

JANUARY 2025



# PASEO DE COLINAS TOWNHOMES PROJECT

**FINAL** Initial Study/Mitigated Negative Declaration



PREPARED FOR  
CITY OF LAGUNA NIGUEL

PREPARED BY

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INTERNATIONAL



**FINAL INITIAL STUDY/  
MITIGATED NEGATIVE DECLARATION**

**Paseo de Colinas  
Townhomes Project**

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**State Clearinghouse No. 2022080608**

Lead Agency:

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## ATTACHMENTS

Attachment A Updated Hydrology Report and WQMP

Attachment B Updated Traffic Assessment



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**Final Initial Study/Mitigated Negative Declaration**

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## 1.0 INTRODUCTION

The Paseo de Colinas Townhomes Project (project) is located on an approximately 2.47-acre site at 29001 Paseo de Colinas (Assessor's Parcel Numbers [APNs] 637-181-01, -392-02, and -412-02) in the City of Laguna Niguel. The project proposes to develop a 24-unit townhome community consisting of five three-story townhome buildings. Each townhome unit would include an attached two-car garage and 25 open surface parking spaces would be provided on-site for guests and residents for a total of 73 parking spaces. The project proposes an irrevocable offer of dedication of the southern 0.97 acres of the project site as a parkland dedication to the City and would provide approximately 0.41 acre common open space areas and 0.15 acre active recreation areas on-site. Overall, the project would require City discretionary approval of a Site Development Permit and Tentative Tract Map.

The *Paseo de Colinas Townhomes Project Public Review Draft Initial Study/Mitigated Negative Declaration* (Draft IS/MND) (State Clearinghouse No. 2022080608) was made available for public review and comment pursuant to CEQA Guidelines Section 15070 from August 26, 2022 through September 26, 2022. The Draft IS/MND was available for review at the following locations:

- City of Laguna Niguel Community Development Department, 30111 Crown Valley Parkway, Laguna Niguel, CA 92677;
- Laguna Niguel Library, 30341 Crown Valley Parkway, Laguna Niguel, CA 92677; and
- City of Laguna Niguel Website: <https://cityoflagunaniguel.org/1534/Paseo-De-Colinas-Townhomes-Project>.



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## 2.0 REVISIONS TO INFORMATION PRESENTED IN THE DRAFT IS/MND

The Draft IS/MND was circulated for review and comment pursuant to the City's CEQA Manual and CEQA Guidelines Section 15070 from August 26, 2022 through September 26, 2022. Since the circulation, the project applicant, in coordination with the City, proposes minor modifications to the project (referred to as the modified project). A description of these modifications to the previously analyzed project and a disclosure on potential impacts associated with implementation of these modifications are discussed in this section.

As presented herein, these modifications do not change the conclusions presented in the Draft IS/MND; the modified project would not create any new impacts beyond those identified in the Draft IS/MND, and no new mitigation measures are required. Consistent with the City's CEQA Manual and CEQA Guidelines Section 15073.5, recirculation of the Draft IS/MND is not required.

### 2.1 MODIFICATIONS TO THE PREVIOUSLY ANALYZED PROJECT

Table 2-1, *Modifications to the Previously Analyzed Project*, details the proposed modifications to the previously analyzed project in the Draft IS/MND.

**Table 2-1**  
**Modifications to the Previously Analyzed Project**

	Previously Analyzed Project	Modified Project
<b>SITE INFORMATION</b>		
Total Site Area	2.471 acres	2.471 acres
Buildable Site Area	2.397 acres (excludes sloped site)	1.42 acres (excludes sloped site/park)
<b>CONCEPTUAL SITE PLAN</b>		
Density	15.85 dwelling unit/acre	16.86 dwelling unit/acre
Dwelling Units	38 units	24 units
Affordable Units	2	0
Number of Buildings	9	5
Maximum building height	35 feet to top of roof, 36 feet to top of chimney; 3 stories	35 feet to top of roof, 36 feet to top of chimney; 3 stories
Setback	10 feet minimum at any point; 15 feet along Paseo de Colinas; approximately 38 feet minimum average over the entire perimeter	10 feet minimum at any point; 34 feet minimum average over the perimeter; 25 feet along Paseo de Colinas at 1st floor; 28 feet along Paseo de Colinas at 2nd floor; 33 feet along Paseo de Colinas at 3rd floor
Floor Plan Variations	4	5



