

The Village at Laguna Hills

Attachment 11 UVSP Consistency Summary



Village at Laguna Hills Specific Plan Consistency Summary Review

<p align="center">UVSP Goals/Policies/Guidelines/Design Principles/Requirements/Standards Section</p>	<p align="center">Consistency Analysis Provided</p>
<p>EXECUTIVE SUMMARY (Plan Overview)</p> <ul style="list-style-type: none"> • Summary of Primary UVSP Goals • Land Use Concept Plan (Figure 6) • Pedestrian Plan (Figure 18) • Open Space Plan (Figure 16) • Design Concepts for Streetscape Edge Conditions/ Paseos/ Open Space/ Entry Features & Way-Finding Graphics • Design Guidelines • Land Use Regulations 	<p>Note: For Goals/Policies/Guidelines/Design Principles/Concept Plans, consistency is measured in terms of being consistent with or conforming to the “intent” of the UVSP.</p> <p>For Development Standards/Design Standards/Other Objective, Requirements, consistency is measured in terms of meeting or matching the criteria, or exceeding “complying” with the criteria.</p> <p>The Executive Summary is a high-level overview of the vision, goals, and important design and use elements of future projects. The overarching vision is to “transform” an existing 240-acre area into a “village-like downtown district that could serve the community needs and provide a regional destination”. The mix of uses in the proposed project are intended to respond to retail, employment, entertainment, and housing needs within the community. The organization and design details create a downtown setting that is consistent with the overarching vision.</p> <p>The UVSP contains eight goals which are aspirational in nature. These goals have been met by the proposed project in the following ways:</p> <p>Goal 1. To encourage and facilitate new uses in the area. The proposed project includes a range of new uses including residential, retail, entertainment, hospitality, office, roadways, and outdoor recreation.</p> <p>Goal 2. To create new pathways and open space areas, and add landscaping to existing sidewalks to foster a pedestrian-friendly environment. The UVSP includes new street sections, pedestrian pathways, and open space greens that accentuate walkability, and a high-quality</p>

	<p>landscape environment. The proposed project is consistent with these requirements, as noted in more detail in Attachment f to the staff report.</p> <p>Goal 3. To create an identity for the area through the use of entry features, area wayfinding signs, consistent landscaping and street furniture. The proposed project includes a signage program and landscape plan that will establish a unique identity for the Village at Laguna Hills.</p> <p>Goal 4. To facilitate private investments in the development of desirable and planned activity nodes. The proposed project includes the development of a 2.6 acre park or activity node that will be programmed with uses and activities that can be enjoyed by the future residents, office employees, and broader community. The project also maintains the location for important community-wide activities – the pumpkin patch, Christmas tree lot, and other events.</p> <p>Goal 5. To take full commercial and market advantage of the Urban Village’s central location in the Saddleback Valley. The proposed mix of uses takes advantage of the current and projected market in the Saddleback Valley for residential, commercial, office and hospitality uses.</p> <p>Goal 6. To increase the employment opportunities, tax revenues and ensure the long-term viability of the Urban Village. Retail jobs from the former mall will be replaced with a variety of professional employment opportunities within the Class A office buildings, and new retail/service jobs with viable retailers and restaurants that thrive on an outdoor, walkable setting.</p> <p>Goal 7. To provide the framework for a public/private partnership to implement the goals of the Specific Plan. The goals of the UVSP will be implemented through a public/private partnership in the form of a Development Agreement.</p>
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	<p>The Land Use Concept (Figure 6) is defined as providing a “conceptual basis for locations where new development might occur”. This concept is flexible by design in order to encourage the private sector to bring forth the right mix and design or uses to respond to market conditions and the needs of the community. “Anticipated uses” are described, but this list not intended to be the comprehensive list of uses in the development standards (Table 1 Land Use Matrix).</p> <p>In addition to the Land Use Concept, the Executive Summary also introduces other key elements of the UVSP - the Pedestrian Plan (Figure 18), the Open Space Plan (Figure 16), streetscape edge conditions, pedestrian pathways, design guidelines, and land use regulations. The land use regulations (Chapter V.) constitute the zoning and objective development standards referred to in the Housing Accountability Act (HAA). The HAA also refers to the use of objective design standards in making a determination of consistency with an application. The UVSP contains objective design standards in the form of Street Edge Conditions and Pedestrian Pathways as discussed below in Chapter III. Land Use Plan.</p>
<p>I. INTRODUCTION – p1</p> <ul style="list-style-type: none"> • Establishment of the UVSP into a village-like “downtown” environment unique to south OC. • Major community and regional destinations. • Benefit from existing transportation network. 	<p>The Introduction sections goes into more detail about the vision for development of the various properties within the UVSP and how they are to be connected to each other and the larger community. Once again the reference to the creation of a “village-like downtown environment unique to</p>

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<ul style="list-style-type: none"> • Visible and accessible from I-5. <p><u>Study Area Opportunities (around 2002 and prior to) p. 2</u></p> <ul style="list-style-type: none"> • On-going new development & expansion • Modernization and diversification of businesses • Area Amenities (walkways and outdoor eating areas) <p><u>Study Area Constraints p. 2</u></p> <ul style="list-style-type: none"> • Poor Urban Design <ul style="list-style-type: none"> - Properties do not relate to one another - Buildings and Streets lack human scale features - Physical barriers separate residential and commercial areas • Few Community Focal Points & Open Spaces/ Gathering Places • Traffic Congestion <ul style="list-style-type: none"> - Perceived inadequate capacity - Need for Traffic Improvements in the vicinity 	<p>southern Orange County” is included. The proposed project is an important component of the overall 240-acre area and is consistent with this vision of a village-like downtown and will become a major community and regional destination. The street layout, enhancement of bus stops, and new bicycle network are integrated with the existing environment. The project design takes full advantage of freeway visibility that is necessary for the Class A office uses.</p> <p>The UVSP identifies the new development & expansion prior to and around 2002. This modernization and diversification of properties around the mall starts to set the stage for a significant new investment on the mall property. The proposed project builds on these investments by upgrading surrounding roadways, providing enhanced pedestrian and new bicycle connections, and providing uses (office, hotel, and restaurants) that will compliment the medical uses nearby.</p> <p>Study area constraints identify the big issues that must be overcome by the design of future development including disconnected uses, buildings/streets that lack human scale features, few community focal points or gathering spaces, poor circulation, limited entertainment options, and streets that are not pedestrian-friendly. Each of these constraints is addressed in the site plan and street improvements of the proposed project: the creation of a new street grid and traffic improvements; the focus on pedestrian amenities; a variety of open spaces for the community, residential, and office uses; the design of buildings that open onto the sidewalk; outdoor seating and cafes; programmed events; and new connections to adjacent development.</p>
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INTRODUCTION - CONTINUED

