard dimension should be 20 feet when the long axis of the courtyard is oriented east/west and 15 feet for a north/south orientation. Courtyards should not be of a proportion of less than 1:1 between the building height and width.

Building Massing

1. Accessory (detached) buildings are not recommended.

WRAPPED BLOCK

Access

1. Parking and services should be accessed through the alley when an alley is present, but due to the size of wrapped block buildings, a private service road may also be provided for parking and services access.

Multi-family wrapped Block building façade hides parking structure

Parking

1. Parking should typically be located in aboveground parking garages that are detached to the main building structure(s) and screened from public street view.

On-Site Open Space

1. Wrapped Block buildings shall be designed to provide open space in the shape of courtyards, side yards, front yards, rear yards, rooftop terraces, or a combination of any of the above. Refer to Section 4.4.4 for on-site open space area requirements.
2. Minimum courtyard dimension shall be 40 feet when the long axis of the courtyard is oriented east/west and 30 feet when the courtyard is oriented north/south.

Wrapped Block building structure with double loaded buildings arranged around a central parking structure and courtyard open spaces

3. Courtyards should be connected to each other and to the public way by pedestrian paseos.
4. Courtyards should not be located over parking garages.

4.5.6 Streetscape Design Guidelines

The guidelines in this section address recommendations with regards to the type of plants that should be used along parkways and setback areas. Their applicability by planning district is specified in Table 4-14.

Use appropriate plant materials to reinforce the character of the Specific Plan area.

1. Shrubs and groundcover along the primarily through streets should be drought-tolerant and low-maintenance. The use of conventional turf shall be avoided.
2. Examples of native and other drought-tolerant species and cultivars appropriate for parkways and setbacks are included in Table 4-15 (Example Species and Cultivars Suitable for Parkways and Setbacks) and corresponding Figure 4-19a through Figure 4-19e (Example Species and Cultivars Suitable for Parkways and Setbacks).

Provide maintenance appropriate to native and drought-tolerant landscaping.

1. It is recommended that a maintenance manual/program that is appropriate for drought-tolerant plant materials is adopted and implemented for each project. In particular, it should limit irrigation to the minimum required to maintain the landscape and employ best management practices for pest control that limit the need for chemical fertilizers and pesticides unnecessary.

TABLE 4-15 **Example Species and Cultivars Suitable for Parkways and Setbacks**				
Botanical Name	*Common Name*	*Water Use*	*Height x Spacing*	*Notes*
A. EXAMPLE TYPE 1 WALKABLE PLANTS—NO PATH REQUIRED				
Low Water Use/Low or No Mow Turf or Grass-like Perennials				
Buchloe dactyloides UC Verde™	UC Verde™ Buffalo Grass	N, L	6" x 6"	Winter dormant (brown)
Bouteloua gracilis 'Hachita'	'Hachita' Blue Grama Grass	N, L	6" x 6"	
Carex pansa (C. praegracilis)	California Meadow Sedge	N, M	6" x 9"+	Grows in shade or sun
Low-Growing Perennials (12 inches or less)				
Achillea millifollium cultivars	Achillea cultivars	L	12" x 3'	Mow 3 to 4x/year
Chamaemelum nobile	Chamomile	M	8" x 12"	
Dymondia margaretae	Dymondia	L	3" x 6"	Slow growing
Low Water Use/Low or No Mow Turf or Grass-like Perennials				
Buchloe dactyloides UC Verde™	UC Verde™ Buffalo Grass	N, L	6" x 6"	Winter dormant (brown)
Bouteloua gracilis 'Hachita'	'Hachita' Blue Grama Grass	N, L	6" x 6"	
Carex pansa (C. praegracilis)	California Meadow Sedge	N, M	6" x 9"+	Grows in shade or sun
Low-Growing Perennials (12 inches or less)				
Achillea millifollium cultivars	Achillea cultivars	L	12" x 3'	Mow 3 to 4x/year
Chamaemelum nobile	Chamomile	M	8" x 12"	
Dymondia margaretae	Dymondia	L	3" x 6"	Slow growing
Low-Growing Grasses or Grass-like Perennials (18 inches or less)				
Carex divulsa (C. tumincola)	Berkeley Sedge	N, M	12" x 2'	
Festuca glauca 'Siskiyou Blue' and other var.	Blue Fescue	M	12" x 12"	
Pennisetum alopecuroides 'Little Bunny'	Little Bunny Fountain Grass	L	12" x 12"	
Sesleria autumnalis	Autumn Moor Grass	M	15" x 2'	
Low-Growing Perennials/Succulents (18 inches or less)				
Achillea millifollium 'Terra Cotta'	yarrow Terra Cotta & other cultivars	L	12" x 4'	Mow 1/year for meadow
Aptenia cordifolia/A. cordifolia 'Red Apple'	Heartleaf Ice Plant	L	6" x 12"	
Delosperma cooperi	Trailing Ice Plant	L	8" x 15"	
Drosanthemum floribundum	Rosea Ice Plant	L	8" x 15"	

TABLE 4-15 **Example Species and Cultivars Suitable for Parkways and Setbacks**				
Botanical Name	*Common Name*	*Water Use*	*Height x Spacing*	*Notes*
Dudleya hassei	Santa Catalina Live Forever	N, VL	8" x 18"	
Erigeron karvinskianus and *E. glaucus*	Santa Barbara & Seaside Daisy	N, M	12" x 2'	
Fragaria vesca ssp. *Californica* or *F. chiloensis*	Woodland or Coastal Strawberry	N, M	8" x 2'	Grows in shade
Gazania rigens leucolaena	Gazania (grayish leaves)	M	6" x 2'	
Gazania linearis 'Colorado Gold'	Colorado Gold Gazania (green leaves)	M	6" x 2'	
Hypericum calycinum	Creeping St. Johnswort	M	12" x 12"	Clip yearly; likes shade
Iris douglasiana and 'Pacific Coast Hybrids'	Douglas & Pacific Coast Iris	N, M	12" x 18"	Mix with grasses
Lantana Patriot series cultivars	Dwarf Lantana	L	12" x	
Lessingia filaginifolia 'Silver Carpet'	Beach Aster	L	12" x 4'	
Monardella villosa	Coyote Mint	N, VL	15" x 2'	
Nepeta mussinii (N. faassenii)	Catmint	M	15" x 18"	
Osteospermum fruitcosum	Trailing African Daisy	L	6" x 18"	
Oenothera caespitosa and other species	Tufted evening primrose	N, L	12" x 2'	
Rosmarinus officinalis 'Huntington Carpet' or other prostrate varieties	Prostrate Rosemary	L	18" x 2'	
Scaevola aemula varieties	Fairy Fan Flower		8" x 2'+	
Senecio serpens, S. mandraeliscae	no common name	L	12" x 2'	
Thymus species	Thyme	M	8" x 2'	
Verbena peruviana and hybrids	Verbena	L	6" x 2'	
Vinca minor	Dwarf Periwinkle	M	12" x 4'	Plant in shade
Low-Growing Shrubs (18 inches or less)—all require regular trimming at parkway edges				
Ceanothus 'Centennial'		N, L	18" x 4'	Needs good drainage
Cotoneaster dammeri 'Lowfast', *C. salicifolia* 'Repens', *C. apiculatus* 'Tom Thumb'	Groundcover Cotoneaster varieties	M	18" x 4'	
Juniperus horizontalis and *J. procumbens* var.	Groundcover Juniper varieties	L	6-18" x 4'	See Sunset for list
B. EXAMPLE TYPE 2 LOW-GROWING, LOW-MAINTENANCE PLANTS—PATH REQUIRED				
Low-Growing Grasses or Grass-like Perennials (18 inches or less)				
Carex divulsa (C. tumincola)	Berkeley Sedge	N, M	12" x 2'	

TABLE 4-15 **Example Species and Cultivars Suitable for Parkways and Setbacks**				
Botanical Name	*Common Name*	*Water Use*	*Height x Spacing*	*Notes*
Festuca glauca 'Siskiyou Blue' and other var.	Blue Fescue	M	12" x 12"	
Pennisetum alopecuroides 'Little Bunny'	Little Bunny Fountain Grass	L	12" x 12"	
Sesleria autumnalis	Autumn Moor Grass	M	15" x 2'	
Low-Growing Perennials/Succulents (18 inches or less)				
Achillea millifollium 'Terra Cotta'	Yarrow Terra Cotta & other cultivars	L	12" x 4'	Mow 1/year for meadow
Aptenia cordifolia/A. cordifolia 'Red Apple'	Heartleaf Ice Plant	L	6" x 12"	
Delosperma cooperi	Trailing Ice Plant	L	8" x 15"	
Drosanthemum floribundum	Rosea Ice Plant	L	8" x 15"	
Dudleya hassei	Santa Catalina Live Forever	N, VL	8" x 18"	
Erigeron karvinskianus and *E. glaucus*	Santa Barbara & Seaside Daisy	N, M	12" x 2'	
Fragaria vesca ssp. *Californica* or *F. chiloensis*	Woodland or Coastal Strawberry	N, M	8" x 2'	Grows in shade
Gazania rigens leucolaena	Gazania (grayish leaves)	M	6" x 2'	
Gazania linearis 'Colorado Gold'	Colorado Gold Gazania (green leave)	M	6" x 2'	
Hypericum calycinum	Creeping St. Johnswort	M	12" x 12"	Clip yearly; likes shade
Iris douglasiana and 'Pacific Coast Hybrids'	Douglas & Pacific Coast Iris	N, M	12" x 18"	Mix with grasses
Lantana Patriot series cultivars	Dwarf Lantana	L	12" x	
Lessingia filaginifolia 'Silver Carpet'	Beach Aster	L	12" x 4'	
Monardella villosa	Coyote Mint	N, VL	15" x 2'	
Nepeta mussinii (N. faassenii)	Catmint	M	15" x 18"	
Osteospermum fruitcosum	Trailing African Daisy	L	6" x 18"	
Oenothera caespitosa and other species	Tufted evening primrose	N, L	12" x 2'	
Rosmarinus officinalis 'Huntington Carpet' or other prostrate varieties	Prostrate Rosemary	L	18" x 2'	
Scaevola aemula varieties	Fairy Fan Flower		8" x 2'+	
Senecio serpens, S. mandraeliscae	no common name	L	12" x 2'	
Thymus species	Thyme	M	8" x 2'	
Verbena peruviana and hybrids	Verbena	L	6" x 2'	
Vinca minor	Dwarf Periwinkle	M	12" x 4'	Plant in shade

