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Subject: Circulation and Parking Memorandum for the Proposed Terravita Residential
Development in the City of Laguna Hills, CA

INTRODUCTION

Psomas has prepared a circulation and parking memorandum for the proposed Terravita residential project (Project) located at the northeast corner of Ridge Route Drive and Mill Creek Drive in the City of Laguna Hills. This memorandum provides a discussion of project site access, vehicular circulation, and compliance with the City's established parking requirements as part of the required documentation for the Project's planning application. The analysis findings and conclusions of this memorandum are consistent with the standards established within the City of Laguna Hills Municipal Code.

PROJECT DESCRIPTION

The Project includes the development of single-family and multi-family residential units on an existing 18.51-acre site. The existing site is zoned as Mixed Use - MXU in the City of Laguna Hills Municipal Code and consists of active office land uses. The Project proposes to demolish seven existing office buildings and to construct 259 attached single-family dwelling units and 221 multi-family dwelling units. The 259 single-family units will consist of 46 duets, 126 duplexes, and 87 triplexes. The multi-family component will be a single five-story building containing a mix of studio apartments, 1-bedroom apartments, and 2-bedroom apartments. Twenty-four (24) of these multi-family units are proposed to be affordable housing units. The Project is bounded to the south by Ridge Route Drive, to the west by Mill Creek Drive, to the north by existing office development, and to the east by the Veeh Reservoir.

The Project is depicted in its local context on **Figure 1**. The site plan for the project is illustrated on **Figure 2**. As indicated on the site plan, the residential components of the Project will be constructed on Lots 1 through 4. Furthermore, Lot A will be developed as a park use and Lot B as a Recreation Center.