- Limited Entertainment Attractions
- Limited ROW Widths and sporadic sidewalk locations that are not pedestrian friendly.

Purpose of Specific Plan p. 3

- Facilitate Creation of a village-like “downtown core”.
- Shape the district into a vibrant regional and community destination that contributes to the quality of life for residents of LH and the region.
- Maintain and enhance the long-term economic vitality of the area as it relates to the image and fiscal health of the community.
- Establish a sense of place that makes the Study Area a shopping, business, medical, and recreational destination by:
 - Encourage and facilitate new uses
 - Create new pathways and add landscaping to existing sidewalks to create a pedestrian friendly environment
 - Create identity for the area through use of entry features, wayfinding signs, consistent landscaping and street furniture
- Facilitate private investment in the development of desirable and planned activity nodes
- Take full commercial and market advantage of the Urban Village’s location.
- Increase employment, tax revenues, and long-term viability of the Urban Village.
- Provide the framework for a public/ private partnership to implement the goals of the UVSP.

The purpose section repeats the goals in the Executive Summary. However, it also states the reason for preparing the UVSP: “the UVSP 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 UVSP was prepared during a time of economic decline, especially for the mall. It was intended to incentive new development in a way that benefits the community in all ways – economically, socially, and physically. Specific plans undertaken by a city or county are intentionally conceptual and flexible, to enable the development projects to come forward. For the UVSP, there was no developer driving the vision, goals, or concepts for the mall site. It was intended to be “visionary”, supported by important design standards for circulation, and development regulations for future uses.

<p>II. PLANNING FRAMEWORK p4.</p> <p><u>General Plan</u></p> <ul style="list-style-type: none"> • Area is designated Village Commercial. The intent is to: • Develop an urban core; • Promote a variety of uses including commercial, civic, recreational, and high-density residential that work in concert to create an urban village; • Provide enhanced pedestrian areas that link commercial/ residential/ civic areas. • Implement the Fiscal Management portion of the General Plan <p><u>Development Code Ps. 5/6</u></p> <ul style="list-style-type: none"> • The purpose of the Specific Plan is to provide standards and guidelines. <p><u>Livable Communities Principles</u></p> <ul style="list-style-type: none"> ▪ 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. 	<p>The Planning Framework chapter sets the stage for the concept plans, the design guidelines, and the development standards. It is intended to document how the UVSP fulfills the direction in the General Plan for the study area, it references direction in the Development Code, and it references the livable community principles from the Local Government Commission. Together these goals, objectives and principles set the foundation for the UVSP and are intended to guide future development proposals.</p> <p>The proposed project is consistent with the intent of the General Plan guidance for fiscal health and economic sustainability. A fiscal impact study prepared for the Project by Kosmont & Associates depicts identifies the Project will generate fiscal revenue of \$2.99 million per year at Project buildout, and an annual operating surplus of \$1.31 million after accounting for \$1.69 million needed to provide municipal services for the Project.</p> <p>The Development Code objectives provided guidance on what to include in the UVSP – it is not directly applicable to the proposed project.</p> <p>The Livable Communities Principles are primarily applicable to an entire community (see references to “community”). They were included in the UVSP to provide guidance, as applicable for a 240-acre project area (verses an entire community), for “creating an environment that is responsive to the functional and social needs of the individuals who live and work” within the project area. The proposed project meets the intent of the livable communities principles through it’s site plan, location and mix of uses, and the design of the public realm (streets, open spaces).</p>
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<ul style="list-style-type: none">▪ 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.	
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<ul style="list-style-type: none"> ▪ 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. <p>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.</p>	
<p>III. LAND USE PLAN</p> <p><u>Introduction</u></p> <p>The Land Use Plan is conceptual in nature and shows where new development might occur within the Urban Village. (pp. 8)</p> <p>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. (pp 8.)</p> <p>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. (pp. 8)</p>	<p>This section makes clear that Figure 6, Land Use Concept Plan is only conceptual and intended to provide an idea of how the properties might develop assuming the mall remained in some form. The list of desired uses does not call out maximum amounts of each type of development, but instead “each landowner can determine the details of their own development proposals (including architecture, site design, landscaping)”, subject to the development standards, the concept plans, and design guidelines as a basis for City evaluation. This approach is consistent with city-led specific plans that are intended to encourage new development and investment in an area.</p>

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- 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.

Main Street Concept

The proposed Main Street serves as the basis for the land use plan and provides 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
- an area where residents, employees, and visitors to Laguna Hills can meet, socialize, shop, and conduct business.
- 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

Figure 6 includes a statement that the “current zoning for the Urban Village Area would allow for any of the above listed uses in any of the development areas”. Given this flexibility, the proposed project is consistent with the Land Use Concept Plan, as well as the allowable uses and development standards, as documented below in Chapter V.

The Main Street Pedestrian Promenade is a key feature of the Land Use Concept. Although the exact location was conceptual on the diagram, the UVSP included a vision and direction on location, use, and design. The proposed project incorporates the Main Street concept and meets the intent of the UVSP in terms of the uses and activities that line the main street. In addition to the description of the Main Street concept, the UVSP includes a street section for Main Street that contain dimensions for the roadway design, which are interpreted as requirements or standards (verses guideline). The proposed project complies with the Main Street standard of the UVSP.