TABLE 4-15 **Example Species and Cultivars Suitable for Parkways and Setbacks**				
Botanical Name	*Common Name*	*Water Use*	*Height x Spacing*	*Notes*
Low-Growing Shrubs (18 inches or less)—all require regular trimming at parkway edges				
Ceanothus 'Centennial'		N, L	18" x 4'	Needs good drainage
Cotoneaster dammeri 'Lowfast', *C. salicifolia* 'Repens', *C. apiculatus* 'Tom Thumb'	Groundcover Cotoneaster varieties	M	18" x 4'	
Juniperus horizontalis and *J. procumbens* var.	Groundcover Juniper varieties	L	6-18" x 4'	See Sunset for list
C. EXAMPLE TYPE 3 MEDIUM-HEIGHT, DROUGHT-TOLERANT PLANTS—PATH AND MORE MAINTENANCE REQUIRED				
18" to 36" Tall Grasses				
Helictotrichon sempervirens	Blue Oat Grass	L	2' x 2'	
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	N, L	2' x 3'	
Nasella tenuissima (Stipa tenuissima)	Mexican Feather Grass	N, VL	2' x 2'	
Pennisetum orientale	Oriental Fountain Grass	L	18" x 18"	
Pennisetum setaceum 'Eaton Canyon'	Dwarf Red Fountain Grass	L	2' x 3'	
18" to 36" Tall Perennials/Succulents				
Aloe 'Blue Elf' and other small varieties	Blue Elf Aloe	L	18" x 18"	
Anigozanthos 'Bush Pearl,' 'Bush Ranger,' and 'Bush Devil'	Kangaroo Paws varieties		2' x 2'	
Limonium perezii	Statice	L	2' x 3'	+ flower height
Lomondra longifolia 'Breeze' and 'Little Con'	Lomondra cultivars	M	2' x 3'	
Penstemon heterophyllus 'Margarita BOP'	Foothill Penstemon	N, M	18" x 18"	
Phormium 'Tom Thumb' and 'Jack Spratt'	Small Flax hybrids	M	2' x 2'	
18" to 36" Tall Shrubs				
Arctostaphylos densiflora 'Pacific Mist'		N, L	2' x 6'	
Artemisia pycnocephala 'David's Choice'	David's Choice Sandhill Sagebrush	N,	2' x 3'	
Ceanothus gloriosus 'Anchor Bay'		N, L	2' x 6'	
Cistus salvifolius	Sageleaf Rockrose	L	2' x 3'	
Iva hayesiana	Poverty Weed	N, VL	2' x 3'	
Lantana montevidensis	Trailing Lantana	L	2' x 3'	Cut back yearly
Lantana 'Gold Rush,' 'New Gold,' and 'Chapel Hill Yellow'			2' x 3'	Monrovia
Mimulus hybrids inc. 'Jelly Bean yellow'	Shrubby Monkeyflower hybrids	N, L	2' x 3'	
Rosa Flower Carpet varieties	Groundcover Roses	M	2' x 3'	Monrovia

TABLE 4-15 **Example Species and Cultivars Suitable for Parkways and Setbacks**				
Botanical Name	*Common Name*	*Water Use*	*Height x Spacing*	*Notes*
Salvia apiana	White Sage	N, VL	3' x 4'	
Salvia 'Bee's Bliss'	Bee's Bliss Sage	N, L	2' x 4'	
Verbena lilacina and *V. lilacina* 'De La Mina'	Lilac Verbena	N, L	3' x 3'	
18" to 36" Tall Grasses				
Helictotrichon sempervirens	Blue Oat Grass	L	2' x 2'	
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	N, L	2' x 3'	
Nasella tenuissima (Stipa tenuissima)	Mexican Feather Grass	N, VL	2' x 2'	
Pennisetum orientale	Oriental Fountain Grass	L	18" x 18"	
Pennisetum setaceum 'Eaton Canyon'	Dwarf Red Fountain Grass	L	2' x 3'	
18" to 36" Tall Perennials/Succulents				
Aloe 'Blue Elf' and other small varieties	Blue Elf Aloe	L	18" x 18"	
Anigozanthos 'Bush Pearl,', 'Bush Ranger,' and 'Bush Devil'	Kangaroo Paws varieties		2' x 2'	
Limonium perezii	Statice	L	2' x 3'	+ flower height
Lomondra longifolia 'Breeze' and 'Little Con'	Lomondra cultivars	M	2' x 3'	
Penstemon heterophyllus 'Margarita BOP'	Foothill Penstemon	N, M	18" x 18"	
Phormium 'Tom Thumb' and 'Jack Spratt'	Small Flax hybrids	M	2' x 2'	
18" to 36" Tall Shrubs				
Arctostaphylos densiflora 'Pacific Mist'		N, L	2' x 6'	
Artemisia pycnocephala 'David's Choice'	David's Choice Sandhill Sagebrush	N,	2' x 3'	
Ceanothus gloriosus 'Anchor Bay'		N, L	2' x 6'	
Cistus salvifolius	Sageleaf Rockrose	L	2' x 3'	
Iva hayesiana	Poverty Weed	N, VL	2' x 3'	
Lantana montevidensis	Trailing Lantana	L	2' x 3'	Cut back yearly
Lantana 'Gold Rush,' 'New Gold,' and 'Chapel Hill Yellow'			2' x 3'	Monrovia
Mimulus hybrids inc. 'Jelly Bean yellow'	Shrubby Monkeyflower hybrids	N, L	2' x 3'	
Rosa Flower Carpet varieties	Groundcover Roses	M	2' x 3'	Monrovia
Salvia apiana	White Sage	N, VL	3' x 4'	
Salvia 'Bee's Bliss'	Bee's Bliss Sage	N, L	2' x 4'	
Verbena lilacina and *V. lilacina* 'De La Mina'	Lilac Verbena	N, L	3' x 3'	
N = native; VL = very low; L = low; M = medium				

Buchloe dactyloides UC Verde™

Bouteloua gracilis 'Hachita'

Carex pansa (C. praegracilis)

Achillea millifollium cultivar mowed

Chamomile

Dymondia margaretae

FIGURE 4-19A **Example Species and Cultivars Suitable for Parkways and Setbacks**

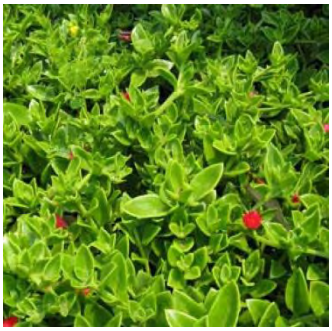

Carex divulsa


Festuca glauca


Sesleria autumnalis


Pennisetum 'Little Bunny"


Achillea 'Terra Cotta'


Aptenia cordifolia 'Red Apple'


Delosperma cooperi


Drosanthemum floribundum


Dudleya hassei


Erigeron glaucus 'Wayne Roderick'


Gazania rigens leucolaena


Gazania linearis


Fragaria chiloensis

Hypericum calycinum


Iris douglasiana


Lantana 'Patriot Rainbow'

FIGURE 4-19B **Example Species and Cultivars Suitable for Parkways and Setbacks**


Lessingia filaginifolia 'Silver Carpet'


Monardella villosa


Nepeta mussinii


Osteospermum fruitcosum


Oenothera caespitosa


Rosmarinus officinalis


Scaevola aemula


Senecio mandraeliscae


Thymus


Verbena peruviana varieties


Vinca minor


Ceanothus 'Centennial'


Cotoneaster dammeri


Juniperus procumbens


Juniperus horizontalis var.

FIGURE 4-19C **Example Species and Cultivars Suitable for Parkways and Setbacks**

Helictotrichon sempervirens

Leymus condensatus 'Canyon Prince'

Nasella tenuissima

Pennisetum orientale

Pennisetum setaceum 'Eaton Canyon'

Aloe 'Blue Elf'

Anigozanthos 'Bush Pearl'

Limonium perezii

Lomondra longifolia 'Breeze'

Penstemon heterophyllus 'Margarita BOP'

Phormium 'Jack Spratt'

Arctostaphylos densiflora 'Pacific Mist'

Artemisia pycnocephala 'David's Choice'

FIGURE 4-19D **Example Species and Cultivars Suitable for Parkways and Setbacks**


Ceanothus gloriosus 'Anchor Bay'


Ceanothus gloriosus 'Anchor Bay'


Cistus salvifolius


Iva hayesiana


Lantana montevidensis


Lantana 'Gold Rush'


Mimulus 'Jelly Bean Yellow'


White Flower Carpet Rose


Red Flower Carpet Rose


Amber Flower Carpet Rose


Salvia apiana


Salvia 'Bee's Bliss'


Verbena lilacina

FIGURE 4-19E **Example Species and Cultivars Suitable for Parkways and Setbacks**

CHAPTER 5 Public Realm Improvements

5.1 OVERVIEW

This chapter focuses on the public realm, that is, spaces within and directly adjacent to public rights-of-way (ROWs), including streets, Oso Creek, the rail corridor, and the freeway edge. The character of these corridors will influence each person's perception of Laguna Niguel as they move through the Specific Plan area, whether on the train, driving, bicycling, walking, or horseback riding. The overarching goal of this chapter is to encourage movement between uses by modes other than automobiles and to create friendly and aesthetically pleasing streets and public spaces.

The City will undertake several key public realm improvements, including the multi-use trail and slope landscaping along Oso Creek and landscape screening between Camino Capistrano and the railroad ROW. The City may also provide entry treatments and expand the existing wayfinding sign system. Other improvements will be made incrementally in conjunction with individual development projects.

Section 5.2 contains plans, cross sections, and descriptions of the character of each street and of the Oso Creek corridor, illustrating the intended character of each.

Section 5.3 describes improvements that may be undertaken by the City, including:

Section 5.3.1	Improvements along Oso Creek: the multi-use path between the creek and Forbes Road and the slope between the creek and Cabot Road
Section 5.3.2	Entry Treatments
Section 5.3.3	Wayfinding Sign System

5.2 CHARACTER OF STREETS AND PUBLIC SPACES

Figure 3-18A through Figure 3-26 illustrate the intended design along each street. These plans and cross sections illustrate typical conditions along each street. Complete plans of streets on which curb lines will be relocated in the future are in Chapter 3 (Policies and Development Plans). Figure 3-4A through Figure 3-11B depict existing as well as proposed future conditions to illustrate required changes to achieve the vision for the Specific Plan area. The description, plans, and cross sections for each street address:

Shade trees make a street more walkable and attractive

Outdoor dining on a pedestrian-oriented street

Street can accommodate bicycles as well as cars

Pedestrian-oriented elements make walking more interesting

- Illustrative ROW and lane configuration, including landscaped medians
- Recommended multi-use trail along Oso Creek for equestrians, bicycles and pedestrians
- Minimum required sidewalk width, which may be a combination of public right-of-way (which may require a dedication) and easement for sidewalk purposes
- Required sidewalk configuration, which typically includes an 8-foot-wide continuous landscaped parkway and a 6- to 10-foot-wide paved walkway
- Required setback width, which is a function of the adjacent ground floor use
- Illustrative setback treatment, which is also a function of the adjacent ground floor use. The cross sections in Figure 3-18A through Figure 3-26 illustrate the setback treatment. Along Forbes Road and other pedestrian-oriented retail streets, the cross sections show the required treatment adjacent to the predominant ground floor use on each street segment. Required setback treatment for different ground floor treatments are described in Section 4.4.6.

Illustrative sketch of the east side of Forbes Road and other pedestrian-oriented streets with required streetscape improvements.

5.3 PUBLIC REALM IMPROVEMENTS BY THE CITY

5.3.1 Improvements along Oso Creek

The multi-use trail along Oso Creek, combined with the native woodland/riparian planting on the adjacent slope, is the primary

usable public open space in the Specific Plan Area. Seating areas should be added where possible, for example, at the "kink" in the creek adjacent to the Metrolink station. In addition, a small terraced park could be created on the slope west of Oso Creek north of Crown Valley Parkway in an area with the least slope. A pedestrian bridge across the creek would link the terraced park to the Oso Creek trail.

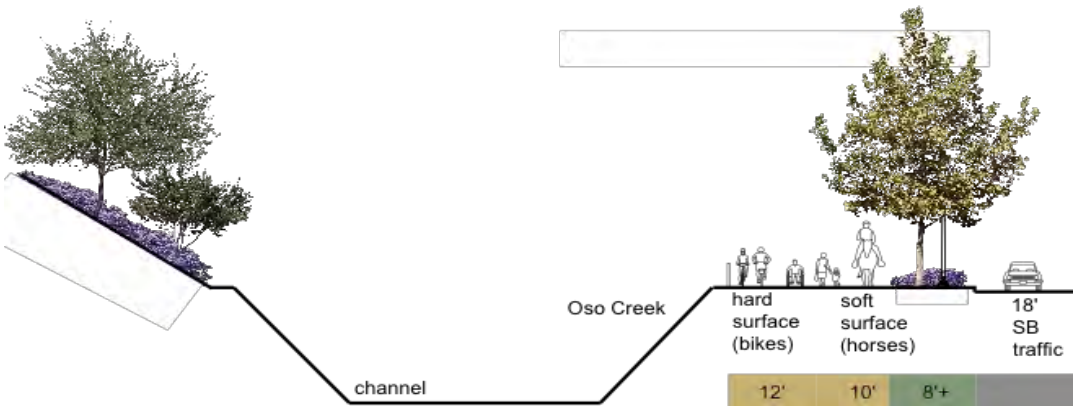


FIGURE 5-1 **Typical Cross Section of Oso Creek and Forbes Road North**

FIGURE 5-2 **Illustrative View of Multi-use Trail North of Crown Valley Parkway**

FIGURE 5-3 **Before and After Illustrative View of Multi-use Trail and Class I Bikeway on Forbes Road, South of Crown Valley Parkway**

The steep slopes adjacent and to the west of Oso Creek provide an opportunity to create a native creekside/woodland landscape to enhance the character of the creek, giving it a more natural appearance.