**PASEO DE COLINAS TOWNHOMES PROJECT**  
Final Initial Study/Mitigated Negative Declaration

	<b>Previously Analyzed Project</b>	<b>Modified Project</b>
Plan 1	2 bedrooms, 2 bathrooms 1,236 square feet 6 units	2 bedrooms, 2 bathrooms 1,236 square feet 2 units
Plan 2	2 bedrooms, 2 bathrooms 1,260 square feet 7 units	2 bedrooms, 2 bathrooms 1,259 square feet 3 units
Plan 3	3 bedrooms, 2.5 bathrooms 1,618 square feet 19 units	3 bedrooms, 2.5 bathrooms 1,617 square feet 12 units
Plan 4	4 bedrooms, 3.5 bathrooms 1,925 square feet 6 units	4 bedrooms, 3.5 bathrooms 1,930 sf 4 units
Plan 5	Not Applicable	2 bedrooms, 2 bathrooms 1,372 square feet 3 units
<b>OFF-STREET PARKING</b>		
Provided Parking	111 total (38 two-car garages, 35 open surface parking)	73 total (24 two-car garages, 25 open surface parking)
<b>OPEN SPACE</b>		
Parkland Dedication Area	None	0.97-acre parkland dedication
Common Open Space	0.81-acre (35,499 square feet)	0.41-acre (17,974 square feet)
Active Recreation Area	0.36-acre (15,874 square feet)	0.15-acre (6,462 square feet)
<b>STAIRWAYS</b>		
Stairways (owned by Niguel Hills Middle School [NHMS]; not part of site)	Two existing pedestrian access stairwells connecting the project site to Niguel Hills Middle School (NHMS) would be closed and abandoned; no access would be permitted.	The northern stairwell has been closed since at least 2020, while the southern staircase has been closed since the start of the 2024/2025 school year. Both of these stairwells will remain closed.
<b>DISCRETIONARY APPROVALS</b>		
General Plan Amendment (GPA)	GPA to increase the maximum number of attached dwelling units for the project site from 30 to 38 units and to eliminate the park dedication identified in the General Plan Land Use Element	No GPA is proposed
Site Development Permit (SDP)	SDP to construct 38 dwelling units, including architectural/design review	SDP to construct 24 dwelling units, including architectural/design review
Tentative Tract Map (TTM)	TTM to subdivide the property	TTM to subdivide the property into two lots; Lot 1 (0.97-acre) for parkland dedication to the City, and Lot 2 (1.5 acres) for the 24-unit townhomes development



As shown in Table 2-1, the modified project would reduce the project site's total buildable site area from 2.397 to 1.42 acres due to a 0.97-acre parkland irrevocable offer of dedication to the City. As a result of the reduced buildable site area, the modified project proposes 14 fewer dwelling units (from 38 to 24 dwelling units). No affordable housing component is proposed under the modified project. The modified project would also reduce the number of residential buildings from nine to five buildings with five floor plan variations.

All buildings would remain three stories with a maximum building height of 35 feet to the top of the roof and 36 feet to the top of chimney. Proposed setbacks would slightly increase around the site perimeter with an approximately 34-foot minimum average setback over the entire perimeter.

Similar to the previously analyzed project, access to the project site is proposed to be provided via two unsignalized driveways located along Paseo De Colinas. However, the modified project proposes to make the southern project driveway a right turn in/out only driveway and the northern project driveway as a right turn out (exit only) driveway. The northern project driveway would include curb enhancements and signage that would restrict vehicles from entering via Paseo De Colinas.