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<p>between adjacent retail, specialty service, dining, business, and entertainment uses. Also see Section E-5, Main Street (Figure 12).</p> <p><u>Streetscape Edge Conditions</u></p> <ul style="list-style-type: none">• The concept with the edge conditions is to create a unifying appearance that allows this area to be identified as the Urban Village.• 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. <p><u>1. El Toro Road (Figure 8)</u></p> <p><u>2. Perimeter Streets (Figure 9)</u> Avenida de la Carlota/ Los Alisos/ Paseo de Valencia</p>	<p>All the streets in the UVSP are intended to be implemented based on the direction provided in the Streetscape Edge Conditions section. This section is a combination of vision, guidance, and standards. The detailed street cross-sections (Figures 8-15) have been interpreted as standards for the proposed project. Based on the detailed comparison in Attachment f of the design of each street to the requirement in the UVSP, the streets within the proposed project are consistent with the UVSP.</p> <p>These depict public improvements which are the responsibility of the City to implement, and are not specific to any project.</p> <p>These depict public improvements which are the responsibility of the City to implement, and are not specific to any project. Landscape improvements required on private property to implement the edge treatments required on perimeter streets have been required of the Project, such as on Avenida de la Carlota.</p>
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<p><u>3. Entry Streets (Figure 10)</u> Health Center Drive/ Calle de La Plata</p> <p><u>Major Project Entry Street from El Toro Road (Figure 11)</u></p> <p>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.</p> <ul style="list-style-type: none">• 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. <p>General Characteristics</p> <ul style="list-style-type: none">• 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.	<p>These depict public improvements which are the responsibility of the City to implement, and are not specific to any project. Landscape improvements required on private property to implement the edge treatments required on perimeter streets have been required of the Project, such as on Avenida de la Carlota.</p> <p>Sheet 5.26 of the Plans depict the improvements for the Major Project Entry from El Toro Road. The Project is consistent with the requirements of the UVSP.</p> <p>Sheet 5.26 of the Plans depict a 23-33' building setback. The Project is consistent with the requirements of the UVSP.</p>
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<ul style="list-style-type: none">• 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	<p>Project landscape plans on Sheet L5.01 depict consistent landscape material and enhanced paving materials as stated along the street. The Project is consistent with the requirements of the UVSP.</p>
<p><u>Main Street (Figure 12)</u></p> <ul style="list-style-type: none">• Characterized by tight, continuous building setbacks on both sides of the street• 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.	<p>Sheet L5.27 depicts the Project's design for Main Street (Village Drive) which provides all of the dimensions required in the UVSP. The Project is consistent with the requirements of the UVSP.</p>
<p><u>General Characteristics</u></p> <ul style="list-style-type: none">• 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.	<p>Sheet L5.27 depicts the Project's design for Main Street (Village Drive) which provides all of the dimensions required in the UVSP. Shops 2 and the Hotel retail activate the Village Drive street by having street facing retail over the entire</p>

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<ul style="list-style-type: none"> • 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 	<p>length of the street. The Village Park also fronts the Village Drive on two sides. The Village Park provides for spaces all along the Village Drive for active uses including outdoor seating for public gatherings, outdoor dining, active play spaces, and includes the Project dog park.</p> <p>Except for the required sidewalk dimensions, no additional building setbacks have been required.</p> <p>The Village Park is the Project's central activity node and gathering space and encourages outside uses.</p> <p>Retail shops fronting the Village Drive supports the pedestrian orientation of the street.</p> <p>Retail shops front the Village Drive and not surface parking.</p> <p>No parking structures are oriented on or adjacent to the Village Drive.</p> <p>The Village Drive sidewalks are 12 feet wide, consistent with the UVSP, and can support a variety of outdoor activities.</p> <p>The Village Drive sidewalks are 12 feet wide</p>
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<ul style="list-style-type: none">• There should be very few separations between buildings to enhance the pedestrian walking experience. <p><u>Secondary Streets (Figure 13)</u></p> <ul style="list-style-type: none">• 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 midblock 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. <p><u>General Characteristics</u></p> <ul style="list-style-type: none">• 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	<p>Buildings located on the Village Drive are designed to extend linearly across the street frontage. Limited breaks exist to accommodate interior street circulation or driveway access.</p> <p>The Project is consistent with the requirements of the UVSP.</p> <p>Attachment f of the April 27, 2021 staff report depicts how Secondary Streets within the Project are either consistent with, comply, or conform to the UVSP.</p>
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- 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.

Commercial Entry Drives (Figure 14)

- Secondary or commercial entry drives (located on the east side of the project area)
- 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

Attachment f of the April 27, 2021 staff report depicts how commercial entry drives within the Project are either consistent with, comply, or conform to the UVSP.