Tree Palette

Slope Trees

Blue Oak (*Quercus douglasii*)
California Buckeye (*Aesculus californica*)
Shore Pine (*Pinus contorta*)
Flowering Ash (*Fraxinus depetala*)

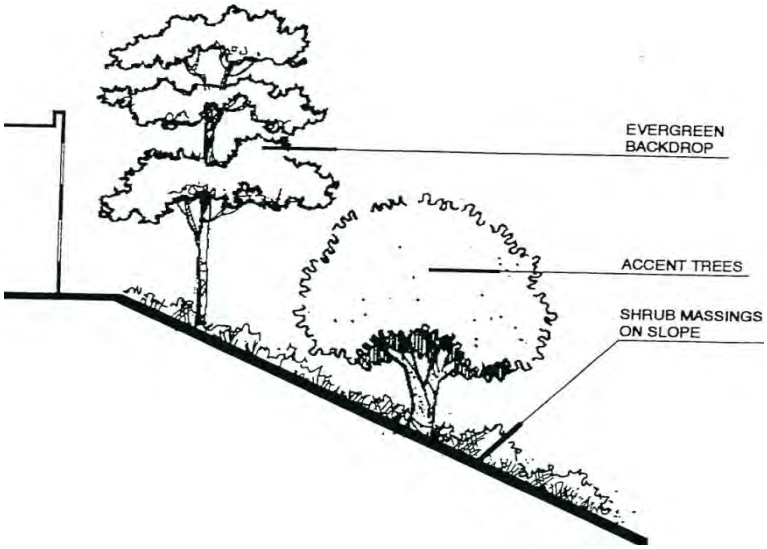
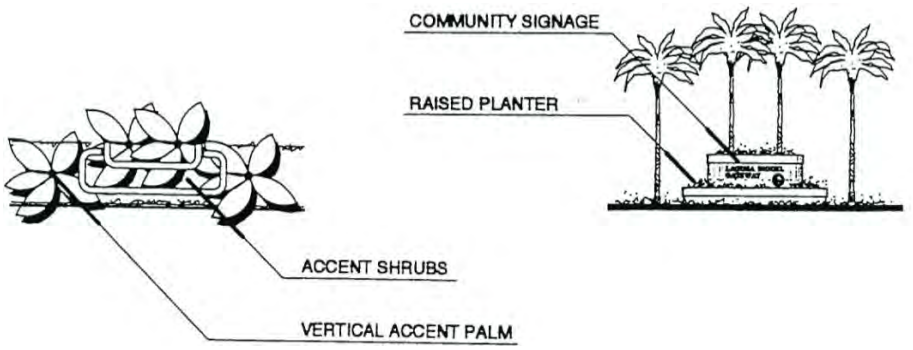


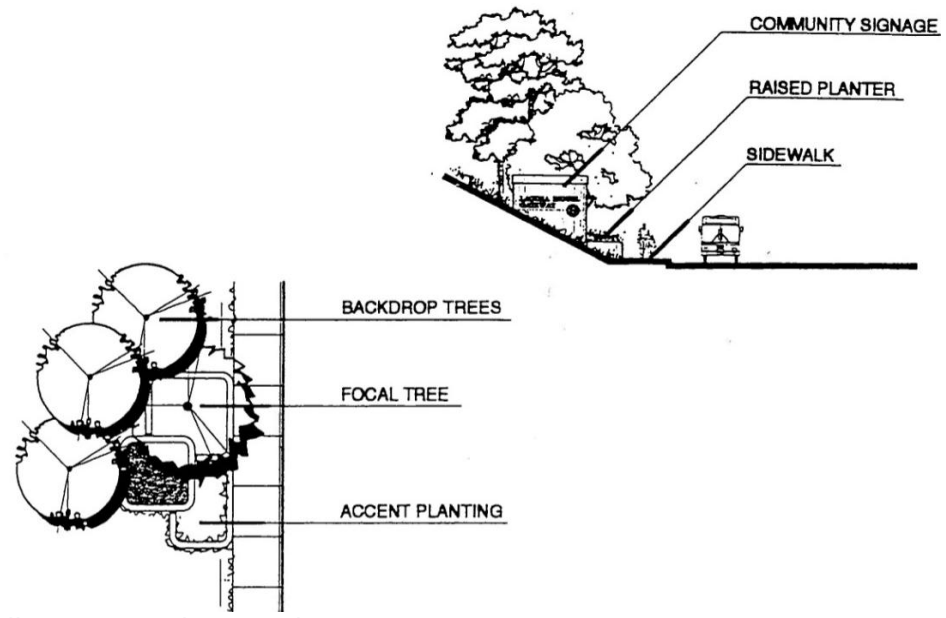
FIGURE 5-4 **Slopes on West Side of Oso Creek: Typical Plan View and Cross Section**

5.3.2 Entry Treatments

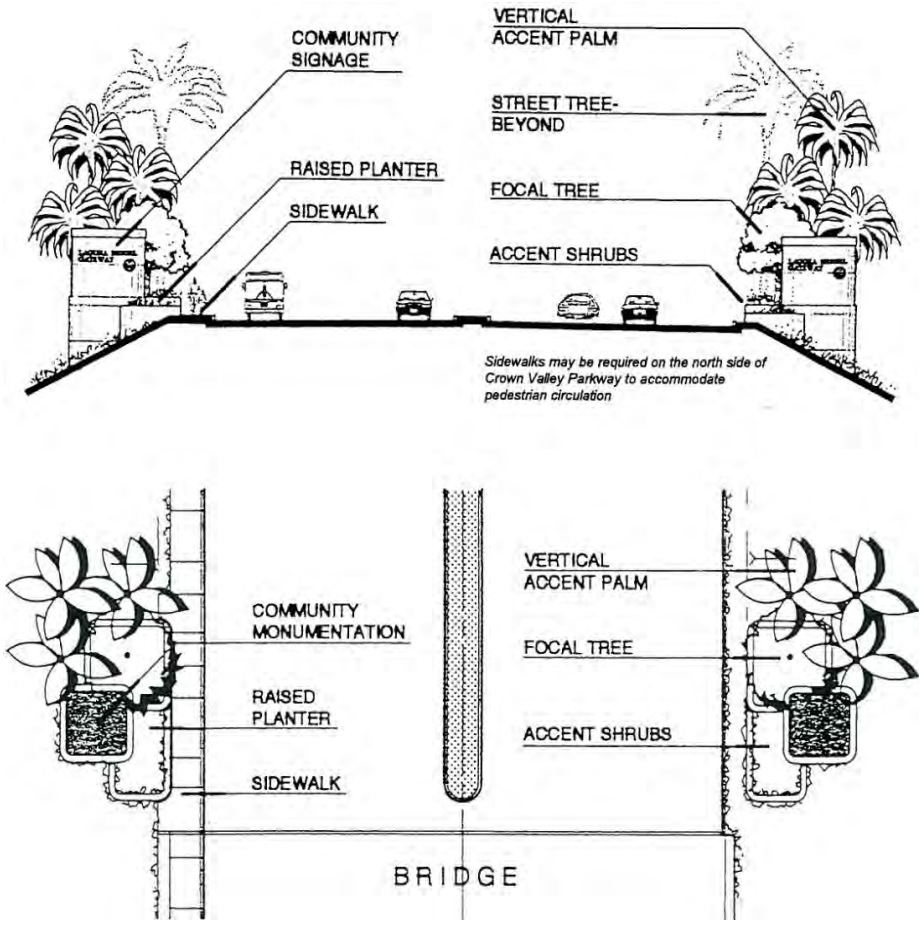
The use of raised planters at entries into the Specific Plan area, in conjunction with wayfinding signs (see Section 5.3.3 [Wayfinding Sign Program]), is recommended to reinforce those gateways. Typically the raised planters would be located in the landscaped setback adjacent to the ROW. The following sketches illustrate the general concept for planters on several streets.



Illustrative Avery Parkway entry treatment



Illustrative Cabot Road entry treatment



Illustrative Crown Valley Parkway entry treatment

5.3.3 Wayfinding Sign Program

A Wayfinding Sign Program for the Specific Plan Area is recommended and consists of a hierarchy of signs intended to:

- Strengthen the District's identity
- Provide directional and informational signage to assist motorists and visitors in finding their way around the Specific Plan area
- Establish an enduring quality for the Specific Plan area, particularly when viewed from the I-5 Freeway corridor
- Beautify the Specific Plan area

The various types of project-wide signage are described below and illustrated in Figure 5-5 through Figure 5-8. Potential locations for the sign types are depicted in Figure 5-9. District identity and directional signs have already been installed.

Freeway Gateway Identification Pylons. Freeway signage will likely be the first introduction to the project for most visitors. The Freeway Gateway Identification Pylons will identify the Specific Plan Area and key destinations for motorists moving at a relatively high speed. The design should be simple, attractive, and free of clutter, and complementary to the existing district wayfinding signs. The sign concept illustrated in Figure 5-5 is an internally illuminated painted aluminum cabinet with an independent "halo' ring to match that in the existing district directional signs, which would slice through the cabinet.

Three locations have been identified for these signs adjacent to the I-5 Freeway. One sign will be located north of Crown Valley Parkway along the freeway frontage; another will be placed south of Avery Parkway along the freeway frontage. The destinations on these signs can distinguish between access to the District via Avery Parkway or Crown Valley Parkway. A third sign may be located midway between the two in the vicinity of the Metrolink Station.

Standing at approximately 55 feet high (26 feet above the freeway grade)and 12 feet wide, the signs will contain the Laguna Niguel Gateway name as well as the name of up to six destinations, districts, or major businesses in the Specific Plan area. Figure 7-14 illustrates how the business names should be incorporated. The City will determine which businesses to list on the Freeway Gateway Identification Pylons. At its option, the City may require payment of a fee from each listed business. Businesses and destinations listed on the pylons should have name recognition, which will attract visitors

to the Specific Plan Area. Such businesses will encourage motorists to exit at either Crown Valley Parkway or Avery Parkway. Once in the Specific Plan area, directional signage and signs on individual businesses will guide motorists to the various districts and destinations.

