URBAN VILLAGE SPECIFIC PLAN

City of Laguna Hills

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City of Laguna Hills

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EXECUTIVE SUMMARY

The City of Laguna Hills has a unique opportunity to transform an existing 240-acre commercial/business/residential sector of the City into a village-like downtown district that could serve the community needs and provide a regional destination for surrounding cities. The area is close to the Interstate 5 Freeway for easy vehicular access and is centrally located to the surrounding cities of Irvine, Lake Forest, Mission Viejo, Laguna Niguel, Aliso Viejo and Laguna Woods. Although the district contains numerous property owners and an eclectic mix of buildings and land uses, several large properties create a nucleus for the Urban Village Specific Plan. In addition, the City recently purchased one of the office buildings for use as the Civic Center that will generate additional activity and inject new interest in the area. While many of the parcels were developed in the 1970's and some new developments have occurred in the last 5 years, there is a need to establish a land use concept, design guidelines, and development standards for new developments that will create a village identity. The primary goals of the Urban Village Specific Plan are as follows:

1. To encourage and facilitate new uses in the area;
2. To create new pathways and open space areas, and add landscaping to existing sidewalks to foster a pedestrian-friendly environment;
3. To create an identity for the area through the use of entry features, area wayfinding signs, consistent landscaping and street furniture;
4. To facilitate private investments in the development of desirable and planned activity nodes;
5. To take full commercial and market advantage of the Urban Village's central location in the Saddleback Valley;
6. To increase the employment opportunities, tax revenues and ensure the long-term viability of the Urban Village; and
7. To provide the framework for a public/ private partnership to implement the goals of the specific plan.

These primary goals will be implemented through the conceptual Land Use Concept Plan, the Design Guidelines and the Land Use Regulations of the Urban Village Specific Plan.

The Land Use Concept Plan (Figure 6), provides a conceptual basis for locations where new development might occur within the Urban Village. It includes the following anticipated new land uses:

- 183,000 square feet of new retail development oriented around a new Main Street/Pedestrian Promenade.
- A new 250 room Hotel oriented to the Interstate-5 freeway and/or El Toro Road.

- Mixed Use development that could include up to 200 dwelling units.
- New General Office, and/or Medical Office development on the Taj Mahal, Saddleback Memorial Hospital, and Oakbrook Plaza properties.
- The Civic Center Site on El Toro Road.

The Pedestrian Plan (Figure 18), is key to insuring that the Urban Village area becomes a pedestrian friendly place, and that pedestrian access between the various land uses in the area is enhanced. The Pedestrian Plan includes the following:

- A Main Street/Promenade that serves as the focal point for the new retail development anticipated on the Laguna Hills Mall property. The Main Street/Promenade includes two travel lanes, angled parking on both sides of the street, and a 20 foot wide pedestrian zone on both sides of the street. The pedestrian zone includes a 12'-0" wide sidewalk and an 8'-0" pedestrian amenity zone where street furniture (benches, lighting, and landscaping) will be placed.
- 20'-0" wide Pedestrian Paseos connecting the properties west of Calle De La Louisa to the Laguna Hills Mall, and connecting the Mall to Oakbrook Village.
- A 20'0" wide Parking Lot Paseo connecting the parking areas on the east side of the Mall to the Mall buildings.
- Enhanced sidewalks throughout the area that will facilitate pedestrian movement among the properties in the area.

The addition of public open space and pedestrian pathways has been established with the goal of providing more pedestrian opportunities within the Urban Village. The Open Space Plan (Figure 16) depicts the following:

- Two Village Greens, one to be located on the Laguna Hills Mall property, and a second to be located on the Oakbrook Village property.
- 5 Plazas to be located at focal points in the Urban Village area.

The design concepts for the streetscape edge conditions (Figures 8, 9, 10, 11, 12, 13, 14, 15), pedestrian pathways (Figures 16, 17, 18), public open space (Figures 19, 20), and entry features and way-finding graphics (Figures 21, 22, 23, 24, 25, 26) provide the basic framework for improvements to the streets and pedestrian pathways located throughout the Urban Village. These concepts provide many of the unifying elements that will create the Village identity.

The Design Guidelines (Figures 27, 28, 29, 30) will provide direction on the shape and form of developments to ensure that development projects are of a pedestrian scale and enhance the Urban Village character of the area.

The Land Use Regulations allow for new development to occur within the Urban Village that will further the goals of the plan to create a village identity. The

Implementation section of the plan identifies specific actions that the City will take to provide for physical improvements to the area to begin the process of creating an Urban Village within the City of Laguna Hills.

The Urban Village Specific Plan recognizes the vital role the private sector plays in accomplishing the goals of the Plan. Without their participation, all of the goals of the Plan cannot be accomplished. The Plan is intended to provide guidance to the City for implementing the circulation, landscape and streetscape improvements within the public right-of-way and to future project applicants in implementing the Main Street Concept, Pedestrian Pathways, the Village Green and the Plazas. The Plan offers parking incentives to large retail centers who can demonstrate that their new projects are in substantial compliance with the Plan and are of public benefit. Finally, the new public art provisions of the Plan will tie the pedestrian pathways and plazas/village green together and contribute to the creation of the "downtown" environment for Laguna Hills.

I. INTRODUCTION

BACKGROUND

The City of Laguna Hills is located in the San Joaquin Hills in an area of Orange County referred to as "South County" (Vicinity Map, Figure 1). The City is bounded by the Cities of Lake Forest and Irvine to the north, the City of Laguna Niguel to the south, Interstate 5 and the Cities of Mission Viejo and Lake Forest to the east, and the Cities of Aliso Viejo and Laguna Woods to the west.

In 1991 the City of Laguna Hills incorporated, containing an original land area of 3,325 acres. Today the land area of the City has increased to 4,080 acres as a result of annexations. The City's population of 33,910 is expected to grow at an average rate of 1.0 percent to 34,249 by 2025, a growth rate that is generally consistent with the County's growth rate of 1.2 percent.

The community is largely built-out, and predominantly residential in character. A number of neighborhood shopping centers are located throughout the City at the intersection of major roadways. Mixed use and light industrial areas are located in the northernmost portion of the community. The Urban Village Study Area is a distinctive area of Laguna Hills that contains a mix of retail, office, financial, medical, residential, and transportation uses that cannot be found elsewhere in the City or the region. The 240-acre Study Area is bounded by Paseo de Valencia on the north and west, Los Alisos Boulevard on the south, and Interstate 5 on the east (Location Map, Figure 2; and Aerial Photo, Figure 3).

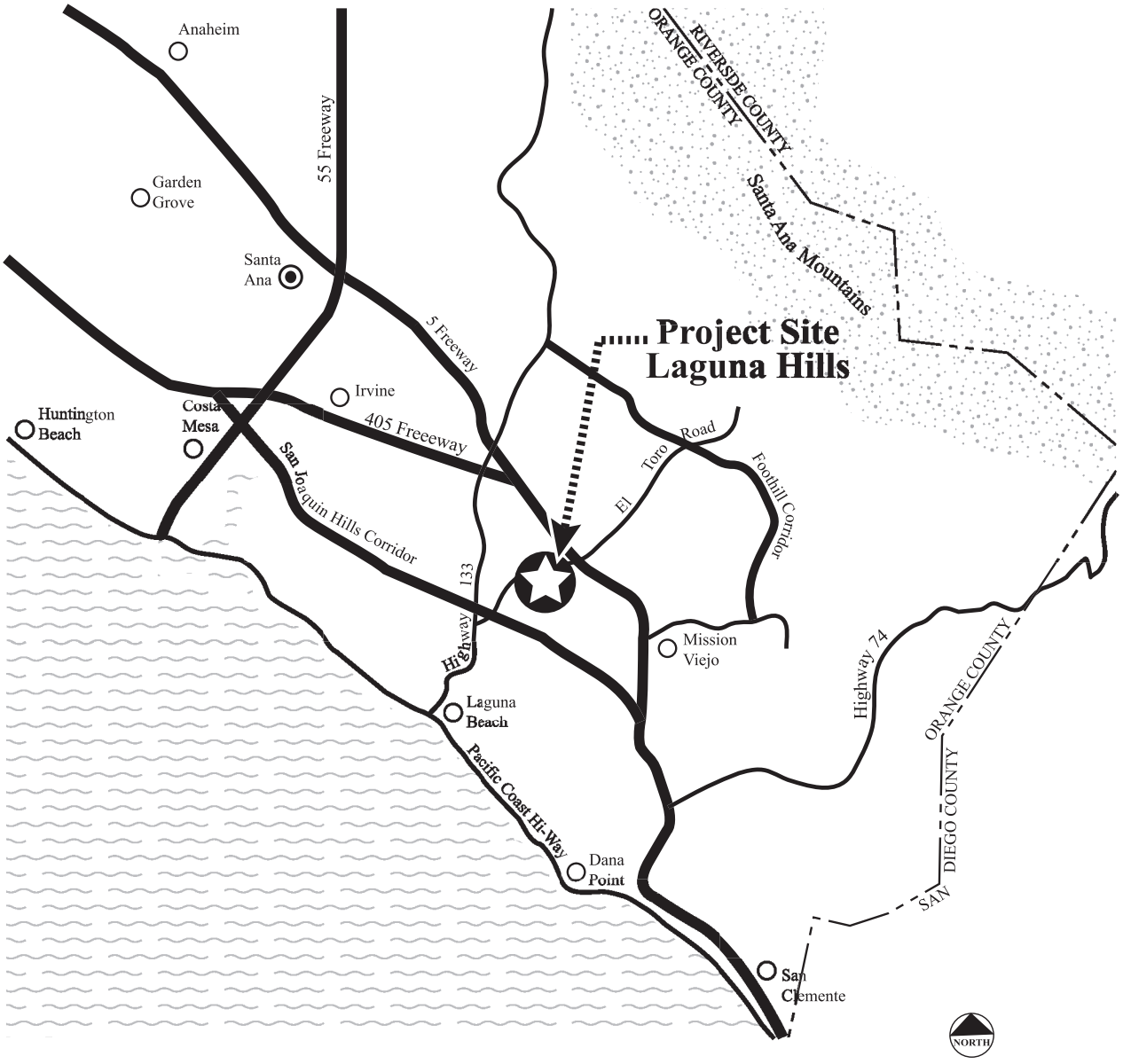
STUDY AREA BACKGROUND

The General Plan, adopted following the City's incorporation, recognized the Study Area as a special commercial district, containing diverse complementary land uses that could be transformed into a village-like "downtown" environment unique to southern Orange County.

The Study Area contains a range of major community and regional destinations and a variety of land uses. Figure 4 illustrates some of the existing conditions found within the area. The prominent activity generators in the Study Area include:

- The Laguna Hills Mall;
- Saddleback Medical Center;
- Medical office buildings;
- Post Office;
- Oakbrook Village Shopping Center;
- General office buildings;
- Financial institutions;
- Senior citizen and multi-family residential development;
- Large box retailers;
- St. George's Episcopal Church and school; and
- Transit terminal.

The Study Area also benefits from a strong transportation network including its proximity to Interstate 5, the major arterials that pass through the area, an Orange County Transportation Authority regional transit terminal, shuttle bus service from surrounding senior citizen communities, a Park-N-Ride lot, and bike lanes. The area is visible and accessible from Interstate 5. El Toro

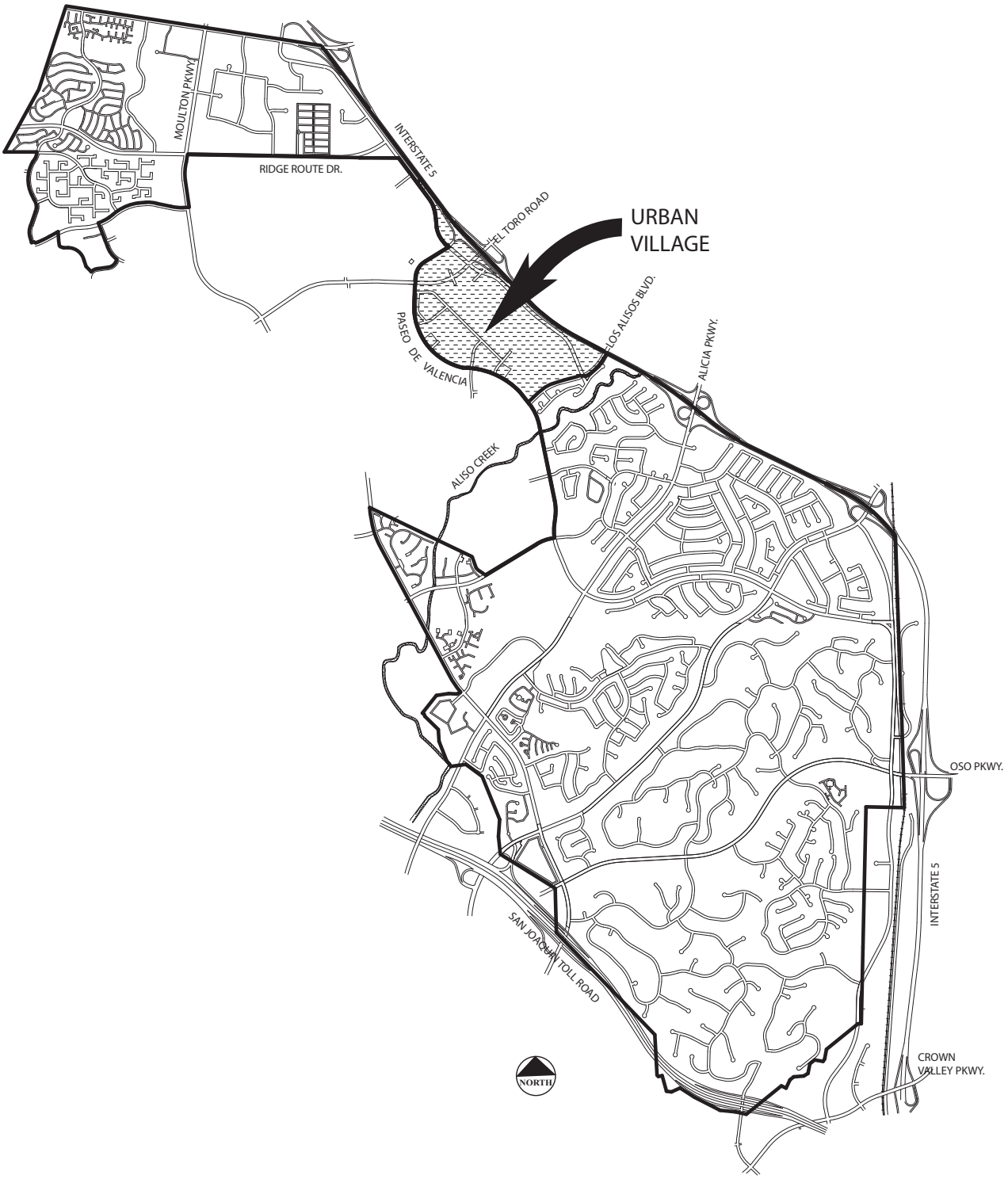


VICINITY MAP

Laguna Hills Urban Village

date: Nov. 2002

fig. 1

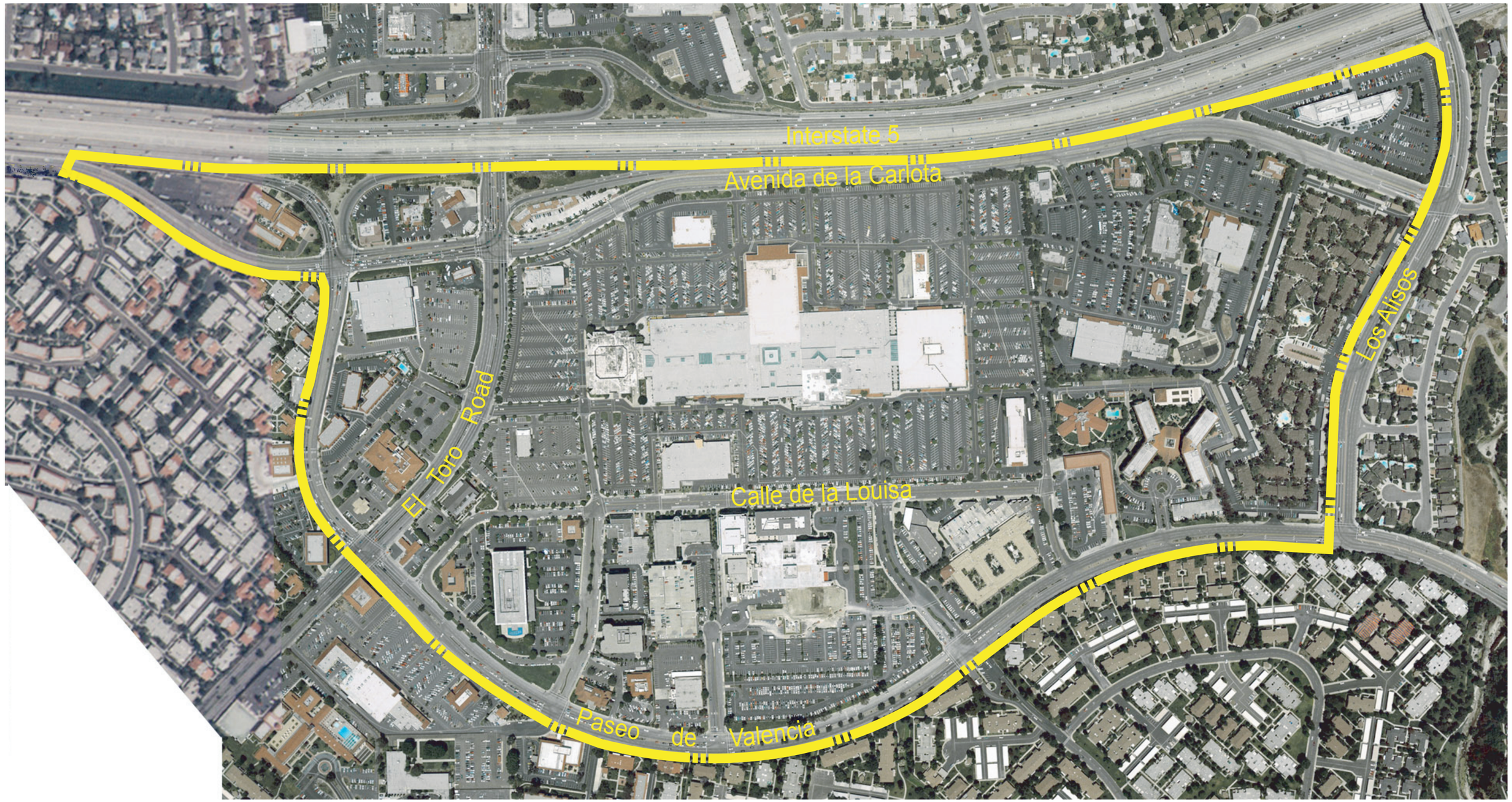


LOCATION MAP

fig. 2

date: Nov. 2002

Laguna Hills Urban Village



0 200 400
approximate

north

Aerial Photo

date: Nov. 2002 fig. 3

Laguna Hills Urban Village

OAKBROOK VILLAGE

VILLA VALENCIA

PRADO APARTMENTS

EXISTING CONDITIONS

Laguna Hills Urban Village

date: Nov. 2002 fig. 4

EL TORO ROAD

CIVIC CENTER

LAGUNA HILLS MALL

SADDLEBACK MEMORIAL MEDICAL CENTER

EXISTING CONDITIONS

Laguna Hills Urban Village

date: Nov. 2002 fig. 4a

Road, Los Alisos, Lake Forest Boulevard, and Paseo de Valencia provide access into the area for Laguna Hills residents, as well as from the surrounding communities of Laguna Woods, Aliso Viejo, Lake Forest, Mission Viejo and Laguna Beach.

STUDY AREA OPPORTUNITIES

In recent years there has been a significant amount of development activity and investment in property within the Study Area in the form of new retail and restaurant development, medical center expansion, and substantial maintenance-related property improvements. In conjunction with these improvements the businesses in the district have modernized and diversified. The Study Area has also acquired amenities such as separated landscaped walkways and outdoor eating areas; both are features that enhance the interest of the area and make it easier to move around within the area.

STUDY AREA CONSTRAINTS

Although the Study Area contains businesses and services that are an asset to the community and surrounding region, they do not presently function as a cohesive district with a distinctive identity. There are various factors that detract from the atmosphere of the Study Area including:

- Poor urban design.
  - Commercial properties bear little relation to one another.
  - Buildings and streets lack human scale features.
  - Physical barriers separate residential and commercial areas.
- Few community focal points and open spaces/gathering places.
- Traffic congestion
  - Perceived inadequate roadway capacity.
  - Need for traffic improvements in the vicinity.
- Limited entertainment attractions.
- Limited public right-of-way widths and sporadically located sidewalks that are not pedestrian friendly.

RELATIONSHIP OF STUDY AREA TO COMMUNITY

The Study Area contains the highest concentration of goods, services, and employment opportunities in Laguna Hills. The area presently consists of a 527,000 square foot medical center, approximately 633,000 square feet of office space and 1,124,000 square feet of retail space. The 756 residential units in the Urban Village consist of the Prado apartment complex (360 units) and the Villa Valencia senior citizen development (396 units). The Study Area also includes an employment base of approximately 5,000 workers, a number that has the potential to increase significantly under General Plan build-out conditions.

The area is patronized primarily by residents of Laguna Hills, and the adjacent communities of Laguna Woods, Lake Forest, Aliso Viejo, Laguna Niguel, and Mission Viejo. Key destinations include the Laguna Hills Mall, the Oakbrook Village shopping center, and the medical offices associated with Saddleback Memorial Medical Center. The Study Area is considered to be a place for a convenient traditional shopping and dining experience, appealing to area workers, families, and seniors.

The City of Laguna Hills recently purchased an office building located near the corner of Paseo de Valencia and El Toro Road for use as a Civic Center. The relocation of City Hall and additional community services will provide a strong center of activity in the area and create an opportunity to add new design elements to the area that can encourage and stimulate new developments within the Urban Village.

The preferred method of access into the area is by automobile. However, Orange County Transit Authority buses and the privately operated senior citizen shuttle buses provide frequent service to the area and are heavily utilized. There are residents living within the Urban Village that will benefit from the enhanced pedestrian pathways to facilitate walking in the Village. In addition, the adjacent City of Laguna Woods is considering adding a golf cart path adjacent to El Toro Road, which will provide another mode of access to the Urban Village. If the City of Laguna Woods implements it's plans for a golf cart path adjacent to El Toro Road, the City of Laguna Hills should attempt to work with Laguna Woods to extend the path into the Urban Village area to provide access to the Saddleback Memorial Medical Center and Laguna Hills Mall.

PURPOSE OF SPECIFIC PLAN

The intent of the Urban Village Specific Plan is to better define and establish development policies and standards that encourage and facilitate the creation of a village-like "downtown core" within the Study Area, and to shape the future of the district as a vibrant regional and community destination that contributes to the quality of life for residents of Laguna Hills and the region. The Specific Plan is also a proactive effort on the part of the City to maintain and enhance the long-term economic vitality of the area as it relates to the image and fiscal health of the community.

The purpose of the Specific Plan is to establish development policies and standards that address these issues, fostering a "sense of place" that makes the Study Area a shopping, business, medical, and recreational destination for residents of Laguna Hills and south Orange County. The main goals are to:

- Encourage and facilitate new uses in the area;
- Create new pathways and add landscaping to existing sidewalks to create a pedestrian-friendly environment;
- Create an identity for the area through the use of entry features, area wayfinding signs, consistent landscaping and street furniture;
- Facilitate private investments in the development of desirable and planned activity nodes;
- Take full commercial and market advantage of the Urban Village's central location in the Saddleback Valley;
- Increase the employment opportunities, tax revenues and ensure the long-term viability of the Urban Village; and
- Provide the framework for a public/ private partnership to implement the goals of the specific plan.

II. PLANNING FRAMEWORK

GENERAL PLAN

The General Plan land use designation for the area is *Village Commercial.* The intent of this land use district is to:

- Develop an urban core;
- Promote a variety of commercial, civic, recreational, and high density residential uses that work in concert to create an urban village; and
- Provide enhanced pedestrian areas that conveniently link commercial, residential, and civic activity areas.

The Special Studies and Programs section of the Laguna Hills General Plan Implementation Program calls for the development of a Specific Design Plan for the Laguna Hills Village area that includes the following:

- An "urban design framework plan" that illustrates major design concepts for the Village area that:
  - Provides techniques for the enhancement of existing parking and circulation;
  - Illustrates potential building massing that could be provided under the Urban Village development criteria established in the General Plan;
  - Identifies proposed pedestrian linkages and public spaces; and
  - Establishes village design guidelines.
- An implementation component that:
  - Establishes an overall vehicle trip cap for all uses;
  - Establishes standards for mixed use development;
  - Outlines several implementation techniques; and
  - Provides a schedule of public sponsored improvements.
- A Public Participation Program that involves area business owners and operators and the public in open design workshops.

The General Plan Implementation Program also calls for the development of a master plan of community facilities that outlines the phasing and development of community facilities for the next 20 years. Specifically, this master plan is to include the development of the following facilities in the Urban Village:

- Civic Center; and
- Cultural Arts Center.

In addition to the Urban Village directives identified in the Implementation Program, the Fiscal Management portion of the General Plan establishes the following goal that is applicable City-wide:

Promotion of an economic base that provides service to the area's population, broadens business and employment opportunities for the community, and generates sufficient municipal income to support the services and facilities envisioned in the City of Laguna Hills General Plan.

The strategies identified to implement this goal that are applicable to the Urban Village include:

A.2 Review current service delivery needs and, based upon anticipated changes of population, businesses, and/or annexation, project service needs for the short-term (two years) and long-term (five years).

A.6 Ensure that all long-term operation and maintenance costs are anticipated and planned for in the development of City Capital Improvement Projects.

A.8 Confirm that there is sufficient anticipated future budget surpluses to support the new or improved services. Caution should be exercised with regard to initiating new and improved services since it is difficult to eliminate or reduce services.

A.9 Maintain a list of new or improved services that are most desired by the community by discussing local needs with residents and community leaders, assessing service utilization, and/or conducting surveys.

A.13 Work closely with the Laguna Hills Mall to avoid any unnecessary delay in the Mall expansion and occupancy.

A.15 Support the early development of any use within the City that can both generate a positive net fiscal impact and is consistent with the General Plan. This will be particularly helpful to move the "urban village" commercial core forward in a timely manner.

DEVELOPMENT CODE OBJECTIVES

The 1998 Laguna Hills Development Code designates the land use in the Study Area *Village Commercial* and states that all development within this district is subject to the provisions of the Urban Village Specific Plan.

The purpose of the Specific Plan as indicated in the Development Code is to provide standards and guidelines in the following areas:

- Techniques to enhance vehicle circulation.
- Guidelines for parking system enhancement.
- Examples and alternatives for building mass potentials authorized by the General Plan.
- Pedestrian corridor and linkage.
- Creation of public spaces to include parks, plazas, outdoor seating areas.
- Design guidelines related to architectural, landscape and signage within

the district.

- Transportation management services within the village area.

- Guidelines for housing development within the village area.

LIVABLE COMMUNITIES PRINCIPLES

In addition to the direction provided by the General Plan, livable community principles also serve as a foundation for the Urban Village Specific Plan. The principles that are particularly relevant to the Study Area are the Community Principles of the Ahwahnee Principles, a set of fundamental guidelines established by the Local Government Commission's Center for Livable Communities. The Ahwahnee Principles provide a framework for the establishment of land use and development policies that encourage the creation of an environment that is responsive to the functional and social needs of the individuals who live and work within them. The Community Principles most applicable to the Study Area include the following:

- All planning should be in the form of complete and integrated communities containing housing, shops, work places, schools, parks and civic facilities essential to the daily life of the residents.

- Community size should be designed so that housing, jobs, daily needs and other activities are within easy walking distance of each other.

- As many activities as possible should be located within easy walking distance of transit stops.

- A community should contain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live within its boundaries.

- Businesses within the community should provide a range of job types for the community's residents.

- The location and character of the community should be consistent with a larger transit network.

- The community should have a center focus that combines commercial, civic, cultural and recreational uses.

- The community should contain an ample supply of specialized open space in the form of squares, greens and parks whose frequent use is encouraged through placement and design.

- Public spaces should be designed to encourage the attention and presence of people at all hours of the day and night.

- Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees and lighting; and by discouraging high speed traffic.

- The community design should help conserve resources and minimize waste.

- Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.

- The street orientation, the placement of building and the use of shading should contribute to the energy efficiency of the community.

The development policies and standards of this Specific Plan have been designed to respond to these principles to the maximum extent possible. Implementation of the Specific Plan will not only make the Urban Village a more "livable", vibrant, user-friendly environment, but will also contribute to the livability of the City of Laguna Hills as a whole, providing an integrated district in which community residents can live, work, shop, obtain professional services, and recreate.

SPECIFIC PLAN CONTENTS

The Specific Plan addresses the goals and strategies of the General Plan, and livable community principles, through a variety of mechanisms including:

Land Use Plan
Streetscape Plans
Open Space Plan
Pedestrian Plan
Signage
Lighting
Landscape Plan
Design Guidelines
Revised Development Standards
Public Art Requirements
Infrastructure Plan

III. LAND USE PLAN

INTRODUCTION

The Land Use Plan is conceptual in nature and shows where new development might occur within the Urban Village. The Plan also includes design concepts for the streetscape edge conditions, public open space, pedestrian pathways, entry features and way-finding graphics. The diagrams and discussions are intended to provide guidelines for improvements to the streets and pedestrian pathways located throughout the Urban Village. The diagrams are schematic in nature and not meant to be a precise plan. The plan is not intended to specify actual projects that will be built in the area and does not bind either the City or private property owners to build any specific projects. Figure 5 shows the existing land use pattern for the area. Figure 6 identifies the conceptual Land Use Plan for the Urban Village indicating the areas of potential future expansion and new development.