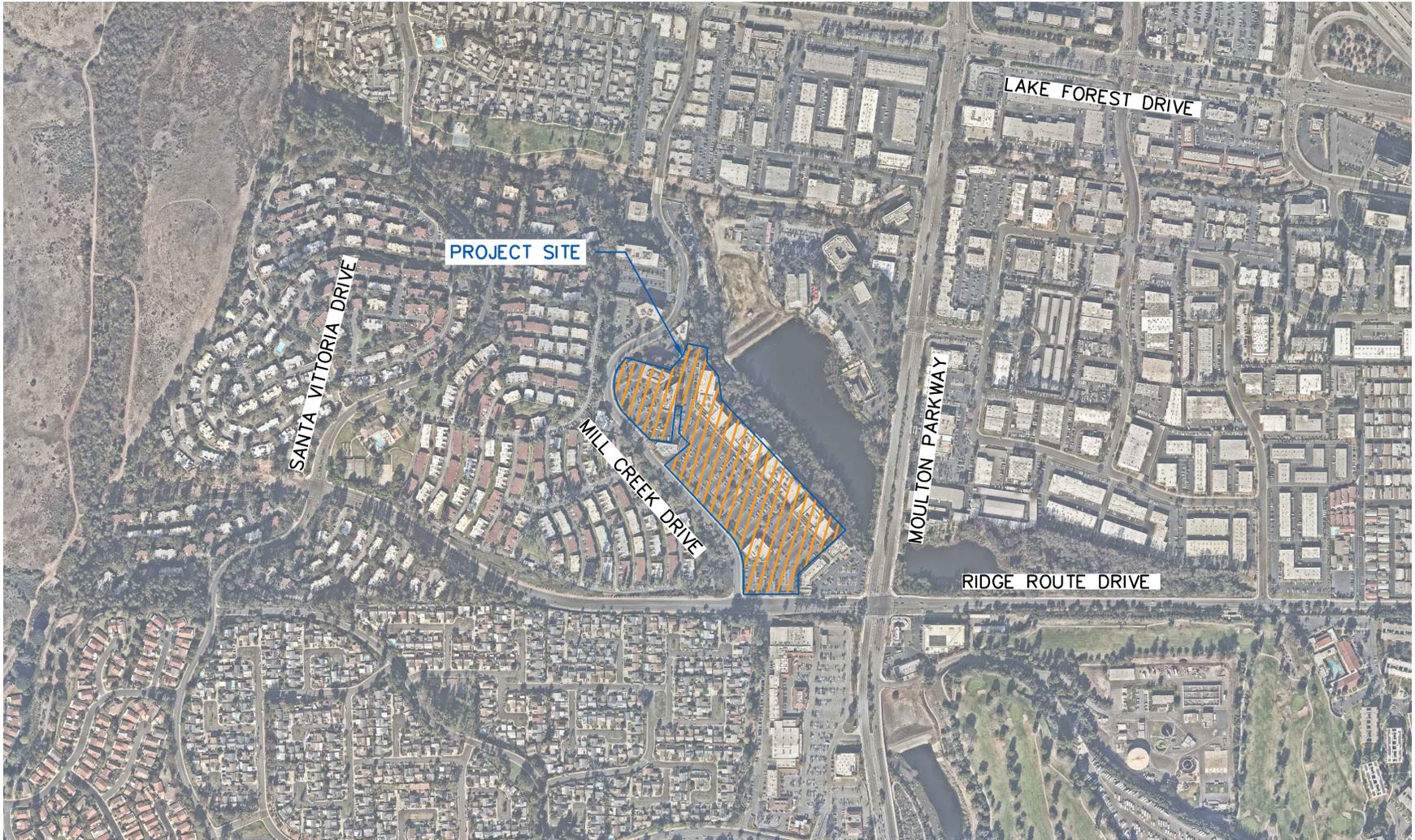


FIGURE 1
VICINITY MAP

SOURCE: NEARMAP



NOT TO SCALE



LOT 1 - 46
SINGLE-FAMILY UNITS

LOT 2/LOT 3 - 213 SINGLE-FAMILY UNITS

EMERGENCY VEHICLE ACCESS
GATED ENTRY



GATED ENTRY
LOT 1 FULL-MOVEMENT
DRIVEWAY

EMERGENCY VEHICLE ACCESS

LOT 2/LOT 3 FULL-MOVEMENT DRIVEWAY

LOT 4 - 221 MULTI-FAMILY UNITS

LOT 4 FULL-MOVEMENT DRIVEWAY

LOT A

FIGURE 2
SITE PLAN



NOT TO SCALE



SITE ACCESS AND CIRCULATION

The 259 single-family units will be constructed on Lots 1-3, with Lot 1 being a standalone portion that does not share access with the residential units on Lot 2 and Lot 3. Additionally, the multi-family residential building will be constructed on Lot 4 and will likewise not share access with Lots 1-3. The corner park proposed on Lot A is an ancillary use intended for residents and will not require separate vehicular access. Overall resident and visitor access into the site will be facilitated via two unsignalized driveways along Mill Creek Drive and one unsignalized driveway off Ridge Route Drive. These driveways, identified previously on Figure 2, will provide access to internal streets servicing the development. Detailed vehicular access and circulation into each Lot will be discussed in the following section.

Lot 1 – Single-Family Residential Units

Lot 1 includes 46 single-family attached units and features a single access point off Mill Creek Drive. Ingress and egress will be allowed via an unsignalized full-movement driveway with an automatic gate entry that provides access into the internal access aisles within Lot 1. There is approximately 76 feet of stacking distance between the extension of curb along Mill Creek Drive and the automated gate, which can accommodate queueing for up to four vehicles. The internal access aisles within Lot 1 measure 26 feet in width, from curb to curb, with the exception of a 24-foot segment on the southern portion of the Lot. Passenger vehicles, delivery vehicles, and emergency vehicles will take access into Lot 1 via the gated entry off Mill Creek Drive. On-street parking will be prohibited within each internal street to provide accommodations for larger vehicle and emergency access. There is no vehicular access shared between Lot 1 and the remaining single-family units in Lots 2 and 3. In accordance with Orange County Fire Authority (OCFA) code requirements, Lot 1 meets the minimum fire lane width standard of 20 feet. The OCFA stipulates that more than one access point is necessary only when a development contains over 150 residential units; Lot 1 proposes 46 units and is appropriately served by the designated access point on the site plan. While two dead-end drive aisles are shown on the site plan, neither exceeds the maximum allowable depth of 150 feet that would require an approved turnaround. Therefore, the site configuration is in compliance with OCFA code provisions.

Lot 2 and Lot 3 – Single-Family Residential Units

Lot 2 and Lot 3 encompass the remaining 213 units of single-family attached housing, with triplexes on Lot 2 and duplexes located on Lot 3. Non-emergency vehicle access will be facilitated by a single access point off Mill Creek Drive. This unsignalized access point will permit full movements and will lead to an automated gate entry. The distance

between Mill Creek Drive and the automated gate will be approximately 250 feet, sufficient to accommodate up to 12 vehicles if necessary.

The internal streets within Lot 3 will have a width of 26 feet from curb to curb, with a minimum width of 22 feet for a segment situated at the northern part of the lot. In Lot 2, access aisles will range from 20 to 26 feet in width, providing adequate space for emergency and larger vehicles. To ensure proper fire access widths, curbs within Lots 2 and 3 will be striped red to prohibit on-street parking.