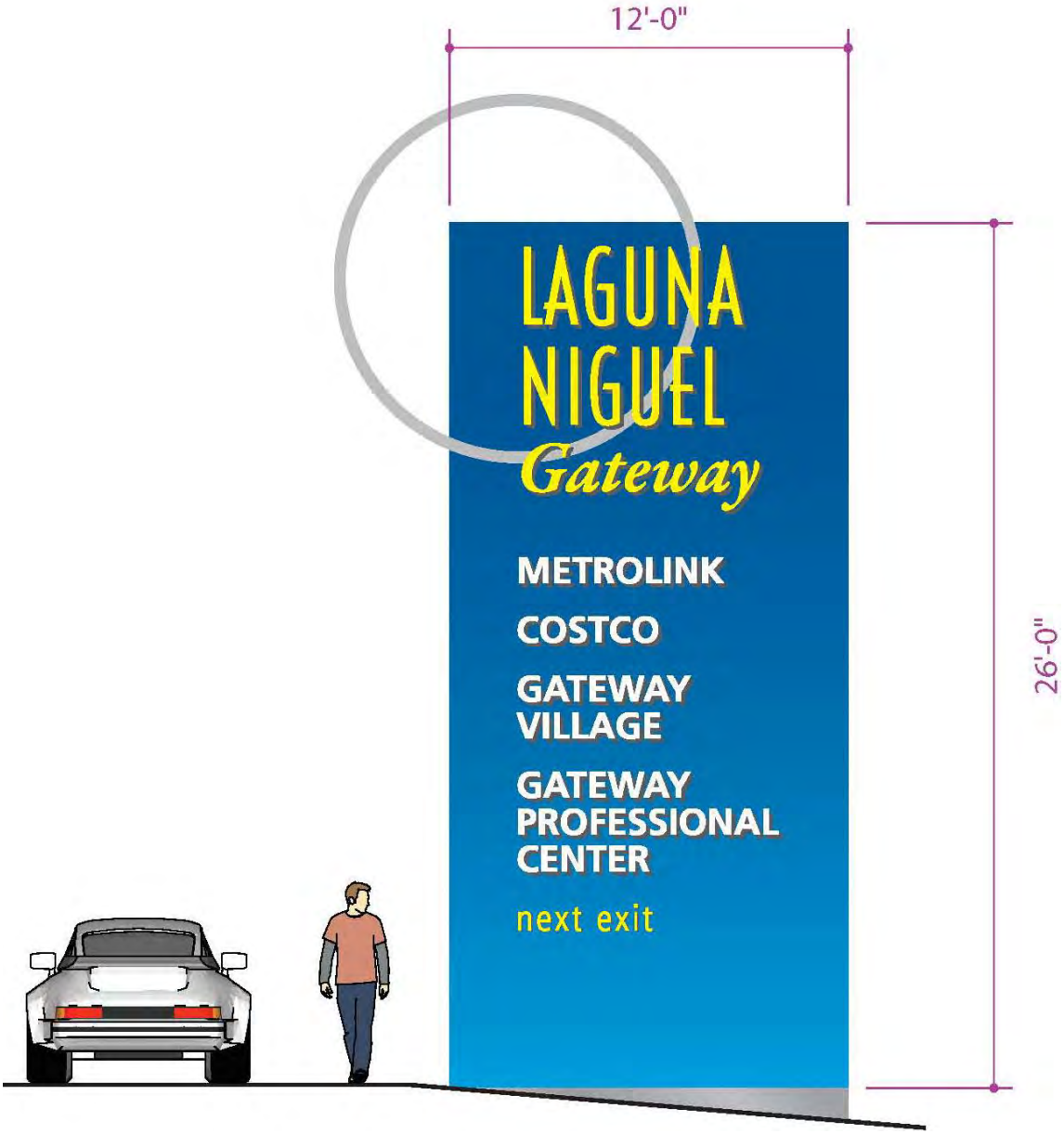
District Identification Signs. The districts within the Specific Plan Area will be identified by these signs, which will also incorporate the signature Laguna Niguel Blue color and the standards design elements established by the sign program. The District Identification Signs are fairly small in scale and are designed to serve the vehicular and pedestrian visitor. The signs stand at 6'-6" high and 3'-6" wide, and lifted 7 feet off the ground by a round metal pole or on City light poles. District Identification Signs are designed to be located throughout the Specific Plan area. Suggested locations for such signage include (1) Camino Capistrano at the northern and southern boundaries of the Specific Plan Area; (2) the intersections of Camino Capistrano and Avery Parkway, and Camino Capistrano and Paseo de Colinas; (3) along Crown Valley Parkway on the northeast and southwest corners of Forbes Road and Cabot Road; and (4) along Cabot Road, approximately 1,600 feet south of Crown Valley Parkway.

District Directional Signs. District Directional Signs are generally located within the heart of each district, directing visitors from district to district. At 4'-6" high and 2'-6" wide and mounted at 7 feet on freestanding poles or street light poles, they will be the smallest signs in the overall project-wide signage program. Figure 5-5 shows text that could appear on a typical sign. Suggested sign locations include (1) along Crown Valley Parkway, just west of Camino Capistrano, approximately 500 feet west of Forbes Road, and in the vicinity of the San Joaquin Hills Transportation Corridor overpass; (2) along Cabot Road 500 feet to the north and south of Crown Valley Parkway, and 500 feet north of Paseo de Colinas; (3) on Paseo de Colinas 500 feet east of Cabot Road and at the intersection with Camino Capistrano; and (4) on Camino Capistrano 900 feet north of Paseo de Colinas.

Median Monument Signs. Where landscaped medians exist or are added at near entries to the Specific Plan Area, monument signs may be used instead of the entry landscape treatments shown in Section 5.3.3.

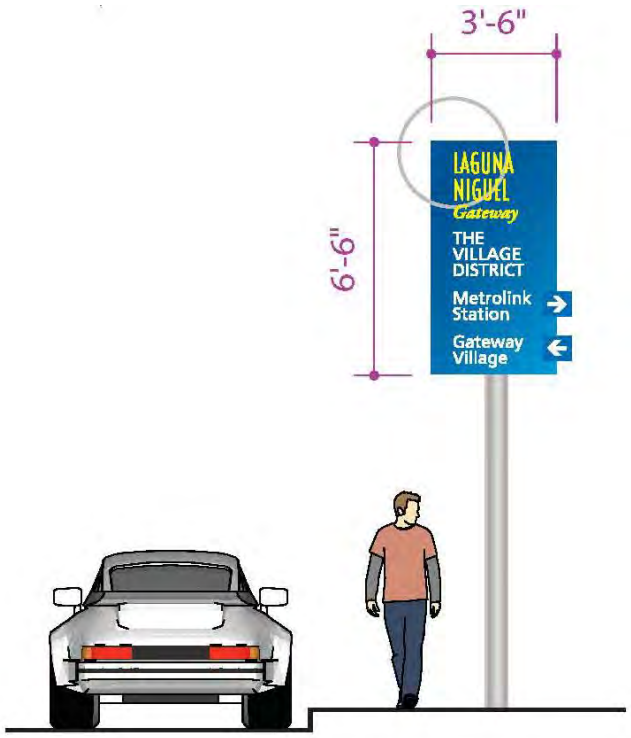
District Banners. Banners have been and may continue to be used to identify and reinforce districts. Their function may be expanded to provide information about current cultural events or community

activities. The banners are intended to assist in creating a sense of place and activity, adding vitality and interest to each district. The City of Laguna Niguel shall be responsible for installing, owning, and maintaining all project-wide signs and banners.



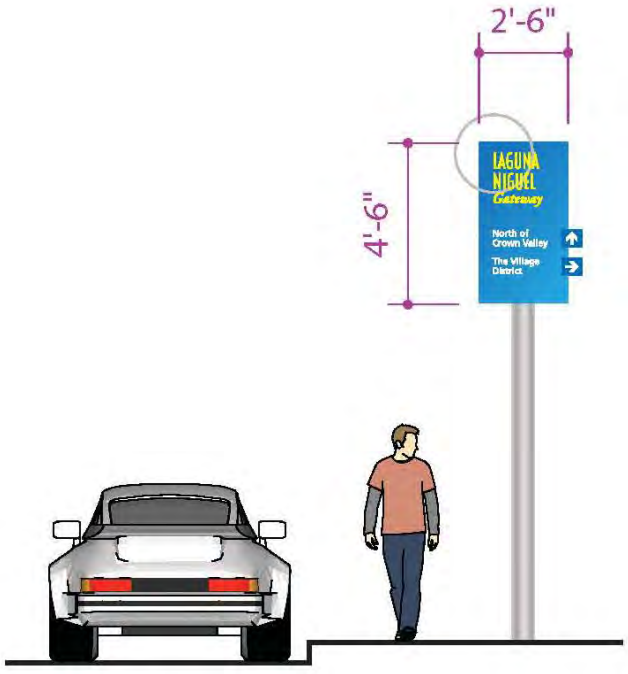
Painted aluminum sign cabinet with background color gradation and internally illuminated copy. A dimensional "halo" ring cuts through cabinet and is expressed on back side or is repeated on the back side, like the existing district directional signs. This example would be located north of Crown Valley Parkway.

FIGURE 5-5 **Sign Type 1: Freeway Gateway Identification Pylon**



Painted aluminum sign panel with reflective vinyl copy and arrows. Applied arrow shapes.

FIGURE 5-6 **Sign Type 2: District Identification Sign**



Painted aluminum sign panel with reflective vinyl copy and arrows. Applied arrow shapes.

FIGURE 5-7 **Sign Type 3: District Directional Sign**

Painted aluminum sign panel with dimensional painted aluminum letters.

FIGURE 5-8 **Sign Type 4: Median Monument Sign**

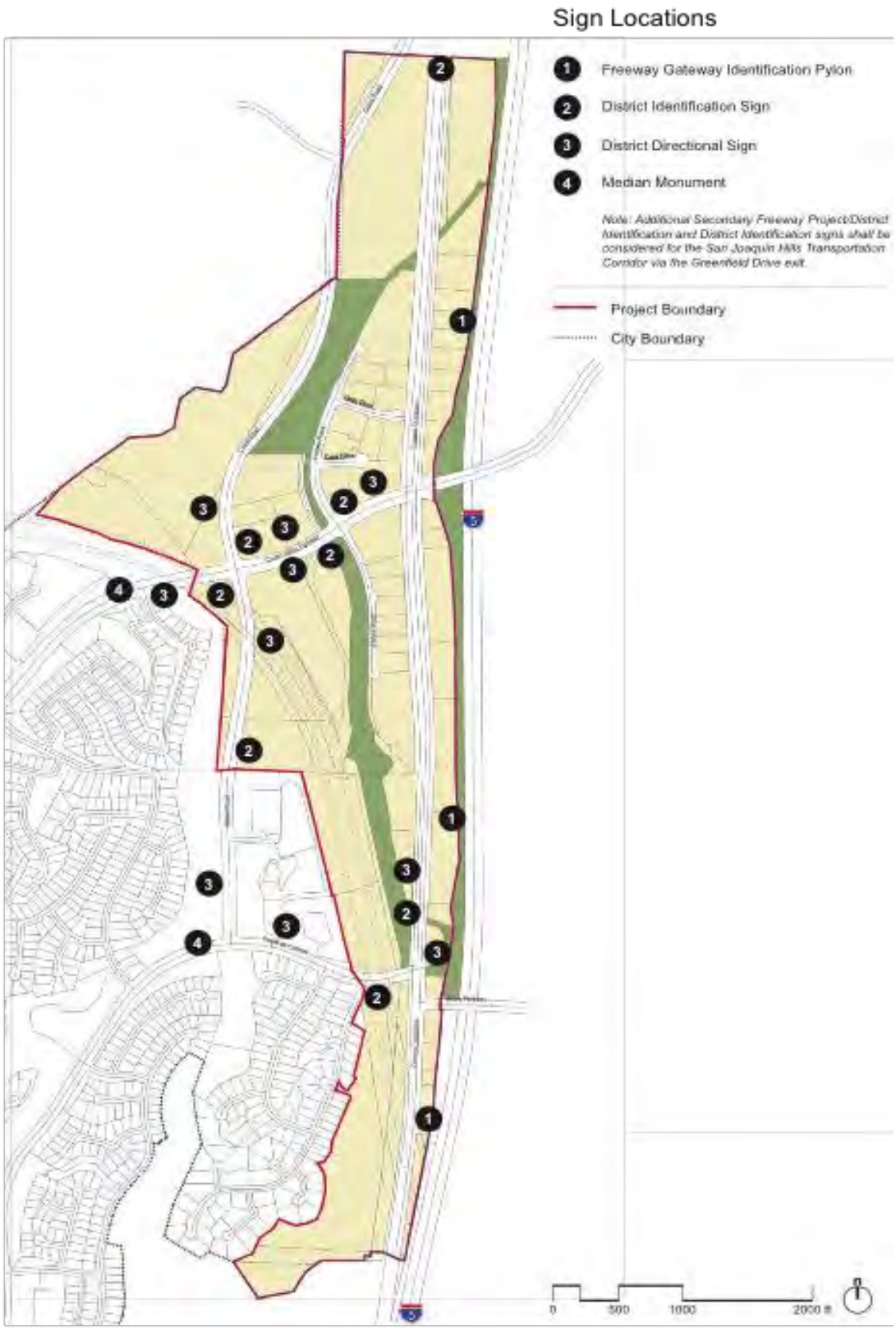


FIGURE 5-9 **Preliminary Sign Locations**

CHAPTER 6 Plan Implementation

6.1 PURPOSE

This chapter is intended to identify a variety of techniques and strategies to implement the Specific Plan and achieve the vision for the Gateway area. The ideas discussed in this chapter are not mandates, nor are they intended to be all- inclusive. It is anticipated that flexibility to respond to various development proposals and market conditions will be needed over time. The most effective approach may ultimately prove to be a combination of several strategies, or some other techniques that have yet to be identified or accepted by the development community. In any event, the successful implementation of the Specific Plan will require the extra-ordinary efforts, cooperation, and creativity by the City, regional, state, and federal agencies, property and business owners and the development community.