<ul style="list-style-type: none"> • 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 <p><u>Calle de la Louisa (Figure 15)</u></p> <ul style="list-style-type: none"> • 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) • 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. <p>General Characteristics</p> <ul style="list-style-type: none"> • Buildings should be orientated to Calle de la Louisa 	<p>Sheets L5.19 and L5.20 depict modifications to Calle de la Louisa. Calle de la Louisa maintains different configurations the length of the Property. In one instance the UVSP did not contemplate how to improve a portion of the street at Calle de la Plata. To correct the misalignment of the intersection of Calle de la Louisa and Calle de La Plata and address a safety issue, a transition to the existing condition (between Valencia and driveway entry to BJs) will be required. This portion conforms to the UVSP.</p> <p>Beyond Calle de la Plata to the south, to the extent Calle de la Louisa is located within the boundaries of the Applicant's property, modifications to the street are consistent with the UVSP requirements.</p>
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<ul style="list-style-type: none"> • 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 <p><u>Pedestrian Pathways</u> Figure 16 identifies the general locations for primary pedestrian pathways within the Village.</p> <p>The Urban Village Specific Plan encourages pedestrian activity throughout the Village by designating specific locations for additional paseos, parking lot paseos, urban sidewalks</p> <p>A Trolley/Shuttle system should be considered as part of the Pedestrian Plan.</p> <p>The Trolley/Shuttle could loop around the entire Urban Village area.</p> <p>The Trolley/Shuttle stops should include stops along Main Street at the enhanced intersections and at major paseo terminating points and crossing of streets.</p>	<p>Figure 16 is a concept plan for the various types of pathways: sidewalks and paseos (separated from a travel way). The standards for the design of sidewalks are located in the street sections identified in Figure 16, which have been applied to the proposed project. The standards for parking lot paseos (Figure 18) have also been applied to the proposed project. The proposed project is consistent with the Pedestrian Plan.</p> <p>The UVSP also references the potential for a trolley/shuttle system around the UVSP. This is not a requirement but a suggestion for consideration by the city, in partnership with the property owners in the future.</p> <p>While no City trolley/ shuttle system is present, a shuttle stop for private systems is provided on the Village Drive.</p>
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<p><u>Paseos (Figure 17)</u></p> <ul style="list-style-type: none">• 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. <p><u>Parking Lot Paseos (Figure 18)</u></p> <ul style="list-style-type: none">• 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. <p><u>Main Street Sidewalk</u></p> <ul style="list-style-type: none">• 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.• This street will handle both automobiles and pedestrians, it will have a 20-foot wide pedestrian zone	<p>This requirement was met through the design of Calle Zocalo and the pedestrian crossing at Calle Zocalo and Calle De Los Caballeros.</p> <p>The Project anticipates a connection with Oakbrook Village which has yet to construct its paseo improvements.</p> <p>Two parking lot paseos were incorporated into the proposed project within the surface parking lots that serve the retail uses facing El Toro Road. The design of these paseos is consistent with Figure 18 of the UVSP.</p> <p>Previously covered. The Project is consistent with the requirements of the UVSP.</p>
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<p>on each side of the street to accommodate a large amount of pedestrian activity.</p> <p><u>Secondary Street Sidewalk (Figure 13)</u></p> <ul style="list-style-type: none"> • 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. <p>General Characteristics</p> <ul style="list-style-type: none"> • 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. 	<p>Previously covered. The Project is consistent with the requirements of the UVSP.</p> <p>Project landscape plans show appropriate shading along pedestrian plans. Condition 24 requires compliance with ADA standards.</p> <p>Over 6 miles of pedestrian paths work to connect the various uses and activity nodes located within the Project. Conditions 34 and 35 require a final lighting plan to be submitted and also require consistency with UVSP requirements for lighting.</p>
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Village at Laguna Hills Specific Plan Consistency Summary Review

<ul style="list-style-type: none"> • Sidewalks need to be a minimum of 12'-0" wide <p><u>Public Open Space (pg. 17)</u> Open space elements will consist of two major Village Greens, and a series of plazas placed at strategic locations in the area.</p> <p>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.</p> <p><u>Village Green</u> The primary Village Green will be located between the Main Mall Entrance and the Hospital along the proposed Main Street.</p> <p>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.</p> <p>General Characteristics</p> <ul style="list-style-type: none"> • 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 	<p>Previously covered. The Project is consistent with the requirements of the UVSP.</p> <p>The Project includes a 2.6 acre Village Park and a 2.5 acre linear park around the office buildings. Multiple pocket parks are also provided near multi-family buildings. The Project is consistent with the requirements of the UVSP.</p> <p>The primary Village Green described in the UVSP is identified in the proposed project as the Village Park. It will be located along Main Street with direct access to adjacent retail, restaurants, residential, office, and the hotel. The design of the Village Park meets the vision of the UVSP that includes a flexible outdoor space for events, a water feature as the "special icon", outdoor eating areas, tot lot, dog park, and area for viewing movies. The proposed park is consistent with the intent of the UVSP.</p>
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<p><u>Plazas</u></p> <ul style="list-style-type: none">• Plazas will be located throughout the Urban Village in many different locations including...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. <p><u>Entry Feature and Way-Finding Signage</u></p> <ul style="list-style-type: none">• Figure 21 – Entry Feature/Wayfinding Plan provides overall concept for elements within UVSP.• Intent is to create: a homogeneous use of forms and materials to impart a consistent visual impact within the entire Urban Village• Figures 22 -26 – designs for entry features and way-finding signage <p><u>Way-Finding Signage (Figure 26)</u></p> <ul style="list-style-type: none">• Figure 26 identifies examples of different types of way-finding signs.	<p>Plazas are generally located throughout the UVSP area. On the site of the proposed project, plaza spaces are included between residential buildings III and IV, and within the office area. The amenities are consistent with the guidelines in the UVSP.</p> <p>The Project includes required entry features. For the mall property the UVSP identified four (4) features such as the Major Project Entry Feature. Perimeter and Secondary Entry Features are included in the Applicant’s Master Sign Program. The Project is consistent with the requirements of the UVSP.</p> <p>The Project includes over 30 directional and wayfinding signs in the Master Sign Program for pedestrians and vehicles incorporating unique graphics and palette of materials and patterns that create a unifying and unique wayfinding package for the Project. The Project is consistent with the requirements of the UVSP.</p>
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<p>IV DESIGN GUIDELINES</p> <p><u>Main Street Development</u></p> <p>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.</p> <p>See Figure 27 for examples of the Main Street architectural character.</p> <p>The buildings along Main Street should avoid appearing like one big monotonous project.</p> <ul style="list-style-type: none"> * 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 	<p>Main Street development includes buildings along The Village Drive and Calle De La Magdalena. The buildings shown in the submittal set (the Project) are consistent with this Guideline.</p> <p>Project meets intent for varied elevations and varied massing as described in the Figure. Photographs show a variety of styles including Spanish Revival (center),</p> <p>Traditional (upper left, upper center, center right), and Contemporary styles (left and lower left).</p> <p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project complies with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project meets intent of Guideline. Diversity is maintained, even if some buildings are not literally traditional.</p>
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<p>* All corners, entries, and special locations need to be articulated.</p>	<p>Project is consistent with this Guideline.</p>
<p>* Storefronts should provide an individual look for each tenancy, while blending with the overall design intent of Main Street.</p>	<p>Project meets intent of Guideline. Actual storefront will be determined by tenants in future, but the Project architectural illustrations meet the intent of the Guideline.</p>
<p>* Storefront designs should convey the image of a unique urban street façade.</p>	<p>See above.</p>
<p>* 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.</p>	<p>Project meets intent of Guideline. Note that some storefront glazing must terminate at ground level – wherever there is an entry.</p>
<p>* 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.</p>	<p>Project complies with this Guideline.</p>
<p>* 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.</p>	<p>N/A - no mansard roof conditions.</p>
<p>* 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.</p>	<p>Project complies with this Guideline.</p>
<p>* Loading areas shall not be permitted to face onto Main Street.</p>	<p>Project is consistent with this Guideline.</p>