The Conceptual Land Use Plan encourages a variety of different types of uses within specific locations of the Study Area to fulfill the goals and objectives of this plan for creating an Urban Village. While new development can occur anywhere within the area, subject to the development standards contained within Section V, the plan identifies the preferred locations for these uses. The uses are defined as follows:

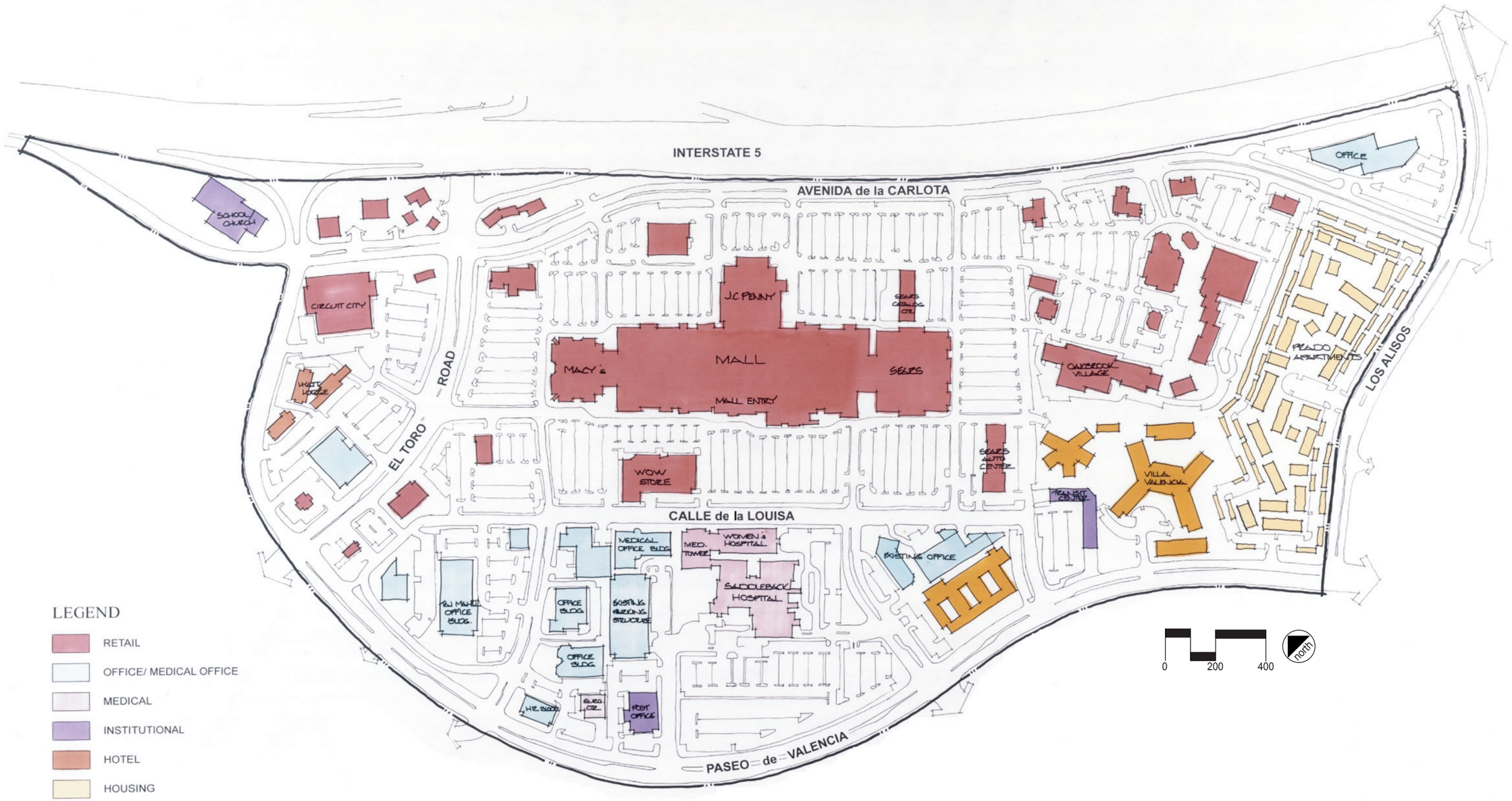
- Retail – includes the retail shopping centers, restaurants, stand-alone retail businesses, service uses, and accessory retail uses
- General Office – consists of professional, non-medical offices
- Medical Office – allows medical office and hospital uses
- Mixed Use – includes residential uses in conjunction with retail or office uses
- Hotel Retail – permits hotel development with accessory retail and restaurant uses
- Civic Center – allows city offices, community meeting facilities and other professional office uses.

Since there are numerous land owners, the plan enables each land owner to determine the details of their own development proposals (including architecture, site design, landscaping) with the design guidelines and Land Use Plan as the basis for City evaluation.

The Land Use Plan outlines major circulation improvements desired for both public and private property; general desired site planning/building orientation concepts; aesthetic improvements such as landscaped medians, parkways, and enhanced corner landscape treatments; desired conceptual pedestrian amenities such as enhanced pedestrian sidewalks, walkways, and public open space areas; and entry identification elements that will serve to give the Urban Village area its own unique identity.

MAIN STREET CONCEPT

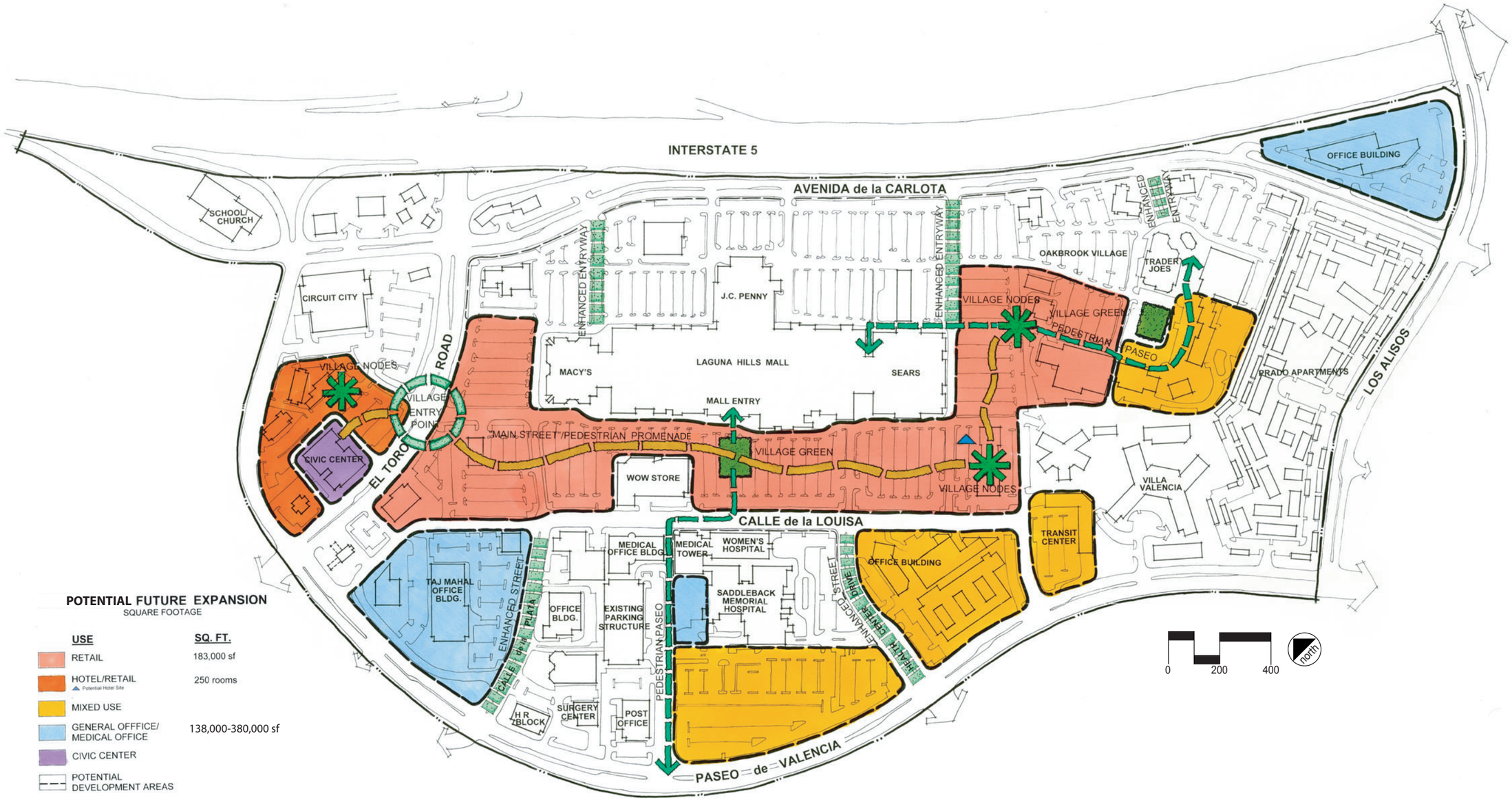
The proposed Main Street serves as the basis for the land use plan and provides



Existing Land Use

date: Nov. 2002 fig. 5

Laguna Hills Urban Village



POTENTIAL FUTURE EXPANSION
SQUARE FOOTAGE

USE	SQ. FT.
RETAIL	183,000 sf
HOTEL/RETAIL (▲ Potential Hotel Site)	250 rooms
MIXED USE	
GENERAL OFFFICE/ MEDICAL OFFICE	138,000-380,000 sf
CIVIC CENTER	
POTENTIAL DEVELOPMENT AREAS	

- 200 DU are allowed within the Urban Village
- The current zoning for the Urban Village Area would allow for any of the above listed uses in any of the development areas.

Land Use Concept Plan

date: Nov. 2002 fig. 6

Laguna Hills Urban Village

the backbone for many of the key elements of the desired development patterns and aesthetic improvements envisioned for the Urban Village as a whole. The Main Street will be centrally located within the Urban Village and is anticipated to be an area where residents, employees, and visitors to Laguna Hills can meet, socialize, shop, and conduct business. It is intended to be a pedestrian oriented shopping, dining, and entertainment area that will transform the Laguna Hills Mall shopping area from an old style shopping mall to a multi purpose destination for local residents, area employees, and the region.

Main Street is envisioned to feature diagonal parking, street trees, decorative street lights and street furniture, special paving, and easy and attractive pedestrian connections between adjacent retail, specialty service, dining, business, and entertainment uses.

It is anticipated that Main Street will be constructed within the existing Laguna Hills Mall property between the existing "WOW" store and main Mall building. Parking displaced by Main Street and adjacent new retail development would be replaced in new parking structures that could be constructed on the Mall property.

In addition to the Main Street, traffic flow within the Urban Village area and on the surrounding arterials will be facilitated through a number of roadway improvements identified within the Laguna Hills General Plan. The specific improvements are identified within the traffic section of the infrastructure plan.

IMAGE OF MAIN STREET

STREETSCAPE EDGE CONDITIONS

The concept with the edge conditions is to create a unifying appearance that allows this area to be identified as the Urban Village. As seen on the Edge Condition Plan, Figure 7, and Edge Condition Sections, Figures 8 through 15, there is a certain consistency that can be created throughout the area to unify and establish a theme for the Urban Village for improved recognition and to enhance the appearance of the area. This will be accomplished by implementing a landscape theme throughout the Urban Village on exterior streets as well as interior streets. The use of a consistent plant palette, entry features, stone walls and way finding signs will give the area one unified appearance.

1. El Toro Road (Figure 8)

El Toro Road is a major arterial street that traverses the northern section of the Urban Village area. El Toro Road is a regional arterial with freeway on- and off-ramps that provide access to the Urban Village from the I-5 freeway. As the primary entry location to the area, the El Toro roadway has been designed to create a distinct identity for the Urban Village. El Toro Road is proposed to have additional through lanes and right hand turn lanes added (see road improvement plan, Figure 32). There will be improved parkway strips on both sides of the road - 20' deep and median islands with landscaping and Urban Village Entry Features. The parkway strip will consist of a 5'-0" hedge behind curb, then a 5'-0" sidewalk followed by 10'-0" of landscaping. Within the landscaped area there will be a 30" high stone wall curving back and forth around street trees from the back of sidewalk to the edge of the parking lot.

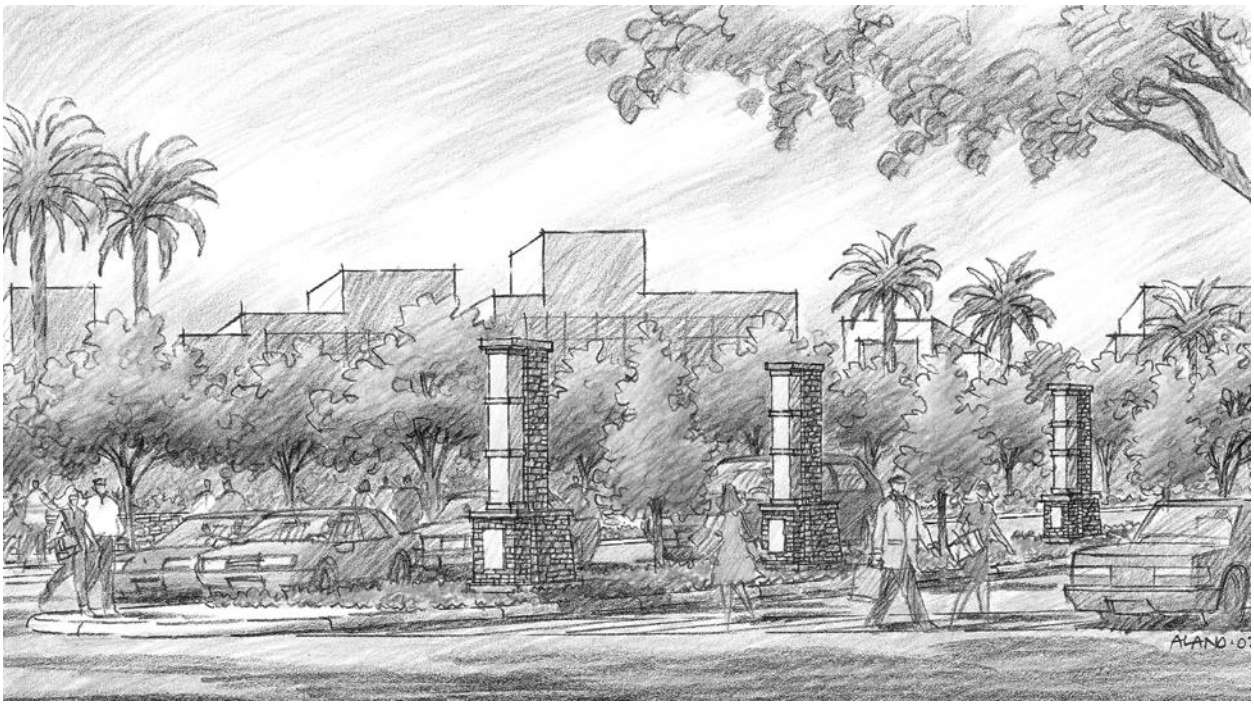
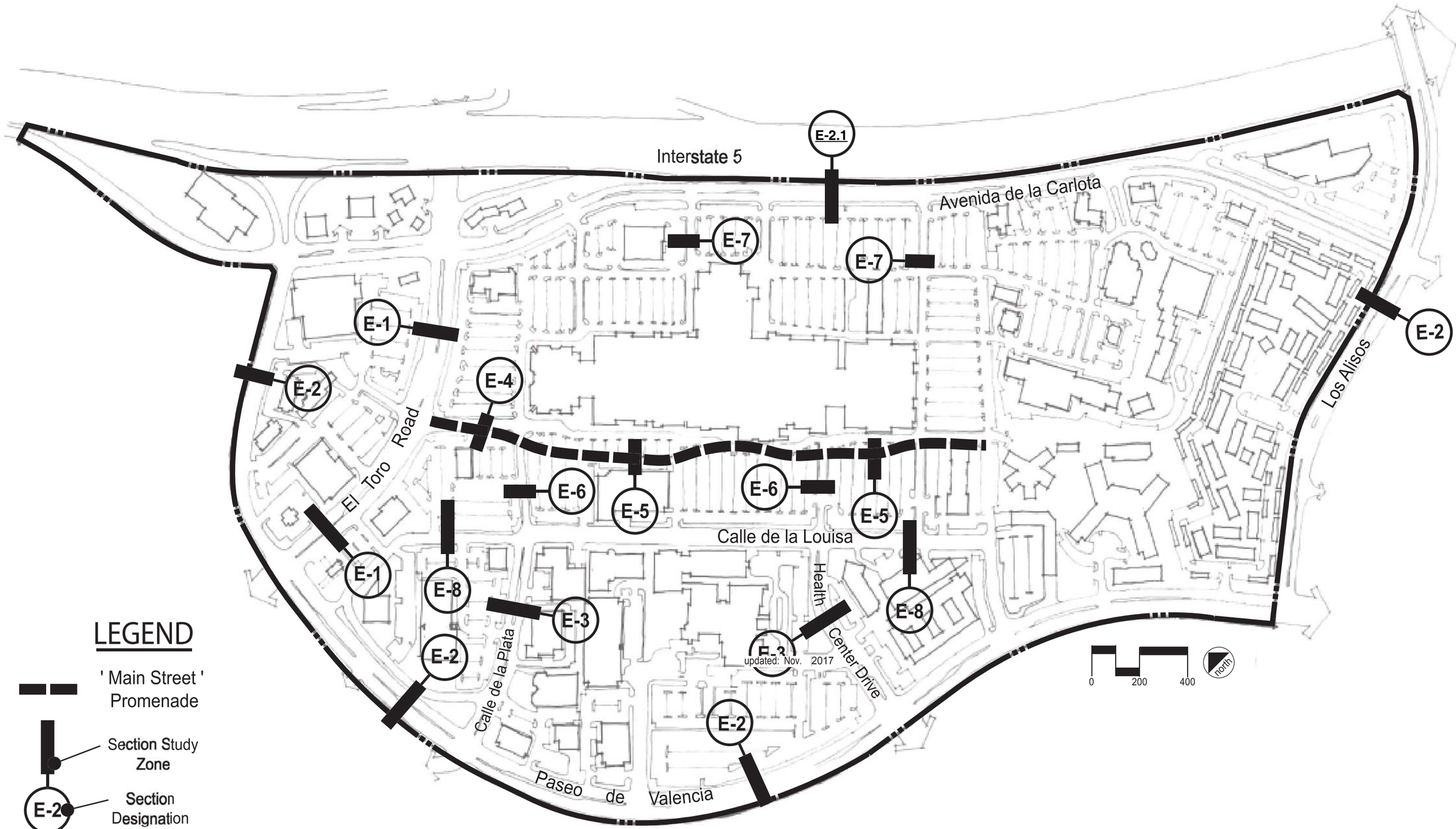


IMAGE OF EL TORO ROAD ENTRY FEATURES



LEGEND

' Main Street ' Promenade

Section Study Zone

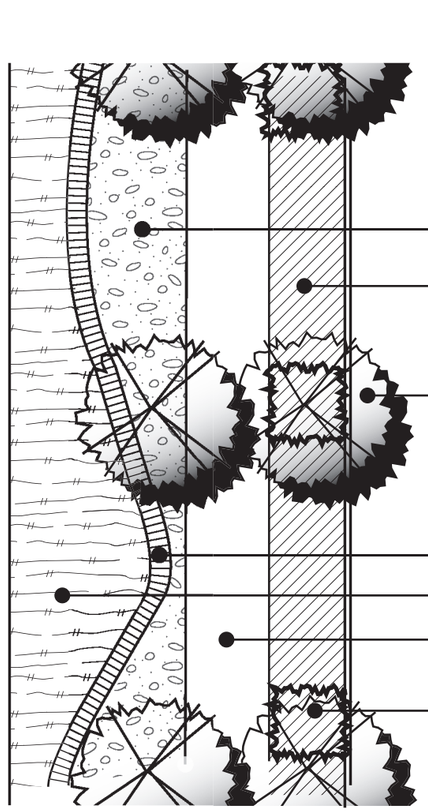
E-2 Section Designation

Street Edge Condition Plan

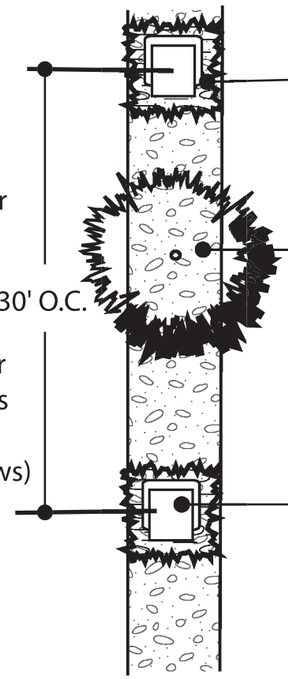
date: Nov. 2002 fig. 7

updated: Nov. 2017

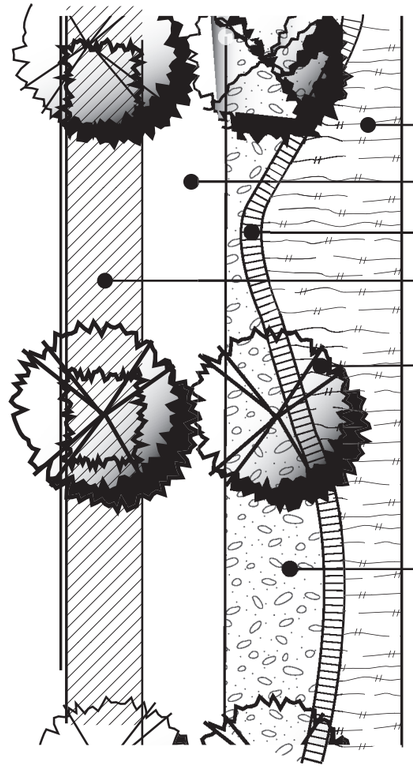
La Jolla Hill Urban Village



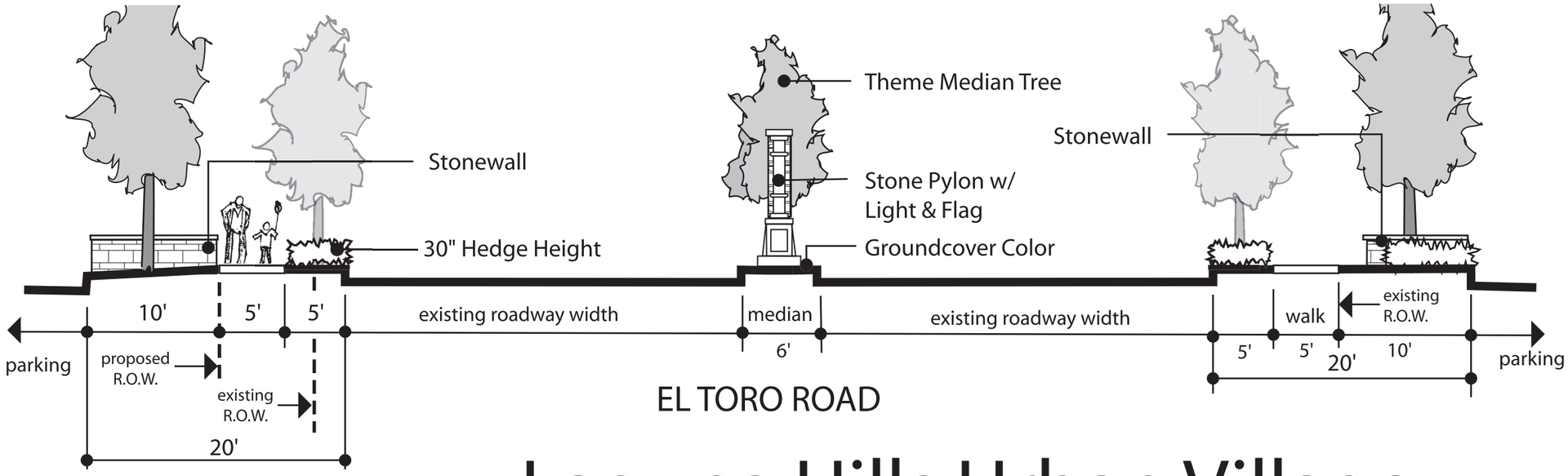
Color Groundcover
Turf
Trees 30' 0n Center
(plant in groupings
of five to allow for
retail view windows)
Stone Wall
Groundcover
Sidewalk
30" ht. Hedge



Groundcover
30' O.C.
Theme Median Tree
Stone Pylon w/
Light & Flag



Groundcover
Sidewalk
Stone Wall
Turf
Trees 30' 0n Center
(plant in groupings of five
to allow for retail view windows)
Color Groundcover



EL TORO ROAD

Laguna Hills Urban Village

Section E-1

EL TORO ROAD

date: Nov. 2002 fig. 8

It is envisioned that the area between the sidewalk and the stone wall will be planted with a colorful flowering ground cover and the areas behind the wall will be planted with thick dense evergreen shrubs. The street trees will be planted 30'-0" on center in groups of five so that open view corridors can occur along El Toro Road. The median islands will incorporate the Urban Village Entry Feature along with specimen trees where the median island is wide enough. Coloring ground cover will be planted at the base of each Entry Feature and in the narrow sections of the median islands.

General Characteristics

- 20'-0" min. Parkway
- 5'-0" sidewalk
- Buildings should be orientated to El Toro Road

2. Perimeter Streets (Figure 9 & 9.1)

The perimeter streets (Avenida de la Carlota, Los Alisos, and Paseo de Valencia) surrounding the Urban Village will have a consistent look so that the boundaries are clearly delineated. A landscaped area of 8'-0" min. behind sidewalk will be required. There are two design concepts that will be utilized within the parkway, to allow flexibility depending upon the location of existing buildings, trees or other structures.

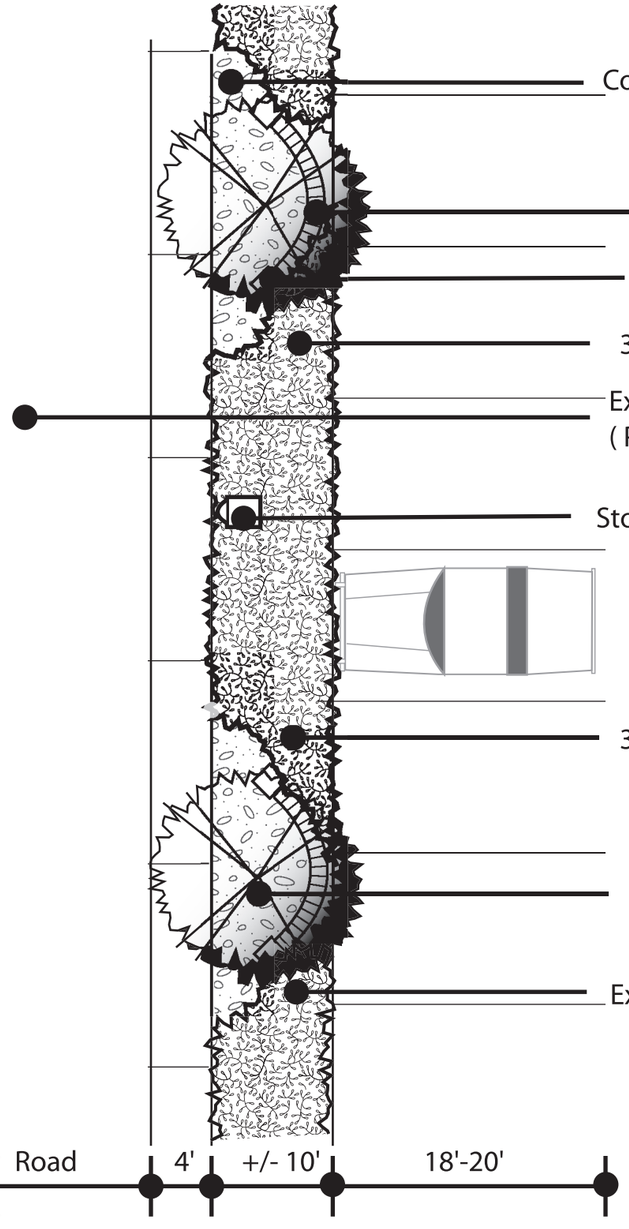
The first alternative provides for planting of the theme trees within this parkway at 30'-0" on center with 30" high stone walls curving around them with pilasters capping the ends of the wall. Coloring ground cover will be placed in front of the stone wall to accent the theme trees. Stone pilasters with lights will be placed in between the theme trees at 30'-0" on center. A thick dense ground cover will be planted in between the theme trees.

The second alternative parkway design will consist of a curving 30" high screen (to help screen parking lots) made up of both a stone wall and a hedge. Stone pilasters with lights will be placed at equal intervals as this wall touches the sidewalk. Coloring groundcover will be placed in front of the wall section (as shown in Figure 9) to give visual interest and continuity to the overall perimeter of the Urban Village.

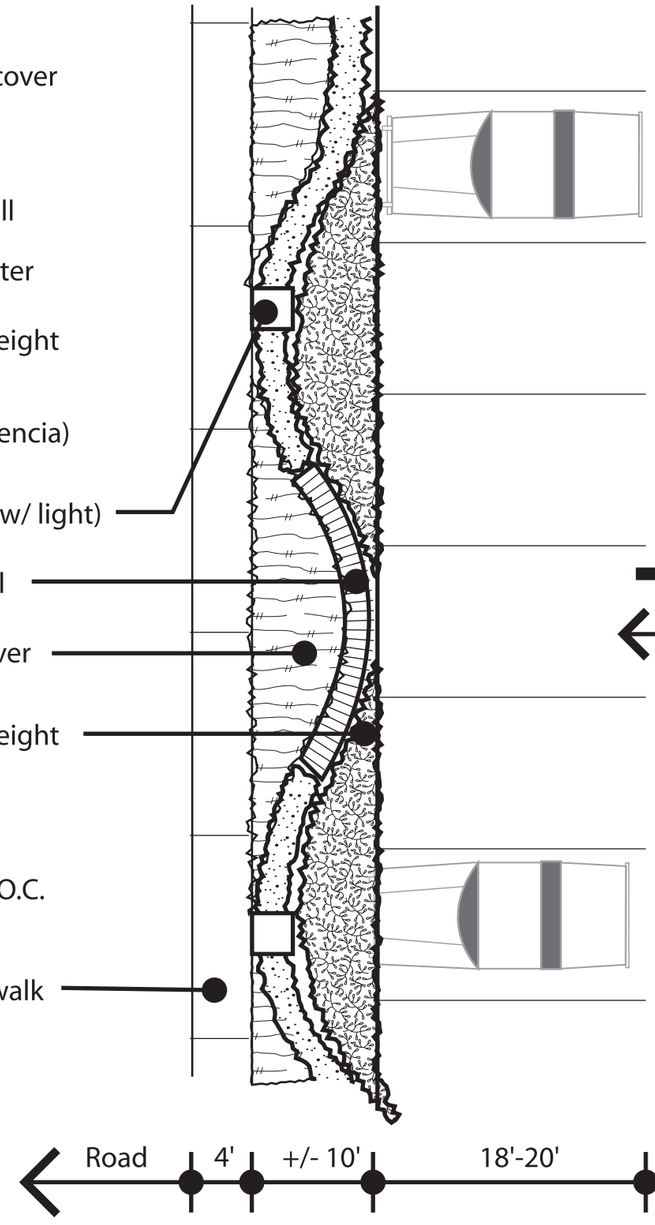
Regarding the right-of-way cross section for Avenida de la Carlota between El Toro Road and Los Alisos Blvd., the overall concept is to enhance the walkability and safety of the roadway for pedestrians by creating a parkway with street trees adjacent to the sidewalk. Additionally, a wider sidewalk for this street will encourage pedestrian use between newly constructed residential units and commercial uses in the area. These design features are in line with goals and policies of the City's General Plan and Complete Streets concepts that promote walking as an option for both recreation and commuting and as an alternative to the automobile. Specific design features for the parkway and sidewalk are detailed in General Characteristics.