The implementation strategies that have been identified focus on various Incentive Programs, Financing Mechanisms, and Improvement Priorities that could be considered toward this effort. Table 6-5 (Implementation Schedule) begins to define the actions, responsible parties, and timeframes needed to ensure the timely implementation of the plans, policies, and developments envisioned by the Specific Plan. This Table is intended to be continually updated and provides a mechanism to monitor progress and can be used to establish project and funding priorities as part of the City's annual budget process.

6.2 INCENTIVE PROGRAMS

This section identifies various entitlement and development incentives that could be used to encourage and facilitate new development and/or rehabilitation and adaptive reuse of existing structures.

- **Land Use Entitlements:** For projects that are consistent with and advance the vision, policies, and plans of the Specific Plan, "Fast-Track" land use entitlements and work expeditiously to resolve identified issues. This ultimately allows development to proceed on an accelerated basis that saves property owners, business owners, developers, and builders valuable time and money.
- **Density Incentives:** An integral component of this Specific Plan and the General Plan Land Use Element is the ability to provide for increased land use densities in the form of residential units

per acre or floor area ratios. These incentives are identified as policies in Chapter 3 (Policies and Development Plans) and as regulations in Chapter 4 (Allowable Uses, Development Standards, and Guidelines). The exact amount of the incentive can be established through the entitlement process without the need for a Specific Plan Amendment, provided certain findings are made. The increased densities are intended to reflect the extra-ordinary contributions of a particular project in advancing the Specific Plan, including providing for affordable housing, meeting rooms and recreational facilities accessible to the general public, architectural design and site development exceeding the City's standards for environmental sustainability, the funding of streetscape and public realm improvements and amenities beyond those required for the project.

- **Parking Allowances:** The parking supply, configuration, placement, and access are essential to the function and vitality of the Gateway area. The Specific Plan identifies a number of policies in Chapter 3 and regulations in Chapter 4 that address parking. Through the entitlement process, opportunities exist to consider flexible guidelines and design alternatives to ensure that parking demand is accounted for while minimizing costs and maximizing shared parking opportunities.
- **Lot Consolidation/Reconfiguration:** It is anticipated that lot consolidation, or reconfiguration of existing lots, will facilitate development to achieve the desired urban form and development densities anticipated by the Specific Plan. Through the entitlement process, opportunities exist to consolidate or reconfigure lots to reflect new development and building alignments, thereby increasing design flexibility in site, building and parking layouts.

6.3 FINANCING MECHANISMS

This section presents the estimated costs for infrastructure and streetscape improvements for the Gateway area and identifies various financing mechanisms that could be used to encourage public and private development and investment in the Gateway area. Table 6-1 specifies the estimated costs and Table 6-2 (City of Laguna Niguel Financing Methods) describes potential financing strategies that can be pursued by the City of Laguna Niguel, their eligible uses, and parameters in which they can be applied. Table 6-3 (State and Federal Financing Methods) describes potential state and federal funding programs, their eligible uses, and parameters for application. Table 6-4 (Developer/Property

Owner/User Financing Methods) describes financing programs that can be directly or in partnership with the City applied to developers, property owners, and users in the Gateway; eligible uses; and the parameters for their application.

TABLE 6-1 **Cost Estimates for Key Infrastructure Improvements in the Specific Plan Area**

System	*Improvement Description*	*Cost Estimate*
Circulation and Mobility	**Crown Valley Parkway Widening**	
	Eastbound: Cabot Road to I-5 Northbound on-ramp	$15,000,000
	Westbound I-5 Southbound off-ramp	$9,400,000
	Crown Valley Intersection Improvements (Cabot and Forbes)	$26,180,000
	Subtotal	*$50,580,000*
Streetscape and Other Amenities	**Streetscapes**	
	Forbes Road North (East/West sides along Oso Creek)	$1,187,884
	Forbes Road South	$1,137,884
	Cabot Road North	$1,070,118
	Cabot Road South	$735,114
	Crown Valley Parkway	$817,895
	Camino Capistrano North	$629,055
	Camino Capistrano South	$1,107,726
	Bridges	
	Oso Creek—North Forbes Road	$500,000
	Oso Creek—South Forbes Road	$500,000
	Crown Valley—Oso Creek Multipurpose Trail Bridge	$7,050,000
	Other	
	Slope West of Oso Creek North of Crown Valley Pkwy	$2,028,987
	Subtotal	*$16,764,663*
Oso Creek Softening/ Greening	North of Crown Valley Parkway (1,250 Linear Feet)	$4,000,000
	South of Crown Valley Parkway	$3,500,000
	Subtotal	*$7,500,000*
Utility Infrastructure	Sanitary Sewer	$1,350,000
	Drainage (Oso Creek)	$400,000
	Domestic Water	$275,000
	Engineering/Construction Management	$506,250
	Subtotal	*$2,531,250*
	Total	***$77,375,913***

All estimates are relative order of magnitude costs for the specified improvements.

TABLE 6-2 **City of Laguna Niguel Financing Methods**

Funding Mechanism	*Capital Improvement Program (CIP)*	*Reduction/Deferral of Permits/Fees*	*Community Development Block Grants (CDBG) / Section 108 Loans*	*Infrastructure Financing Districts (IFDs)*
Description	■ The CIP is the City's multi-year planning instrument used to facilitate the timing and financing of capital improvements. The CIP identifies the sources of funds available for capital improvement projects	■ Reduction or deferral of select permits and fees that results in upfront development cost reductions	■ Annual grants for use towards economic development, public facilities, and housing rehabilitation ■ Section 108 loans provide front-end financing for large-scale community and economic development projects that cannot be financed from annual grants	■ Similar in function to redevelopment tax increment, tax increment revenues within an IFD are used to finance the construction of public works and facilities.
Eligible Uses	■ Lease or purchase of land and rights-of-way ■ Construction of buildings or facilities ■ Public infrastructure construction ■ Purchase of major equipment and vehicles ■ Studies and plans associated with capital projects ■ Projects requiring debt obligation and borrowing	■ Permit and fee charges payable to the City	■ Acquisition and disposition of property ■ Clearance and demolition ■ Public facilities and site work ■ Funds must be targeted to specific areas benefiting low- and moderate-income persons or to eliminate blight	■ Highways, interchanges, bridges, and ramps ■ Sewage treatment and water reclamation plants ■ Flood control levees, retention basins, and drainage channels ■ Parks and recreational facilities
Funding Parameters	■ Additionally, the City can elect to dedicate portions of specific General Fund revenues, e.g., TOT, sales tax, etc. to targeted capital improvements if the City determines that sufficient benefit exists for the assistance	■ Varies by city; some cities are deferring fees until Certificate of Occupancy due to current economic climate	■ Varies, funds are provided by HUD and administered by cities	■ Created by cities and/or counties ■ IFDs may not finance routine maintenance or repair work, or ongoing operating costs

TABLE 6-3 **State and Federal Financing Methods**			
Funding Mechanism	*California Infrastructure and Economic Development Bank (I-Bank)*	*SAFETEA-LU*	*Proposition 1B*
Description	■ Low cost financing to public agencies for a wide variety of infrastructure projects	■ Safe, Accountable, Flexible, Efficient, Transportation Act: A Legacy for Users ■ Signed into law in 2005, the SAFETEA-LU purpose is to focus on addressing the existing and future challenges in the transportation system	■ Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 ■ Approved in 2006, made available $20 billion for state and local improvement projects
Eligible Uses	■ City streets ■ Educational facilities ■ Environmental mitigation measures ■ Parks and recreational facilities ■ Public transit	■ Improve safety ■ Reduce traffic congestion ■ Improve efficiency in freight movement ■ Increase intermodal connectivity ■ Protect the environment ■ Research and studies	■ Congestion relief ■ Improve air quality ■ Enhance safety and security of transportation systems
Funding Parameters	■ The infrastructure State Revolving Fund Program offered by the I-Bank offers loans ranging between $250,000 to $10,000,000 with eligible repayment sources including General Fund revenues, tax increment revenues, and property assessments.	■ Varies, based on the funding program ■ As of March 2010, funding of $4.6 billion in Federal subsidies for Build America Bonds, created by the American Recovery and Reinvestment Act of 2009; bonds allow states and municipalities to finance infrastructure projects with an interest subsidy from the Federal government ■ Proposed amount of future funds is still under consideration by Congress	■ Varies, competitive application process ■ The program currently contains $6.6 million in funds available
Funding Mechanism	*Proposition 1C*	*Propositions 42 and 1A*	*Proposition 84*
Description	■ Proposition 1C, the Housing and Emergency Trust Fund Act of 2006, was created to promote housing in three types of projects: in-fill, transit-oriented development (TOD), and brownfield development	■ Proposition 42 required a portion of sales tax on gasoline be transferred to the Transportation Infrastructure Fund (TIF). Amended by Proposition 1A to limit the State's ability to suspend transfer of revenues from the TIF during fiscal difficulties.	■ Proposition 84 provides funding for a broad range of projects including water quality; Statewide water planning; protection of coastal waters, rivers, lakes, and streams; wildlife conservation; and sustainable communities and climate change.

TABLE 6-3 **State and Federal Financing Methods**

Funding Mechanism	*Proposition 1C*	*Propositions 42 and 1A*	*Proposition 84*
Eligible Uses	■ In-fill projects: > Roads, parking structures, transit linkages, and traffic mitigation > Demolition and site preparation > Sidewalks and streetscapes ■ Brownfield development: > Clean-up, mitigation, and remediation > Mid-project assessment and technical assistance > Environmental insurance ■ TOD: > Property acquisition/relocation > Construction work > Engineering design/supervision > Environmental studies/ remediation/ mitigation > Replacement parking required by public agency	■ Congestion relief ■ Safety enhancements ■ Local streets repair ■ Public transportation	■ Incentives for the development of local land use plans that are designed to promote water conservation, reduce automobile use and fuel consumption, encourage greater infill and compact development, and revitalize urban and community centers. ■ Eligible projects include specific plans, infill plans, zoning ordinances, and other implementation instruments and plans needed for successfully meeting AB 32 greenhouse gas emissions reduction and implementing SB 375, while improving community-wide sustainability
Funding Parameters	■ In-fill: Funds are competitively awarded by the Department of Housing and Community Development (HCD) to qualifying in-fill projects and areas via the RFP process ■ Brownfield: Participants in the CALReUSE cleanup program will be eligible for up to $5 million in grants and loans ■ TOD: Grants are provided to municipalities for infrastructure, first-time homebuyer loans for for-sale units, and loans to developers of rental units in eligible TOD projects	■ Funds provided directly for local road improvements, as well as for capital projects (highway and transit) selected by Caltrans in the State Transportation Improvement Program.	■ A total of $5.38 billion spread over eight broad project areas. One project area is for Sustainable Communities/Climate Change with a $580 million allocation. ■ Applications for funding are to be submitted to the Strategic Growth Council, with grants to be issued for projects ranging from $100,000 to $1 million.