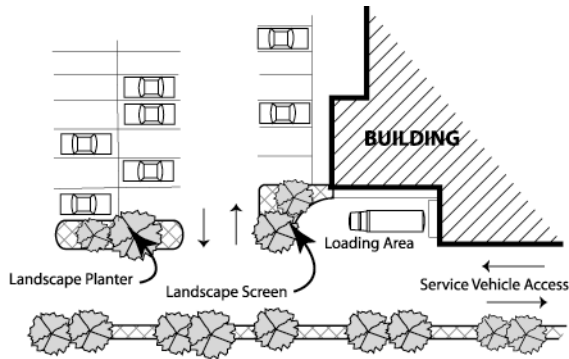
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<ul style="list-style-type: none"> * Solar orientation should play a strong role in determining the built form along Main Street. South and west facing facades should incorporate architectural elements such as trellises and arcades to help control 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. <p><u>Commercial Development</u> 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:</p> <ul style="list-style-type: none"> * 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. * A variety of massing and building heights and various types of fenestration to create a pedestrian character. 	<p>Project complies with this Guideline.</p> <p>Project meets intent of Guideline, with facades including punched openings above ground level except for limited locations, where more extensive glazed areas are used for architectural emphasis.</p> <p>Commercial Development not on Main Street includes other retail buildings, the office buildings, hotel and parking structures. For all of these buildings the Project complies with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p>
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<ul style="list-style-type: none"> * 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. 	<p>Project is consistent with this Guideline.</p>
<ul style="list-style-type: none"> * Vertical elements should be included on certain elevations where needed to define key points or minimize wall mass. 	<p>Project is consistent with this Guideline.</p>
<ul style="list-style-type: none"> * Color variations should be used to articulate various building forms and, where appropriate, textures on wall surfaces. 	<p>Project is consistent with this Guideline.</p>
<ul style="list-style-type: none"> * Pedestrian scaled building details, such as windows, doors and entry features will also enhance the human scale for the project. 	<p>Project is consistent with this Guideline.</p>
<ul style="list-style-type: none"> * Architectural interest should be created by reducing scale and visually articulating exterior building walls by creating shadow lines and patterns. 	<p>Project is consistent with this Guideline.</p>
<ul style="list-style-type: none"> * Building entries should be readily visible and special architectural features should emphasize the entry. 	<p>Project is consistent with this Guideline.</p>
<ul style="list-style-type: none"> * 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. 	<p>Project complies with this Guideline.</p>

- * Loading areas shall be adequately screened from view by pedestrians and motorists and shall not face the primary business entrance.



Project complies with this Guideline.

- * 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

Project complies with this Guideline.

N/A. No mansard roofs proposed.

Project complies with this Guideline.

Project meets intent of Guideline. To ensure compliance, review of color palette for all future submittals should be conducted by staff.

<p>* Buildings greater than three stories should provide a clear delineation of ground floor, the middle zone and the roof/ cornice line.</p> <p>RESIDENTIAL DEVELOPMENT</p> <p>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.</p> <p>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:</p> <p>* 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.</p>	<p>Project complies with this Guideline.</p> <p>Residential Development includes five separate buildings with residential units wrapped around a parking core, with amenity spaces and retail at the ground floor.</p> <p>The residential buildings meet the intent of Figure 28. The architecture of the Project complies with the three captions in the figure: Corners should be accented; Residential units should be built over retail; and Massing of the building should be broken up to create visual relief. Photographs in Figure 28 show a variety of styles including Spanish Revival (bottom and left photo in upper left group, center photo in upper right group, and lower photo in lower right group), Traditional (upper photo in upper left group, left photo in upper right group, and middle photos in lower right group), and Contemporary styles (all photos in lower left group).</p> <p>Project complies with this Guideline.</p>
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<ul style="list-style-type: none"> * 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 its 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. 	<p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project complies with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project is consistent with this Guideline.</p> <p>Project complies with this Guideline.</p>
<p>MODIFICATIONS TO EXISTING STRUCTURES</p>	<p>Not applicable to the Project.</p>