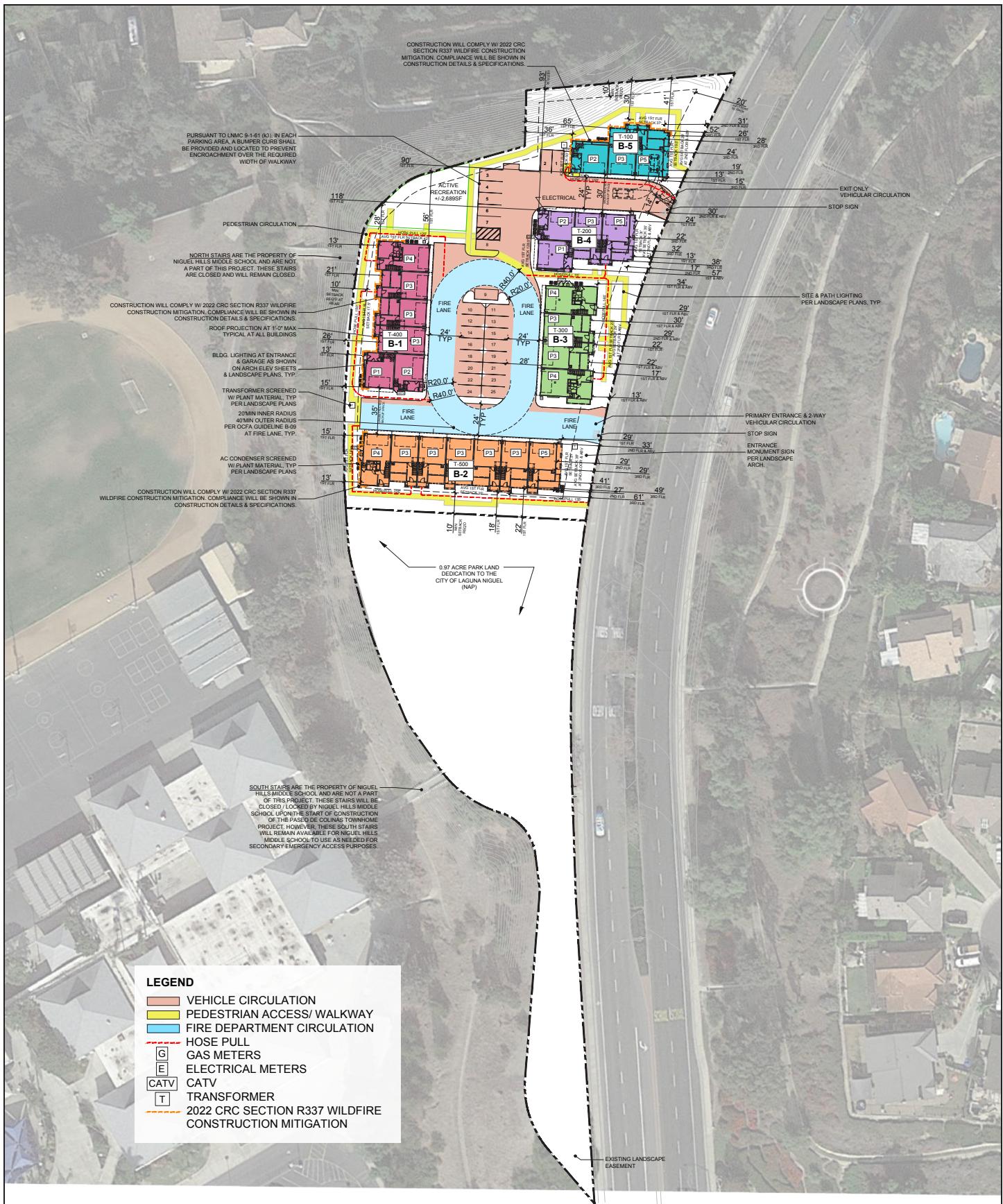
Provided parking spaces, common open space, and active recreation area under the modified project would meet the development standards for the Public Institutional District (PI)/Multifamily District (RM)/Parks and Recreation District (PR).