TABLE 6-4 Developer/Property Owner/User Financing Methods

Funding Mechanism	*Landscaping Districts/Parking Districts*	*Business Improvement Districts (BIDs)*	*Developer Impact Fees*	*Property Owner/Developer Exactions*
Description	■ Assessment on properties located within a specific district that benefit from landscaping and/or parking ■ Alternatively, collection of parking in-lieu fees on new development in lieu of on-site parking	■ Annual fees paid by business owners and/or property owners to fund activities and programs intended to enhance the business environment in a defined area	■ Fees paid by developers to pay all or a portion of the costs of any public facility that benefits their development	■ Payments made by developers or property owners in addition to, or in lieu of, development impact fees ■ Funds contributed are used to install selected public improvements. ■ Alternatively, developers are required to construct and deliver specific improvements
Eligible Uses	■ Landscaping districts allow for the funding of lights, recreational equipment, landscaping, and/or parking ■ Parking districts allow for the acquisition, improvement, and operation of shared parking facilities	■ Marketing and promotion ■ Security ■ Streetscape improvements ■ Operating and maintenance of public improvements ■ Special events	■ Capital facilities or ongoing services, such as: > School impact fee > Mitigation fee (police, fire, park) > Water meter installation > Sanitation capacity charge > Water system facility/backup facility charge	■ Dedication of right-of-way streets and utilities ■ Provision of open space ■ Parks or landscape improvements ■ Schools and community facilities
Funding Parameters	■ Funds are typically collected concurrently with the annual business license tax or property tax bill, with varying formulas for retail vs. nonretail businesses, and residential vs. non-residential property ■ Parking in-lieu fees can be based on cost of off-site parking facilities	■ Once established, annual BID fees are mandatory for businesses/ properties located within the BID boundary ■ Business-based BID fees are collected with business license fees; property-based BID assessments are collected on property tax bills	■ Fees are paid in the form of a specified amount as a condition to the issuance of building permits, an occupancy permit, or subdivision map approval	■ Typically paid or committed as part of the development approval process

TABLE 6-4 Developer/Property Owner/User Financing Methods

Funding Mechanism	*Developer Advances/ Reimbursement Agreements*	*Community Facilities Districts (CFDs)*	*Special Assessment Districts*	*User Fees*
Description	■ Advance of funds from developers for use toward backbone infrastructure ■ Alternatively, developers construct and deliver specific improvements ■ City and developer enter into Reimbursement Agreement	■ A special tax placed against property located within an established district to fund public facilities and services ■ Municipal bonds supported by revenues from the special tax are sold by the CFD to provide upfront funding to build improvements or fund services	■ Similar to a CFD but shifts the funding of infrastructure from all taxpayers to only those who benefit specifically from the improvement ■ Sets a fixed lien on every parcel within the assessment district ■ Municipal bonds supported by special assessments provide upfront funding	■ Fee imposed by a city, utility, or other franchise for services and facilities they provide
Eligible Uses	■ Infrastructure	■ Fund capital facilities including: > Parks > Schools > Fire stations > Water and sewer systems > Government facilities ■ Purchase, construction, and improvement or rehabilitation of real property	■ Construction of capital facilities such as roads, water, sewer, and flood control	■ Water meter hook-ups ■ Gas, electric, cable, and telephone hook-ups ■ Park and recreation facilities
Funding Parameters	■ Typically repaid from Community Facilities District (CFD) bond proceeds, and/or development impact fees collected from future developers	■ Requires 2/3 vote of qualified electors in district. If fewer than 12 residents, vote is conducted on current landowners ■ Assessment based on allocation formula, not necessarily in proportion to the benefit received ■ Requires value to lien ratio of 3:1	■ Typically property owners petition a City to form a district to finance large-scale infrastructure improvements ■ Assessments on property owners are determined in proportion to the benefit received	■ Use of user fee revenues are limited to paying for the service for which the fees are collected ■ The fee amount may not exceed the cost of providing the service but may include overhead, capital improvements, and debt service

6.4 ACTION ITEMS AND PRIORITIES

This section identifies actions that implement the policies and plans for the Gateway area. These encompass administrative strategies and physical improvements for mobility, streetscape, infrastructure, and open space. In undertaking these, the City will be making a significant and visible economic commitment to realize the vision of the Gateway area. They will add value and improve the visual character of the area, thereby laying the foundation for future private sector investment and new development.

The actions are assigned a priority of "High," "Medium," or "Low" and an estimated time frame depending on their importance to help affect or achieve the vision. The highest priorities recognize those items that can be implemented relatively quickly and are within the City's control, as well as those that offer the greatest leverage in stimulating private reinvestment and change. Generally, they fall into three categories: *(a)* development and implementation of programs to attract developers and secure funding for area improvements; *(b)* amendment of regulatory requirements and procedural processes to facilitate development consistent with the Plan; and *(c)* planning for and construction of improvements that provide infrastructure and services sufficient to support planned new development (e.g., widening of Crown Valley Parkway and potable water, sanitary sewer, and storm drainage), and improve the quality of place (e.g., pedestrian-oriented streetscape and open space amenities and signage programs).

The actions and priorities are described in Table 6-5 (Implementation Schedule). This is intended to provide a mechanism to establish annual programmatic and budgeting priorities and monitor progress in achieving the Plan's visions. In conjunction with the City's annual budget process, the identified tasks and projects and their priority may be adjusted given funding availability, feasibility of implementation, timing of private development, or as new projects funding opportunities present themselves over time.

TABLE 6-5 **Implementation Schedule**

	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
ADMINISTRATION					
Funding Mechanisms & Strategies	Consider and establish appropriate funding mechanisms and strategies for construction and maintenance of identified infrastructure improvements, including roadways, utilities, trails, parks, and public spaces within the Gateway area, as well as community services required for new residents such as police, schools, and libraries. A combination of programs may be considered and established based on the mechanisms specified by Table 6-1, Table 6-2, and Table 6-3 and other funding sources that may be defined in the future. This strategy should: A. Assess the probable timeline of specific development projects and associated infrastructure and community service needs B. Work with property owners and developers to review cost estimates for required infrastructure and service improvements and potential financing methods C. Further review the feasibility of key infrastructure and service financing mechanisms in terms of both legal/implementation issues and market/financial viability D. Conduct nexus analysis as necessary to set cost of specific infrastructure and service items relative to land ownerships and land use designations E. Adopt Public Facilities Financing Plan(s), developer reimbursement agreements, Community Services Districts (CSDs), and/or other implementing actions, as appropriate	City Council, City Manager, Community Development	High	Within 1 year of Plan adoption	Areawide
State and Federal Infrastructure Funding Sources	Pursue state and federal sources for the funding of infrastructure and community service improvements in the Gateway area. The program shall: A. Identify, monitor, and apply for other governmental funding sources for infrastructure and services, including State and Federal loans and grants	City Manager and Community Development	High	Ongoing	Areawide

TABLE 6-5 **Implementation Schedule**

	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
	B. Coordinate with regional transportation planning agencies such as the Southern California Association of Governments (SCAG), OCTA, and Caltrans				
Marketing Program	Develop and implement a marketing program to attract quality developers, retail, restaurant, and entertainment, hotel uses to locate in the Gateway area.	achieve types, scale, and qualities of development that serve to distinctly identify and create value for the Gateway and catalyze further comparable development	High	Within 1 year of Plan adoption	Areawide
Catalyst Development Sites	Coordinate with owners of key opportunity properties to foster their redevelopment for projects with uses and of scale that distinctly identify and create value for the Gateway and catalyze additional development consistent with the objectives of the Specific Plan. This should encompass: A. Provide outreach services to existing property owners B. Promote well-designed and fiscally-sound mixed-use development projects C. Expedite City design and entitlement processes	achieve types, scale, and qualities of development that serve to distinctly identify and create value for the Gateway and catalyze further comparable development	High	Ongoing	Areawide
Public/Private Partnerships	Pursue joint public/private partnerships to induced desired development projects and infrastructure improvements in the Gateway area. This should encompass: A. Identify development opportunities where the combined contributions of the City with developers can achieve types, scale, qualities , and economic vitality of desired development B. Educate property owners and developers regarding the fiscal impacts and infrastructure funding responsibilities for new development C. Review individual development proposals in terms of fiscal impacts and sustainability and work with applicants to modify proposals if need D. Consider the use of Development Agreements as a means to	City Council, City Manager, Community Development	Medium	On-going	Areawide

TABLE 6-5 **Implementation Schedule**

	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
	secure additional "benefits" from development projects that contribute to the objectives of the Specific Plan, while providing assurances to developers regarding the amount of development to be permitted				
Local Park Provision	Consider and establish appropriate local park requirements for new residential development in the Gateway area, including both apartments and ownership units. Amend the City's Local Park Code (Municipal Code Section 9-1-5) accordingly.	City Council, City Manager, Community Development	High	Within 1 year of Plan adoption	Areawide
Monitor & Track Development Capacities	Develop administrative processes and appropriate databases to monitor and track the amount of development that will be entitled in the Gateway area consistent with Section 4.3.3 (Development Capacities), Section 4.3.4 (Minimum and Maximum Densities), Section 4.3.5 (Development Entitlement Management System [DEMS]), and the General Plan Land Use Element Statistical Summaries. The following key items should be monitored by statistical area and may include other information necessary to successfully monitor development proposals within the established capacities and DEMS systems. A. Existing and proposed land use by type (dwelling units, non-residential building square feet, population, and employees) B. Land use development limitation by type C. Remaining land use capacity by time D. Existing peak hour trips: AM peak hour inbound and outbound and PM peak hour inbound and outbound E. Peak hour trip limits: AM peak hour inbound and outbound and PM peak hour inbound and outbound F. Remaining peak hour trip capacity: AM peak hour inbound and outbound and PM peak hour inbound and outbound	Community Development	Medium	Within 1 year of Plan adoption	Areawide

TABLE 6-5 **Implementation Schedule**					
	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
Update Land Use and Trip Generation Capacities	Update the Land Use and Trip Generation Limits and Database established above concurrent with project permit approvals. These shall update specified use and peak hour inbound and outbound trip capacities to account for the net changes in use and trip generation within the statistical area based on new construction and replacement of existing on-site development. Any adjustments made shall be consistent with the provisions of Section 4.3 (Allowable Uses) and the General Plan Land Use Element.	Community Development	Medium	Concurrent with each individual project approval; At minimum annually	Areawide
Evaluate Traffic Model and Conditions	At least once each 5 years, the City shall review traffic conditions on Crown Valley Parkway, Forbes Road, Cabot Road, the Crown Valley Parkway/Interstate 5 interchange, and any other roadway deemed of relevance by the City to the traffic conditions in the Specific Plan area, and determine the appropriateness of adjusting the land use and trip generation limits. As the preceding circumstances, any changes to the DMES land use and trip generation limitations shall be reviewed with the Planning Commission and approved by the City Council as an amendment of the Specific Plan.	Community Development/ Public Works	Low	Each 5 Years from Plan adoption	Areawide
MOBILITY IMPROVEMENTS					
Crown Valley Parkway-Eastbound	Widen Crown Valley Parkway eastbound from Cabot Road to the Interstate-5 northbound on-ramp, including intersections with Cabot Road and Forbes Road to accommodate appropriate turning movements, median and parkway landscaping improvements, street furniture, lighting, and signage.	Public Works	High	Within 24 months of Plan adoption	Subareas G and H
Crown Valley Parkway-Westbound	Widen Crown Valley Parkway westbound from the Interstate-5 southbound off-ramp to Cabot Road, including intersections with Cabot Road and Forbes Road to accommodate appropriate turning movements, median and parkway landscaping improvements, street furniture, lighting, and signage.	Public Works	High	Within 36 months of Plan adoption	Subareas D and E
Northerly Extension of Camino Capistrano	Design and construct the northerly extension of Camino Capistrano to Cabot Road at Vista Viejo within the City of Mission Viejo.	Public Works	Medium	Within 36 months of Plan adoption	Subarea B