<p>STREET FURNITURE</p> <p>General Characteristics</p> <ul style="list-style-type: none">* 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. <p>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 easy removal by authorized persons.</p> <ul style="list-style-type: none">* 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. <p>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</p>	<p>Sheet L5.39 depicts Project Street furniture. Conditions 120 and 121 require street furniture to be consistent with the UVSP or as otherwise approved.</p> <p>Conditions 34-36 address Project lighting. Condition 35 specifically requires lighting to be consistent with the types depicted in the UVSP or as otherwise approved by the Community Development Director and Public Service Director.</p>
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<p>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.</p> <p>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.</p> <p><u>SIGNAGE</u></p> <p><u>Types and Designs</u> – 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.</p> <ul style="list-style-type: none"> • 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. 	<p>The Project Master Sign Program addresses the UVSP requirements for signage.,</p> <p>Wall signs do not block or cover architectural features but are instead integrated into building design to achieve a comprehensive design for the structure and signage rather than signage being an “after thought”.</p> <p>Signs of these types are not proposed.</p> <p>Wall signs are instead integrated into building design to achieve a comprehensive design for the structure and signage rather than signage being an “after thought”.</p>
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<ul style="list-style-type: none"> • 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 streetscape. Murals are subject to the review and approval of the Planning Agency. <p><u>Lighting</u> – should be considered an integral part of the sign design and may be either internal or external with the following considerations:</p> <ul style="list-style-type: none"> • Where light fixtures are visible, they should be compatible in character with both the sign and the building design. 	<p>Signs of these types are not proposed.</p> <p>Signs of these types are not proposed.</p> <p>Signs of these types are not proposed. However public art could be later integrated into the Project that could take the form of a mural subject to the review and approval of the Planning Agency.</p> <p>The physical characteristics of signs, including color and materials and the location of proposed signs, are provided in the MSP. Most of the signs identified in the MSP will contain lighting elements to illuminate the signage. This new signage to be introduced onto the Subject Property would be consistent with that found in commercial and mixed-use areas in both the immediate and broader area.</p> <p>The scale and location of sign types take advantage of the Subject Property’s views from I-5 to establish the Project as a key destination in Laguna Hills. As a part of the Project, the emphasis on signage focuses on pedestrian scale signage that promotes efficient pedestrian circulation throughout the built environment. Building signage is utilized to denote individual buildings.</p>
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- 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.

Condition 47 requires signage to comply with the lighting requirements of the City found in Section 9-42.060, which includes a requirement for illumination restrictions to avoid glare.

Signage proposed is high quality materials include wood, metal, high-density foam, stone (as a base). The signage and graphics proposed clearly identify the Project as an active live, work, and play destination that reinvents the Subject Property as the new hub of Laguna Hills. With a coordinated exterior sign program, the MSP establishes the quality and theme of the Village at Laguna Hills and compliments the modern building architecture and streetscape.

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

The UVSP emphasizes the importance of landscape in contributing to the development of a comfortable walking environment by providing shade and visual engagement; contributing to the development of a strong visual identity for the Plan Area; and incorporating drought tolerant plant material. The proposed landscaping, paseos, greenspace, and Village Park contribute to these goals through the judicious use of appropriate street trees, understory species, and greenspace plantings that include many drought tolerant species.

This is a City responsibility.

At the main entrance to the Subject Property from El Toro Drive, Purple Orchid Trees (*Bauhinia variegata*) and Canary Island Palms (*Phoenix canariensis*) create a strong visual statement; the internal street leading into the Subject Property will be planted with Chinese Flame Tree (*Koelreuteria bipinnata*), a deciduous shade tree that will provide shade during the hottest months of the year.

See above. In addition, Pink Trumpet Trees (*Tabebuia impetiginosa*) are used effectively and in conformance with the UVSP as an accent tree at entrances along Avenida De La Carlota and Calle De La Louisa, providing botanical wayfinding for these entry points.

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<p>are easily identifiable providing a common theme. See Figure 34.</p> <ul style="list-style-type: none"> • 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. 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: <ol style="list-style-type: none"> 1. Grasses and groundcover 2. Shrubs and vines and 3. Trees 	<p>Internal secondary streets are planted with Flaxleaf Paperbark (<i>Melaleuca linariifolia</i>) or Australian Willow (<i>Geijera parviflora</i>), both evergreen trees that will provide a constant green element to the streetscape of these streets.</p> <p>The Project landscape plan depicts the uniform use of street trees and groundcover around the perimeter of the site, with the exception of Project entry points which are required to be accentuated.</p> <p>Paseos, located among the office buildings and parking structures, as well as at residential buildings, are proposed to provide shade and visual identity. Planted with a collection of seven different tree species and a variety of drought tolerant understory species, these spaces conform with the UVSP landscape guidelines to provide a distinct tree type.</p> <p>Parking lots in the Subject Property are planted with a single species of tree in each lot, either Carrotwood Trees (<i>Cupaniopsis anacardioides</i>) or Bottle Tree (<i>Brachychiton populneus</i>), both of which are evergreen in accordance with the UVSP landscape guidelines. Parking lots also support understory planting along edges and medians, further enhancing the visual quality of these spaces.</p> <p>The Project landscape plan implements this approach to landscaping as depicted by Sheet L5.1 which includes trees, shrubs and groundcovers.</p>
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<ul style="list-style-type: none"> • 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. 	<p>Greenspace, located around the base of buildings and the understory of street and parking lot trees, has been provided in accordance with the UVSP guidelines. The collection of understory species proposed includes a variety of plants with bright flowers, such as the Violet Trumpet Vine (<i>Clytostoma callestigiodes</i>), and compelling foliage, such as Feather Reed Grass (<i>Calamagrostis x acutiflora</i>). This varied palette allows for the creation of a three-layered landscape as indicated in the UVSP, while ensuring that the landscape will meet the City's Landscape Water Efficiency requirements.</p>
<p>V. Land Use & Development Standards</p> <p><u>Permitted Land Uses</u></p> <p>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.</p>	<p>The UVSP at Page 8 identifies that diagrams, such as Figure 6 are meant to be schematic in nature and are not meant to be a precise plan. The UVSP further states that the plan is not intended to specify actual projects, and does not bind the either the City or private property owners to build any specific projects. The Conceptual Land Use Plan was devised as a concept for what could be developed, based on a trip budget capacity. The UVSP expressly acknowledges that "the Specific Plan includes provisions for flexibility in the development options...as long as the trip budgets are not exceeded.</p>