General Characteristics

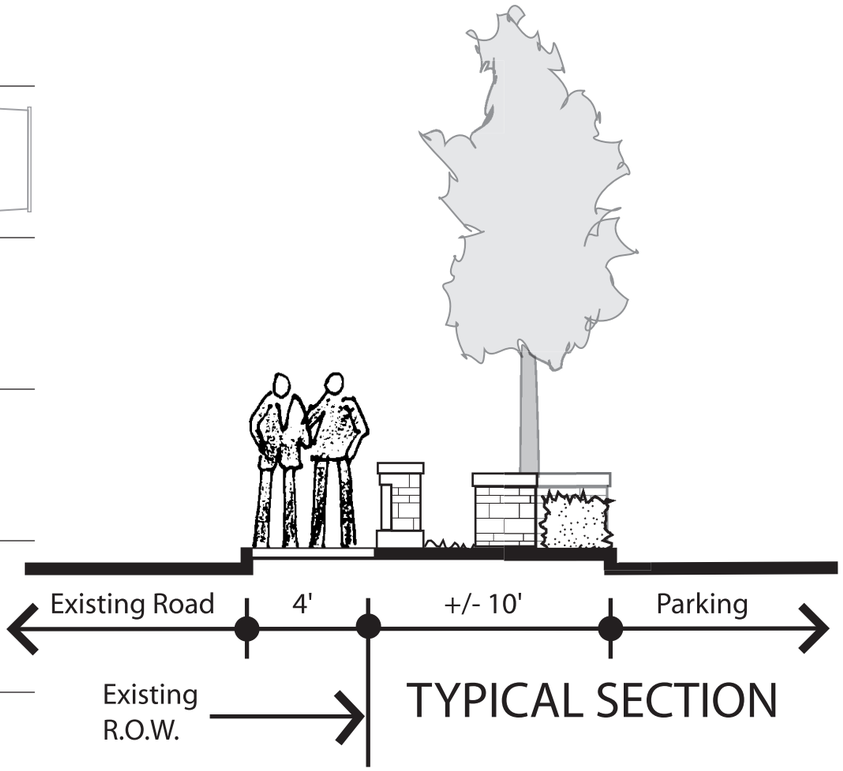
- 10'-0" min. landscape setback from behind sidewalk
- A 4'-0" sidewalk is required within the parkways behind the curb
- For Avenida de la Carolta, a 6'-0" landscape parkway and a 6'-0" sidewalk will be used between El Toro Road and Los Alisos Blvd. For the area of roadway adjacent to the I-5 Freeway, the landscape parkway and sidewalk will be built



* EDGE TREATMENT 'A'



* EDGE TREATMENT 'B'



TYPICAL SECTION

* per direction of
Community Development

Section E-2

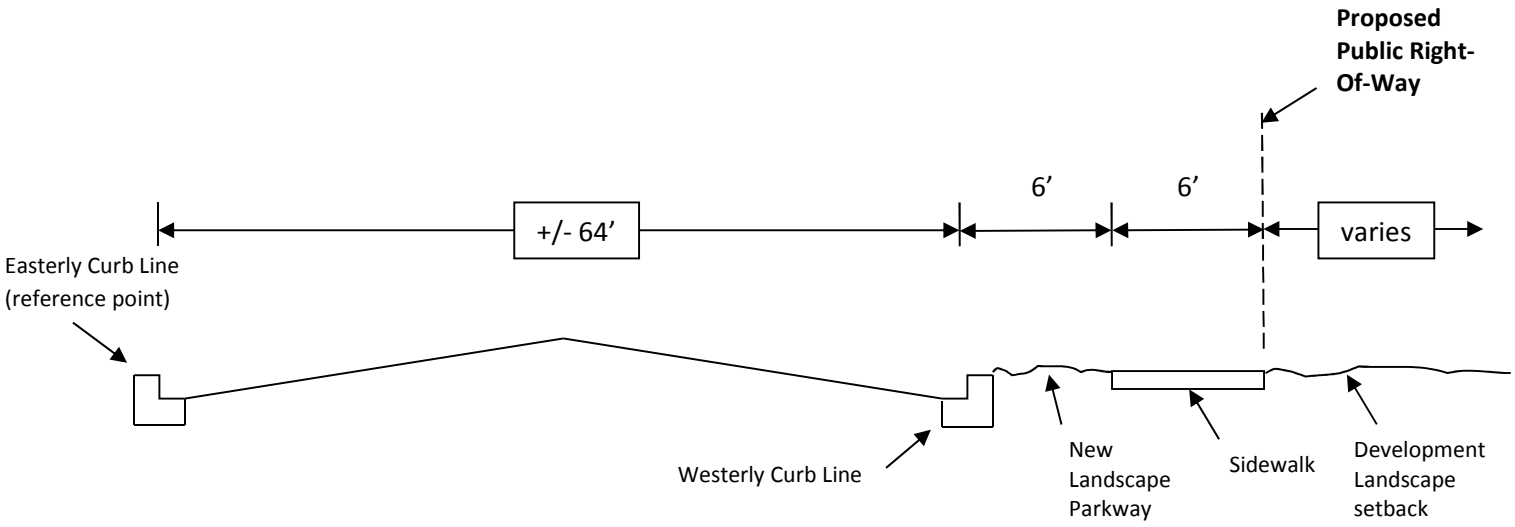
PERIMETER STREETS

date: Nov. 2002

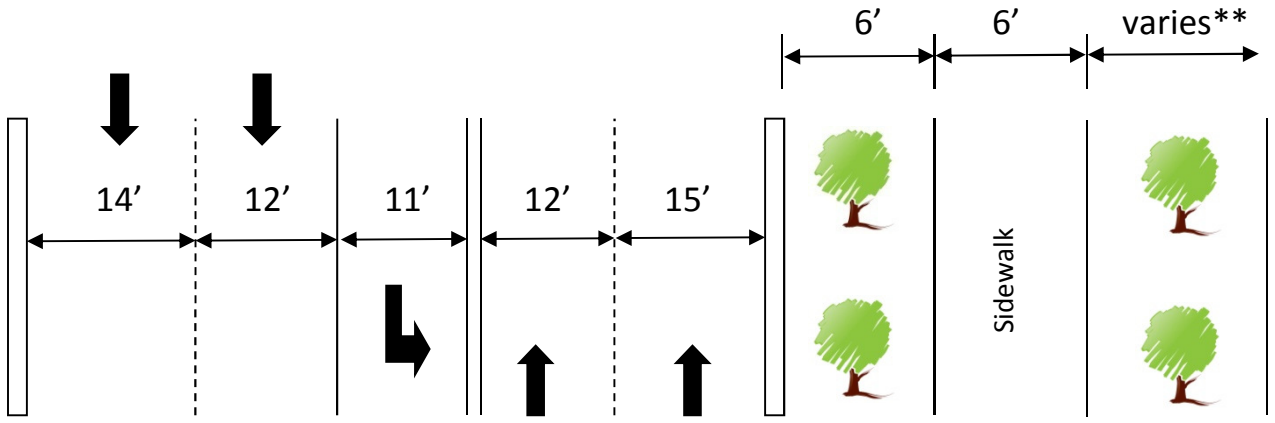
fig. 9

Laguna Hills Urban Village

AVENIDA DE LA CARLOTA ROAD DIMENSIONS
Typical Cross Section*
Between El Toro Road and Los Alisos Blvd.



SECTION

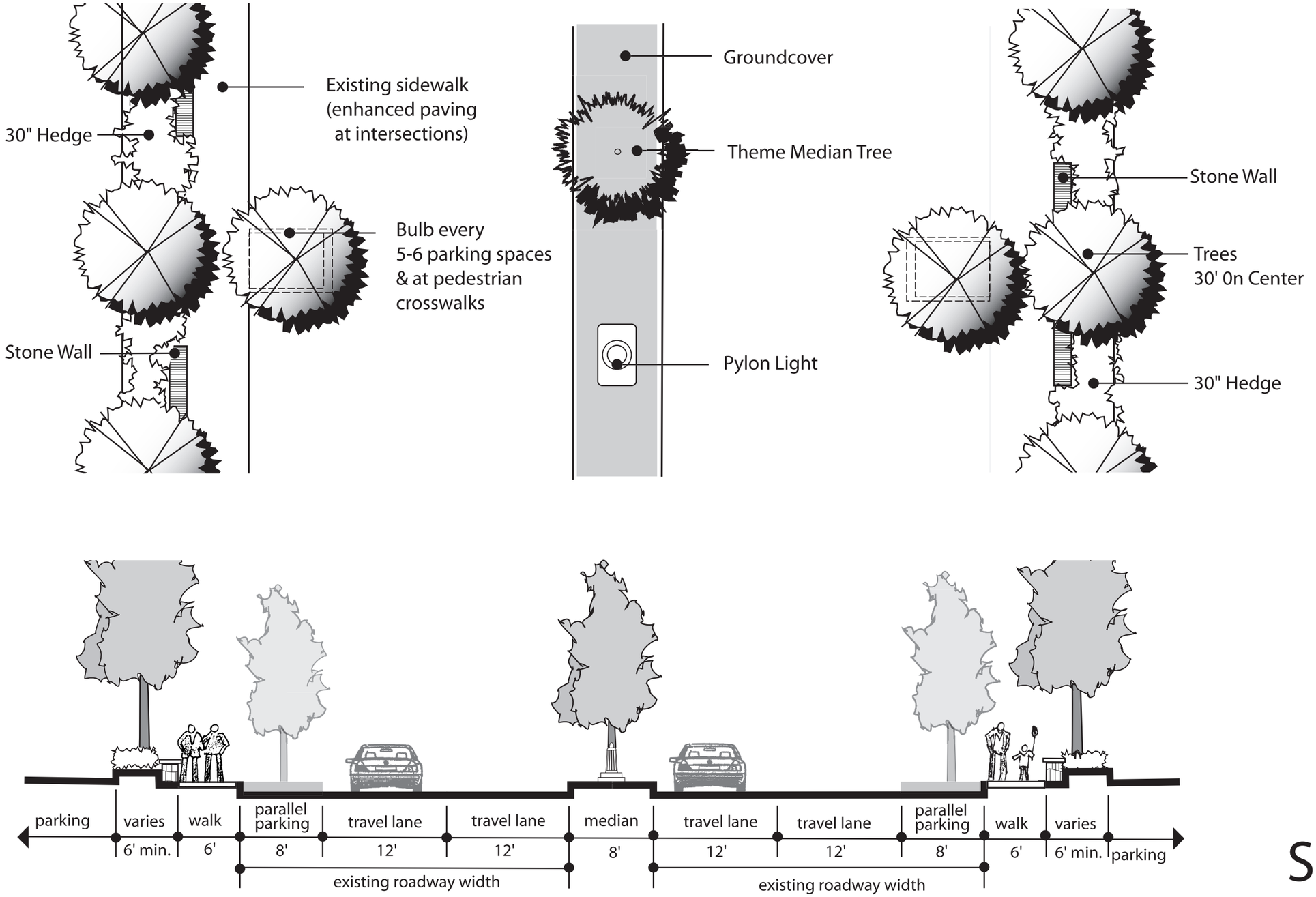


Not to Scale

PLAN VIEW

*Roadway section flares to wider dimensions at intersections with El Toro Road and with Los Alisos Blvd.
**Refer to Figure 9 for edge treatments A and B

Section E-2.1
Perimeter Streets
Figure 9.1



HEALTH CENTER DRIVE and CALLE DE LA PLATA

Laguna Hills Urban Village

Section E -3

ENTRY STREETS

date: Nov. 2002 fig. 10

on the westerly side of the road only.
- All landscape material should be the same along these perimeter edges

3. Entry Streets (Figure 10)

The entry streets (Health Center Drive & Calla de la Plata) will have a unifying look consisting of a straight 30" high stone wall and hedge running the entire length of these streets behind the existing sidewalk. The stone wall and hedge should alternate as they run down the street to give some visual relief. In front of this wall and hedge should be a minimum of 4'-0" of ground cover and the required street tree for this street placed at 30'-0" on center. This will provide a buffer for the pedestrians from the parking lot.

The existing medians will stay with the incorporation of the new stone pylons with lights placed every 40'-0" on center and a theme tree placed in between the pylons. Coloring ground cover should be placed around the base of the pylon. Where possible at mid-block (between driveways) tree wells/tree bulbs should be placed in the parking lane with a street tree placed in it with coloring ground cover placed at the base.

General Characteristics

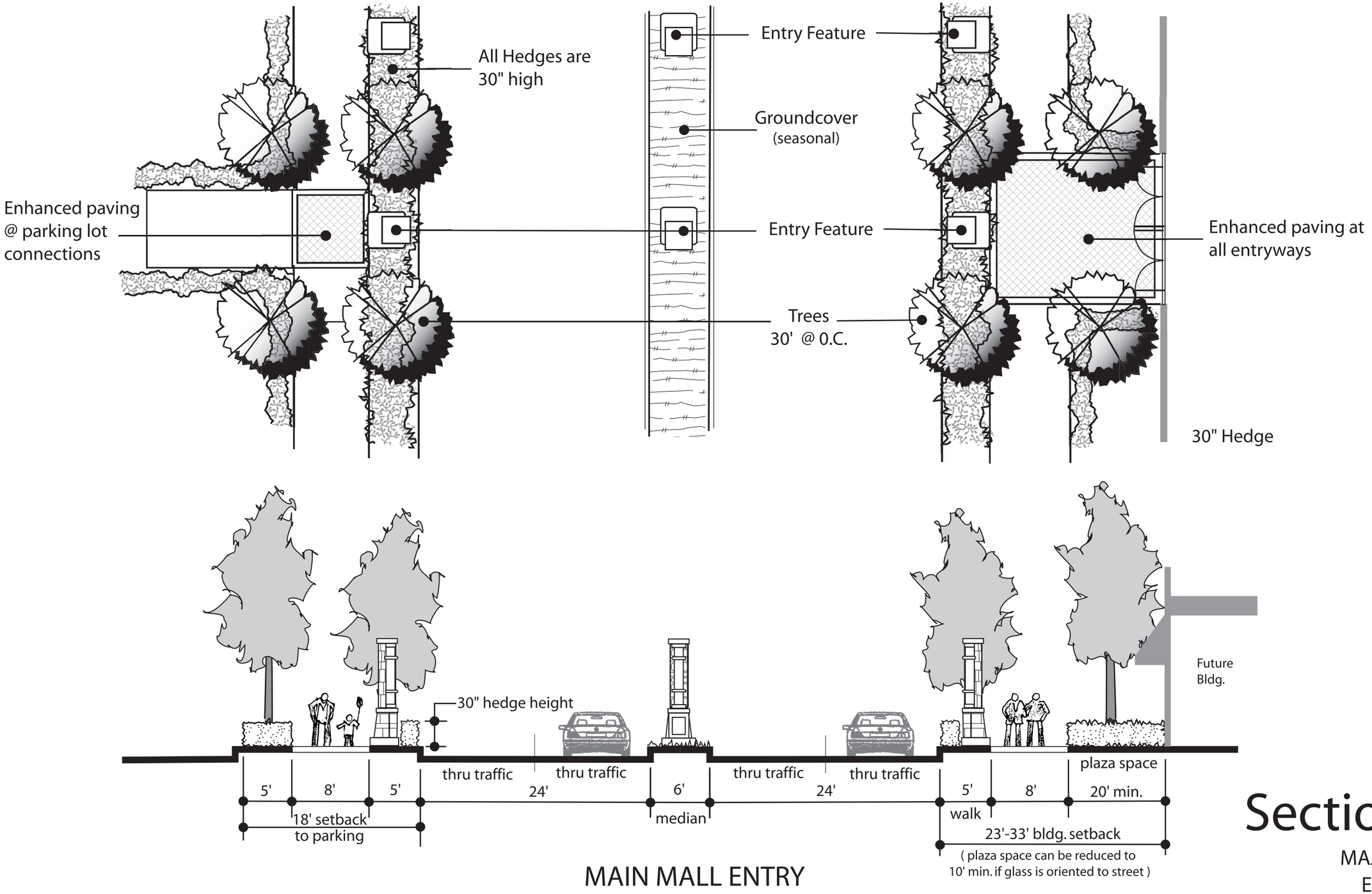
- 6'-0" min. landscape area behind sidewalk for landscaping and screen wall or hedge
- A 15'-0" building setback should be maintained along the edges
- All landscape material should be the same along these entry streets
- A 6'-0" sidewalk is required on both sides of all entry streets behind the curb
- Enhanced paving should occur at all intersections and tree bulb/well locations

4. Major Project Entry Street from El Toro Road (Figure 11)

The major project entry street (located on the north side of the Mall at El Toro Road) will incorporate a pedestrian paseo on both sides of the entry street so that the pedestrian is separated from the vehicular traffic. See Figure 7, section E-4, for precise location of this entry. This Entry Street will transform into the Main Street and provides definition and transition from the major arterial (El Toro Road) to the smaller-scale pedestrian retail district found along Main Street. This pedestrian paseo will consist of an 8'-0" wide sidewalk with 5'-0" wide landscape buffers on both sides. The landscaped buffer areas will include trees planted at 30'-0" on center and a hedge 30" high running the full length of the paseo. A 6'-0" wide median will be incorporated into this entry street incorporating the stone entry features and colored ground cover. It is intended that the buildings fronting this entry street will incorporate various plazas and recessed entries to stores.

General Characteristics

- A 20'-0" building setback should be maintained from back of sidewalk on the entry street. A setback of 10'-0" can occur along the entry street if the buildings are orientated to the street.
- All landscape material should be the same along this major project entry.
- Enhanced paving should occur at all intersections, mid block entries from the parking lot, and at various building entries or plazas



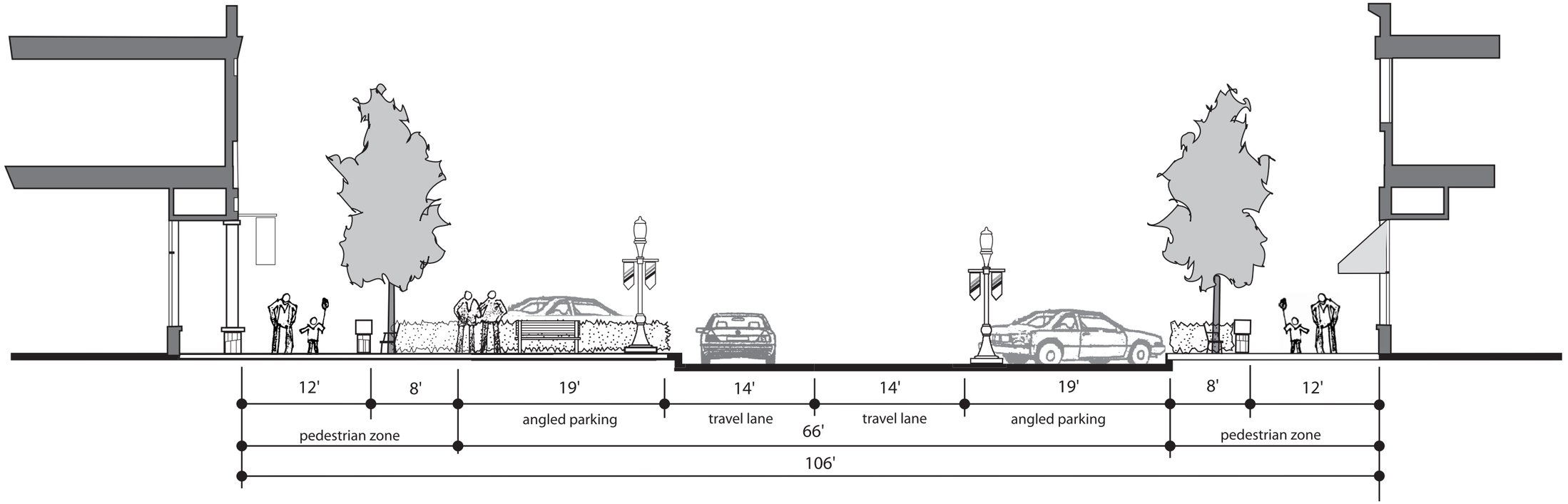
MAIN MALL ENTRY

Section E-4

MAJOR PROJECT
ENTRY STREET

date: Nov. 2002 fig. 11

Laguna Hills Urban Village



MAIN STREET

Section E-5

MAIN STREET

date: Nov. 2002 fig. 12

Laguna Hills Urban Village

5. Main Street (Figure 12)

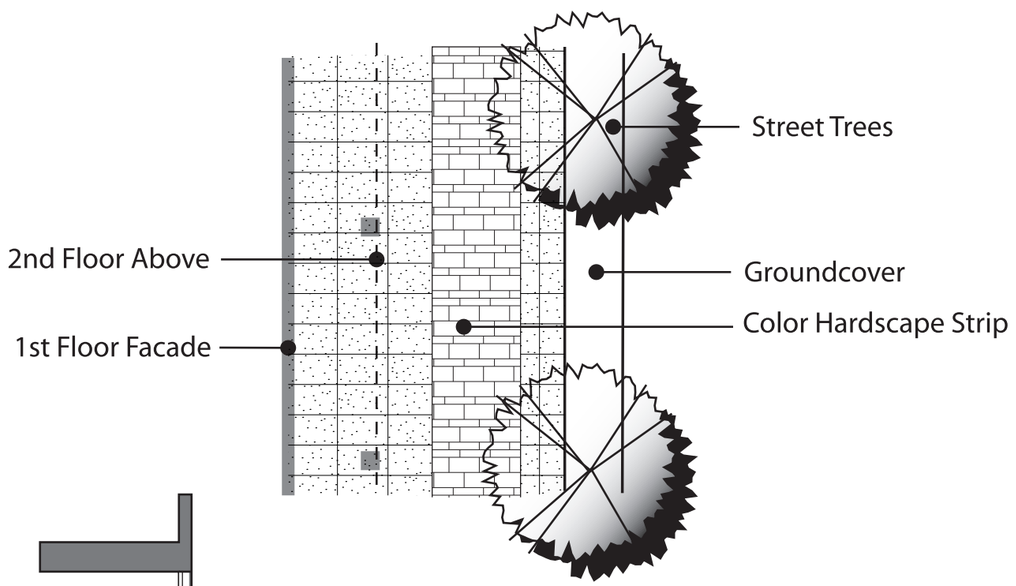
Main Street will become the center of the Urban Village. This street will be characterized by tight, continuous building setbacks on both sides of the street and with a very active sidewalk filled with many pedestrian amenities. The overall width of Main Street will be 106'-0" with two lanes of thru traffic and diagonal parking on either side. A pedestrian zone of 20'-0" will be incorporated on both sides of the street along the building face. This pedestrian zone will be broken down to a 12'-0" wide sidewalk and an 8'-0" pedestrian amenity zone where street furniture (benches, lighting, and landscaping) will be placed. Enhanced paving should occur throughout the pedestrian zone, crosswalks, and at all intersections.

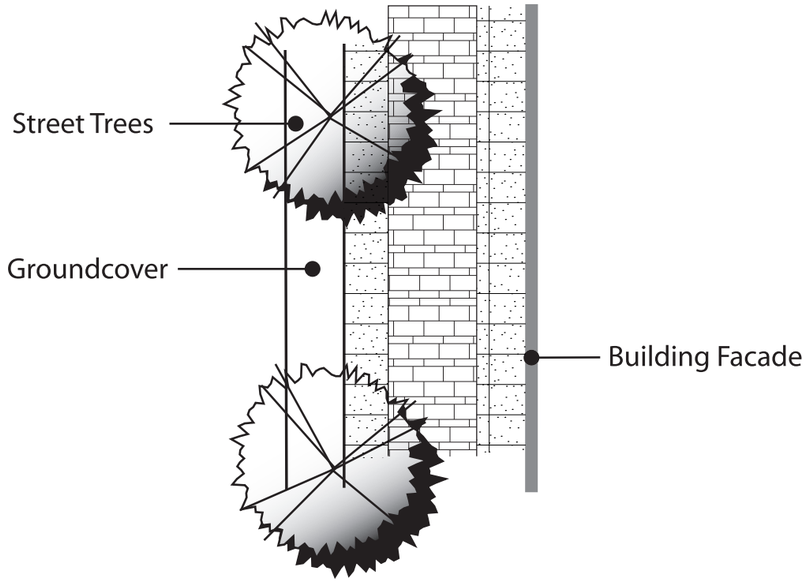
General Characteristics

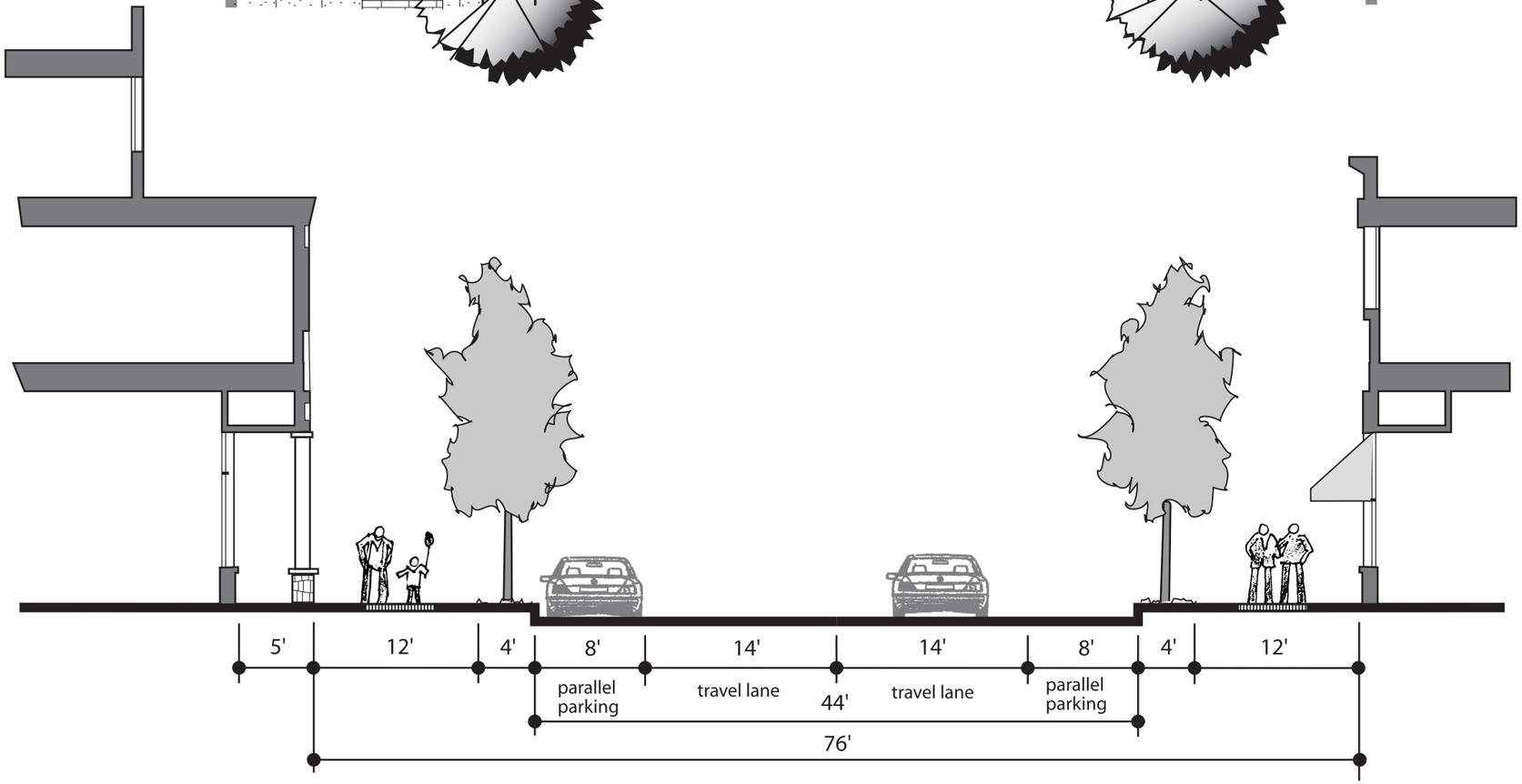
- The ground floor of the buildings along the entire length of Main Street will have continuous active use - i.e. retail, service retail, restaurant (with outside eating), entertainment, etc.
- All landscaping along Main Street should be consistent, there should only be one street tree used with accent trees being used at key locations - such as mid block crossings or mid-block plazas
- A zero foot setback shall be encouraged along Main Street
- Activity nodes should be created to encourage outside eating and people places.
- Buildings should address (face) the Main Street in a manner that supports and encourages pedestrian interaction.
- All building entries along Main Street will be orientated to the street rather than to parking areas to encourage pedestrian traffic to move longitudinally along the street in front of the shops. Locating the primary storefront entry for access directly from parking areas to stores should be discouraged.
- Parking structures along Main Street should include ground floor retail if placed adjacent to Main Street.
- Sidewalks should be designed to serve many functions, from pedestrian movement, window-shopping, encounters with other pedestrians, retail opportunities, outdoor eating, etc.
- Sidewalks need to be a minimum of 12'-0" wide
- There should be very few separations between buildings to enhance the pedestrian walking experience.

6. Secondary Streets (Figure 13)

Secondary Streets are those streets that connect into Main Street. See Figure 7 for the locations of these streets. They will have a right of way of 76'-0" that will include two lanes of thru traffic and two rows of parallel parking on either side, a 4'-0" planting strip and a 12'-0" sidewalk on either side. The buildings will have a zero foot setback (the same condition as Main Street) along these streets. Enhanced paving should occur at the mid-block crosswalks, building entryways and all intersections. Street trees will be incorporated within the planting strip and placed at a minimum of 30'-0". The feel of these streets should be similar to Main Street but without as many of the pedestrian amenities.







SECONDARY STREETS

Laguna Hills Urban Village

Section E-6

SECONDARY STREETS

date: Nov. 2002

fig. 13

General Characteristics

- All landscaping along all Secondary Streets should be consistent, there should only be one street tree used with accent trees being used at key locations - such as mid block crossings or mid block plazas
- A zero foot setback shall be encouraged along Secondary Streets
- Buildings should address (face) the Secondary Street in a manner that supports and encourages pedestrian interaction.
- All building entries along Secondary Streets will be orientated to the street rather than to parking areas to encourage pedestrian traffic to move longitudinally along the street in front of the shops.
- Parking structures directly adjacent to Secondary Streets should include ground floor retail.
- Sidewalks need to be a minimum of 12'-0" wide
- There should be very few separations between buildings to enhance the pedestrian walking experience.

7. Commercial Entry Drives (Figure 14)

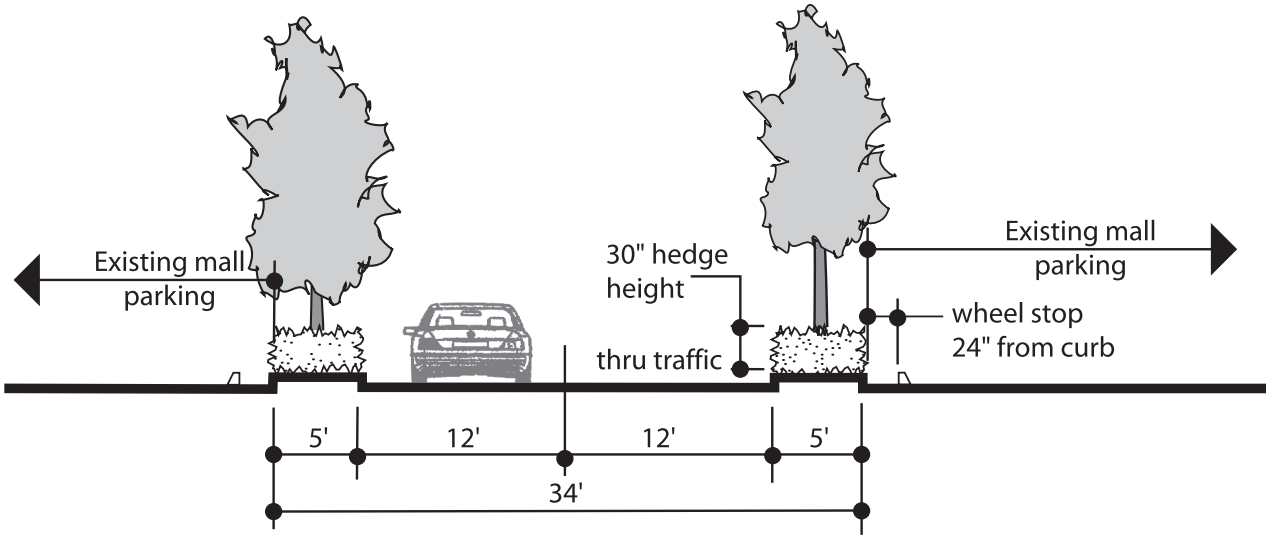
The secondary or commercial entry drives (located on the east side of the project area) will incorporate a pedestrian paseo on one side of the entry drive so that the pedestrian is separated from the vehicular traffic. See Figure 7 for the location of these entries. This pedestrian paseo will consist of a 6'-0" wide sidewalk with landscape buffers on both sides. This landscape buffer will be 5'-0" wide on both sides and will include trees planted at 20'-0" on center and a hedge 30" high running the full length of the paseo. On the opposite side of the entry drive, just one landscaping buffer will be required. On all other entry drives, considered minor entries, a 5'-0" wide landscaping buffer will be required on both sides of the entryway (as shown in Figure 14).