TABLE 6-5 **Implementation Schedule**

	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
Crown Valley Parkway/ I-5 Interchange	Work with the California Department of Transportation (Caltrans), Orange County Transportation Agency (OCTA), and the City of Mission Viejo to promote the preparation of a master plan and funding for improvements of the Crown Valley Parkway/Interstate 5 interchange to reduce traffic congestion and improve levels of service. Based on studies conducted for the Gateway Specific Plan, a single-point intersection offers the greatest opportunity for managing traffic flows through the intersection and facilitating on- and off-ramp movements.	Public Works with Caltrans, OCTA, and City of Mission Viejo	Low	On-going	Areawide
Alternate Access to I-5 Freeway	Work with the California Department of Transportation (Caltrans), Orange County Transportation Agency (OCTA), and the City of Mission Viejo to identify, fund, and construct additional east/west traffic improvements and alternative access to the I-5 Freeway.	Public Works with Caltrans, OCTA, and City of Mission Viejo	Low	On-going	Areawide
STREETSCAPE IMPROVEMENTS					
Forbes Road North, West Side Streetscape	Design and construct streetscape improvements and a multi-purpose trail along the west side of Forbes Road north of Crown Valley Parkway. This should encompass trail grading and paving, parkway with trees and groundcover, and pedestrian-oriented street lights.	Public Works	Medium	Within 24 months of Plan adoption	Subarea E
Forbes Road North, East Side Streetscape	Design and construct streetscape improvements in the median and along the east side of Forbes Road north of Crown Valley Parkway concurrent with and as a condition of development entitlements. This should include the landscaped median, sidewalks, and parkway (trees, groundcover, street furniture, pedestrian-oriented street lights, and other amenities).	Public Works and Developers	High	Coordinate with first development within subarea	Subarea E
Forbes Road South Streetscape	Design and construct streetscape improvements and a multi-purpose trail along the west side of Forbes Road south of Crown Valley Parkway to improve accessibility and the quality of the pedestrian realm connecting to the Laguna Niguel Metrolink Transit Station. This should encompass trail grading and paving, parkway with trees and groundcover, street furniture, pedestrian-oriented street lights, and other amenities. Improvements would be implemented concurrent with and as a condition of development entitlements.	Public Works and Developers	High	Coordinate with first development within subarea	Subareas G and H

TABLE 6-5	**Implementation Schedule**				
	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
Cabot Road Streetscape	As a third priority, streetscape improvements shall be developed along Cabot Road, north and south of Crown Valley Parkway. Improvements should include landscaped setbacks with trees and groundcover, a landscaped median, and sidewalks. Engineering and construction drawings and cost estimates need to be prepared and funding secured.	Public Works	Low	Within 5 years of Plan adoption	Subareas C, D, F, and G
Camino Capistrano Streetscape	Install streetscape improvements along the west side of Camino Capistrano, including curb & gutter, parking bays, landscaping with trees, shrubs, and groundcover.	Public Works	High	Phase 1 (north of Paseo de Colinas) under construction; Phase 2 (south of Paseo de Colinas) within 12 months of Plan adoption	Subareas B and I
Entry and Way-Finding Sign Program	Confirm, and update as necessary, the previously approved designs for the freeway identification, entry monumentation, district and way-finding signage and banners. Improvements should be considered in conjunction with any streetscape improvements where feasible.	Community Development, Public Works	High	Master plan within 12 months of Plan adoption.	Areawide
	OPEN SPACE IMPROVEMENTS				
Oso Creek	Work with the Orange County Flood Control District (OCFCD) to promote the preparation of a master plan providing for the visual and physical "softening" of Oso Creek south of Crown Valley Parkway. This may encompass adding vegetation to the creek bottom expanding existing riparian habitats or to channel sides developed with rip-rap and/or terracing the concrete sides to form more natural contours and plates for landscaping. Improvements should be coordinated with design plans for the development of a multi-purpose trail along its eastern edge. Improvements would need to be designed and engineered to assure that Oso Creek's functional integrity is maintained and water quality is not impacted. The timing of the master plan and construction of improvements is contingent on the availability of federal, state, and/or regional funding.	Community Development, Public Works and OCFCD	High	Initiate Design Work within 12 months of Plan adoption	

TABLE 6-5 **Implementation Schedule**

	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
Bridge Over Oso Creek, South End of Forbes Road	A bridge would be constructed to provide pedestrian crossings of Oso Creek, connecting the Metrolink Transit Station area with properties to the west. Improvements would need to be approved by the OCFCD to assure that Oso Creek's functional integrity is maintained and water quality is not impacted.	Public Works and OCFCD	Medium	Within 5 years of Specific Plan adoption	Subarea H
Oso Creek Multi-Purpose Trail Bridge Over Crown Valley Parkway	A bridge accommodating walkers, bicyclists, and equestrian riders will be developed to cross Crown Valley Road and connect the multi-purpose trail along Oso Creek.	Public Works and OCFCD	Medium	Within 5 years of Plan adoption	Subareas D and G
Bridge Over Oso Creek, North of Crown Valley Parkway	A bridge would be constructed to provide pedestrian crossings of Oso Creek, connecting the multi-purpose trail and Gateway Mixed-Use Village with open spaces and park improvements to the west. Improvements would need to be approved by the Orange County OCFCD to assure that Oso Creek's functional integrity is maintained and water quality is not impacted. (Related to Park Site below.)	Public Works and OCFCD	Low	In conjunction with development in Subareas C and/or D	Subareas A and D
Park Site	Work with property owners abutting the west side of Oso Creek north of Crown Valley Parkway to explore opportunities for the dedication and improvement of lands for a small park, approximately one acre or less, to serve the needs of Gateway residents and workers. Lands could be acquired by providing bonus densities in exchange for property dedication through a Development Agreement or other permit approval process or incorporated as a publicly accessible amenity into private development.	Community Development	Low	In conjunction with development in Subareas C and/or D	Subareas C and/or D
Galivan Basin Recreation	Work with the OCFCD to determine the feasibility of incorporating passive recreational elements in the Galivan Basin that can be used by local residents during dry periods. Any improvements must be designed to insure integrity of the Basin's detention and flood control purposes and not degrade water quality. They also must be designed to adapt during periods of inundation. A master plan for recreational use and joint-use agreement needs to be prepared in coordination with and approval by the OCFCD.	Parks and Recreation and OCFD	Low	To Be Determined	Subarea A

TABLE 6-5 **Implementation Schedule**					
	Action Step	*Responsible City Department or Agency*	*Priority*	*Timeframe*	*Areawide or Subdistrict*
INFRASTRUCTURE IMPROVEMENTS					
Infrastructure Master Plans	Prepare updated master plans for sanitary sewer, storm drainage, and domestic water service to account for changes and intensification of land use development accommodated by the Gateway Specific Plan and improvements identified in this document. This should include estimates of improvement costs, identification of funding sources, development of a financing plan, and schedule for implementation.	Public Works	High	Within 24 months of Plan adoption	Areawide
Sanitary Sewer Improvements	Construct 1,200 lineal feet of vitrified clay pipe and modifications of the existing lift station. The timing of improvements needs to be correlated with the timing of anticipated intensification of development, based on studies conducted by the Public Works Department. Engineering and construction drawings and cost estimates need to be prepared and funding secured.	Public Works	High	Study and plans: Within 24 months of Plan adoption	Areawide
Drainage-Related Improvements	Construct additional inlets from redeveloped properties to trunk drainage systems and an additional 18-inch/24-incdh RCP. The timing of improvements needs to be correlated with the timing of anticipated intensification of development, based on studies conducted by the Public Works Department. Engineering and construction drawings and cost estimates need to be prepared and funding secured.	Public Works	High	Study and plans: Within 24 months of Plan adoption	Areawide
Domestic Water Improvements	Construct various fire hydrants and a possible Pressure Reducing Structure (PRV). The timing of improvements needs to be correlated with the timing of anticipated intensification of development, based on studies conducted by the Public Works Department. Engineering and construction drawings and cost estimates need to be prepared and funding secured.	Public Works	High	Study and plans: Within 24 months of Plan adoption	Areawide

APPENDIX A Circulation and Mobility Appendix

APPENDIX A **Circulation and Mobility Appendix**

This appendix of the Laguna Niguel Gateway Specific Plan describes:

1. Land use, future traffic volumes, and their distribution
2. Circulation and mobility facilities and their operations

Land Use and Trip Generation

The future transportation needs for the Specific Plan area were in part based on the future volumes of traffic projected for the plan land uses and other development in the region. The traffic projections were developed using the proposed Land Use Plan and the latest version of the South County Sub-Area Traffic Model for Laguna Niguel, operated and maintained by Austin, Foust Associates, Inc. The model projected operating conditions for the year 2035 and assigned traffic to the area street network based on the network assumptions for the area. The model assumptions include:

- Buildout of Ladera Ranch and the approved Ranch Plan including a set of intersection improvements that were approved as a condition of development for the Ranch Plan that are now part of the SCRIP improvements
- Mission Hospital expansion
- La Pata Avenue extension between SR-74 and Avenida La Pata terminus north of Avenida Vista Hermosa
- No Foothill Transportation Corridor-South corridor extension

  The Saddleback Connector ramps are not included in the base analysis even though they were identified as part of the mitigation program for the Ladera Ranch development because the ramps are speculative and were listed in the OCTA South County MIS as "to be studied further."

  The year 2035 model runs used General Plan land use for the cities of Mission Viejo, San Juan Capistrano, Laguna Niguel, Dana Point, and San Clemente and the approved land use plan for Ladera Ranch.

The network assumes a committed circulation system (i.e., improvements that are included in a capital improvement program or projects that are currently funded by Caltrans) plus those improvements that are funded conditions of approval for

development. Also included are regional and local improvements that have a reasonable assurance of being built prior to the year 2035 by a specific funding source.

The number of trips generated by the proposed Land Use Plan is based on trip rates and distributions embedded in the traffic model. These take into account the proximity of other land uses in the area and the interactions between mixed-use developments conceived for some sites within the Specific Plan area. The trips projected for the Specific Plan Land Use Plan are listed in Table A-1 (Land Use and Trip Generation Summary—Gateway Specific Plan).

TABLE A-1 Land Use and Trip Generation Summary—Gateway Specific Plan

Land Use Type	*Amount*	*Units*	*AM Peak Hour*			*PM Peak Hour*			*ADT*
			In	*Out*	*Total*	*In*	*Out*	*Total*	
Single Family Attached	2,994	du	389	1,498	1,887	1,586	840	2,426	24,251
General Commercial	407.65	tsf	258	162	420	734	790	1,524	17,497
Light Manufacturing/ Business Park	323.21	tsf	236	52	288	61	236	297	2,250
General Office	730.6	tsf	1,001	138	1,139	182	906	1,088	8,045
Medical Office	410.42	tsf	796	201	997	406	1,096	1,502	14,828
Auto Sales-New	17.78	acre	187	80	267	170	256	426	5,334
Hotel	200	room	68	44	112	64	58	122	1,646
Wholesale	124.07	tsf	62	19	81	231	241	472	5,186
Metrolink Transit	1,200	pksp	396	180	576	216	300	516	4,440
Total			***3,393***	***2,374***	***5,767***	***3,650***	***4,723***	***8,373***	***83,477***

du = dwelling unit; tsf = total square feet; pksp = parking space

Circulation and Mobility Facilities and Operations

To evaluate future operations, 21 intersections and 20 roadway segments were chosen for analysis. The analysis included both standard volume-to-capacity (V/C) analyses and a microsimulation analysis of the arterial roadways to derive a more detailed analysis of corridor operations. The analyzed intersections are as follows:

- Avery Parkway/Marguerite Parkway
- Avery Parkway/I-5 Ramps (2)
- Avery Parkway/Camino Capistrano

- Crown Valley Parkway/Marguerite Parkway
- Crown Valley Parkway/ Bellogente
- Crown Valley Parkway/Los Altos
- Crown Valley Parkway/Medical Center
- Crown Valley Parkway/Puerta Real
- Crown Valley Parkway/Kaleidoscope
- Crown Valley Parkway/I-5 Ramps (2)
- Crown Valley Parkway/Forbes Road
- Crown Valley Parkway/Cabot Road
- Crown Valley Parkway/Greenfield Drive
- Crown Valley Parkway/Moulton Parkway (Golden Lantern)
- Paseo De Colinas/Camino Capistrano
- Paseo De Colinas/Cabot Road
- Greenfield Drive/SR-73 Ramps (2)
- Rapid Falls Road/Cabot Road

A. INTERSECTION AND ROADWAY OPERATING CONDITIONS

Existing intersection operating conditions were quantified using the Intersection Capacity Utilization (ICU) methodology, which compares the volume of traffic through an intersection as a ratio to the volume capacity of the intersection. This approach was used for the analysis in order to provide a comparison to previous ICU traffic analysis efforts in the area. To provide a more detailed analysis of traffic operations, a microsimulation analysis model was also developed for the Specific Plan area. This simulation analysis methodology allows for more accurate analysis of the interactions between the closely spaced intersections in the area because it incorporates more detailed characteristics of intersection operations and allows for evaluation of vehicle progression, queuing and storage conditions, as well as potential issues related to conflicts of passenger vehicles and buses.