Additionally, Lots 2 and 3 will feature two separate emergency vehicle access gates—one along Mill Creek Drive and another sharing access with the driveway into Lot 4 off Ridge Route Drive. These two access points will be consistent with the Orange County Fire Authority’s (OCFA) Fire Master Plans for Commercial & Residential Development, which specifies that a minimum of two vehicle access points are required for developments containing 150 or more residential units.

Lot 4 – Multi-Family Residential Units

Lot 4 consists of 221 apartment units within a five-story residential tower and six-story parking structure. Access into the multi-family parking structure will be provided through an unsignalized driveway off Ridge Route Drive, immediately east of the signalized intersection of Mill Creek Drive and Ridge Route Drive. This entry will be 26 feet in throat width and will accommodate passenger vehicles as well as emergency vehicles utilizing the emergency vehicle access between Lot 3 and Lot 4. There are 27 existing parking spaces outside of Lot 4 boundaries, along the eastern border of the lot, that are part of the adjacent development and will be maintained. These parking spaces are not considered in the Project’s parking supply.

PARKING EVALUATION

Municipal Code Parking Requirements

Parking requirements are contained in Chapter 9.44 of the City of Laguna Hills Municipal Code. Section 9-44.050 specifies the City’s off-site parking requirements based on type of land use. The proposed project site contains various residential land use types and will be subject to the City’s following parking code requirements:

Single-Family, Attached

- 2 assigned and covered parking stalls within a garage or parking structure, plus 0.3 stalls unassigned per dwelling unit.

Multi-family Units

- For 1 bedroom or less: 1 covered parking stall, 0.5 uncovered stalls, and 0.2 visitor stalls.
- For 2 bedrooms: 1 covered parking stall, 1 uncovered stall, and 0.2 visitor stalls.

Based on these established parking rates, **Table 1** summarizes the Project’s offsite parking requirement for each lot. A total of 1,003 parking spaces would be required based solely on Section 9-44.050 of the City’s Municipal Code.

| TABLE 1 PARKING REQUIREMENTS PER CITY OF LAGUNA HILLS MUNICIPAL CODE | | | | | |
|--|-------------------------|-------------------|----------|--|------------------|
| Lot | Land Use | | Quantity | Code Requirement | Required Parking |
| 1 | Single-Family, Attached | | 46 | 2 assigned and covered parking stalls within a garage or parking structure, plus 0.3 stalls unassigned per dwelling unit | 106 |
| 2 | Single-Family, Attached | | 107 | | 246 |
| 3 | Single-Family, Attached | | 106 | | 244 |
| 4 | Multi-Family Units | 1 Bedroom or less | 159 | 1 covered parking stall, 0.5 uncovered stalls, and 0.2 visitor stalls | 270 |
| | | 2 Bedrooms | 62 | 1 covered parking stall, 1 uncovered stall, and 0.2 visitor stalls | 137 |
| Total Required Parking Stalls | | | | | 1,003 |

Per the Project site plan, parking capacity within Lot 1, 2, and 3 will be supplied via a combination of garage storage, unmarked driveway spaces, and open guest stalls. Each single-family dwelling unit will include two garage spaces. Additionally, each duet and duplex structure will have an additional uncovered driveway stall adjacent to the parking garage. The multi-family units on Lot 4 would utilize a 6-story parking structure that will provide 380 parking stalls. These parking stalls contain a mixture of standard, guest, electric vehicle (EV), and EV-ready parking spaces. The multi-family parking stall count is based on the latest version of the Project submittal package. The total amount of parking provided for each developed Lot, in addition to the parking required per Municipal Code, is shown on **Table 2**. It is noted that Lot 2 and Lot 3 share common access points and internal circulation. Consequently, the parking provided and the overall parking required for these two lots have been consolidated in Table 2. As Lot 1 and Lot 4 are standalone components of the project site, their parking requirements and capacity have been listed separately. Review of this table indicates that Lot 4 has an overall deficit in parking based on City code, with a deficiency of 27 parking spaces.

| TABLE 2 PROPOSED PROJECT PARKING | | | | |
|-------------------------------------|-------------------------|-------------------------------|------------------|--------------------|
| Lot | Land Use | Parking Required by City Code | Parking Provided | Surplus/ (Deficit) |
| 1 | Single-Family, Attached | 106 | 138 | 32 |
| 2/3 | Single-Family, Attached | 490 | 502 | 12 |
| 4 | Multi-Family Units | 407 | 380 | (-27) |