General Characteristics

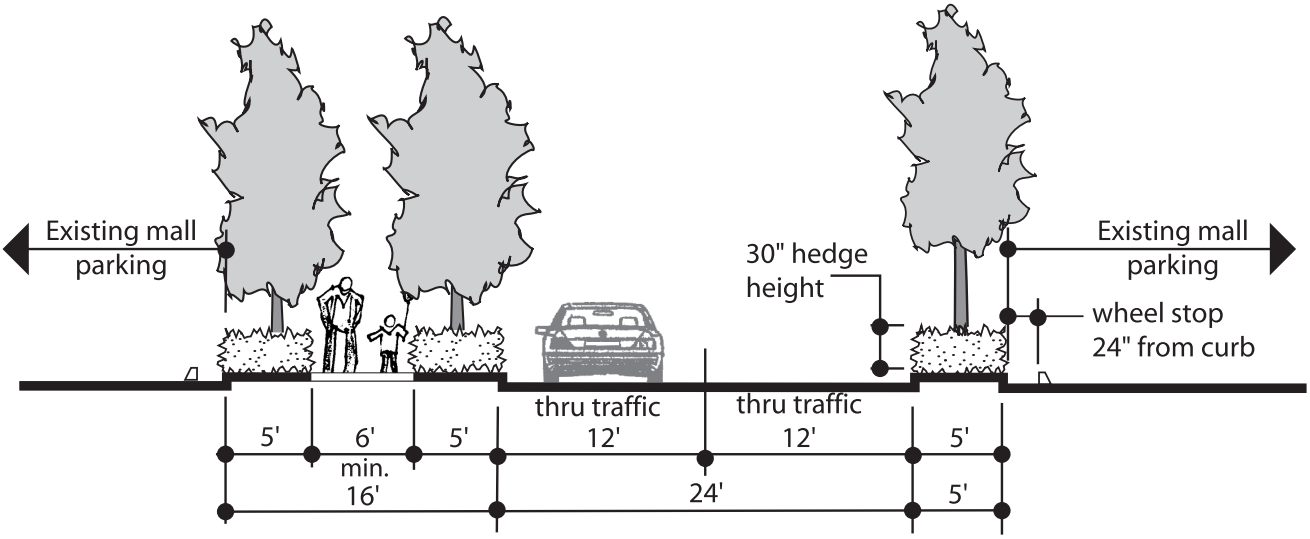
- A 15'-0" building setback should be maintained along the edges
- All landscape material should be the same along these entry drives
- Enhanced paving should occur at all intersections and mid block entries from the parking lot

8. Calle de la Louisa (Figure 15)

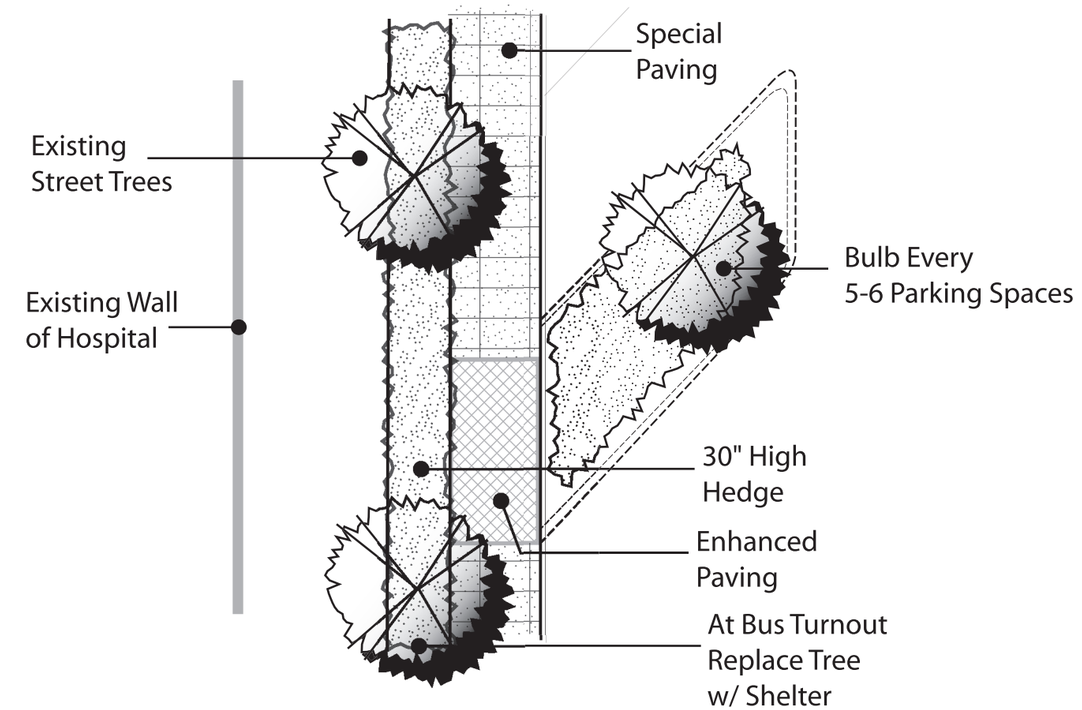
Calle de la Louisa will be reconfigured to have two lanes of thru traffic and parallel parking on the west side (adjacent to the hospital) and angled parking on the east side (adjacent to the mall). Along the east side a pedestrian paseo will be incorporated running the entire length of Calle de la Louisa. The pedestrian paseo will be a total of eighteen feet wide with a 8'-0" wide walkway in the center and 5'-0" of landscaping on both sides. The landscaping will consist of street trees placed in rows every 20'-0" on center and a 30" high hedge on both sides of the walkway to buffer the pedestrian from the automobile both on the street and in the parking lot. The 8'-0" wide walk will have enhanced paving the full length along with pedestrian street furniture placed appropriately. The west side of the street will maintain its 8'-0" sidewalk with the incorporation of tree bulbs/wells every five to six parking spaces. Trees will be placed within these tree bulbs/wells and enhanced paving will occur at these locations. The street trees along Calle de la Louisa will all be the same to give it a unifying appearance.

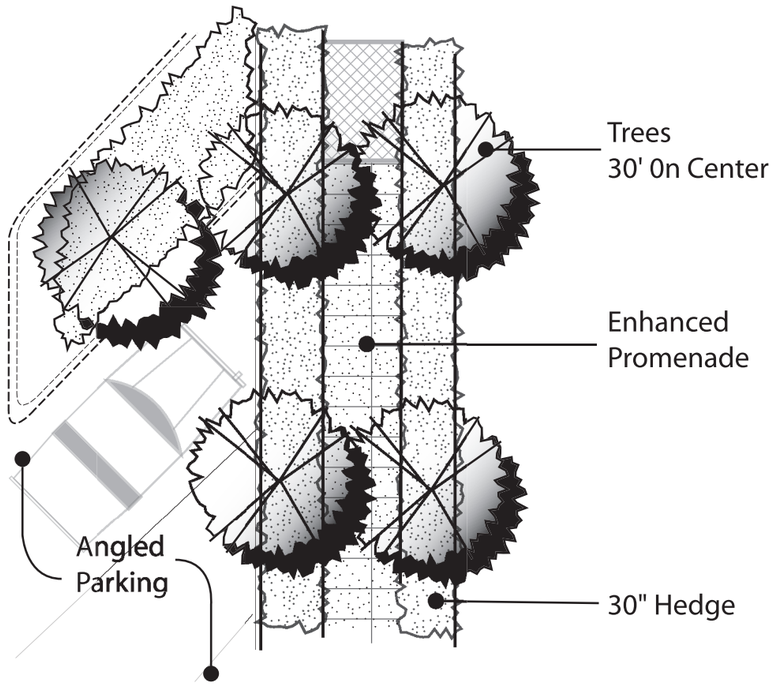


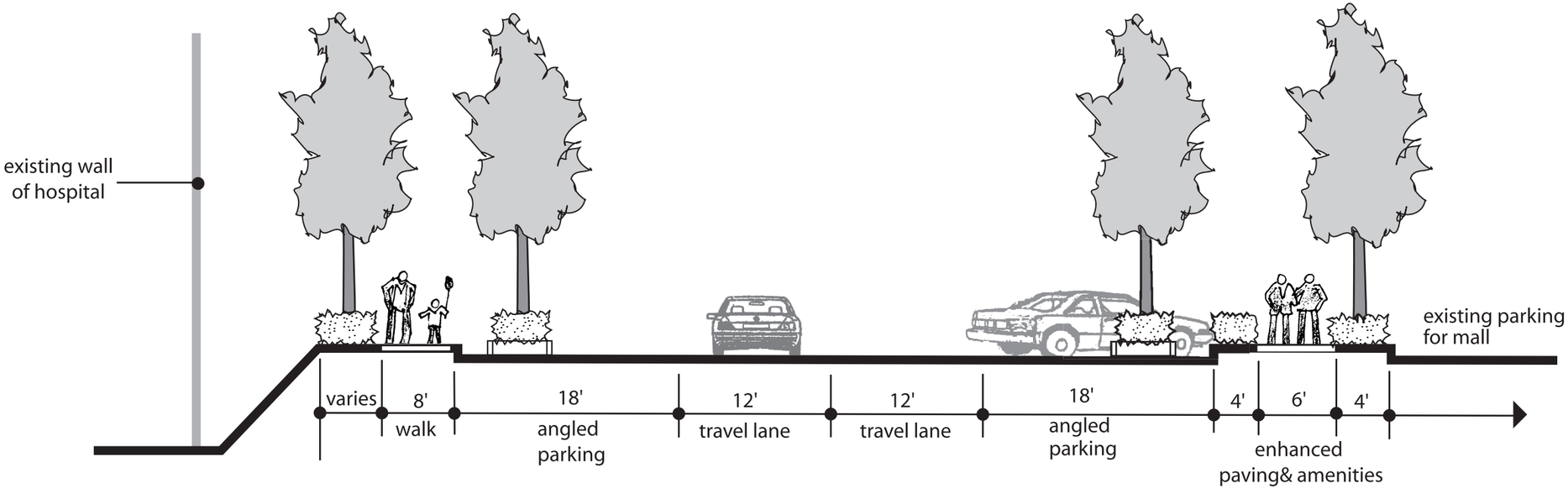
MINOR MALL ENTRY



MAJOR MALL ENTRY







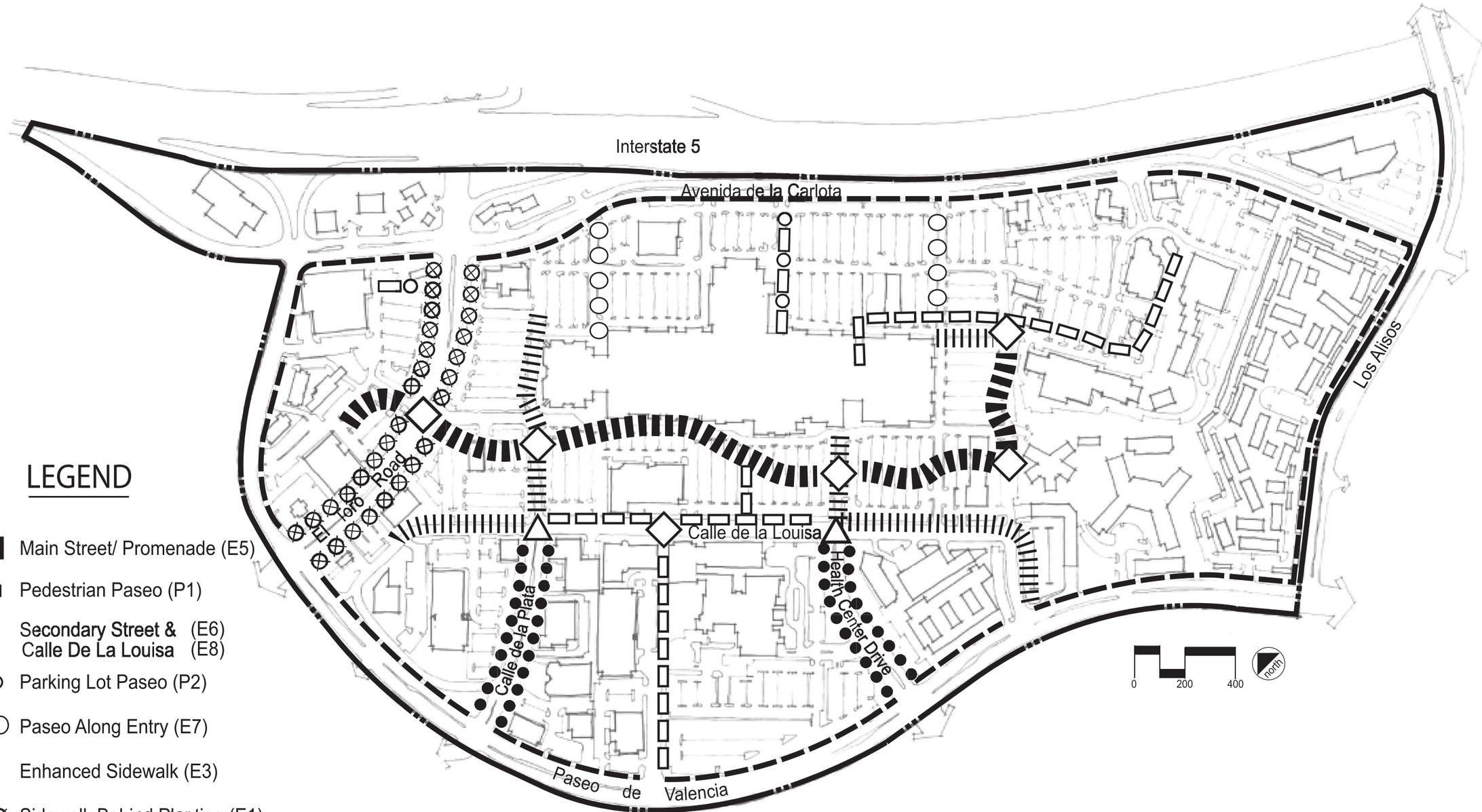
CALLE DE LA LOUISA

Section E-8

CALLE DE LA LOUISA

date: Nov. 2002 fig.15

Laguna Hills Urban Village



LEGEND

- Main Street/ Promenade (E5)
- Pedestrian Paseo (P1)
- Secondary Street & Calle De La Louisa (E6) (E8)
- Parking Lot Paseo (P2)
- Paseo Along Entry (E7)
- Enhanced Sidewalk (E3)
- Sidewalk Behind Planting (E1)
- Full-Enhanced Intersection
- Enhanced Walkways in Intersections
- Sidewalks (E2)

Pedestrian Plan

date: Nov. 2002 fig. 16

General Characteristics

- Buildings should be orientated to Calle de la Louisa
- A 10'-0" building setback should be maintained from the back of sidewalks if it is the front of the building and 20'-0" if it is any other orientation.
- All landscape material should be the same along Calle de la Louisa
- A 8'-0" sidewalk is required on both sides of Calle de la Louisa
- Enhanced paving should occur at all intersections and tree bulb/well locations

PEDESTRIAN PATHWAYS

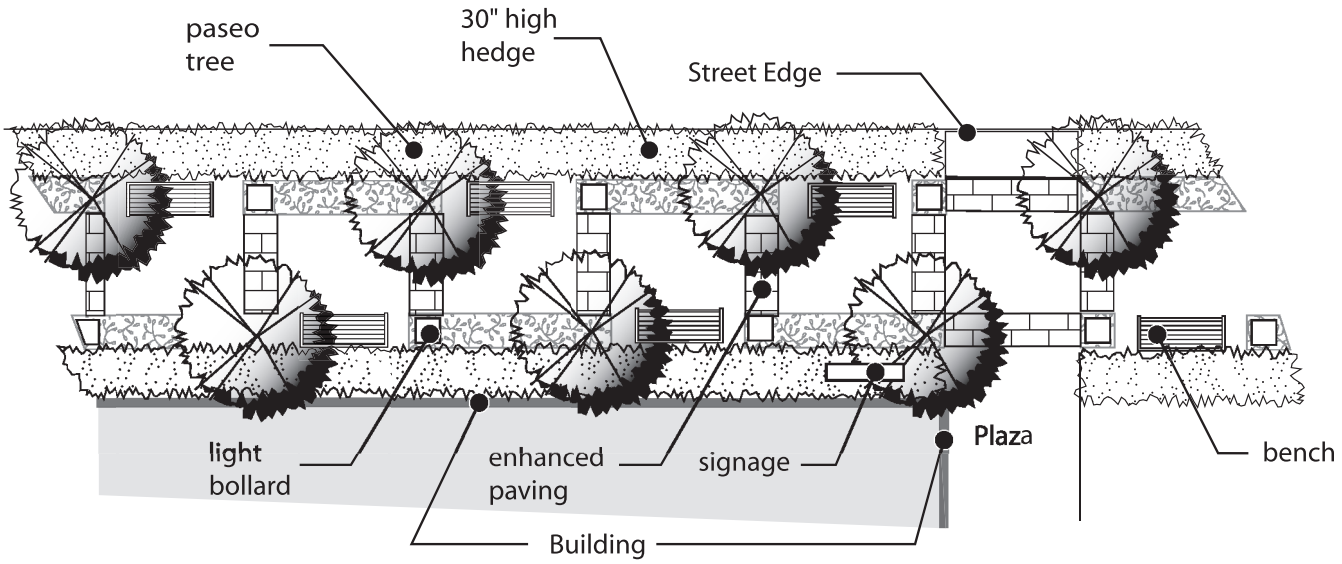
The overall mix of uses throughout the Urban Village offers many opportunities for pedestrian activity. With additional development, the opportunities for pedestrian activity will naturally increase. The increased development necessitates the enhancement and creation of additional pedestrian linkages to accommodate this activity. Figure 16 identifies the locations for primary pedestrian pathways within the Village. There are various types of pathways for pedestrian use, including a "paseo", which is a path that is physically separated from other travel ways with landscaping. Another type of pathway is a sidewalk, which is adjacent to streets, parking areas or structures. Each type can be defined separately by the use of enhanced paving, landscape elements and street furniture.

The Urban Village Specific Plan encourages pedestrian activity throughout the Village by designating specific locations for additional paseos, parking lot paseos, urban sidewalks (Main Street and Secondary Streets), and pedestrian street crossings. The connectivity of all of these elements is very important to achieve a true pedestrian environment within the Urban Village.

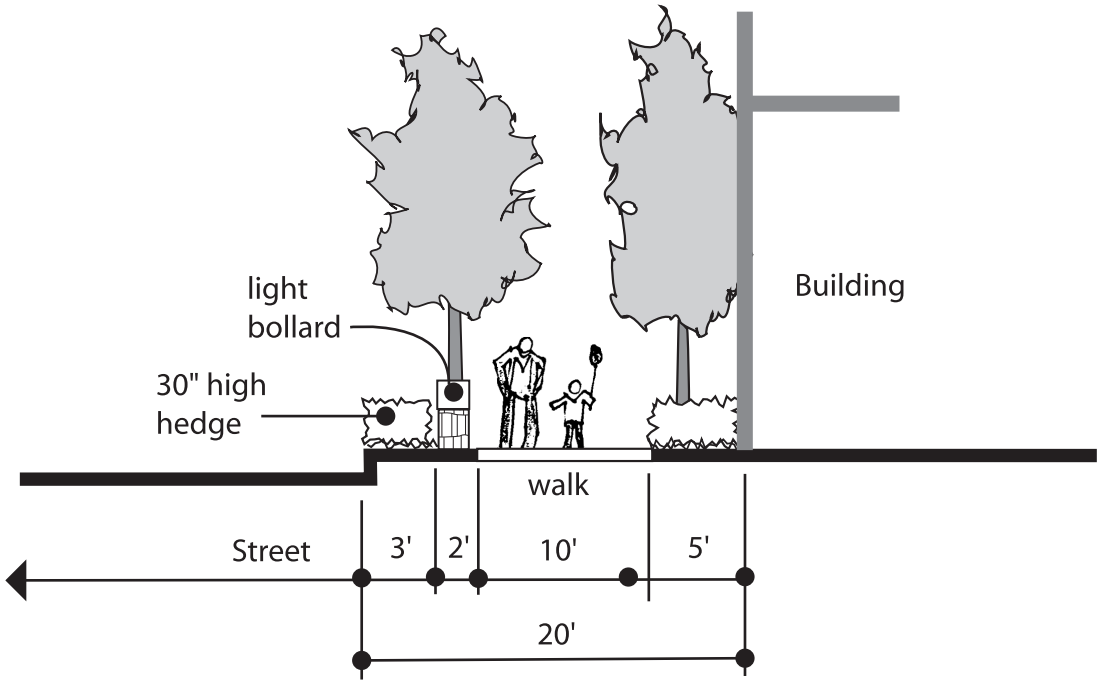
A Trolley/Shuttle system should be considered as part of the Pedestrian Plan. The Trolley/Shuttle could loop around the entire Urban Village area, stopping at all of the major uses (Hospital, Mall, City Hall, Oakbrook Village, Prado Apartments, etc) and pedestrian connection points. The Trolley/Shuttle stops should include stops along Main Street at the enhanced intersections and at major paseo terminating points and crossing of streets. Incorporation of a Trolley/Shuttle system with the Pedestrian Plan will provide pedestrians the opportunity to access areas throughout the Urban Village without having to utilize their automobiles.

<u>Paseos (Figure 17)</u>

Paseos will be incorporated in the Urban Village area to connect major uses so that pedestrians can travel back and forth without having to use their automobile. A primary paseo will connect the Hospital use with the Mall use, this paseo will run along side of the Hospital parking areas and proceed between the two medical office towers, cross Calle de la Louisa, connect to the Village Green and Main Street and then proceed to the main entry of the Mall. A second paseo will connect the Mall with Oakbrook Village, this paseo will run along the eastern edge of the mall and proceed through the parking lot, up the little embankment to Oakbrook Village and then tie into the improved walkway in front of the stores at Oakbrook Village. The paseos will be a total of 20'-0" wide; with a 10'-0" wide walkway in the



PEDESTRIAN PASEO



Section P-1

PEDESTRIAN PASEO

middle and 5'-0" of landscaping planted on each side of the walkway. Trees will be planted at 20'-0" on center in an alternating pattern and a 3'-0" wide hedge (36" in height) will be planted to buffer and provide separation on the outside edge of the paseos. Shade trees should be planted on each side of the walkway, at a minimum of twenty (20) feet on center for each lineal foot of pathway. Depending on the species, the spacing may be increased to up to thirty (30) feet on center, as determined by the City. Tree spacing along the paseo should reflect the mature growth of the approved tree species. Pedestrian amenities such as benches, drinking fountains, directional signs, trash receptacles, etc. should be provided to encourage the use of these paseos. Ornamental lighting along the paseos will be provided in both bollard lights and overhead lighting at not more than 10 - 12 feet in height.

General Characteristics

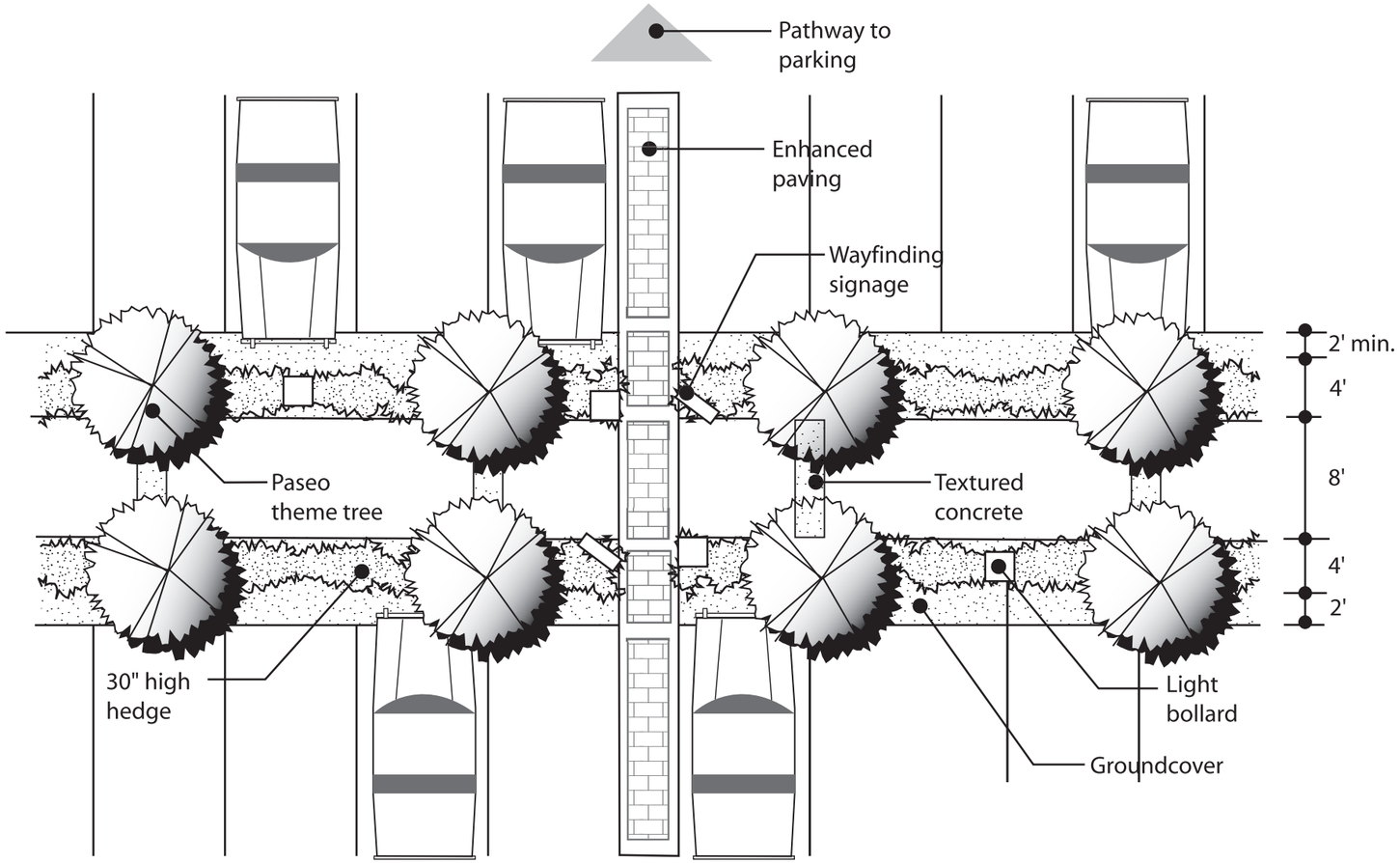
- Appropriate landscaping should be used to help provide shade along pedestrian paths
- Building entrances should connect and face onto the paseos
- All new and reconstructed pedestrian paths, walkways, sidewalks, etc. will meet current A.D.A. standards
- Connectivity is very important with all pedestrian paths
- Incorporate flowering vegetation that provides a variety of blooming patterns throughout the growing season.
- Enhanced paving will be used in some unique pattern to help identify the paseo
- Where the paseo interfaces with the buildings or other important elements, large pots with colorful trees, shrubs, groundcover, or annuals may be placed for visual interest. Pottery shall be placed so that it does not impede the pedestrian path of travel.

Parking Lot Paseos (Figure 18)

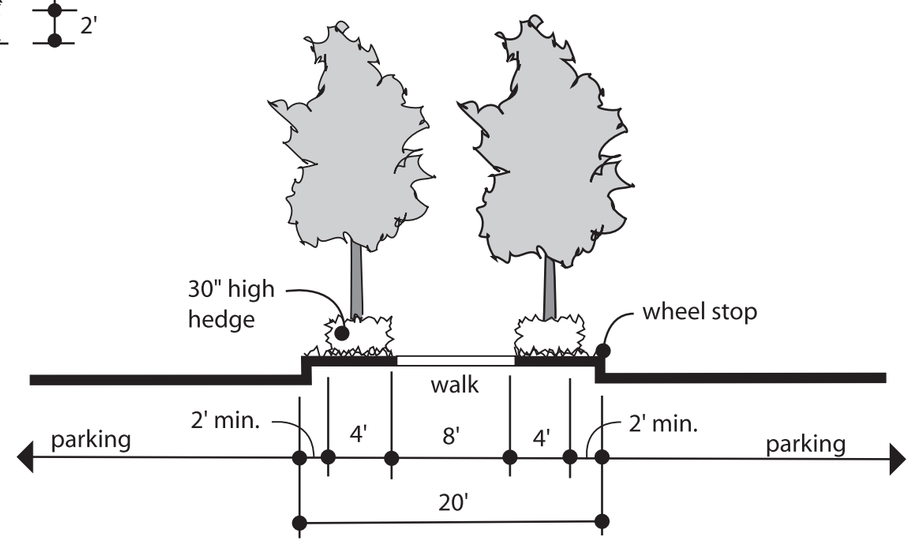
In areas where there are large expanses of automobile parking, parking lot paseos will be required to provide for ease of pedestrian movement and to soften the appearance of paved surfaces. The paseos should be a minimum width of 8'0", including a hedge (no less than 36" and no more than 42" in height) on each side of the paseo. The hedge (12-inches wide) will provide visual and physical separation from the parking area. Shade trees should be planted on either side of the paseo, at a minimum of twenty (20) feet on center for each lineal foot of pathway. Depending on the species, the spacing may be increased to up to thirty (30) feet on center, as determined by the City. Tree spacing along the paseo should reflect the mature growth of the approved tree species. Enhanced paving only needs to be used at crossings and at entry points into the parking lot. The parking lot paseo will parallel the parking aisles so that vehicular crossings can be reduced.

General Characteristics

- Appropriate landscaping should be used to help provide shade along pedestrian paths
- All new and reconstructed pedestrian paths, walkways, sidewalks, etc. will meet current A.D.A. standards
- Connectivity is very important with all pedestrian paths



PARKING LOT PASEO



Section P-2
PARKING LOT PASEO

date: Nov. 2002 fig. 18

Laguna Hills Urban Village

- Incorporate ornamental lighting along all paseos. Light standards along the pedestrian paseo routes should not exceed 10 -12 feet in height.

Main Street Sidewalk

The Main Street (as described on page 12 and shown on Figure 12) will function as a major pedestrian linkage within the Urban Village. It will connect the major uses along El Toro Road with those uses located at the southern end of the Laguna Hill Mall property. The characteristics of this street are to provide an environment where pedestrians are encouraged to stroll from one end of the street to the other experiencing the different uses along the way. Main Street will be the major north-south pedestrian path in the Urban Village that connects to everything else. This street will handle both automobiles and pedestrians, it will have a 20-foot wide pedestrian zone on each side of the street to accommodate a large amount of pedestrian activity.

Secondary Street Sidewalk (Figure 13)

Secondary Streets are those streets that will connect into Main Street. This type of street will be characterized by tight, continuous building setbacks on both sides of the street and with a very active sidewalk on both sides of the street. This will be accomplished with a 12' sidewalk and a 4' wide parkway strip with trees planted at 30'-0" on center. Parallel parking will also be incorporated on these streets to add an additional buffer for the pedestrian on the sidewalk. Enhanced paving should be included along the walkway at key locations such as the mid block crossings, intersections, and building entryways. Pedestrian amenities should be provided at key locations along these streets.