Traffic Operations

The traffic analysis indicated that at project build-out, without construction of some additional roadway and intersection travel lanes, five intersections evaluated in the analysis would operate at a

poor level of service (LOS) during one or more of the commute peak hours based on the Intersection Capacity Utilization (ICU) used by the City to determine operating conditions. The ICU methodology uses volume-to-capacity (V/C) ratios to quantify operating conditions. The three intersections projected to have poor LOS' are:

- Marguerite Parkway and Avery Parkway
- Marguerite Parkway and Crown Valley Parkway
- Crown Valley Parkway and Los Altos
- Crown Valley Parkway and Medical Center Drive
- I-5 Southbound Ramps and Crown Valley Parkway

While the ICU methodology does not show any poor operating conditions during the AM peak hour, it should be noted that the I-5 Southbound Ramps and Crown Valley Parkway intersection is very congested during the morning commute peak hour and that queuing between intersections at the I-5 ramp impedes movement during the hour and limits capacity of the interchange.

As part of corridor improvements along Crown Valley Parkway and Cabot Road, additional through and turn lanes will be provided at the intersections of Crown Valley Parkway with Cabot Road, Forbes Road, and the I-5 Southbound Ramps. While the proposed changes at the I-5 Southbound Ramps and Crown Valley Parkway intersection will improve traffic operations along the Crown Valley Parkway corridor, the changes will not affect the V/C results for that intersection. Ultimately, with the redesign of the I-5/Crown Valley Parkway interchange the poor operation conditions at the I-5 ramp intersections can be improved.

No improvements are proposed for the four intersections along Marguerite Parkway and Crown Valley Parkway, in Mission Viejo. Therefore, the intersections are anticipated to operate at a poor LOS in the future under the cumulative conditions with the buildout of all the area land uses. Long term strategies for addressing the Specific Plan's contribution to future operating conditions and improving operations at the Avery Parkway intersections will need to be identified in cooperation with the City of Mission Viejo.

Roadway Segment Analysis

An analysis of the daily operating conditions for selected roadway segments in the Specific Plan area for Year 2010 show that portions of Crown Valley Parkway and Avery Parkway are currently operating

at less than acceptable conditions on a daily basis. Those portions are:

- Crown Valley Parkway—Cabot Road to I-5 SB Ramps
- Avery Parkway—I-5 NB Ramps to Marguerite Parkway

With buildout of the Land Use Plan the portions of those corridors operating poorly increases. The poorly operating sections include:

- Crown Valley Parkway—Greenfield Drive to Cabot Road
- Crown Valley Parkway—I-5 Northbound Ramps to Puerta Real
- Avery Parkway—Camino Capistrano to Marguerite Parkway

With the proposed widening of Crown Valley Parkway to eight lanes between I-5 and Cabot Road, and the addition of a fourth eastbound lane west of Cabot, the operating conditions on Crown Valley Parkway west of Forbes Road are projected to improve to acceptable conditions. A portion of the need to widen Crown Valley parkway west of Cabot Road is a result of traffic from the Gateway area that will be using Crown Valley Parkway. Therefore, a share of that ultimate improvement may be attributable to development within the Specific Plan area.

No feasible corridor improvements have been identified at this time to address future conditions along the Avery Parkway corridor or Crown Valley Parkway corridor east of I-5. Part of the increase in future traffic volumes along these corridors is attributable to development in the Specific Plan area. Therefore, a share of some ultimate improvement of these segments may be attributable to development within the Specific Plan area.

Microsimulation Analysis

The intersection analyses along the Crown Valley Parkway corridor show that the intersections are projected to have acceptable operating conditions in the future having V/C with good LOSs, while the roadway segments would have poor LOSs. These differences along with the closely spaced traffic signals along the corridor indicate that coordination issues can significantly affect traffic operations and that potential capacity at some intersections may not be usable because of mid-block congestion and queuing at upstream and/or downstream intersections.

To better evaluate corridor conditions a microsimulation analysis was conducted using the Synchro program. Synchro allows for the modeling of traffic operations along arterial roadways to determine

the impact factors such as traffic signal timing and coordination, and driver behaviors such as lane changing, have on operations. The results of the Synchro analysis showed that the intersection can operate at acceptable levels of service if the traffic signals along the corridor are coordinated and operate as a cohesive system. It also confirmed the need for long-term improvements at the Crown Valley Parkway and I-5 interchange, because the current tight-diamond design will not accommodate future traffic volumes.

APPENDIX B **Glossary**

APPENDIX B **Glossary**

Purpose

This section provides definitions of terms and phrases used in this Specific Plan that are technical, or that may not be used by the common reader.

A

Accessibility. The ability of people to move around an area and to reach places and facilities, including elderly and disabled people, those with young children, and those encumbered with luggage or shopping bags.

Accessory Building. A detached building or structure which is incidental or subordinate to the main building, structure, or use on the same parcel (e.g., storage room, garage).

Accessory Use. A use that is subordinate to the principal use on the site and not otherwise permitted except to support the principal use.

Alley. A low capacity thoroughfare with one shared lane and no parking lanes that is designed and intended for service and/or secondary access purposes.

Arcade. A building type that is further defined, and depicted in Figure 4-16.

Architectural Character. A way of classifying special architectural or historic features of a building, neighborhood, or area.

Architectural Style. A way of classifying architecture that gives emphasis to characteristic features of design which belong to a certain chronologic era (e.g., craftsman, modern, contemporary).

B

Bicycle Path. A dedicated off-street area, that is paved and non-traversable by motorized vehicles, and is often shared with pedestrians.

Building Type. A way of classifying building structures that defines the combination of mass configuration, placement, and function.

Build-to Line. Regulates the distance between the front property line and building façade. The build-to line is parallel to the front

property line and the primary building's façade must be build along the build-to line. If the build-to line is right on top of the front property line; that is where the front wall of the building should be located (exemptions may apply as specified in this code).

C

Colonnade. A series of columns similar to an arcade but spanned by straight lintels rather than arches, linked together, usually as an element of a building.

Common Open Space. The type of landscaped open space most associated with residential or mixed-use development that is open and accessible to all building tenants. It may also be accessible to the public street.

Context. The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.

Courtyard. A building or frontage type that is further defined and depicted in Section 4.4.4.

Courtyard Podium. A type of building, typically residential, consisting of building mass that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, or flats over flats. These are arrayed next to each other and around a courtyard or common open space area.

Cross Section. A drawing showing a slice through a building, street, or site.

Curb. The edge of the vehicular pavement detailed as a raised curb or a swale. The curb usually incorporates the drainage system.

D

Density. The residential units of a building or buildings in relation to a given area of land (acres or hectares).

Design Guidelines. A document providing guidance on how development can be carried out in accordance with the design policies of a local authority or other organization often with a view to retaining local distinctiveness.

Design Standards. Specific, usually quantifiable measures or requirements for new development.

Driveway. A vehicular lane within a lot, usually leading to a garage.

Dwelling Unit. An individual residential unit; it may be an apartment, a condo, a townhome, or a single-family residence.

E

Elevation. The façade of a building, or the drawing of a building's façade.

Enclosure. The use of buildings or walls to create a sense of defined space.

F

Façade. The exterior wall of a building that is set along a frontage line (front, side, or rear).

Feasibility. The viability of development in relation to economic, market, or other conditions.

Floor Area Ratio (FAR). is the ratio of the total floor area of buildings on a certain location to the size of the land of that location, or the limit imposed on such a ratio.

Forecourt. A building or frontage type that is further defined and depicted in Section 4.4.4.

Front Porch. A building or frontage type that is further described and depicted in Figure 4-12.

Frontage Type. The architectural element or space of a building between the public right-of-way and the private property associated with the building. Frontage types combined with the public realm create the perceptible streetscape space. Refer to Figure 4-12 through Figure 4-18 for descriptions of different types of frontages.

G

Gallery. A building or frontage type that is further defined and depicted in Figure 4-15.

H

Human Scale. Buildings or structures which relate well in terms of building elements and mass articulation to an individual human being. A humanly scaled building makes people feel comfortable rather than overwhelmed.

I

Infill Development. A site seamlessly developed within an existing urban context, balancing, completing, and/or repairing the surrounding areas.

L

Layout. The way buildings, routes, and open spaces are placed in relation to each other.

Lot. A separately platted subdivision of land held privately, usually intended for the purposes of building.

Lot Line. The boundary that legally and geometrically demarcates a lot. Such lines appear graphically on a Tract Map or Development Permit Site Plan.

Lot Width. The length of the principal lot frontage line.

M

Massing. The combined effect of the height, bulk, and silhouette of a building or group of buildings.

Mixed Use. A mix of land uses within a building, on a site or within a particular area. "Horizontal" mixed uses are different uses side by side, usually in separate buildings. "Vertical" mixed uses are on different floors of the same building.

O

On-Site Open Space. Provision of a buildings required open space area within the buildings site boundaries.

P

Paseo. A building or frontage type that is further described and depicted in Section 4.4.4.

Planter. The layer of the streetscape which accommodates trees. Planters may be continuous or individual according to the thoroughfare and location within the neighborhood.

Permeability. The degree to which an area has a variety of pleasant, convenient, and safe routes by which it can be accessed or traversed.

Perspective. Illustration showing the view from a particular point as it would be seen by the human eye.

Plaza. A building or frontage type that is further described and depicted in Section 4.4.4.

Public Art. Permanent or temporary physical works of art visible to the general public, whether part of a building or free standing; can include sculptures, lighting effects, street furniture, paving, railings, and signs.

Public Realm. The parts of a neighborhood, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares, and parks.

R

Rooftop Open Space. An area of open space located on the rooftop of a building as further described and depicted in Section 4.4.4.

S

Shopfront. A building or frontage type that is further described and depicted in Figure 4-14.

Stoop. A building or frontage type that is further described and depicted in Figure 4-13.

Street Furniture. Structures in and adjacent to the street which contributes to the street scene, such as bus shelters, litterbins, seating, lighting, railings, and signs.

Streetscape. The urban element that provides the major part of the public realm as well as paved lanes for vehicles. It is physically manifested by number of traffic lanes, median features, roundabouts, sidewalks, building frontage types and landscaping among other elements.

Sustainability. Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations.

T

Thoroughfare. A vehicular way incorporating travel lanes and parking lanes (except alleys/lanes which have no parking lanes) within a right-of-way.

Transit Node. Concentration of traffic activity and its distribution to different directions at a particular intersection or point.

U

Urban Design. The art of making places. Urban design involves the design of buildings, groups of buildings, streets, spaces, and landscapes (public and private), in neighborhoods, towns, and cities.

Z

Zoning Code. Regulations by which a city controls the permissible uses, size, height, setbacks, and open space requirements, among other site and design features, of buildings and other development activities.