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<p>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.</p> <p>Mix of Uses</p> <p>Developments which seek to incorporate a mix of uses shall also be approved through a precise plan of development.</p> <p>Requirements for precise plans are contained in Chapter 9-92 of the Laguna Hills Development Code.</p> <p>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.</p> <p>Design of mixed use projects shall require that each project consider and incorporate (as the City deems appropriate) the following special considerations:</p> <ul style="list-style-type: none">• Transit support facilities;• Transportation demand control measures;• Public plazas, landscape areas, water features;• Pedestrian facilities.	<p>The Applicant has filed the correct zoning applications for the Project.</p> <p>The Project includes the construction of a new retail and entertainment core, perimeter commercial pads, office buildings, a hotel, multifamily housing, parking structures, a central communal open space (Village Park), an open parking lot for community events and related amenities. The Project introduces a more diverse mix of uses than the previously-approved Five Lagunas Project including additional housing and employment opportunities, new lodging, and less retail in response to the changing retail landscape and market. The Applicant has concluded that the inclusion of more retail square footage than the Project currently accommodates is not supported by the marketplace.</p> <p>The Project includes connections to the Laguna Hills Transportation Center, supports transportation demand control measures by supporting alternative transportation modes and by designing an integrated mixed use project that incorporates housing, employment, and retail/entertainment uses in one comprehensively planned development. The Project incorporates a 2.6 acre Village Park, a 2.5 linear park, and a number of “pocket parks” that incorporate plazas, landscape areas and water features. Pedestrian facilities included wide sidewalks, shaded</p>
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<p>Specifications and standards adopted by the city for the above items shall be considered in the design and development of the mixed use area.</p> <p>The following standards are intended to ensure the compatibility of uses in a mixed use project as addressed through a precise plan.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>walkways, outdoor seating and dining, and comfortable interfaces between pedestrian areas and commercial uses.</p> <p>The Project meets all of the development standards of the UVSP.</p> <p>The residential buildings maintain their own vehicular and pedestrian entrances and exits that are separate from non-residential uses. The Project plans clearly depict the separations between residential and non-residential uses.</p> <p>Non-residential delivery and trash areas are located away from residential uses. Operation of the site is subject to the City’s noise ordinance which limits noise from on-site activities between 10PM and 7AM. The City would further enforce the UVSP’s restrictions on loading and unloading. CEQA Mitigation Measures also apply to the Project which enable the City to limit noise exposure to residential uses – see Project Mitigation Measure MM N-3.</p> <p>Project Mitigation Measure MM N-2 requires additional noise analysis to be conducted to ensure indoor noise levels for multifamily residential living spaces shall not exceed 45 dB CNEL.</p>
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<p>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.</p> <p>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 the Laguna Hills Development Code.</p> <p>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 Sections 9-40.170 and 9-44.060.I of the Laguna Hills Development Code.</p> <p><u>INTENSITY OF DEVELOPMENT</u></p> <p>The allowed development intensity in the Urban Village is regulated based upon trip generation limits to ensure 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</p>	<p>The City will enforce the provisions of the Municipal Code to eliminate or avoid exposing residential uses to vibration and odors.</p> <p>In addition to existing Municipal Code requirements, Conditions 34-36 require lighting to be consistent with the UVSP requirements.</p> <p>New development or uses accommodated by the UVSP in the Plan Area are regulated based on the capacity of the local street network to accommodate additional vehicle trips from new development during morning and evening peak traffic conditions (AM and PM peak hours respectively). This framework was established to ensure that additional traffic from new development would not exceed acceptable community traffic standards. For Laguna Hills, these standards are contained in the City's 2009 General Plan Circulation Element and are referred to as intersection Level of Service (LOS). Therefore, development intensity in the Plan Area is regulated based on remaining vehicle trip capacity</p>
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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).

contained in the UVSP, and not by land use type or project size. The City implements this aspect of the UVSP through a vehicle trip budget debiting process, in which additional peak hour vehicle trips generated by each new development or redevelopment project are subtracted from the current aggregate total additional peak hour vehicle trips available to accommodate future new development in the Plan Area. For example, there could be more residential uses and less retail uses established, or vice-versa, as long as the overall AM and PM peak hour vehicle trip budget is not exceeded.

As described in the April 27, 2021 staff report, the 2011 UVSP Amendment established a development intensity threshold for the UVSP based on maximum peak hour trip generation. Like Five Lagunas, the Project is consistent with the trip budget cap, as shown in Table 7 of the April 27, 2021 staff report. For each project that has been approved within the boundaries of the UVSP since 2011, a corresponding number of AM and PM peak hour trips has been added or subtracted to the beginning balance of the UVSP’s trip budget of 1,243 AM peak hour trips and 2,272 PM peak hour trips. Current trips available are 335 AM peak hour trips and 1,680 peak hour trips. If the Project is approved, 216 AM peak hour trips and 2,590 PM peak hour trips will remain for the on-going build out of the UVSP, as shown in the table.

The Project is consistent with the UVSP.