General Characteristics

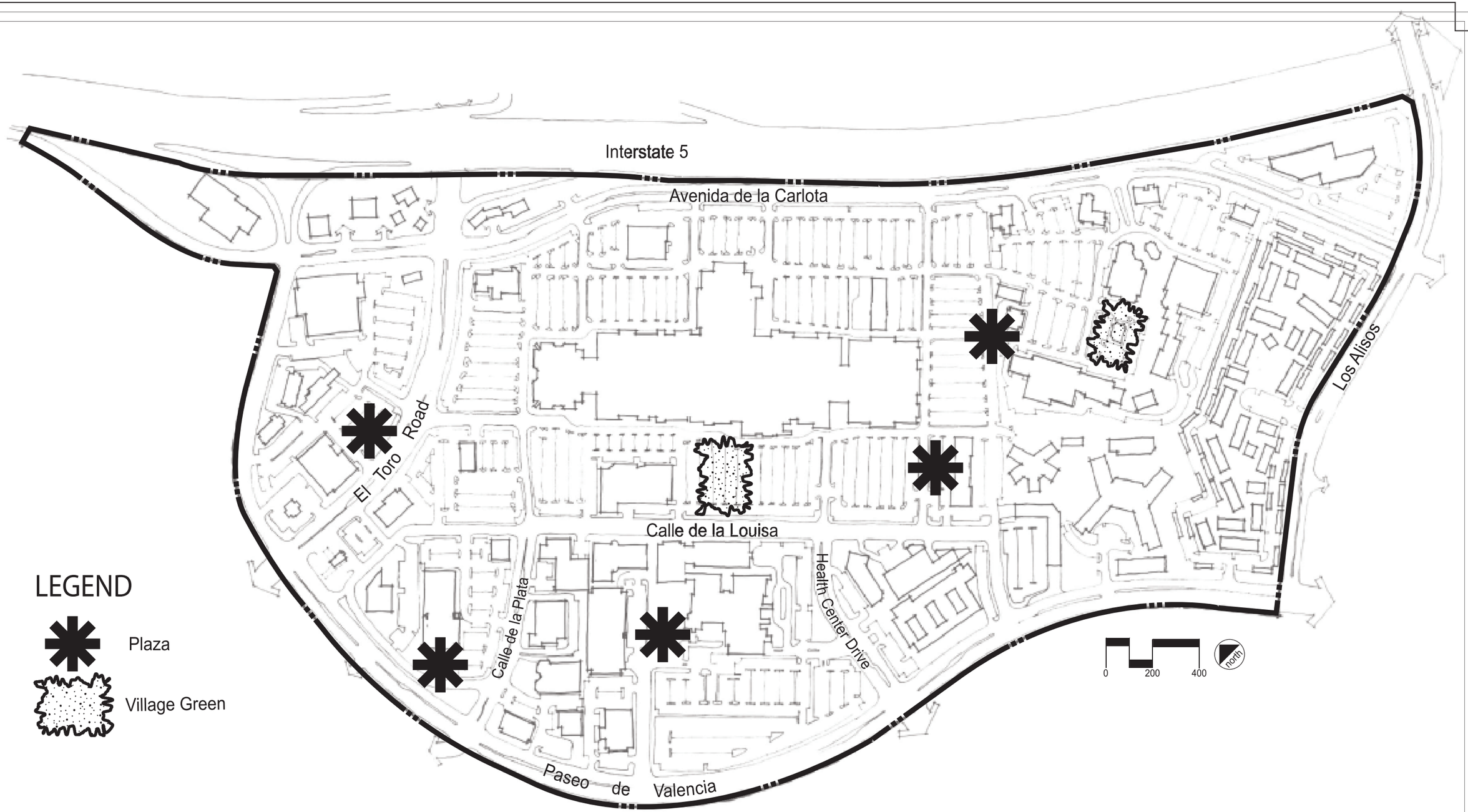
- Appropriate landscaping should be used to help provide shade along pedestrian paths
- All new and reconstructed pedestrian paths, walkways, sidewalks, etc. will meet current A.D.A. standards
- Connectivity is very important with all pedestrian paths
- Incorporate ornamental lighting along all sidewalks. Light standards along the sidewalks should not exceed 10 -12 feet in height.
- Sidewalks need to be a minimum of 12'-0" wide
- There should be very few separations between buildings to enhance the pedestrian walking experience.

PUBLIC OPEN SPACE

The goal of incorporating open space into the built environment is to provide the opportunity for the enjoyment of park-like open space surroundings for visitors, employees and residents of the Urban Village area. Open space elements will consist of two major Village Greens, and a series of plazas placed at strategic locations in the area. The incorporation of these spaces will make the Urban Village much more pedestrian friendly. Figure 19 depicts the Open Space Plan for the Urban Village. Figure 20 shows examples of different types of Village Green's and Plazas.

Village Green

The primary Village Green will be located between the Main Mall Entrance and



LEGEND

Plaza

Village Green

Laguna Hills Urban Village

Open Space Plan

date: Nov, 2002

fig. 19

Examples of Village Green

Scale of Plazas

Flexible Green Open Space
for Special Events

OPEN SPACE
EXAMPLES

the Hospital along the proposed Main Street. This open space is envisioned as an intimately scaled outdoor area or "village green" that can be used for various public events such as civic ceremonies, farmers markets, festivals, live performances as well as daily outdoor seating and eating.

General Characteristics

- This space should be flexible enough to hold a variety of activities
- This space should include a special icon (fountain, artwork, etc.) that has local significance.
- The perimeter of this space should be fronted by various commercial activities such as outdoor eating and shops.
- This space should include enough flexible space for very small children to play in
- Sidewalks need to be a minimum of 6'-0" wide

A secondary Village Green is proposed in a central location within Oakbrook Village. This Village Green will contain the same "General Characteristics" as the primary Village Green, but at a smaller scale.

<u>Plazas</u>

Plazas will be located throughout the Urban Village in many different locations including the Civic Center area, the Hospital area, the Taj Mahal area, the transition between the Mall and Oakbrook Village and at either end of Main Street. A plaza should be located within short walking distance of any use within the Urban Village. A plaza is defined as a mostly hardscape, outdoor public space oriented toward the pedestrian, and in which cars are excluded. Its main function is to allow for a place for sitting, strolling, eating and interacting with other people. It is very important to create several of these plazas throughout the Urban Village so that the visitors, workers and residents within the Urban Village have a variety of places that they can use to relax.

General Characteristics

- Pedestrian plazas should be a minimum of 3% of the total floor area of the building to be constructed, replaced, or modified and should include the following items:
- Areas for users to sit and enjoy their surroundings.
- Plazas should provide a pleasant human scaled environment.
- Plaza areas should be located such that building users are not required to cross parking areas to gain access to them.
- Pedestrian amenities (i.e.: site furnishings, shading devices, landscape, water features, etc.) should be carefully integrated into a unified design.
- Plazas should incorporate some type of civic artwork.
- Plazas should accommodate visitors passing through the space, as well as those that choose to sit and use the plaza.
- A comfortable micro climate that encourages the use of the plaza through the use of shade trees and placement of landscape materials in a configuration so as to reduce wind.
- Plazas should incorporate a variety of seating options - such as benches, low walls, etc.
- A variety of planting material, including color, massing, and tex-

ture should be incorporated into Plazas

- Plazas should incorporate lawn area to provide some relief from the hardscape area.
- Plazas should provide for clear pedestrian circulation, including varying paving patterns to help delineate circulation flow through the plaza or open space.
- Building frontages should orient and help activate adjacent plazas and greens. The use on the first floor should complement the plaza so as to encourage its use - such uses might include restaurants (outside eating) retail (out side displays) etc.

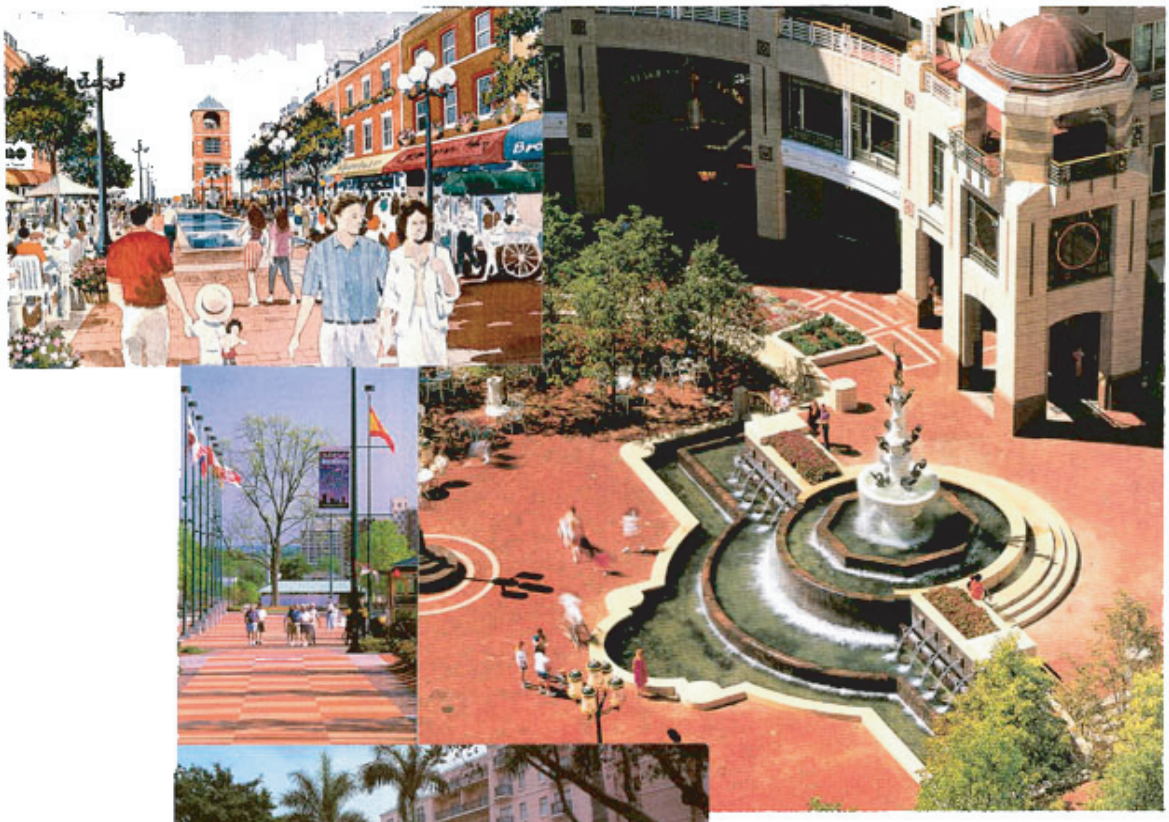
ENTRY FEATURE AND WAY-FINDING SIGNAGE

A well thought out collection of elements has been designed to be easily identifiable and to blend into the form of the Urban Village. See Figure 21 for the Entry Feature Plan. The homogeneous use of forms and materials will impart a consistent visual image within the entire Urban Village; a major goal of the master plan for the Urban Village. Although the scale may vary depending upon the specific location and land use type, individually they will be designed to portray an overall consistent Village image. Unifying elements may include the repetitive use of materials, stone, color, enhanced paving and street furniture.

All the various entry features will be comprised of a refined stone in very simple stepped back square forms that are more vertical than horizontal due to space constraints. The entry features will incorporate a slightly slanted base and a concrete ledge with an indented sign area to place the Urban Village logo. These Urban Village entry features are proposed for consistency to help visually tie them into other City of Laguna Hills entry features. On top of the mid-level concrete ledge a square column faced in the same stone will rise to about twelve feet with a concrete cap on it. Some of these square stone columns will have lights incorporated in them to help identify them as entry points. Another version of this square stone column will have the ability to hang a graphic from it. These same details will be used in smaller scale entry features giving all entry features one unifying look within the Urban Village.

<u>El Toro Road Entry Feature (Figure 22)</u>
Three to four large stone columns with lights will be placed within the median island. In between these stone columns will be theme trees spaced equally and a coloring ground cover will be used throughout at the base. See Figure 22 for details of the concept.

<u>Major Project Entry Feature (Figure 23)</u>
The Major Project Entry Feature will be placed at the Major Project entry street and El Toro Road. It will consist of a series of square stone columns placed in a circular form defining a small entry plaza. It is envisioned that these stone columns will be connected with some kind of steel members with the “Urban Village” signage on it. The ground plane of this entry feature will include enhanced paving in the same patterns that will be used along Main Street. Theme trees will also be placed around/next to these columns to help identify it as the major entry point. See figure 23 for details of the concept.



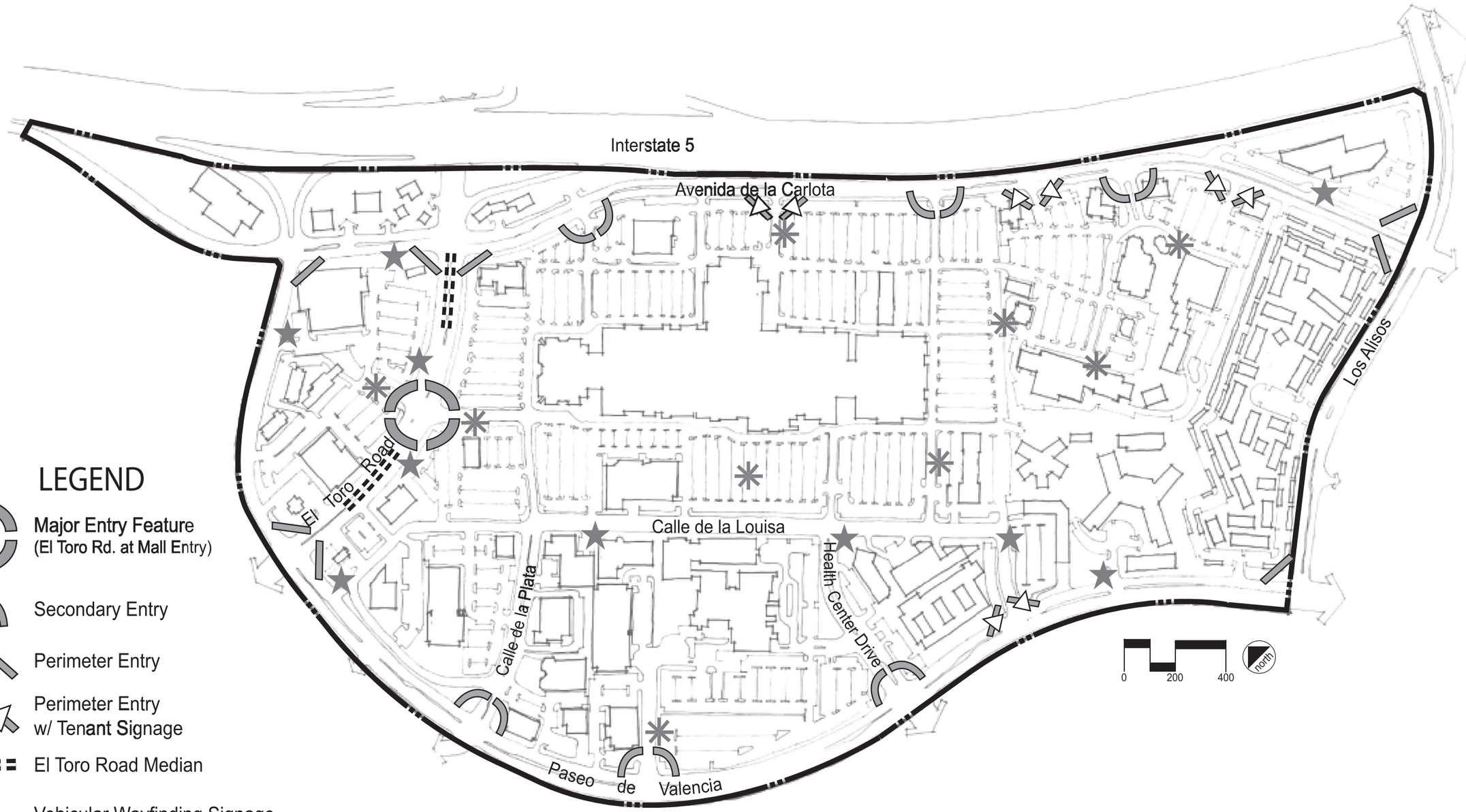
Examples of Plazas

Various Amenities
Within Plazas

OPEN SPACE EXAMPLES

Laguna Hills Urban Village

date: Nov. 2002 fig. 20a



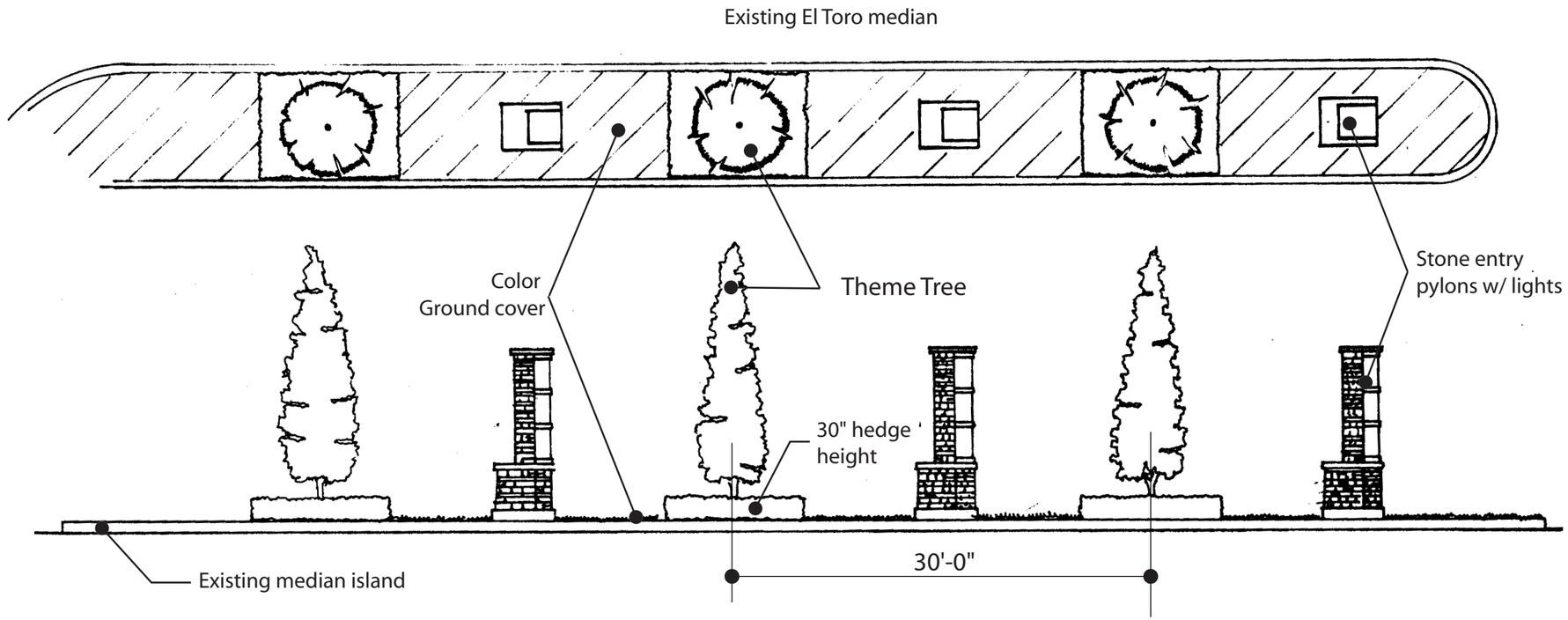
LEGEND

- Major Entry Feature (El Toro Rd. at Mall Entry)
- Secondary Entry
- Perimeter Entry
- Perimeter Entry w/ Tenant Signage
- El Toro Road Median
- Vehicular Wayfinding Signage
- Pedestrian Wayfinding Signage

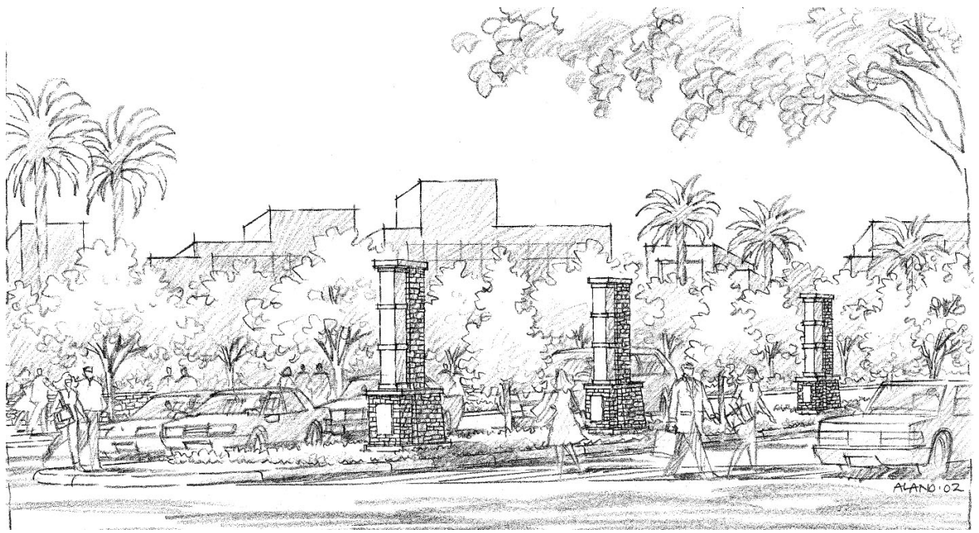
Entry Feature/ Wayfinding Plan

date: Nov. 2002 fig. 21

Laguna Hills Urban Village



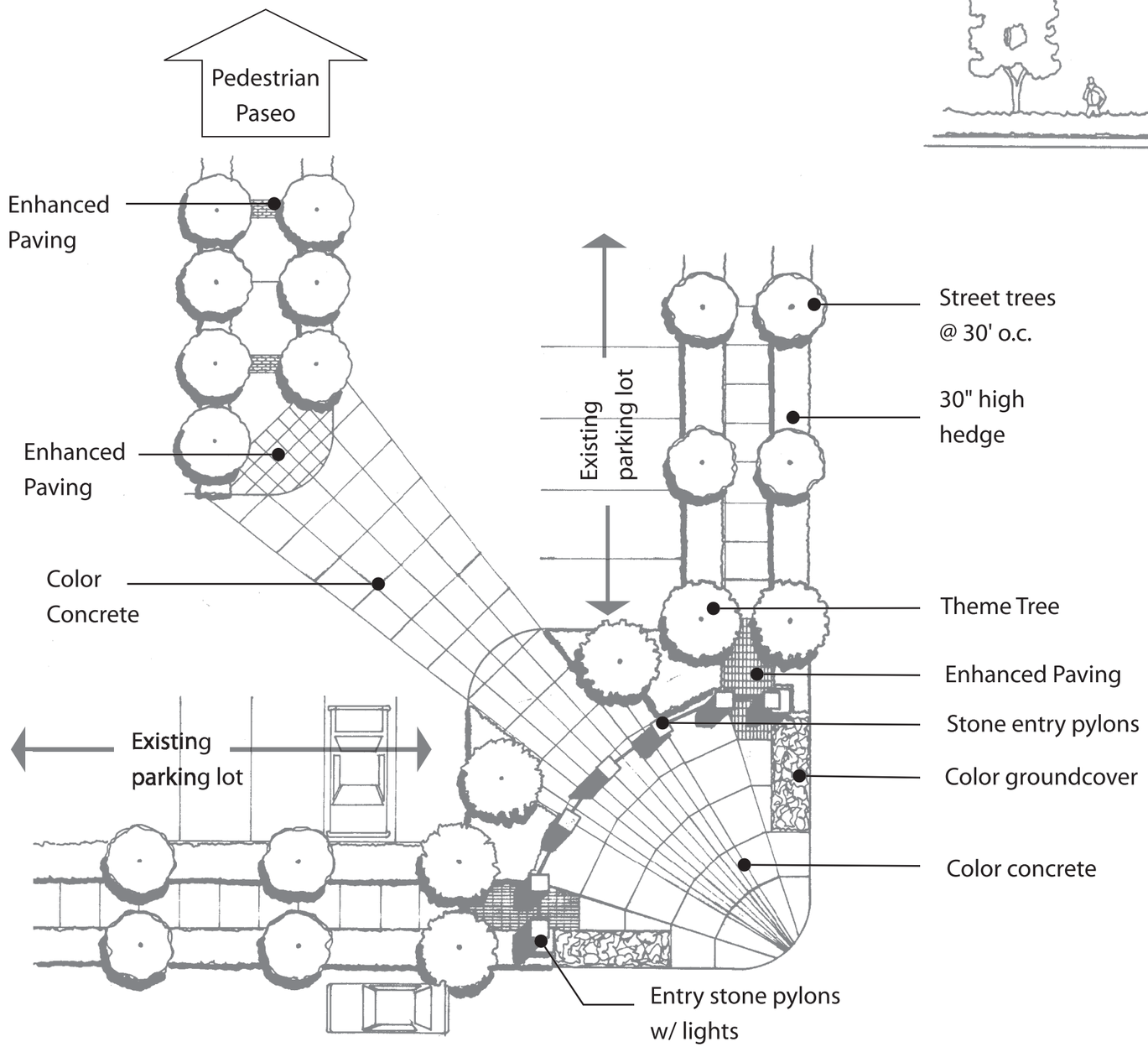
El Toro Road Median

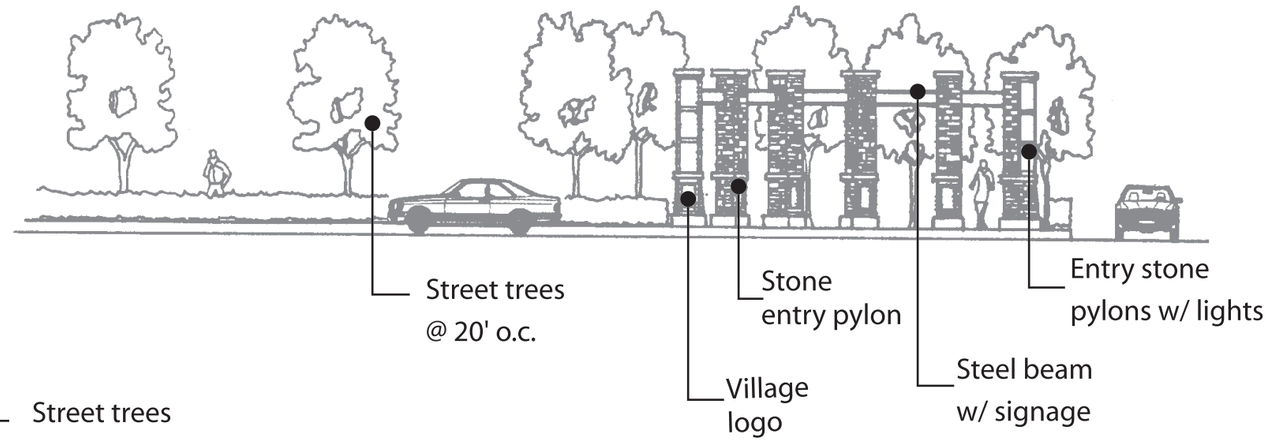


Laguna Hills Urban Village

EL TORO ROAD
ENTRY FEATURE

date: Nov. 2002 fig. 22

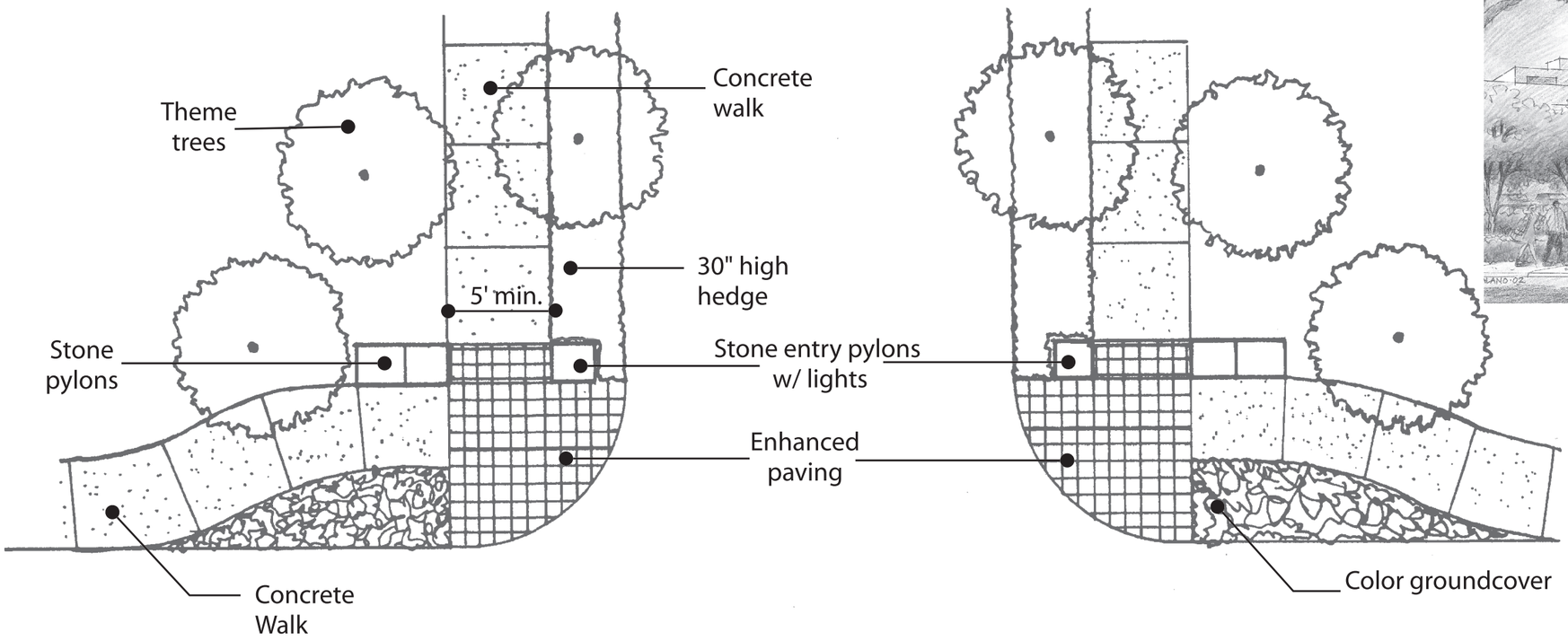


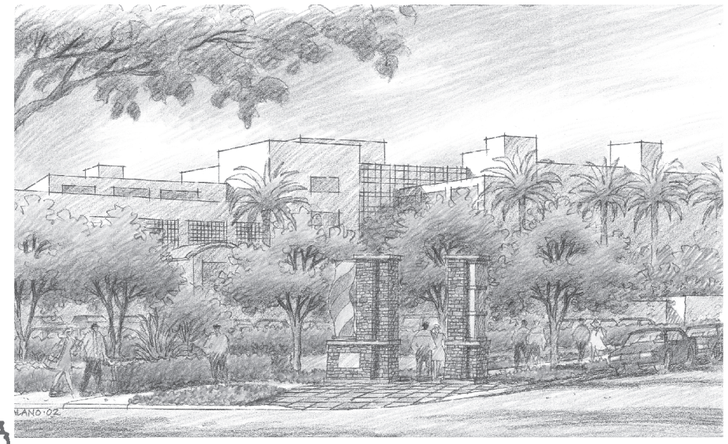


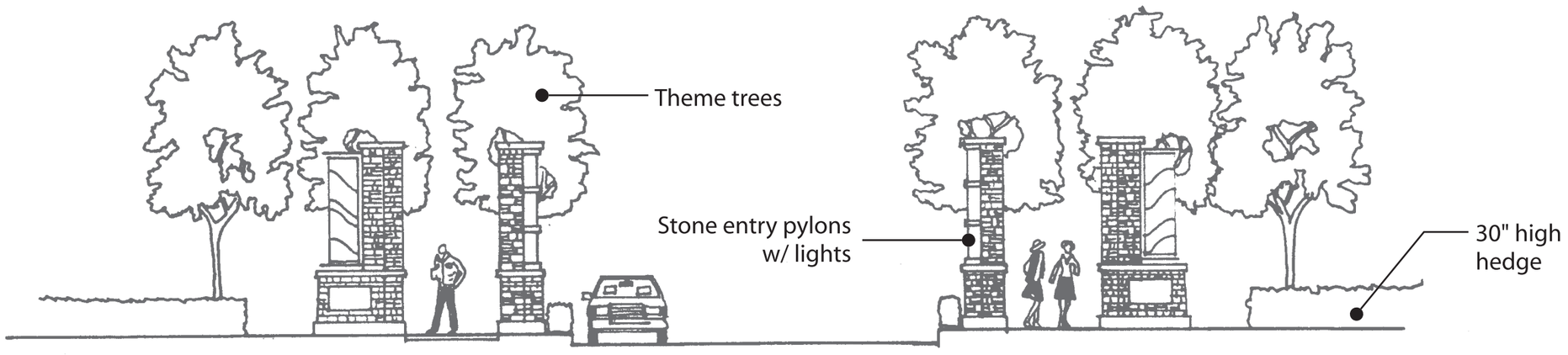
MAJOR PROJECT
ENTRY FEATURE

date: Nov. 2002 fig. 23

Laguna Hills Urban Village







SECONDARY ENTRY FEATURE

date: Nov. 2002 fig. 24

Laguna Hills Urban Village

Secondary Entry Feature (Figure 24)
The Secondary Entry Feature will be located at all streets and drives into the Urban Village (for example Health Center Drive and Paseo de Valencia) from the perimeter streets. This feature will consist of a total of four stone columns (two on either side of the road) they will create a symbolic village gate. Two stone columns will be placed next to each other with the sidewalk going in between them. The stone column closest to the road will have lights facing the street to help identify the Village Entry Way at night. The other stone column away from the street will have an elongated base with a signage panel incorporated within it to identify either the Urban Village or a specific use. This stone column will also have the ability to hold a graphic to advertise special events. The ground plane in front of this symbolic village gate will consist of enhanced paving to the street edge. The landscaping will consist of three theme trees placed in a quarter circle located behind the symbolic gate to provide a backdrop to the gate.