Institute of Transportation Engineers (ITE) Parking Generation

Although off-street parking requirements have been established in the City’s Municipal Code, the stipulated minimum number of parking spaces may not represent the actual parking demand for certain land uses. As an alternative source, the Institute of Transportation Engineers (ITE) has gathered and published empirical data in the *Parking Generation Manual* (6th Edition) to provide a more comprehensive understanding and documentation of site-specific parking demand. The *Parking Generation Manual* (6th Edition) by ITE includes parking rates for various residential land uses:

- Land Use 215: Single-Family Attached Housing
- Land Use 221: Multifamily Housing – 2+ BR (Mid-Rise)

The rates developed by ITE suggest that the parking demand for the proposed Terravita development will be lower than what is required by the City’s Municipal Code. The parking demand, as indicated in the ITE *Parking Generation Manual*, is shown in **Table 3**. Parking demand for each Lot is not projected to exceed capacity based on these ITE rates. Data sheets associated with the ITE rates for each land use are included in the **Appendix**.

| TABLE 3 ITE PARKING GENERATION | | | | | |
|-----------------------------------|-------------------------|--|----------------------|------------------|--------------------|
| Lot | Land Use | ITE Parking Rate (Space Per Dwelling Unit) | Parking Demand (ITE) | Parking Provided | Surplus/ (Deficit) |
| 1 | Single-Family, Attached | 1.41 | 65 | 138 | 73 |
| 2/3 | Single-Family, Attached | 1.41 | 300 | 502 | 202 |
| 4 | Multi-Family Units | 1.23 | 272 | 380 | 108 |

HOUSING DEVELOPMENT INCENTIVES

It is understood that the Project will propose the development of 24 “Very Low Income” affordable housing units within the multi-family building in Lot 4 as part of the total 480 proposed residential units. This equates to five percent of the total units and is therefore subject to provisions within Chapter 9-72: Housing Development Incentives” of the City of

Laguna Hills Municipal Code. The Municipal Code qualifies a development to receive incentives in parking requirement reductions based on the development of adequate affordable housing units. As such, the reduction of parking ratios, inclusive of handicapped and guest parking, would be the following per Section 9-72.030:

- Zero to one bedrooms: one onsite parking space per unit
- Two to three bedrooms: two onsite parking spaces per unit

With 159 proposed units of one or fewer bedrooms, and 62 2-bedroom units proposed on Lot 4, the reduced parking requirement would be 283 parking stalls, compared to the 407 stalls required based on ratios in Chapter 9.44. As noted in the previous section, however, this lower parking requirement is more consistent with the 272-stall demand forecasted by ITE for the multi-family units. The 380 parking spaces provided in Lot 4 would be adequate based on this reduced parking requirement. **Table 4** shows the new parking requirement for Lot 4, which would result in a surplus of 97 parking spaces compared to the 27-space parking deficit without the development incentive.

| TABLE 4 PROPOSED PROJECT PARKING WITH HOUSING DEVELOPMENT INCENTIVES | | | | |
|---|--------------------|---|-----------------------------|----------------|
| Lot | Land Use | Parking Required with Development Incentives | Parking Provided | Surplus |
| 4 | Multi-Family Units | 283 | 380 | 97 |

FINDINGS AND CONCLUSIONS

This memorandum addresses project site access, vehicular circulation, and compliance with the City’s established parking requirements. Access for residents and visitors will be provided through two unsignalized driveways on Mill Creek Drive and one unsignalized driveway on Ridge Route Drive. Additionally, two separate emergency access gates will be installed: one on Mill Creek Drive and another on Ridge Route Drive. The emergency access gate on Ridge Route Drive will also serve as the main access point for the multi-family development on Lot 4. The access points and circulation provided by the Project are consistent with City and OCFA code. The code requirements address several aspects, such as ensuring that there are enough access points depending on the size of the development, maintaining aisle widths of at least 20 feet for fire department access, limiting street parking where roads are less than 36 feet wide, and preventing dead-end aisles from exceeding 150 feet in length.

Parking requirements are outlined in Chapter 9.44 of the City of Laguna Hills Municipal Code. According to Section 9-44.050, the current provisions for multi-family residential units are insufficient. However, alternative parking demand sources, as documented in the Institute of Transportation Engineers (ITE) Parking Generation Manual, leverage empirical data collected from comparable residential sites. This research-based documentation, widely accepted by transportation professionals, planners, and various zoning boards, predicts a lower parking demand than the capacity that is proposed for the Project. Furthermore, the City's Municipal Code qualifies this development to receive incentives in parking requirement reductions. With a reduced parking ratio applied, this project would meet and exceed the City's parking requirements.