<p>Method to Determine Intensity</p> <p>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:</p> <ul style="list-style-type: none">• 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. <p>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.</p> <p>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.</p>	<p>Appendix G of the proposed Fifth Addendum contains the Project Traffic Impact Analysis which evaluated all of the features required listed, except that no mitigation measures were required.</p> <p>The Applicant is able to propose the mix of uses identified in its development application since the Project does not exceed the UVSP trip budget and does not result in traffic congestion levels that exceed the General Plan.</p> <p>The Applicant's Project is not considered a small project.</p>
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<p>DEVELOPMENT STANDARDS</p> <p>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.</p> <p>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.</p>	<p>The Project complies with the development standards of the UVSP as depicted in Table 5 of the April 27, 2011 staff report, which describes the residential component’s consistency with the UVSP standards. The table is summarized as follows:</p> <p>Minimum Lot Size; Complies; Minimum Lot Width: Complies; Minimum Lot Depth: Complies; Max Lot Coverage: Complies; Density: Complies; Max. Building Height: Complies; Parking Setbacks: Complies; Side Setbacks: Complies; Street Side Setback: Not Applicable; Rear Setback: Complies; Building Separation: Complies; Accessory Building Setbacks: Not Applicable; Minimum Open Space: Complies Minimum Landscape Coverage: Complies Pedestrian Plaza Area: Complies</p> <p>The Project complies with the development standards of the UVSP as depicted in Table 6 of the April 27, 2011 staff report, which describes the nonresidential component’s consistency with the UVSP standards. The table is summarized as follows:</p> <p>Minimum Lot Size: Complies; Minimum Lot Width: Complies; Minimum Lot Depth: Complies; Max Lot Coverage: Complies;</p>
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<p>PUBLIC ART</p> <p>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.</p> <p>TEMPORARY USES/ACTIVITIES</p>	<p>Density: Not Applicable; Max. Building Height: Complies; Parking Setbacks: Complies; Side Setbacks: Not Applicable; Street Side Setback: Complies; Rear Setback: Complies; Building Separation: Complies Accessory Building Setbacks: Not Applicable; Minimum Open Space: Not Applicable - Residential Only; Minimum Landscape Coverage: Complies Pedestrian Plaza Area: Complies</p> <p>Conditions 32 and 33 and the Development Agreement establish the Project’s requirements to implement a public art plan.</p> <p>Not Applicable. Temporary uses must file an application for Temporary Use Permit.</p>
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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 entrances/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.

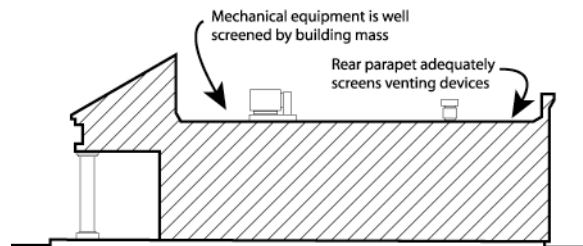
The Project includes space for Outdoor Vendors/ Carts/ Kiosk. Several locations are identified within the Village Park area, and are located in a manner that will not compromise the function of the Village Park.

Conditions 34-36 require lighting to be consistent with the requirements of the UVSP. Final lighting plans are subject to review and approval by the Community Development Director and Public Services Director to ensure lighting meets the requirements of the UVSP in accordance with the UVSP Design Guidelines provided in UVSP Section IV.

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

Condition 118 requires all equipment, roof-mounted or ground-mounted, to be screened from view.

<p>properties. The screening material must be compatible with and integrated into the architectural design of the structure.</p> <p>PROPERTY MAINTENANCE</p> <p>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.</p> <p>WALLS AND FENCES</p> <p>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.</p> <p>LANDSCAPING</p> <p>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</p>	<p>The City will enforce the provisions of LHMC Chapter 9-74 to ensure the Project is adequately maintained.</p> <p>The Project includes a Wall and Fence Plan which complies with the City's general wall and fence requirements at Section 9-40.100. Walls and fences proposed are less than six feet in height, which is the City's maximum fence height permitted by right.</p> <p>As previously described, the Project's proposed landscape plan complies with the requirements of the UVSP, as well as the City's requirements for water efficient landscaping.</p>
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<p>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.</p>	<p>Conditions 30, 31 and 33 require final landscape plans to be submitted for review and approval by the Community Development Director to ensure compliance with the City's requirements.</p>
<p>PARKING</p>	
<p>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":</p>	<p>The Project's parking design and layout have been found to be consistent with the requirements of the UVSP. Various street designs including the Project main street (Village Drive), secondary streets, pedestrian pathways, Village Park, off-street parking have been met as previously described above.</p>
<p>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.</p>	<p>The Project Parking Study was independently reviewed by the City's traffic engineer and found to be in conformance with the requirements of the Linscott, Law & Greenspan Traffic and Parking Study dated March 7, 2002.</p>
<p>2. That the proposed reduction to the parking standards result in a project which is of a superior design quality and functionality; and</p>	<p>The proposed reduction in parking reduces the amount of surface parking required and allows the site to be more efficiently used. Reduced parking requirements through the application of a shared parking approach on the site provides more opportunities on the site for pedestrian oriented amenities as has been incorporated into the Project.</p>

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<p>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</p> <p>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</p> <p>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.</p>	<p>As described above, the Project incorporates a mix of residential, retail, and office uses designed around an internal street network that supports the integration of the mix of uses through pedestrian pathways, and pedestrian friendly streets. The reduced parking requirements enable the Applicant to bring forward a Project that transforms the former Laguna Hills Mall shopping area from an old style shopping mall to a multi-purpose destination for local residents, area employees, and the region.</p> <p>The Project adheres to the Land Use Plan and provides pedestrian pathways, plazas, and town greens (Village Green) as described above.</p> <p>As described above, the Project conforms to the UVSP design Guidelines.</p>
<p>Reduced Parking Standards</p>	<p>The Project Parking Study was independently reviewed by the City’s traffic engineer and found to be in conformance with the requirements of the Linscott, Law & Greenspan Traffic and Parking Study dated March 7, 2002.</p>
<p>SIGNS</p> <p>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.</p> <ul style="list-style-type: none"> • projecting signs, 	<p>The Applicant is proposing a Master Sign Program (MSP) to facilitate modern signage for the Subject Property (Attachment h of the April 27, 2021 staff report). Two freeway signs are included in the in the MSP and would serve to rejuvenate the Subject Property in a manner consistent with contemporary mixed-use developments of comparable</p>

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<ul style="list-style-type: none">• painted wall signs,• murals,• figurative signs,• freeway oriented signs• other types of nontraditional signs. <p>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.</p>	<p>size and nature, while attracting potential customers and residents. The freeway signs use unique colors, exterior materials, and forms, and relate to the Project’s building architecture. The signs are subject to the Planning Agency’s approval based on design quality, creativity, and compatibility of the signage with the building architecture and surrounding land uses.</p>
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