Perimeter Entry Feature (Figure 25)
The Perimeter Entry Feature will consist of a smaller version of the Secondary Entry feature. Only one feature will be placed on either side of the street where applicable or just one will be placed behind sidewalk at an edge condition. This Perimeter Entry Feature will look just like the other Entry Features but will consist of just the base and one vertical section of the stone column. It is not envisioned that it will have any special landscaping around other than a coloring groundcover at its base. See Figure 25 for details of the concept.

Way-Finding Signage (Figure 26)
A comprehensive system of directional signs will direct vehicular and pedestrian traffic to the many commercial, civic, and institutional amenities offered in the Urban Village. There is a need for additional signage within the Urban Village so that locations and distances are much easier to comprehend to the user. A variety of formats for the signage may be used but they should utilize a designated palette of materials, patterns, and forms to provide a unifying appearance. This may include refined stone bases or stone pilasters with ornamental logo plaques. See Figure 21 for the locations of the signs. Figure 26 identifies examples of different types of way-finding signs.

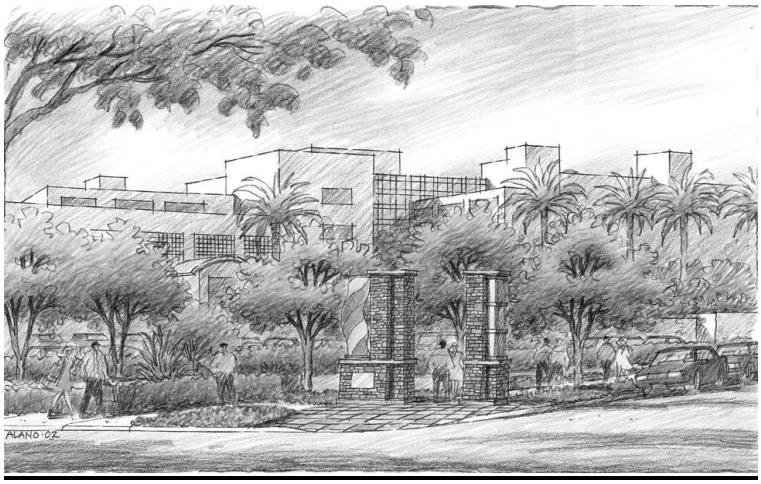
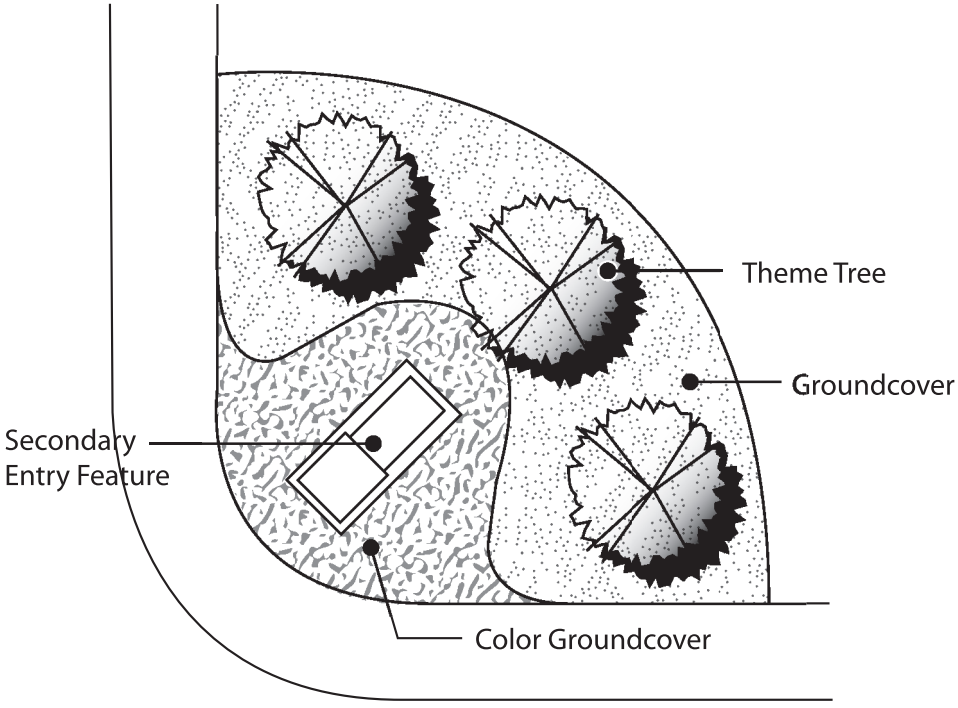


IMAGE OF SECONDARY ENTRY FEATURE

Minor Entry



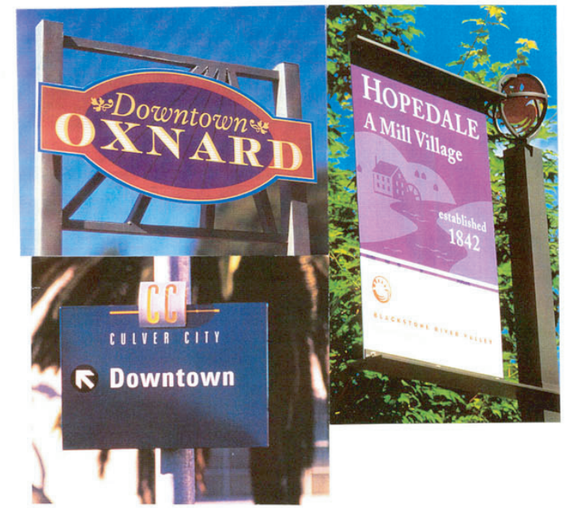
PERIMETER ENTRY FEATURE

Laguna Hills Urban Village

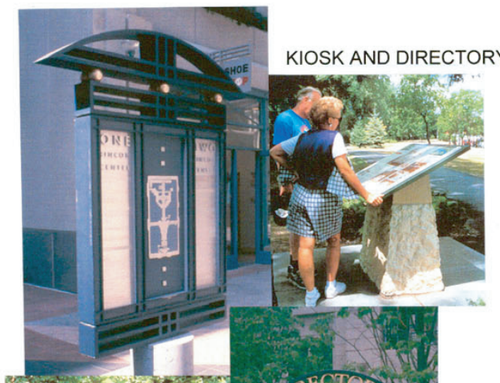
date: Nov. 2002 fig. 25

VEHICULAR WAYFINDING EXAMPLES

A VEHICULAR WAYFINDING SYSTEM NEEDS TO BE INCORPORATED THROUGHOUT THE URBAN VILLAGE

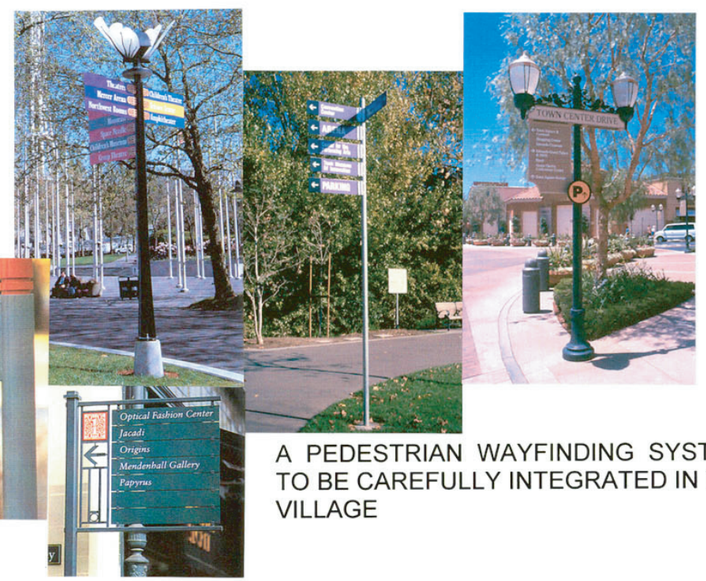


THE URBAN VILLAGE SHOULD HAVE ITS OWN UNIQUE GRAPHIC IDENTITY



KIOSK AND DIRECTORY EXAMPLES

PEDESTRIAN WAYFINDING EXAMPLES



A PEDESTRIAN WAYFINDING SYSTEM NEEDS TO BE CAREFULLY INTEGRATED IN THE URBAN VILLAGE

Laguna Hills Urban Village

Wayfinding Examples

date: Nov. 2002 fig. 26

IV. DESIGN GUIDELINES

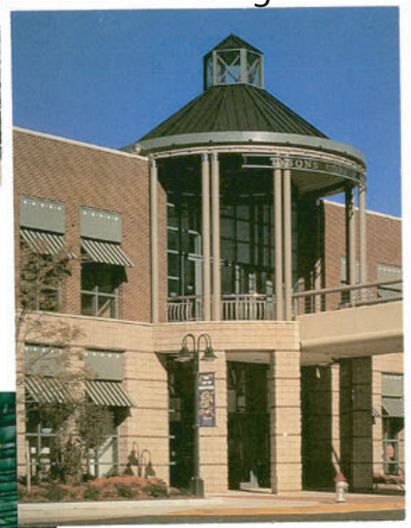
MAIN STREET DEVELOPMENT

The general design intent is to create a set of guidelines that promote a traditional eclectic "Main Street" character. The buildings along Main Street should look like a series of individual buildings and elements that could stand on their own, but when all placed together create a rich environment, variety of textures and an overall sense of place. See Figure 27 for examples of the Main Street architectural character. The buildings along Main Street should avoid appearing like one big monotonous project. Listed below are objectives that should be closely followed:

- Simple yet varied massing that creates a "Main Street" character.
- Allow for the intersections to have special architectural features.
- Utilize setbacks from the street corners at main access points to incorporate architectural features that create an inviting entry statement.
- Buildings should address (face) the Main Street in a manner that supports and encourages pedestrian interaction.
- Humanly scaled details and amenities should be incorporated at the pedestrian level to enhance the pedestrian experience.
- Allow for architectural diversity while maintaining traditional forms.
- No one architectural style is desired
- All corners, entries, and special locations need to be articulated.
- Storefronts should provide an individual look for each tenancy, while blending with the overall design intent of Main Street.
- Storefront designs should convey the image of a unique urban street facade.
- All walls, windows, and doors should be detailed along the pedestrian levels. High quality materials will be placed at the base (24" high min.). Storefront glazing and exterior plaster may not terminate at the ground plane.
- A strong architectural element or "terminus" should be added at the end of a long colonnade or storefront area. This element should also act as visual landmark.
- The "mansard" roof condition should not be readily apparent from the street level or from other sides of the structure, but could be used to create an effective illusion of a full-pitched roof beyond.
- Adjacent buildings along Main Street that have varying heights should be sensitively designed to allow for a compatible transition in massing and avoid awkward changes in scale along the Main Street.
- Loading areas shall not be permitted to face onto Main Street.
- Solar orientation should play a strong role in determining the built form along Main Street. South and west facing facades should incorporate architectural elements such as trellises and arcades to

Varied Elevations

Varied Massing



Varied Colors

Main Street Architectural Examples

date: Nov. 2002

fig. 27

Laguna Hills Urban Village

help control the sun and provide shaded walkways. These elements should be carefully designed into the building so as not to appear tacked-on.

- Punched type windows are preferred and should be inset from the face of the building to create deep shadow lines.

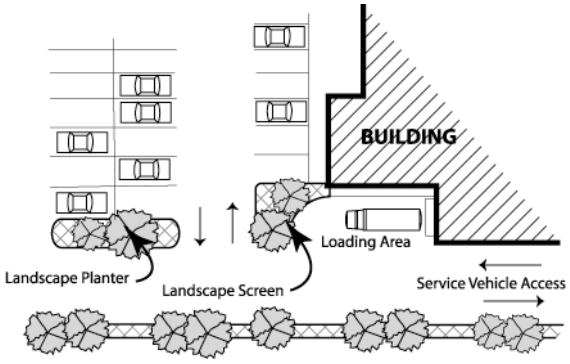
COMMERCIAL DEVELOPMENT

Existing buildings, streets and landscaping establish the frame of reference for new developments within the Urban Village. While the historic pattern of development in the area relate only to the individual parcels, the goal of the specific plan is to provide guidelines and incentives for new developments to be located and designed to create a well integrated and uniform character to the Village. New commercial developments not located along the Main Street shall incorporate the design features outlined in Section III Land Use Plan with respect to edge conditions, building setbacks, project orientation, landscape elements, public open space and pedestrian pathways. In addition, the architectural design should be compatible with and complement existing developments on the same site or adjacent parcels. See Figure 27 for examples of the desired commercial architectural features. Listed below are objectives that should be closely followed for new commercial developments:

- Structures should reflect a human scale with design details that create a warmth and inviting appearance with functional elements such as courtyards, plazas, gateways, colonnades, and portals. These elements help to define and organize space into smaller elements.

CHARACTER IMAGE OF COMMERCIAL SURROUNDING VILLAGE GREEN

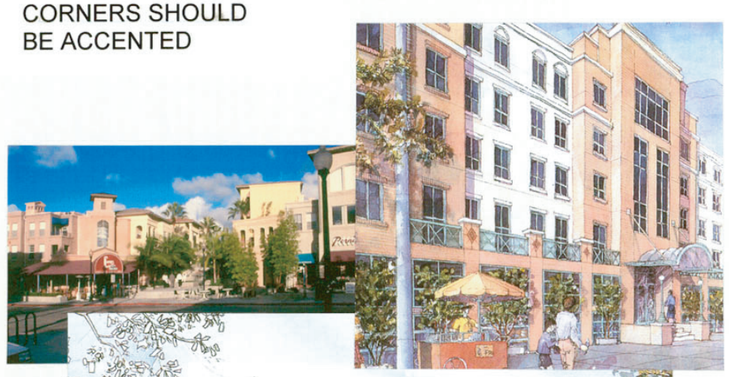
- A variety of massing and building heights and various types of fenestration to create a pedestrian character.
- Roof lines with varied levels and special shapes at key locations to enhance the character of a commercial project and minimize the massiveness of large buildings.
- Vertical elements should be included on certain elevations where needed to define key points or minimize wall mass.
- Color variations should be used to articulate various building forms and, where appropriate, textures on wall surfaces.
- Pedestrian scaled building details, such as windows, doors and entry features will also enhance the human scale for the project.
- Architectural interest should be created by reducing scale and visually articulating exterior building walls by creating shadow lines and patterns.
- Building entries should be readily visible and special architectural features should emphasize the entry.
- A strong architectural element, or terminus, should be added at the end of a long colonnade or storefront area to define the end and create a visual landmark.
- Loading areas shall be adequately screened from view by pedestrians and motorists and shall not face the primary business entrance.



- All mechanical equipment, either roof- or ground-mounted shall be fully screened from view from surrounding streets. When projects are located adjacent to multi-story structures, roof-mounted equipment shall be integrated into the architectural design of the projects and screened from view from surrounding structures.
- Mansard roofs will only be permitted when they are architecturally integrated into the over-all design of the project and create an effective illusion of a full-pitched roof.
- Design treatment on the side and rear of buildings should represent a continuation of the basic design character of the front of the building.
- The preferred color palette should be composed of warm earth tones, tan, beige and warm terra cotta in hue. Strong vibrant colors should be used only as accents and in limited locations
- Buildings greater than three stories should provide a clear delineation of ground floor, the middle zone and the roof/ cornice line.

ELEVATIONS SHOULD BE HIGHLY ARTICULATED

CORNERS SHOULD BE ACCENTED



THE MASSING OF THE BUILDINGS SHOULD BE BROKEN UP TO CREATE VISUAL RELIEF

RESIDENTIAL UNITS SHOULD BE BUILT OVER RETAIL

Laguna Hills Urban Village

Residential Architectural Character

date: Nov. 2002 fig. 28

RESIDENTIAL DEVELOPMENT

While most of the new development within the Urban Village will be commercial or office in nature, there will be some opportunities for mixed use projects or limited residential uses. It is anticipated that these new residential units might replace existing residential structures or be developed on underutilized sites. See Figure 28 for examples of the anticipated character of residential projects within the Urban Village. Whether the project is a stand-alone residential development or part of a mixed-use development, the residential aspects should be designed to address the objectives listed below. In addition, the residential projects shall incorporate the design features outlined in Section III. "Land Use Plan" with respect to edge conditions, building setbacks, project orientation, landscape elements, public open space and pedestrian pathways. The architectural design should be compatible with and complement existing developments on the same site or adjacent parcels. Listed below are objectives that should be closely followed for new residential developments:

- Buildings should be articulated with variations or interruptions of the surface or planes through the use of staggered vertical planes, multiple rooflines, insets such as windows or doorways, balconies, projections or other similar devices.
- All sides of the building should be articulated with the same level of detail as the front of the building.
- The use of balconies, porches, and patios is encouraged for aesthetic value and for useable private open space. Such features should not be repeatedly duplicated along an elevation since this tends to reduce it aesthetic benefit.
- Roofs should incorporate pitches, ridges, rakes, ridgelines and materials that are common to the area. In addition, roof decks and roof gardens can add interest and character to a project.
- Exterior stairways should complement the architecture and be integrated into the overall design of the project. The use of open metal or prefabricated stairways is prohibited.
- Residential structures should incorporate overhangs and insets of fenestration that is consistent with its architectural style.
- On-site parking shall be hidden from view from the street.
- Entryways should provide direct access to the street, either individually or for the entire building. Entryways should be architecturally enhanced to compliment the structure.
- Building massing should respect the surrounding structures and step down at the corners.

MODIFICATIONS TO EXISTING STRUCTURES

While new developments can more easily incorporate some of the design elements encouraged by this Urban Village Specific Plan, existing structures can be expanded and remodeled to meet the goals and guidelines of the plan through the use of certain design elements. Additions to existing structures should not only blend with the primary structure, but also provide a connection to the Urban Village through the scale, placement and character of the building. Modifications to existing

developments shall incorporate the design features outlined in Section III. "Land Use Plan" with respect to edge conditions, building setbacks, project orientation, landscape elements, public open space and pedestrian pathways. Listed below are objectives that should be closely followed for remodel projects:

- Additions should reflect a human scale with design details that create an inviting appearance with functional elements. Where the existing structure is not pedestrian in scale, the addition should strive to minimize the massiveness of the structure.
- Where an addition only affects one or two building elevations, the character of all other building elevations should be considered and modified to match the new elevations with a continuation of the basic design character of the addition.
- The design of the roof over an addition should compliment the existing character of the structure and seamlessly bend into the architectural design of the project.
- Where the goal of a remodel project is to create a new building design, then the entire structure shall be remodeled, including all elevations, window and door treatments, roofing form and materials and exterior wall treatments.
- When an existing structure has a parapet or mansard-type of roof that does not adequately screen the roof-mounted equipment, then the roof should be modified as part of the remodel project to provide for proper screening of the equipment.
- Mansard roofs on remodel projects will only be permitted when they are architecturally integrated into the over-all design of the project and create an effective illusion of a full-pitched roof.

STREET FURNITURE

The street furniture will help to create the special character of the Urban Village and give it that sense of place. Street furniture will reflect the Urban Village's theme and architectural character. Figure 29 illustrates the character and style of the street furniture. Street furniture such as benches, trash receptacles, bollards, mailboxes, street lights, and street identification signage will be placed according to function throughout the Urban Village. The use of repetitive materials and textures for street furniture will create the continuity and consistency that is desired throughout the Urban Village.

General Characteristics

- All street furniture should comply with the American with Disabilities Act of 1990.
- Classic in style and design.
- Benches shall have arms and backs on them.
- A powder-coated black finish will be applied to all fixtures and furniture.
- Bollards will be placed at entrances to bicycle/pedestrian pathways/paseos and where controlled emergency or maintenance access is required or desired. A bottom locking mechanism will be provided for

STREET LIGHT FIXTURES

BOLLARDS

(Street Lights at King's Fish House)

(Street Lights at New City Hall)

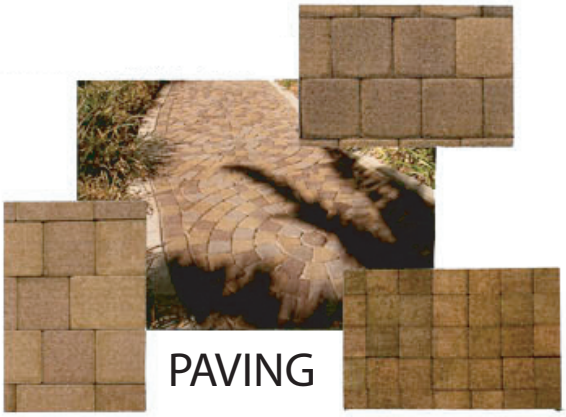
TREE GRATES

BENCHES

WATER FOUNTAINS

TRASH RECEPTACLES

POTS



PAVING

STREET FURNITURE &
LIGHTING EXAMPLES

Laguna Hills Urban Village

date: Nov. 2002

fig. 29a

IMAGE OF PASEO WITH STREET FURNITURE ADJACENT TO COMMERCIAL

easy removal by authorized persons.

- Litter receptacles will be a strap panel without a lid
- Bike racks will be adjacent to parking lots or near bicycle/pedestrian pathways
- Light standards along the pathways, drives and internal streets shall be uniform in color and style
- Other amenities within the Urban Village may include, but are not limited to, tree grates, kiosks, newspaper racks, drinking fountains, and utility covers. These amenities should be of the same character and color as the rest of the street furniture for consistency.

LIGHTING

The intent of the lighting program in the Urban Village is to enhance and enrich the character of the entire Village and provide safety and comfort for pedestrians while allowing ease of night time orientation and way finding. Human scale should influence the height and style of standards and fixtures. Figure 29 provides a representation of the type of lighting fixtures anticipated within the Urban Village. Illumination should be subtle, but creative, and should be encouraged to be expressed in different formats (up lighting, building accent lighting, etc.). Lighting along Main Street and pedestrian paseos/plazas should be planned with a higher level of illumination and detail. This approach is meant to strengthen the focus of activity in the pedestrian areas.

The lighting concept for new development projects, revised and modified projects in the Urban Village should be in accordance with the City of Laguna Hills requirements.

SIGNAGE

All signage and environmental graphics should be conceived as an integral part of the character of the Urban Village. Figure 30 provides a representation of the individual character of signage proposed for the Main Street area within the Urban Village. These guidelines are intended to encourage excellence in signage, as a communication tool and as an art form, to attract customers, make a statement about the quality of the business and to contribute positively to the overall quality of the Urban Village. Businesses are encouraged to use signage in a manner that will clearly express the spirit of their unique enterprises while at the same time enriching the visual life of the Urban Village for all of the visitors.

Individual retail signage should be encouraged to be more specific to its use rather than just ordinary flat signage. Signs can create interest to the pedestrian environment and establish each use with individual character. Signage can add uniqueness to the Urban Village. Neon lighting should be encouraged when integrated into the architectural design of the business and oriented to the pedestrian character of the surrounding area. Some sign types and locations may not be appropriate for the use of neon, as determined by the City.

The location, style and detail of the sign should be compatible with and reflect the spirit and quality of the City's objectives for the Urban Village; utilizing text, graphics and design features which promote the image of a pedestrian-friendly commercial district.

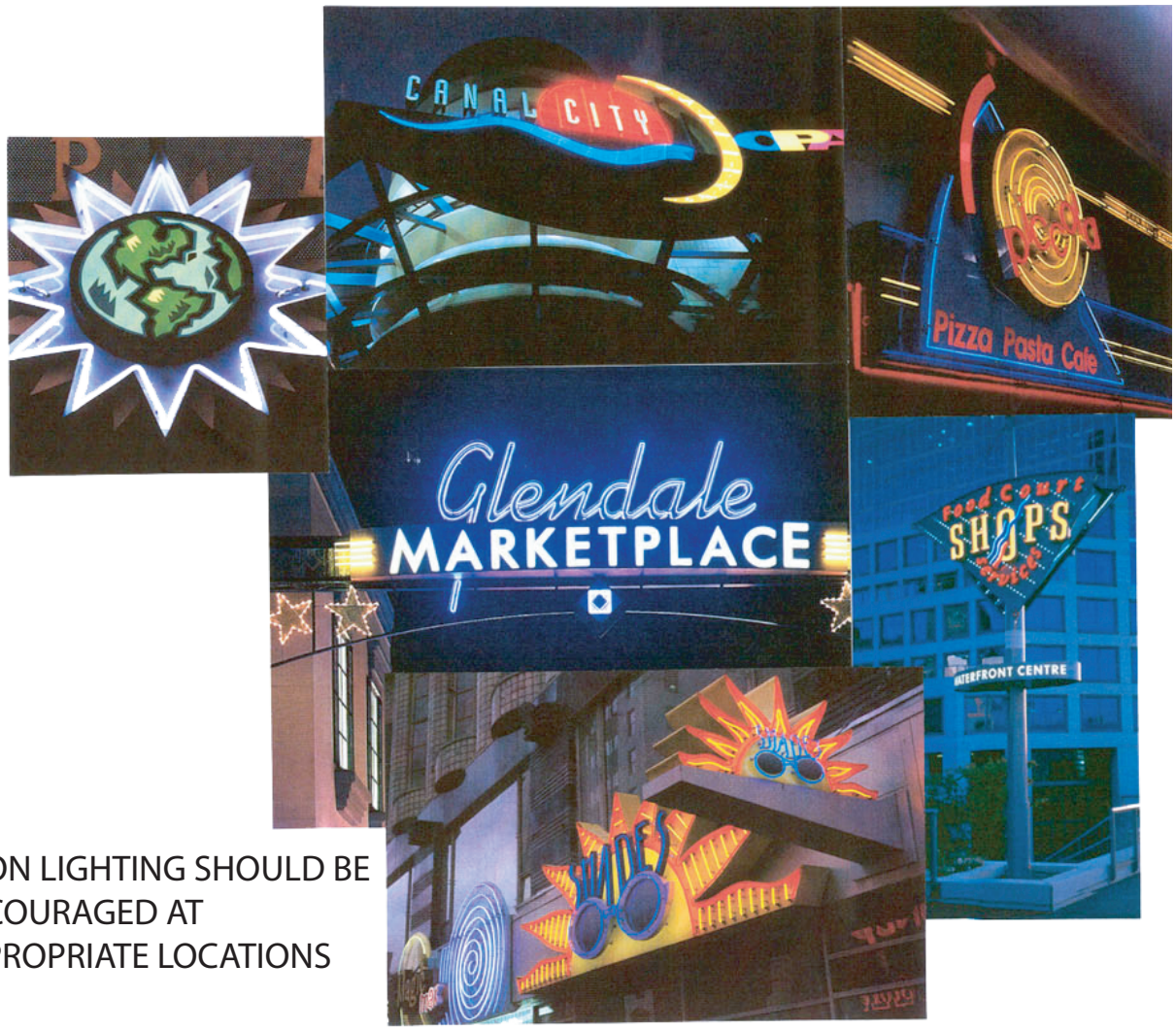
Signage communicates more than just the name of a business. It communicates the degree to which the businesses in the area are alive and prosperous and if the business cares about their customers. A well-maintained sign, with bright colors and lighting that is functional says to a potential customer "We are here, we care and we want your business." Likewise, a dull and worn sign says, "We are tired and may not be around much longer and your business is not really very important to us."

Types and Designs – signs should be located on the building area specifically intended for signage or where such signage will appear to be integral to the building design.

- Wall signs should not block or cover any significant architectural features or details of the building design.
- Projecting signs and marquees may be directly attached to the building face or suspended from decorative brackets that compliment the building design.
- The sign face and structural supports should be designed as a compatible unit and should attach to the building in a manner that will not damage or interfere with the building character.
- Figurative signs that advertise the occupant business through the use of graphic or crafted symbols, such as shoes, keys, glasses, books, etc. are encouraged.
- Awning and canopy signs can enhance a business when integrated into the size, scale and design of the structure. Internal or "back-lit" canopies and awnings are prohibited.
- Murals can add to the overall character of an area, provided they are designed as an integral part of the building character and do not interfere with the visual quality of the

SIGNAGE SHOULD BE USED TO EXPRESS THE UNIQUENESS OF EACH BUSINESS AND ENRICH THE VISUAL QUAILITY OF THE URBAN VILLAGE.