APPENDIX

Single-Family Attached Housing Not Close to Rail Transit (215)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

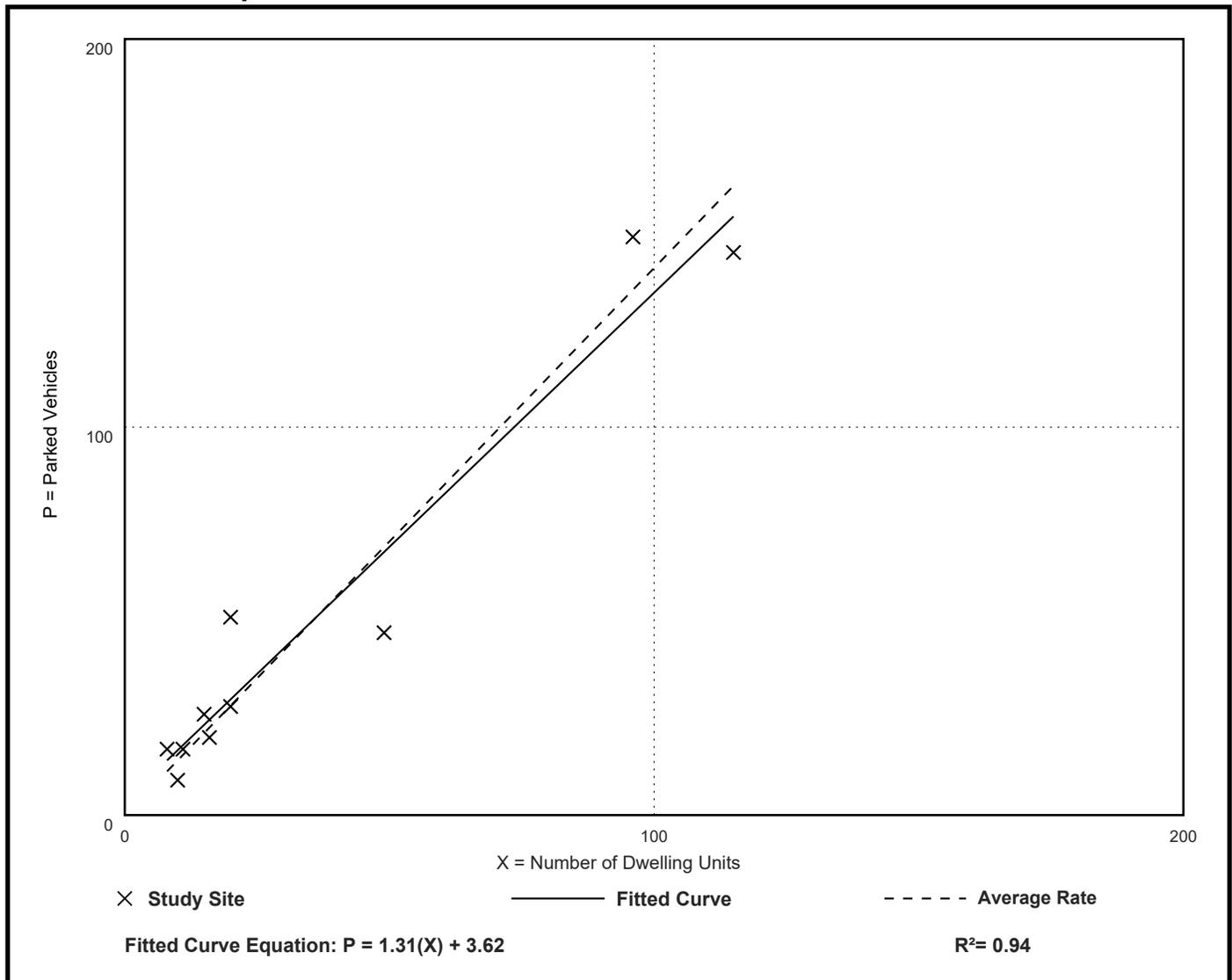
Number of Studies: 10

Avg. Num. of Dwelling Units: 36

Peak Period Parking Demand per Dwelling Unit

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 1.41 | 0.90 - 2.55 | 1.26 / 2.27 | *** | 0.39 (28%) |

Data Plot and Equation



Multifamily Housing - 2+ BR (Mid-Rise) Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 44

Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

| Average Rate | Range of Rates | 33rd / 85th Percentile | 95% Confidence Interval | Standard Deviation (Coeff. of Variation) |
|--------------|----------------|------------------------|-------------------------|--|
| 1.23 | 0.39 - 1.75 | 0.98 / 1.45 | 1.15 - 1.31 | 0.27 (22%) |

Data Plot and Equation