SIGN CHARACTER EXAMPLES



NEON LIGHTING SHOULD BE ENCOURAGED AT APPROPRIATE LOCATIONS

INDIVIDUAL RETAIL SIGNAGE SHOULD BE ENCOURAGED

SIGN CHARACTER EXAMPLES

Refer to El Toro Road, fig. 32, for enlargement plan

LEGEND

- Theme Tree
- Main Street “Theme Tree”
- Median Tree
- Accent Tree
- Village Street Tree
- Boundary Tree
- Paseo Tree
- Parkway Tree

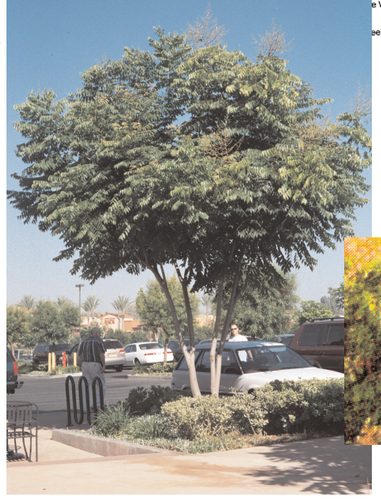
LANDSCAPE/ STREET TREE PLAN

date: Nov. 2002 fig. 31

Laguna Hills Urban Village

Parkway Tree
Bauhinia variegata
Purple Orchind Tree
(minimum size: 48” Box)

Theme/Median Tree
Phoenix dactylifera
Date Palm
(minimum size: 25’ BTH)



Main Street Tree
Koelreuteria bipinnata
Chinese Flame Tree
(minimum size: 48” Box)

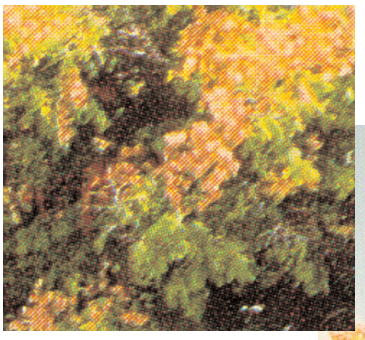
Theme trees and Median trees along El Toro Road are distinct and vertical in character. At the Major Project Entry, these unique trees identify and punctuate the major point of entry. Complimentary understory Parkway Trees are flowering and provide color along El Toro Road. Main Street trees provide ample shade and a visual link for the pedestrian zone.

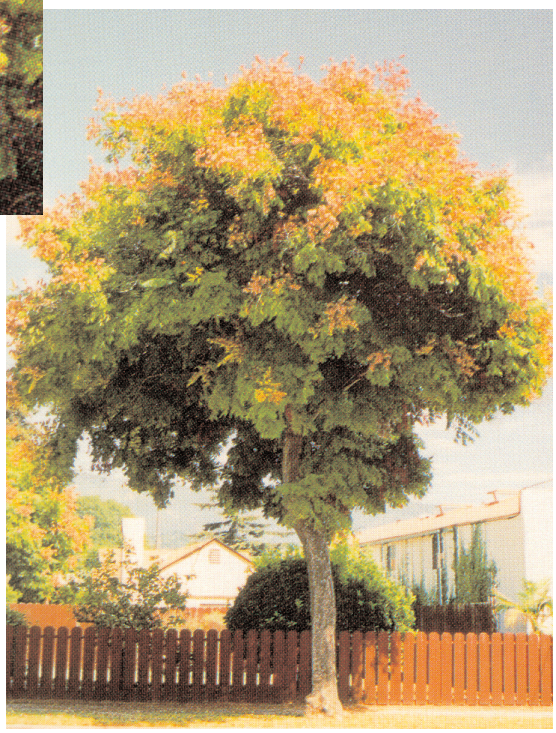
EL TORO ROAD

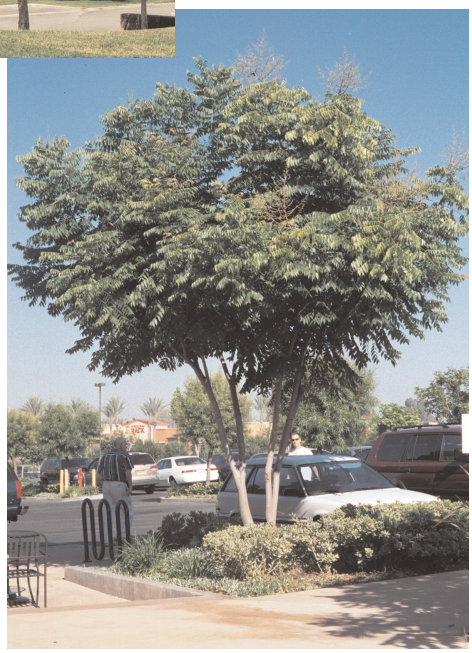
date: Nov. 2002

fig. 32

Laguna Hills Urban Village







Koelreuteria bipinnata
Chinese Flame Tree
(minimum size: 36” Box)

'Theme Trees' along Main Street are deciduous and provide a visual link and ample shade throughout the growing seasons for the pedestrian zone.

MAIN
STREET
THEME TREE

Tabebuia impetiginosa
Pink Trumpet Tree
(minimum size: 48” Box)

The Accent Tree is nearly evergreen with showy flowers adding an identifiable punctuation of the Village entry ways.

ACCENT TREE

streetscape. Murals are subject to the review and approval of the Planning Agency.

Lighting – should be considered an integral part of the sign design and may be either internal or external with the following considerations:

- Where light fixtures are visible, they should be compatible in character with both the sign and the building design.
- Outside lighting must be directional and should be positioned such that no glare or hazard is created for onlookers.

Materials – should be evaluated in context with the architectural quality of the building and may include a wide variety, including:

- Wood that is carved, sandblasted, etched and properly sealed, primed and painted or stained.
- Metal that is formed, etched, cast, engraved and properly primed and painted or factory coated to protect against the elements.
- High-density pre-formed foam or similar material that is properly designed in a manner consistent with these guidelines and painted or otherwise finished to compliment the building's architecture.
- Custom neon tubing, in the form of graphics or lettering, may be incorporated into several of the permitted sign types, provided it compliments the architectural integrity of the building.
- Unique materials and designs that are not specifically identified here, which are compatible with the objectives of this Specific Plan, subject to the review and approval of the Planning Director.

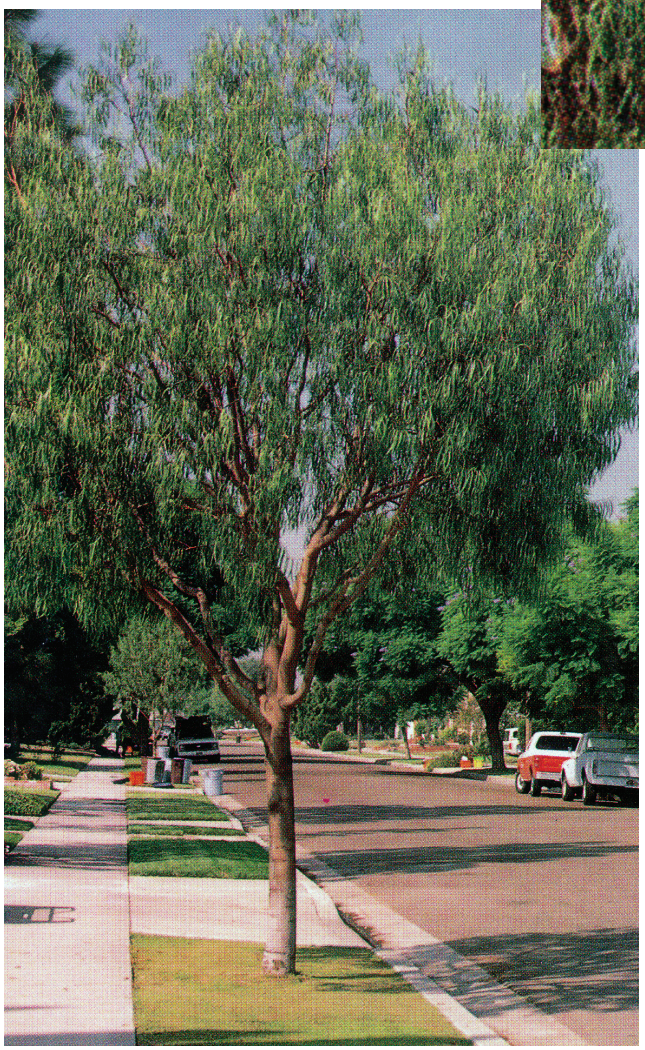
LANDSCAPING

Landscaping is an essential design element that will help create the vibrant character of the Urban Village. Figure 31 shows the primary Landscape/Street Tree Plan for the area. The consistent use of landscaping throughout the Urban Village will give a unifying look to the project and enhance the area's unique character. A limited plant palette should be selected from the City's approved plant palette list for the various elements (street trees, perimeter landscaping, entry features, etc.) Throughout the Urban Village the plant palette can then be used in varying forms and repetitive patterns to give a distinctive visual image to the area.

- El Toro Road should have its own median specimen tree (vertical in nature), parkway tree, and ground cover to give this key entrance into the Village a very distinctive appearance. See Figure 32.
- Trees used along Main Street should be deciduous in nature to provide ample amount of shade for the pedestrian zone. Evergreen trees should be placed in key locations to maintain some color and mass during the winter season. See Figure 33.
- At the Major Project Entry and in conjunction with the stone columns defining the entry feature, theme trees will be installed that are unique to this location to help identify this intersection as a major point of entry. All of the other entry features should have the same plant material and accent trees throughout the Urban Village so that all the entryways are easily identifiable providing a common theme. See Figure 34.

Melaleuca linarifolia
Flaxleaf Paperbark
(minimum size: 36” Box)

The Village Street Tree has
an evergreen character
with bold forms
to help differentiate from
the character of Main Street.



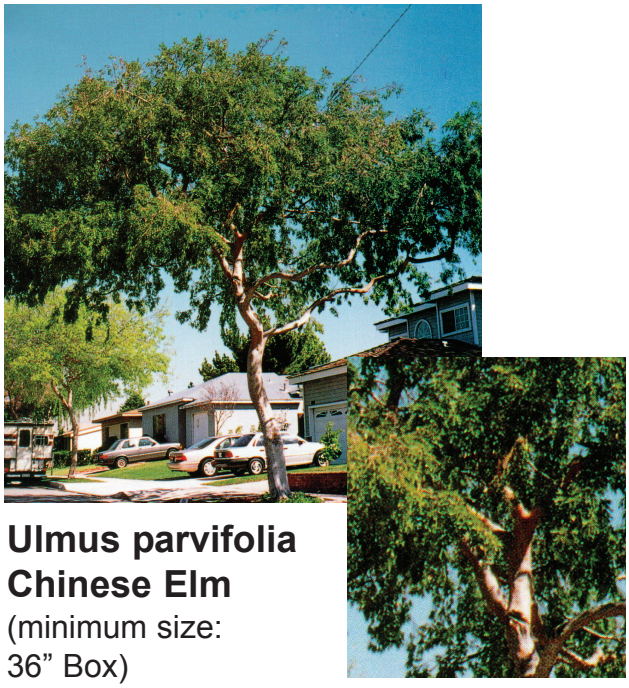
Geijera parvifolia
Australian Willow

(minimum size: 36” Box)

The Boundary Tree will define the boundary and add a consistent evergreen look to the perimeter landscaping. Species maintain color and mass around the Urban Village.

BOUNDARY TREE

- The various streets within the interior of the Village should have their own style of tree and landscaping to help differentiate them from each other. See Figure 35.
- Perimeter landscaping should have one consistent look completely around the Urban Village. Evergreen plant material should be used to maintain color and mass in this zone year round. The 6 foot parkway along Avenida de la Carlota will include a street tree planted at regular intervals and using suggested examples shown in this section. Ground cover will utilize drought tolerant species that are evergreen and complement landscaping used in the development landscape setback. A water saving irrigation system should be employed to save water and reduce run-off. See Figure 36.
- The paseos should have a distinct type of tree or a mixture of evergreen and deciduous trees that will help to define the primary pedestrian corridor. The use of some evergreen trees will provide pockets of shade for the pedestrian and those seated on the benches along the pathway. See Figure 37.
- All parking lots should incorporate evergreen trees to provide shade and visual relief throughout the year. See Figure 38.
- All landscaping throughout the Urban Village shall incorporate a three-layered system consisting of:
    1. Grasses and groundcover
    2. Shrubs and vines and
    3. Trees
- Landscaped areas throughout the Village should be used to frame the buildings, define primary entrances and soften the visual effects of large building mass.
- Landscaping around the entire base of the building is encouraged. This landscaping should be accented and enhanced to provide a focus at the building entry.
- Landscaping design and implementation should emphasize the use of drought tolerant landscaping wherever possible.



Ulmus parvifolia
Chinese Elm
(minimum size:
36” Box)

Syagrus romanzoffianum
Queen Palm
(minimum size: 18’ BTH)

Hymenosporum flavum
Sweetshade
(minimum size: 36” Box)

Lagerstroemia indica
Crape Myrtle
(minimum size: 36” Box)

The Paseo Trees provide pockets of shade and are distinct in character and form. Pedestrian corridors are defined by a mixture of evergreen and deciduous species.

Sophora japonica
Japanese Pagoda Tree
(minimum size: 24” Box)

Brachychiton populneus
Bottle Tree
(minimum size: 24” Box)

Cupaniopsis anacardiopsis
Carrotwood Tree
(minimum size: 24” Box)

Pyrus kawakamii
Evergreen Pear
(minimum size: 24” Box)

The Parking Lot tree is evergreen providing filtered shade and visual relief throughout the year.

PARKING LOT
TREE

V. LAND USE & DEVELOPMENT STANDARDS

The regulations and standards contained in this section shall apply to all properties located within the Urban Village area. They are intended to serve as a tool for encouraging the establishment of a mix of uses permitted by the General Plan and Development Code by providing standards and guidelines for creating an integrated village atmosphere while insuring functionality. The Urban Village Specific Plan is consistent with the existing provisions of the Laguna Hills General Plan and Development Code. In cases where this Specific Plan contains differing standards from the development code, the Specific Plan standard shall prevail over the Development Code. In cases where standards are not addressed by this Specific Plan, the development code requirements and standards shall prevail.

PERMITTED LAND USES

Table 1 identifies the permitted uses, and accessory uses within the Urban Village district. Uses in the table are permitted subject to the permit criteria referenced. The Conceptual Land Use Plan identified in Figure 6 provides a visual representation of the desired location of various potential uses for evaluation by the City during review of development proposals. The Plan identifies a Main Street area as the pedestrian-oriented commercial district for the central core of the village. Although the Plan proposes a variety of other uses surrounding this core area, there is some flexibility regarding the specific locations. Any use not included on Table 1 shall be considered prohibited.

Where the symbol "P" appears in the status column adjacent to the land use category the use is permitted by right. When the symbol "C" appears, then the use may be permitted subject to the review and approval of a conditional use permit. Uses identified with an "A" are considered accessory to a primary use, when it is customarily incidental to the primary use. Some of the uses identified in the table are considered temporary in nature, noted by the symbol "T" and subject to the review and approval of a temporary use permit. Where there are special development standards or regulations, the Laguna Hills Development Code section is identified.

All new construction projects require the approval of a Site Development Permit. Site Development Permits are required in the absence of any other specified permit or approval and may be required in addition to other approvals. Site Development Permits shall be processed in accordance with the provisions of Chapter 9-92 of the Laguna Hills Development Code.

Mix of Uses

Developments which seek to incorporate a mix of uses shall also be approved through a precise plan of development. A precise plan, unlike a specific plan, is limited to a single property or limited group of contiguous properties rather than a geographic area, and incorporates the standards for

design and zoning within the adopted development code rather than creating specific standards. It is more precise than a site plan in that it regulates the exact mix of uses within the project. Such a process allows the community to assess potential impacts from the project and to provide a balance of uses and purposes that promote community image, reduce undesirable environmental consequences and improve the fiscal abilities of the city to meet locally expressed needs. Requirements for precise plans are contained in Chapter 9-92 of the Laguna Hills Development Code.

A precise plan, upon approval, shall be binding upon all owners and tenants for which the plan is developed and shall be binding upon all heirs, successors, and assignees. An agreement shall be required and recorded to evidence the precise plan.

Design of mixed use projects shall require that each project consider and incorporate (as the City deems appropriate) the following special considerations:

- Transit support facilities;
- Transportation demand control measures;
- Public plazas, landscape areas, water features;
- Pedestrian facilities.

Specifications and standards adopted by the city for the above items shall be considered in the design and development of the mixed use area.

The following standards are intended to ensure the compatibility of uses in a mixed use project as addressed through a precise plan.

Security. The residential units shall be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and the separations shall be permanently maintained.

Restriction on Activities. Non-residential uses shall be designed and operated, and hours of operation limited, where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries or late night activity. No use that is immediately adjacent to a residential use shall produce loading or unloading of materials, products, and or supplies at the site between the hours of 8 pm and 7 am.

Noise Standards. Residential portions of the project shall be designed to limit the interior noise caused by the commercial and parking portions of the project to a maximum of forty-five (45) db CNEL on an annual basis in any habitable room with windows closed. Proper design may include, but shall not be limited to, building orientation, double or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for

ventilation/cooling to provide a habitable environment.

Vibrations and Odors. No use, activity or process shall produce vibrations or noxious odors that are perceptible without instruments at the property lines of the site or within the interior of residential units on the site, consistent with Section 9-74.050.K of of the Laguna Hills Development Code.

Lighting. Outdoor lighting associated with commercial uses shall not adversely impact residential uses, but shall provide sufficient illumination for access and security purposes. Such lighting shall not blink, flash, oscillate, or be of unusually high intensity or brightness, consistent with Section s 9-40.170 and 9-44.060.I of the Laguna Hills Development Code.

TABLE 1
LAND USE MATRIX

USE	PERMITTED	REFERENCE
Adult Businesses	SUP	See Chapter 9-54
Animals/Pets	A	See Chapter 9-56
Arcade, Game	C	
Bar, Tavern, Cocktail Lounge	C	
Boarding House	P	
Carnival/Fair/Circus	T	See Chapter 9-62
Christmas Tree/Pumpkin Sale	T	See Chapter 9-62
Church/temple	C	
Commercial Recreation	P	
Communication Facility	◊	See Chapter 9-58
Community Care Facility	◊	See Chapter 9-64
Community Center	C	
Conference/Convention Facility	C	
Construction Office	T	See Chapter 9-62
Convenience Store	C	
Day Care Center	◊	See Chapter 9-64
Department Store	P	
Drainage Facility	A	See Chapter 9-70
Drive-thru	C	
Dwelling, Multiple-family	P	
Dwelling, Single-Family Attached	P	
Farmers Market	C	
Finance Institution	P	
Fire/Police Station	C	
Fortune Telling	P	
Game Court	A	See Chapter 9-70
Gas Station	C	See Development Standards below
Government Facility	C	
Health Club	C	
Heliport	A/C	

USE	PERMITTED	REFERENCE
Hospital	C	
Hotel/Motel	C	
Library, public	P	
Massage Establishment	P ◊	See Chapter 4-28
Motion Picture Theatre	P	
Museum	P	
Nightclub	C	
Office/Business/Medical/ Headquarters/Professional	P	
Outdoor Event	T	See Chapter 9-62
Outdoor Sales	T	See Chapter 9-62
Outdoor Vending Cart/Kiosk	A/C	
Park, public/private	P	
Performing Arts Center	C	
Public/Private Transportation Uses	P	
Recreation Facility, private	C	
Recycling Event/Facility	P	See Chapter 9-82
Restaurant	P	
Restaurant, Fast Food/no drive-thru	P	
Retail/Service Business	P	
School, commercial	C	
School, private	C	
School, public	C	
Senior Center	C	
Single-Room Occupancy Housing Facility	C	See Chapter 9-72
Swim Club	C	
Tennis Club	C	
Vehicle Leasing/Rental	P	
Veterinary Clinic	C	

Note**:**

A = Accessory Use
SUP = Special Use Permit
C = Conditional Use Permit (CUP)
T = Temporary Use Permit (TUP)
P = Permitted
◊ = Special requirements

INTENSITY OF DEVELOPMENT

The allowed development intensity in the Urban Village is regulated based upon trip generation limits to insure that the City's Mobility Element Level of Service (LOS) Standard "D" is not exceeded at any of the intersections within the area, except for specially designated intersections (i.e., Congestion Management Program intersections) where LOS E is acceptable. The Laguna Hills General Plan and Development Code contain provisions requiring that individual development projects prepare traffic analysis reports to determine trip generation that would occur as the result of the development. This insures that the maximum build out trip levels evaluated in the General Plan Program EIR are not exceeded as a result of the new development projects. At the time that the General Plan was updated in July 2009, the Urban Village area could accommodate 1,243 additional AM peak hour trips, and 2,272 PM peak hour trips.

Trip Budget Allocation for Future Development Projects

New development anticipated to occur within the Urban Village is based upon the City's knowledge of potential projects anticipated in the area, as summarized below:

- Retail: 300,000 square feet
- Hotel: 250 rooms
- Residential: 200 dwelling units
- Medical Office (no general office): 138,000 square feet
- General Office (no medical office): 380,000 square feet

It should be noted that the Specific Plan includes provisions for flexibility in development options, so that there could be more retail uses and less office uses established, or vice-versa, as long as the trip budgets are not exceeded. The trip budget debiting process is based upon the addition or subtraction of “vehicle trips”, not land use type or size of the project (even though land use type and size are used as parameters for calculating the trip generation potential of a particular project).

Method to Determine Intensity

Prior to expansion of an existing use, construction of a new development, or intensification of existing facilities, persons proposing such projects shall provide an analysis of traffic impacts. The analysis shall be in the form of a comprehensive traffic study, which addresses the following:

- Existing available AM and PM peak hour trips
- AM and PM peak hour trip generation from the project
- Post project available AM and PM peak hour trips
- Critical intersection and link analysis

- Assessment of the impacts of the project upon critical intersections and links.
- Statement of transportation demand strategies and mitigation measures to be implemented to reduce impacts to acceptable levels.
- Analysis of methods to finance and implement mitigation measures.

Applicants shall be permitted to develop to the maximum intensity of their plans only upon verification that trip generation impacts created are within the acceptable levels identified by the General Plan. Further, the proposed plan shall be consistent with the requirements outlined in the Specific Plan.

Small Projects that generate 50 or less peak hour trips shall only be required to verify that there are adequate AM and PM peak hour trips remaining to accommodate their projects, and will not be required to prepare a comprehensive traffic study.

DEVELOPMENT STANDARDS

The standards in Table 2 shall apply to developments within the Urban Village area regardless of type of use. Within the Main Street area identified in Figure 6 and along the street edges, the building setbacks, height limits, lot coverage and other standards of development may be more restrictive than the requirements listed below. These criteria are necessary to create an environment inviting to pedestrians with variations in building massing and scale. These additional development standards for new projects are outlined within the section titled Streetscape Edge Conditions beginning on page 10 of the Land Use Plan.

Gas Stations shall be required to use the reverse-design site layout for new construction to ensure compatibility with surrounding uses and to soften the visual impact. This method places the pump islands at the rear of the site with the office/ store at the front to screen the pump islands.

TABLE 2
DEVELOPMENT STANDARDS

Item	**Standard**
Minimum lot size	10,000 sq. ft.
Minimum lot width	100 ft.
Minimum lot depth	100 ft.
Maximum lot coverage	70%
Density	See discussion above on intensity of development. For residential projects: a density of 30 DUs/AC (gross) to 50 DUs/AC (gross) is allowed
Maximum building height	75 ft.
Minimum setback—front: parking lot parking structure building	 10 ft.* 20 ft.* 20 ft.*
Minimum setback—side (interior)	10 ft. abutting residential* 0 ft. commercial abutting non-residential*
Minimum setback—street side	 10 ft. *
Minimum setback—rear	20 ft. abutting residential* 10 ft. abutting non-residential*
Minimum open space and amenities	10% **
Minimum landscape coverage	15%

Minimum building separation: Main→Main Main→Accessory Accessory→Accessory	 10 ft. 2.5 ft. 2.5 ft.
Parking	See Chapter 9-44
Signage	See Chapter 9-42

*** <u>Modifications</u>. The setbacks may be modified in connection with a site development permit or a precise plan of development in order to promote increased pedestrian activity, provide for unified street frontage, ensure privacy and light for residential uses, provide for public spaces, and promote compatibility with existing development and the goals of the Urban Village Specific Plan .**

****For residential projects only. Amenities shall include open space and landscape/hardscape features, such as pools, spas, play courts, etc. The open space and amenities requirement is in addition to the minimum landscape coverage requirement.**

PUBLIC ART

It is the desire of the City of Laguna Hills to enhance the cultural and aesthetic environment of the City and to encourage creativity, education and the appreciation of the arts and our cultural heritage. The provision of art in public places is one means to achieve these goals. Public Art includes, but is not limited to, sculptures, paintings, graphic arts, mosaics, photographs, fountains, decorative arts, and the preservation of historical or cultural resources. The Public Art must be located in places that are open and easily accessible to the public, which may be on private or public properties.

All new developments with a total construction cost of $250,000 or more shall provide public art and/or contribute to a Public Art In-Lieu Fund as part of their project. The minimum value for the public art component and/or in-lieu fee shall be one-half percent (0.5 %) of the total construction costs of the project. Formula: 0.005 x Total Construction Cost = Value of the Public Art Component and/or In-Lieu Fee. The art shall be prominently placed within the development project and oriented toward the pedestrian experience of the site or may be located within an adjoining public plaza or Town Green. At the discretion of the City, a project may be required to contribute to the Public Art Fund in lieu of providing the art. New development includes the construction of new projects and the remodeling of existing facilities in excess of fifty (50) percent of the value of the structure. Total construction costs is determined by the valuation as determined by the Community Development Department and indicated on the building application submitted in order to obtain permits for the project.

Allowable expenses from the art allocation include: the artist fee for design and fabrication, mountings and bases for installation of the artwork and lighting that is integral to the artwork. Landscaping surrounding the art, delivery expenses and installation costs may not be included in the art allocation. The artist selected must have experience in design concepts, fabrication installation and long-term durability of large-scale outdoor artworks, and be approved by the City prior to selection. Artwork must be constructed of durable, long-lasting materials that can withstand outdoor display and require low maintenance. Recommended materials include bronze, stainless steel, high-grade aluminum or hard stone. Artworks incorporating water features must be designed so that the artwork can stand on its own should the water cease to function properly.

The public art component of the project shall be reviewed and approved by the City in conjunction with the review and approval of the Site Development Permit for the Development Project. Since the value of the art is based upon the total construction costs, the actual review of the proposed art may be a separate review by the Planning Agency. However, the review and approval shall be completed before the issuance of any building permits for the project.

The applicant shall be responsible for the submittal of plans and specifications of the art and the proposed location for the City's approval. The Planning Agency shall review the design, location and value of the proposed art for conformance with the requirements and

goals of the Public Art Program. The applicant may propose to locate the Public Art on the project site or at an appropriate off-site location in the vicinity of the project. The artwork should not be sited near monument signs, walls, benches, or utility boxes, since these structures may block viewing the art and diminish the aesthetic value of the artwork. The Public Art shall be created and installed prior to the issuance of the Occupancy Permits for the project.

At the discretion of the Community Development Director, based upon the size, scale, location and construction costs of the project, the applicant may be required to contribute to the Public Art In-Lieu Fund rather than install a piece of art. The City may commission and acquire artwork using the Public Art In-Lieu Funds. City artwork shall meet the same design and location criteria as private artwork.

TEMPORARY USES/ACTIVITIES

Unless modified by this section, the provisions of chapter 9-62 of the LHMC relating to Temporary Uses, shall apply to properties in the Urban Village. The Town Green and plazas will provide opportunities for a variety of temporary uses, some that are associated with the adjoining businesses and others that create activity to encourage pedestrian uses. Other locations within the Urban Village may also be appropriate for temporary uses. Temporary uses could include: civic ceremonies, farmers markets, festivals, live performances, fairs and seasonal activities. Each temporary use shall be limited in size, location and scale to ensure that surrounding parcels are not impacted by the use. Conditions may be placed on the use by the City to reduce any potential impacts.

OUTDOOR VENDORS/CARTS/KIOSK

Throughout the Urban Village, to create an atmosphere that encourages pedestrian traffic and invites people to walk between uses, outdoor vendors are permitted as an accessory use, subject to the approval of a Conditional Use Permit. While the vendors' cart or kiosk may appear to be temporary in nature, they shall be designed to complement the architectural style of the other buildings on the site and integrated into the site design to provide for easy pedestrian access. Moving vendor carts are prohibited. The size and location of vendor carts shall be limited to ensure that the business is oriented to the pedestrian and not the surrounding streets and to provide for adequate pedestrian circulation around the use. When outdoor vendor uses are located within the Town Greens or plazas, the primary function of those spaces for strolling, sitting, walking, eating and interaction with others shall not be compromised.

LIGHTING

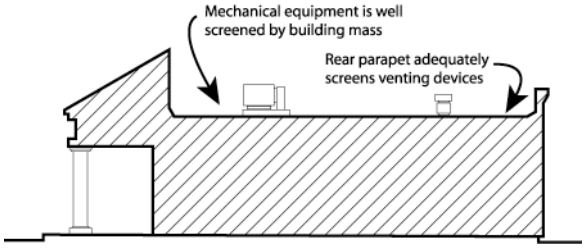
Exterior lighting shall be energy-efficient and shielded or recessed so that direct glare and reflections are contained within the boundaries of the parcel, and shall be directed downward and away from adjoining properties and public rights-of-way. No lighting shall blink, flash, or be of unusually high intensity or brightness. All lighting fixtures shall be appropriate in scale, intensity, and height to the use it is serving. Security lighting shall be provided at all en-

trances/exits. Lighting of outdoor parking areas shall be designed and maintained in a manner to prevent glare or direct illumination from intruding into any off-site areas.

Lighting fixtures shall be provided in accordance with the Design Guidelines in Section IV. In addition, uncovered access, parking and loading areas shall have a minimum of .5 foot-candles of illumination for general use areas and 1.0 foot-candles of illumination for high use areas. As determined by the Planning Department, high use areas include: vehicular entries and exits, parking accessways, pedestrian areas, passenger loading areas, areas of higher intensity vehicular movement; areas of concentrated pedestrian and vehicular movement, and where added security is desired.

SCREENING

Any equipment, whether on the roof, side of a structure or ground mounted, shall be screened from view. The method of screening shall be architecturally compatible in terms of materials, color, shape, and size. The screening design shall blend with the building design and include landscaping when on the ground. Screening shall be provided in accordance with the Design Guidelines in Section IV of this specific plan.



All roof-mounted equipment, except for solar panels meeting standards of the Uniform Building Code, including but not limited to air conditioning units, lighting fixtures and mechanical equipment shall be shielded from view from on-site parking areas, adjacent streets and adjacent residentially zoned properties. The screening material must be compatible with and integrated into the architectural design of the structure.

PROPERTY MAINTENANCE

All properties within the Urban Village Area shall be kept and maintained in a clean, neat, orderly, operable and usable condition. This requirement applies to buildings, paving, fences, walls, landscaping, water, earth and any other structure or natural feature on the site. The provisions of Chapter 9-74 of the LHMC relating to Property Maintenance shall be applicable to the Urban Village.

WALLS AND FENCES

The regulations of Section 9-40.100 of the LHMC relating to fences, walls and hedges shall apply to all developments within the Urban Village, except where the Land Use Plan (Section III of this Specific Plan) and the Design Guidelines (Section IV) indicate specific edge conditions or design concepts. For example, one of the planned unifying elements of the specific plan is a 30-inch high stone wall or hedge within the parkway along the perimeter streets and entries. Additional fencing in these areas, between the property line and building facade shall be prohibited.

LANDSCAPING

The regulations of Section 9-46 of the LHMC relating to landscaping standards and guidelines shall apply to all developments within the Urban Village, except where the Land Use Plan (Section III of this specific plan) and the Design Guidelines (Section IV) indicate specific edge conditions or design concepts. For example, the Landscape Plan, Figure 31, provides for certain specific locations for street trees and the Edge Conditions Plan, Figure 7, and Edge Condition Sections, Figures 8 through 15, delineate where groundcovers and shrubs will be placed along the streets.

PARKING

The regulations of Section 9-44 of the LHMC relating to access and parking shall apply to all developments within the Urban Village, except as modified below. To encourage new development that complies with the Main Street and design elements of this Specific Plan, such as including pedestrian pathways and village greens, the required off-street parking for new and existing development may be reduced in conjunction with Site Development Permit review, and approval. The reduced parking standards may be approved provided the City Council makes the following "Reduced Parking Findings":

1. That the calculated parking demand for new development projects, based upon the recommendations and methodology outlined in the Linscott, Law & Greenspan Traffic and Parking Study dated March 7, 2002, justifies a reduced parking requirement for the new development.

2. That the proposed reduction to the parking standards result in a project which is of a superior design quality and functionality; and

3. That the three goals of the specific plan relating to type of uses, pedestrian-friendly atmosphere and Urban Village identity are satisfied through the proposal; and

4. That the proposed development is consistent with the Land Use Plan in terms of the location, type of use and provision of pedestrian pathways, plazas and town greens; and

5. That the project conforms to the design guidelines for the creation of an Urban Village with respect to setbacks, building orientation, edge conditions, building massing.

Reduced Parking Standards

The Linscott, Law & Greenspan Traffic and Parking Study dated March 7, 2002, indicated that reduced parking standards for new development or changes in use within the Urban Village area could be supported based upon a "Consolidated Parking Ratio for shopping Centers" or a "Shared Parking Model" (See pages 10 through 15, and Tables 7 through 13 of the Study). The process to determine the reduced parking standard to be applied to individual projects shall be as follows:

Application of Consolidated Parking Ratio for Shopping Centers

Prior to expansion of an existing use, construction of a new development, or intensification of existing facilities, applicants proposing such projects shall pro-

vide an analysis of parking requirements. The determination of parking requirements shall address the following:

- The current City Code parking ratios shall first be applied to the project to create a baseline, by calculating the project's "stand-alone" parking requirements.

- For General Retail uses located within the Laguna Hills Mall property, a parking ratio of 4.5 spaces per 1,000 SF of gross leasable area (GLA) shall be applied, as long as no more than 20% of the total GLA is in restaurant, entertainment, or cinema space.

- For General Retail uses located outside the Laguna Hills Mall property, a parking ratio of 4.5 spaces per 1,000 SF of gross leasable area (GLA) shall be applied, as long as, no more than 10% of the total GLA is in restaurant, entertainment, or cinema space.

If the project does not exceed the above 20% or 10% standards, then no additional parking analysis is required and the reduced parking ratio may be approved, provided the "Reduced Parking Findings" are made by the City.

Application of Shared Parking Methodology

If more than 20% of the GLA within the Laguna Hills Mall property, or more than 10% of the GLA for the General Retail outside the Laguna Hills Mall property is in restaurant, entertainment or cinema space; then any proposed expansion of existing use, construction of new development, or intensification of existing facilities must apply the Shared Parking methodology to calculate the required parking. However, to ensure that the Shared Parking model is appropriately applied to future expansion projects within the Urban Village, the following guidelines must be followed:

- It should first be established that the individual uses have a common parking footprint that is easily accessible by all the uses, and that the individual uses have different peak parking periods, to test the reasonableness of any potential shared use of parking in the Village.

- If a future expansion project results in a change of use (switches to a different land use category), the Shared Parking model must be recalculated in its <u>entirety</u>. The resultant parking demand identified from a singular Shared Parking calculation must never be automatically used as a "baseline" value to debit or credit another (or future) project's incremental parking requirements.

- Exclusive-use parking areas must be recognized specifically when applying the Shared Parking procedure, and either carried at a continuous 100% parking profile during their entire period of exclusivity, or treated entirely separate. Moreover, disaggregating of the Shared Parking study area to logical subcomponents (based upon proximity, walking distances, specifically merged parking fields, etc) for a "micro" assessment is required.

The process to be followed in applying the Shared Parking methodology shall be as follows:

- Determine what constitutes a Shared Parking area or zone by reviewing the site plan for the project. Disaggregating the overall Shared Parking study area into multiple subcomponents assures proximate parking supply to demand sources.

- Calculate the Shared Parking requirement utilizing the Parking Ratio and Profile Summary (Table 9) of the Linscott, Law & Greenspan Study dated 3/7/02, through the following steps:

    1. Identify the land uses and quantities (SF of gross floor area, number of hospital beds, etc) that can reasonably be expected to share a common parking facility or be serviced by multiple parking nodes.

    2. Using the parking ratios in the Table 9, determine the peak parking requirement for each identified use.

    3. Adjust for any parking demand component which will be unavailable for sharing (i.e., spaces which will be exclusively dedicated, or spaces accessible by only one use type).

    4. Using the parking profiles in Table 9, apply the respective parking demand profile for each use identified.

    5. Determine the total parking demand for each hour during the day. Isolate the maximum demand level.

- The need for parking "contingency" beyond the calculation of parking requirements for the project shall be evaluated. Additional "safety factor" spaces will be necessary when a parking area or zone is deficient, or when the parking needs/demand of a generator requires multiple parking sub-areas to support it.

SIGNS

The regulations of Section 9-42 of the LHMC relating to signs and advertising devices shall apply to all developments within the Urban Village, except as modified by the Design Guidelines (Section IV) and the following regulations.

Permitted Signs – To encourage creativity in sign design and to foster a pedestrian atmosphere, the following additional sign types are permitted within the Urban Village area, subject a determination by the City that the signs are in conformance with the sign Design Guidelines found in Section IV.

- projecting signs,
- painted wall signs,
- murals,
- figurative signs,
- freeway oriented signs
- other types of nontraditional signs.

Size and scale – To the extent possible the size limits identified in Section 9-42-090 of the LHMC shall also apply to the unique types of signs described above. In accordance with Section 9-42.180 of the LHMC, in conjunction with the review and approval of a Master Sign Program, deviations to the Sign standards matrix may be granted by the Planning Agency based on design quality, creativity, and compatibility of the signage with the building architecture

and surrounding land uses.

Review Procedures – Unique sign types that are not listed in the LHMC, may be permitted through the review and approval of a Site Development Permit for a Master Sign Program, as outlined in Section 9-42.170 of the LHMC.

VI. INFRASTRUCTURE PLAN

INTRODUCTION

Although the majority of the infrastructure in and around the Urban Village is currently in place, additional demand will be placed on the existing streets and utilities in conjunction with the proposed development intensity.

The Urban Village is served by a street system that primarily includes El Toro Road, Paseo de Valencia, Los Alisos Boulevard and the Interstate 5 freeway. In conjunction with the increased development intensity allowed by the Laguna Hills General Plan and Urban Village Specific Plan, required intersection improvements have been identified in the Traffic and Parking Study prepared by Linscott, Law & Greenspan.

Adequate utilities to serve the current development are provided by the El Toro Water District, the Southern California Gas Company, Southern California Edison and Pacific Bell. However, as more intensive commercial and residential development takes place, new distribution lines may need to be installed, and some of the existing facilities may require upgrading, replacement and/or extension.

CIRCULATION

The intensity of development permitted within the Urban Village Specific Plan is subject to the vehicle trip budget as set forth in the City's General Plan. The General Plan identified a maximum number of vehicle trips for the Urban Village that allows for a mix of land uses. This concept is mirrored in the Specific Plan, which includes provisions for flexibility in development options to allow adjustments in land use intensities, provided that the vehicle trip budget is not exceeded.

A traffic study dated March 7, 2002 was prepared on behalf of the City by Linscott, Law and Greenspan. The study analyzes the number of vehicle trips available to accommodate the increased development proposed by the Urban Village Specific Plan. The study concluded that the proposed development intensity for the Urban Village can be accommodated by the trip budget established under the 1994 General Plan. However, the General Plan and the Traffic Study identify specific intersection improvements for completion in conjunction with an increase in the number of vehicle trips.

The necessary improvements to be completed in conjunction with the build out of the Urban Village Specific Plan are identified on Figure 39, and include the following:

- Add a northbound right turn lane and a eastbound thru lane at the intersection of Avenida de la Carlota and El Toro Road.
- Add a 4th travel lane on El Toro Road eastbound between Regional Center Drive and Avenida De La Carlota.
- Add a northbound right turn lane, a southbound thru lane, an eastbound left turn lane, and a westbound thru lane at the intersection of Paseo de Valencia and El Toro Road.
- Add an eastbound left turn lane, a westbound left turn lane, and a

westbound thru lane at the intersection of Avenida de la Carlota and Paseo de Valencia.

- Add a northbound thru lane and a southbound thru lane at the intersection of Paseo de Valencia and Los Alisos Blvd.

With the implementation of the recommended improvements, the intersections impacted by the development proposed as part of the Urban Village Specific Plan will continue to function at acceptable levels.

WATER

Water is provided to the project area by the El Toro Water District (ETWD) from the El Toro Reservoir in the City of Mission Viejo. Water service is currently provided to the service area by a network of pipelines, varying from 6 to 20-inches in size. Any and all additional necessary laterals must tie into these existing water lines.

In conjunction with the review of specific development proposals, the ETWD shall review the improvement plans for each proposal to ensure that the Municipal Facilities and Services Mitigation Standards as outlined in Table VII-1 of the Laguna Hills General Plan are complied with. ETWD will review each site-specific project to determine if upgrades to existing facilities, or construction of new facilities will be required. Adequate fire flow capacity shall be provided to meet the requirements of the ETWD and the Orange County Fire Authority.

SEWER

Wastewater services are provided by the El Toro Water District, with treatment provided by the ETWD Water Recycling Plant. The Urban Village Specific Plan is currently served by various 6, 8 and 10-inch sanitary sewer lines.

The ETWD shall review the improvement plans as components of the project to ensure that each area is capable of handling the additional capacity generated by the increased development. In conjunction with the review of specific development proposals, the ETWD shall review the improvement plans for each proposal to ensure that the Municipal Facilities and Services Mitigation Standards as outlined in Table VII-1 of the Laguna Hills General Plan are complied with. ETWD will review each site-specific project to determine if upgrades to existing facilities, or construction of new facilities will be required.

STORM WATER DRAINAGE

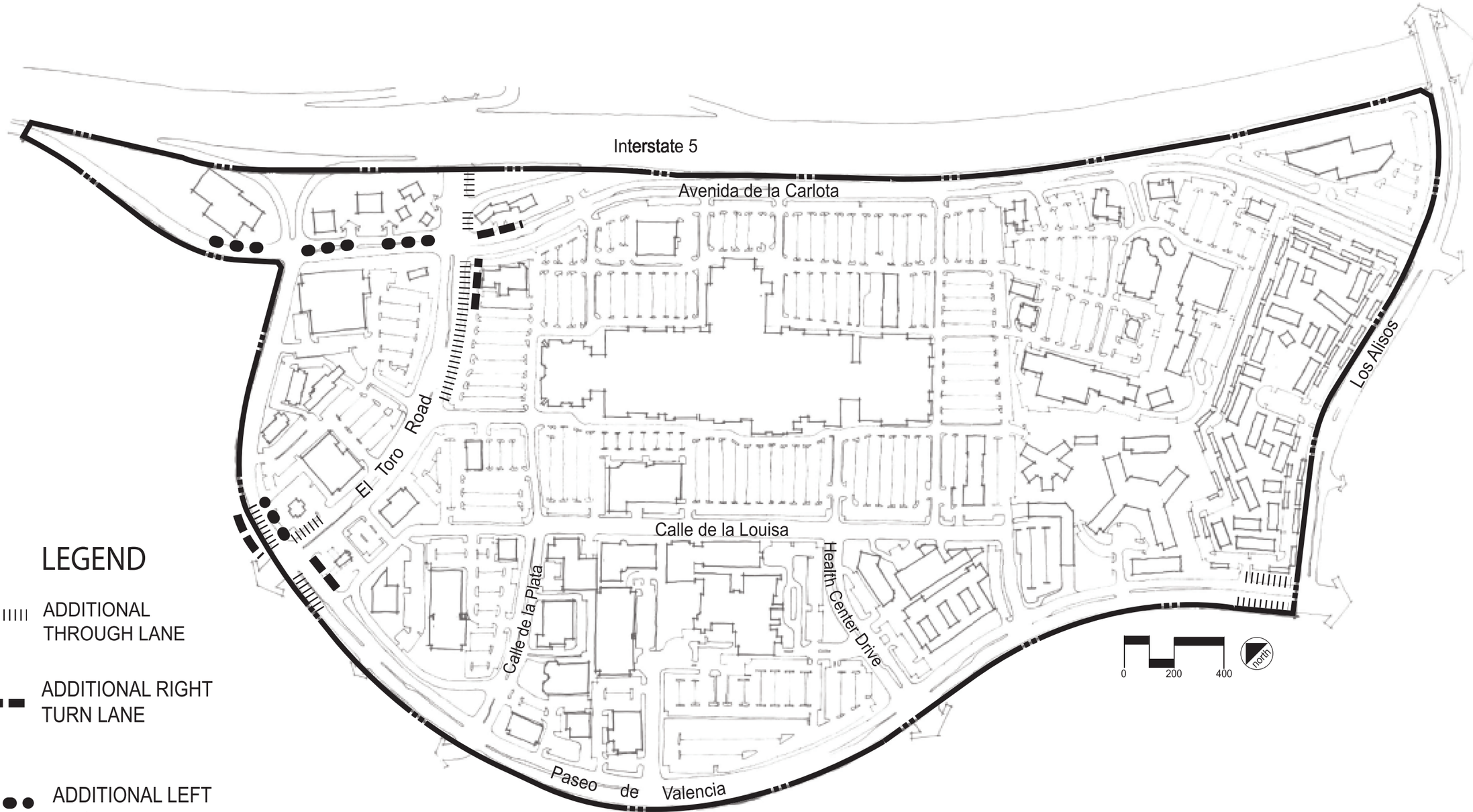
Natural drainage within the Urban Village Specific Plan area is collected and channeled through the site via existing drainage systems. Any development that may occur will not significantly alter existing drainage patterns, or substantially increase the rate or amount of surface runoff in the area. It is not anticipated that new storm water drainage facilities or expansion of existing facilities will be necessary in conjunction with any new development.

UTILITIES

Electricity

Electric power is provided by Southern California Edison (SCE). SCE has indicated that the additional development density can be served by the system's existing distribution lines in the area.

Natural Gas



LEGEND

ADDITIONAL THROUGH LANE

ADDITIONAL RIGHT TURN LANE

ADDITIONAL LEFT TURN LANE

Road Improvements

date: Nov. 2002 fig. 39

Laguna Hills Urban Village

Natural gas is provided by the Southern California Gas Company (SCGC). SCGC has indicated that sufficient capacity exists within the existing infrastructure to accommodate the increased project density. Additional points-of-connection will be established where necessary.

Telephone

Telephone service is provided by Pacific Bell. Any additional telephone service will be provided underground and connected to existing service lines where appropriate. Pacific Bell has indicated that the existing infrastructure is sufficient to service the increased development intensity.

VII. IMPLEMENTATION

INTRODUCTION

This section describes the actions to be taken to facilitate the timely implementation of the Urban Village Specific Plan as outlined under the "Purpose of Specific Plan" discussion found in the Introduction Section. The main goals of the Specific Plan, as outlined in the "Purpose of Specific Plan" discussion are to:

- Encourage and facilitate new uses in the area;
- Create new pathways and add landscaping to existing sidewalks to create a pedestrian-friendly environment;
- Create an identity for the area through the use of entry features, area way finding signs, consistent landscaping and street furniture.
- Facilitate private investments in the development of desirable and planned activity nodes;
- Take full commercial and market advantage of the Urban Village's central location in the Saddleback Valley;
- Increase the employment opportunities, tax revenues and ensure the long-term viability of the Urban Village; and
- Provide the framework for a public/private partnership to implement the goals of the specific plan.

PUBLIC IMPROVEMENTS

In providing public improvements in the Urban Village area, the City will be making a visible economic commitment to realizing the goals of the plan. The public improvements will add value to the area, thereby laying a foundation for future private sector investment. The City's recent purchase of an office building in the area to house a permanent Civic Center is the first step toward realizing the goals of the Specific Plan, and will lay the foundation for future public improvements.

In conjunction with the preparation of updates to its Capital Improvements Program, the City shall evaluate and consider potential Capital Improvements within the Urban Village area to include, but not be limited to, the following:

- Circulation Improvements to the circulation system that reflect the street cross-sections shown in Figures 7 through 15 of the Specific Plan.
- Entry Features as shown in Figures 21 through 25 of the Specific Plan.
- Landscape and hardscape improvements, including street trees and shrubs, walls and decorative paving.
- Pedestrian-oriented lighting fixtures at key locations.
- Street furniture and way finding signs that will enhance the pedestrian character of the Village, provide a uniform appearance to the area, and provide a public information benefit.
- Plazas and Village Greens that are located on public property

PRIVATE IMPROVEMENTS

In combination with public sector improvements, new development on private property will begin to fulfill the City's vision for the Urban Village. To encourage these improvements and attract the desired types of developments, the Specific Plan includes incentives in the form of reduced parking ratios, and innovative sign regulations. In addition

the City can utilize a variety of incentives, including the following:

- Expedited processing of plan review
- Deferment of fees if development meets certain criteria
- Direct payment for public related costs such as infrastructure, access improvements and public amenities.

PHASING PROGRAM

To initiate implementation of the Urban Village Specific Plan goals, it is recommended that the following be completed within the initial phases of the improvements to the Urban Village:

- El Toro Road is the most prominent street segment within the Village in that it provides access to the Civic Center and the proposed Main Street/Pedestrian Promenade. Implementing the circulation improvements, and installing the entry features, landscaping, walls, lighting and signs along this streetscape is of primary importance.

- Implementation of the Perimeter Street Edge Condition improvements (Figure 9 & 9.1) should closely follow the El Toro Road improvements so as to create the identity for the area. Because implementation of the Perimeter Street Edge Condition improvements will include improvements to the private property landscaped setback areas along the perimeter streets, the City will need to work with the property owners to implement those improvements.

- Construction of the Entry Features and Wayfinding signs oriented to the Perimeter Streets will also enhance the Urban Village identity, and, if feasible, should be completed in conjunction with the Edge Condition improvements to be made to the Perimeter Streets

- Phasing of the other street improvements, some of which are located on private property, should be evaluated after the completion of the El Toro Road and Perimeter Street improvements. The feasibility and desirability of the City acquiring and converting the private streets to public streets should be considered.

APPENDIX A. TECHNICAL STUDIES

TRAFFIC

The primary regional access to the Specific Plan area is via El Toro Road and the San Diego Freeway (I-5). Additional access is provided from Paseo de Valencia, Avenida de la Carlota, and Los Alisos Boulevard.

In order to assess the potential traffic impacts of build out of the Specific Plan area, a review of the Laguna Hills Final Master EIR was conducted. The Master EIR indicates that at General Plan build out the level of service (LOS) at all of the intersections within the Urban Village Specific Plan area will function at a LOS of "D" or better.

To insure that the intersections within the Specific Plan area continue to function at acceptable levels, the Master EIR outlines a number of improvements that will need to be implemented as the area builds out. The specific recommendations are as follows:

- Add a northbound right turn lane and a eastbound thru lane at the intersection of Avenida de la Carlota and El Toro Road.
- Add a 4th travel lane on El Toro Road eastbound between Regional Center Drive and Avenida de la Carlota.
- Add a northbound right turn lane, a southbound thru lane, an eastbound left turn lane, and a westbound thru lane at the intersection of Paseo de Valencia and El Toro Road.
- Add an eastbound left turn lane, a westbound left turn lane, and a westbound thru lane at the intersection of Avenida de la Carlota and Paseo de Valencia.
- Add a northbound thru lane and a southbound thru lane at the intersection of Paseo de Valencia and Los Alisos Blvd.

The Master EIR also specifies that the recommended improvements shall be constructed in conjunction with adjacent development. If determined by the City Engineer to be necessary to provide for adequate traffic flow, any individual development may be required to provide off-site intersection improvements, subject to appropriate reimbursement agreements from future development or other financial mechanisms to ensure that new development pays only its proportionate share for improvements.

In addition to reviewing the Laguna Hills Final Master EIR in conjunction with development of the Urban Village Specific Plan, a supplemental traffic analysis of the proposed Specific Plan was conducted to determine whether the findings and recommendations of the Master EIR were still appropriate for the project. The report dated March 7, 2002, prepared by Linscott, Law & Greenspan, concluded that the projections of the Master EIR were still valid, and that implementation of the recommended improvements would insure that the intersections within the Specific Plan area would continue to function at acceptable levels.

INFRASTRUCTURE ANALYSIS

Water and Sewer: As identified in the Laguna Hills Final Master EIR, the Specific Plan area is served by the El Toro Water District (ETWD), which maintains and operates a network of water and sewer lines that extend into the City. Land within the boundaries of the ETWD is essentially built out; therefore basic infrastructure is in place, and adequate capacities for water and sewer service already exist. The impact of future new development is dependent on the nature of the development and its water and sewer demands.

To insure that development projects within the City of Laguna Hills do not result in a quantifiable reduction in the level of infrastructure services provided to existing development, the Master EIR outlines mitigation standards that development projects within the City must adhere to. They are as follows:

Flood Control and Storm Drainage: Adequate facilities to protect structures for human occupancy and major roadways from the 100-year flood.

Water: Adequate fire flow as established by the Orange County Fire Authority, along with sufficient water storage for emergency situations and for maintenance of service pressures on an ongoing basis.

Wastewater: Unrestricted flow in sanitary sewers during average and peak conditions.

Solid Waste: Once weekly pick up of residential solid waste. Street sweeping as needed to meet NPDES requirements.

FISCAL ANALYSIS

The proposed Urban Village Specific Plan defines the development capacity of the planning area based primarily on land availability, traffic and parking limitations. The development capacity represents the additional development intensity that could be added to the existing base within the Urban Village. The Plan defines the future development capacity by land use category. The

following limitations are established in the Plan for incremental development above the existing base:

• Retail	183,000 sq. ft.
• Hotel	250 rooms
• Residential	200 units
• Medical Office	138,000 sq. ft.
• General Office	380,000 sq. ft.

Municipal revenues from the proposed land uses fall into four categories. These include sales tax, property tax, transient occupancy tax and State subventions. Estimates of the potential revenues upon build out can be prepared using comparable values found throughout Southern California. Table 3 presents a tabulation of the estimated revenues from the proposed Urban Village Specific Plan. Retail square footage was broken down into food, service and retail uses, which were estimated individually. Temporary Occupancy Tax (TOT) was estimated by assuming a mid-range hotel. Subventions were limited to Motor Vehicle License Fees, franchise fees and gas tax based on the additional residential population resulting from the development of approximately 200 ownership units. Because the Plan is an enhancement of an existing area that currently benefits from a full range of municipal services, and many of the one-time expenses of developing the area further, such as street improvements, will be financed by those entities developing the area, it is anticipated that the projected revenues will result in a positive net financial impact on the City of Laguna Hills.

Table 3

Laguna Hills Urban Village Revenue Data

Development Type	GLA	Units	Hotel Rooms	Estimated employment	Development Value	Sales Tax[2]	Property Tax[3]	TOT[4]	Resident Subvent.[5]	Total Tax Revenue
Retail	146,400			439	$18,300,000	$380,640	$31,842			$412,482
Restaurant/food	36,600			183	$6,405,000	$155,550	$11,145			$166,695
Hotel			250	75	$22,500,000		$39,150	$711,750		$750,900
Residential		200 [1]			$48,000,000		$83,520		$25,050	$83,520
Medical Office[6]	138,000 [7]			587	$24,150,000		$42,021			$42,021
General Office	380,000 [8]			1,292	$47,500,000	$26,600	$82,650			$109,250
Total				**2,576**	$166,855,000	$562,790	$290,328	$711,750	$25,050	**1,455,618 - 1,522,847[9]**

Footnotes:

1) Residential assumes ownership units averaging 1200 square feet
2) Sales Tax estimated at sales of $325 psf for retail with 80% retail, $425 for food uses, office at $.07 psf
3) Property Tax rate estimated at $.174
4) TOT estimated at average room rate of $120 and 65% occupancy, 10% tax rate
5) Population estimated at 1.6 person's household, gas tax, MLF and typical franchise fees only
6) Assumes property tax exempt ownership, net leaseable area at 85% of gross building area
7) Assumes no general office
8) Assumes no medical office
9) Range reflects potential mix of medical and general office

APPENDIX B.
BACKGROUND INFORMATION

PUBLIC INPUT

An important component of this Specific Plan is the Public Participation Program to ensure that the business owners, property owners and residents of the community share their thoughts and ideas regarding the Urban Village concepts. The initial stages of the program involved City staff discussions with property owners in the area to assess the level of support for the project. Based upon these discussions, concept plans were prepared. Information mailers were sent to all property owners within the study area to invite them to community workshops.

There were three workshops held within the Urban Village area. The first one was held on February 21, 2001 at Saddleback Hospital and the second on June 20, 2001 within the Mall. The final community workshop was held on May 22, 2002. All three of the workshops provided the City with valuable insights into the specific development ideas that are important to area residents and merchants. In addition, the City Views Newsletter (distributed to all residents of the City) described the planning process for the Urban Village and provided an opportunity for comments and suggestions. The workshops and newsletter helped define the most important aspects of the Specific Plan and focus attention on the issues they believed were critical. Approximately 25-30 participants attended each of the workshops. Follow-up questionnaires were distributed to the participants for additional input.

The Land Use Plan is the result of meetings with the major property owners, merchants and residents and the basis for development of this Specific Plan.

Additional opportunities for public review and comment on this plan were provided during the public review period for the environmental documentation required for this project and during the public hearings for the Zone Change adopting the Specific Plan.

GOVERNMENT CODE COMPLIANCE

The Urban Village Specific Plan has been prepared in accordance with Government Code Sections 65450 through 65457 (Specific Plans). Section 65450 provides for the preparation of specific plans by municipalities for the systematic implementation of all or part of the General Plan. This Specific Plan provides policies, guidelines, procedures, programs and regulations necessary to

implement the General Plan. The Urban Village Specific Plan has been prepared at the direction of the Laguna Hills City Council in response to the Community Development and Design element and the General Plan Implementation and Monitoring Program (Laguna Hills General Plan, 1994). The Specific Plan is consistent with the General Plan. A more detailed review of the Specific Plan in relation to the General Plan is outlined below, on the table entitled General Plan Consistency.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The environmental impact report for the Laguna Hills General Plan was certified in 1994. An Environmental Impact Report was also prepared for the 3-Phase Laguna Hills Mall expansion project and was certified in 1992. Only the first portion of the project was implemented. In accordance with Section 15152 of the Government Code (Tiering), a Mitigated Negative Declaration was prepared for this Specific Plan. The Mitigated Negative Declaration was prepared and made available for public review from September 6, 2002 through October 7, 2002 in accordance with Sections 15070 through 15075 of the Government Code. It will be certified by the Laguna Hills City Council in conjunction with their adoption of the Specific Plan.

GENERAL PLAN CONSISTENCY

The Urban Village Specific Plan is consistent with the goals and policies of the General Plan and is intended to implement each of the General Plan Elements. The following chart is a comparative description, outlining how the Specific Plan meets and implements the relevant goals and strategies contained within the General Plan.

General Plan Goals	Specific Plan Conformance
HOUSING	
Encourage the provision of housing that is affordable to the extent required by law, to lower and moderate income households, by ensuring that existing owners and prospective developers are aware of potential affordable housing development opportunities available within the Laguna Hills Village.	Several sites are identified for residential or mixed-use projects, with an increased density to encourage a variety of housing types.
Promote infill housing development within areas presently approved for residential development.	The Urban Village is surrounded by existing development and the provision of housing units in this area would be infill.
Ensure that new residential development is appropriately located with respect to public and private services and facilities.	The Urban Village includes a variety of public and private services and facilities that will be strengthened by the Specific Plan.
Promote provision of housing for the elderly, disabled, large families, homeless, and other special needs groups.	There are several existing facilities that provide housing for the elderly and disabled that are encouraged to remain within the Urban Village.
LAND USE	
Establish an inventory of land uses that provides diverse economic, social, and cultural opportunities and that reinforces the characteristics that make Laguna Hills a desirable place to live.	The Specific Plan provides for a variety of land uses within the Urban Village.
Promote a mix of attractive, employment generating business park areas that provide a sound and diversified economic base, and that are compatible with the community's overall character.	Many of the existing and permitted uses in the Urban Village create a strong economic base for the community and provide employment opportunities.
Maintain an organized pattern of land uses that minimize conflicts between land uses and respects the bulk, scale and character of existing development.	The land uses permitted in the Urban Village have been selected to ensure compatibility and the design guidelines of the Specific Plan regulate scale, bulk and massing of new developments.
Encourage the intensification of land uses in an urban village context within the area designated on the General Plan land use map as Village Commercial, thereby creating a pedestrian-oriented mixed use retail, office service, and residential area.	The Specific Plan not only provides for opportunities for new developments but also requires the creation of pedestrian pathways to encourage walking between uses.

Limit the intensity of land uses within the urban village area to that which can be accommodated by the area's roadway system.	The Specific Plan includes standards and regulations to limit the intensity of development.
GROWTH MANAGEMENT	
Require all new development to pay its share of the impacts associated with that development including impacts on regional traffic mitigation.	As part of the development review process, the potential impacts associated with development projects will be evaluated and conditioned to minimize project related impacts.
As part of the development review process, ensure that adequate roadways and other facilities will be available to support buildout of the project. Use the performance standards included in the General Plan Implementation Program as the test for adequacy of City roadways, services, and facilities to support a new development.	New projects may be required to provide off-site improvements, subject to appropriate reimbursement agreements from future development or other financial mechanisms to ensure that new development pays only its proportionate share for improvements.
FISCAL MANAGEMENT	
Work closely with the Laguna Hills Mall to avoid any unnecessary delay in the Mall expansion and occupancy.	The Specific Plan provides incentives for new development within the Urban Village area.
Support the early development of any use within the city that is both consistent with the General Plan and can generate a positive net fiscal impact. This will be particularly helpful to move the "Urban Village" commercial core forward in a timely manner.	Adoption of the Specific Plan and implementation of the right-of-way improvements, including the entry features and landscape parkways will encourage new developments in the Urban Village.
CIRCULATION & TRANSPORTATION	
Maintain a balance between land use and circulation operations by phasing new development to levels that can be accommodated by roadways existing or planned to exist at the time of completion of each phase of the project.	The Specific Plan regulates the intensity of development by the volume of trip generation to ensure that adequate transportation facilities exist to serve the project.
Plan for future intersection improvements outlined in Table IV-1.	The Specific Plan provides for intersection improvements in the Urban Village area.
Require new development projects to incorporate the provision of bicycle, transit, and pedestrian facilities.	The Urban Village requires the provision of pedestrian pathways connecting all areas of the Village.

PARKS AND RECREATION	
Use major community entries and arterial streets to enhance the City's overall beauty including the quality of landscaping and landscape maintenance within the public right-of-way.	The Specific Plan provides for enhanced edge conditions along the arterials and coordinated entry features for the perimeter of the Urban Village.
GENERAL CITY SERVICES AND FACILITIES	
Pursue the development of a Civic Center, which includes a multi-use community center.	The Specific Plan identifies a particular location for the Civic Center within the Urban Village.
AIR QUALITY	
Encourage the development of job-intensive uses within designated employment centers to reduce the length of home-to-job commutes by local residents.	The Specific Plan provides opportunities for the development of new job-intensive uses within the Urban Village.
Amend the Zoning Code to integrate a Mixed Use Overlay Area for use in the Urban Village and Mixed Use General Plan designations as a means to enhance pedestrian movement throughout the City	The Specific Plan permits a variety of uses, including mixed-use project that include residential, retail and office uses. The creation of pedestrian pathways are also required to facilitate walking.
NOISE	
Ensure that new commercial and industrial activities (including the placement of mechanical equipment) are designed so that activities comply with the maximum noise level standards at the property line of adjacent uses, thereby minimizing impacts on adjacent uses.	During review of new developments, the potential noise levels will be evaluated and the project will be designed to minimize noise impacts on adjacent uses.