The two pedestrian access stairwells owned by Niguel Hills Middle School (NHMS) and located off-site would remain in place. Both of these stairwells have been closed by NHMS and will remain closed. Since circulation of the Public Review Draft IS/MND in 2022 and prior to the start of the 2024/2025 school year, the southern staircase has also been closed and will remain closed to the public.

Based on the proposed modifications, a General Plan Amendment would no longer be required under the modified project. However, the modified project would still require the City's discretionary approvals of a Site Development Permit and a Tentative Tract Map.

The proposed modifications also include updates to the following exhibits in the Draft IS/MND:

- Exhibit 2-3      Conceptual Site Plan
- Exhibit 2-5a      Building Elevations – Building 1
- Exhibit 2-5b      Building Elevations – Building 2
- Exhibit 2-5c      Building Elevations – Building 3
- Exhibit 2-5d      Building Elevations – Building 4
- Exhibit 2-5e      Building Elevations – Building 5
- Exhibit 2-6      Conceptual Landscape Plan



Source: ktgy Architecture + Planning, January 2025

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# Conceptual Site Plan

### **Exhibit 2-3**



NOT TO SCALE



Source: ktgy Architecture + Planning, January 2025





Source: ktgy Architecture + Planning, January 2025



1 Smooth Trowel White Stucco Finish	7 Recessed Faux Diamond Gable Vent	21 Fiber Cement Panel	29 Micro Gutter at Back of Juliet Balcony
2 Concrete "S" Profile Roof Tile	8 Decorative Stucco Finial	22 Tile Cap	30 Utility Metal Doors
3 Stucco over Foam Eave w/ 1x3 Fascia Over	9 Vinyl Windows	23 Metal Juliet Balcony with Scroll Brackets	31 Decorative Metal Potshelf
4 Stucco Scalloped Sill Trim	10 Exposed Truss Tails at Eaves w/ 1x3 Fascia	24 Canvas Awning w/ Metal Spears	32 Gutter and Downspout (Where Occurs)
5 Stucco over Foam Surround (Where Occurs)	11 Faux Wood Corbel	25 Fiberglass Entry Doors	33 Stone Veneer
6 Stucco Recess	12 Accent Battered Ceramic Tile Surround	26 Decorative Exterior Lights & Raised Address	
	13 Stucco over Foam Corbel	27 Metal Sectional Garage Door	
	14 Faux Window Shutter	28	
	15 Stucco over Foam Trim	29	
	16 Metal Wrought Iron Grille	30	
	17 Stucco Sloped Recessed Ledge	31	
	18 Stucco Arched Soffit	32	
	19 Stucco Patio Low Wall (See Landscape Dwgs)	33	
	20 Fiber Cement Trim		



RIGHT



REAR



LEFT



FRONT

Source: ktgy Architecture + Planning, January 2025



**LEGEND**

- 1 Smooth Trowel White Stucco Finish
- 2 Concrete "S" Profile Roof Tile
- 3 Stucco over Foam Eave w/ 1x3 Fascia Over
- 4 Stucco Scalloped Sill Trim
- 5 Stucco over Foam Surround (Where Occurs)
- 6 Stucco Recess

- 7 Recessed Faux Diamond Gable Vent
- 8 Decorative Stucco Finial
- 9 Vinyl Windows
- 10 Exposed Truss Tails at Eaves w/ 1x3 Fascia
- 11 Faux Wood Corbel
- 12 Accent Battered Ceramic Tile Surround
- 13 Stucco over Foam Corbel
- 14 Faux Window Shutter
- 15 Stucco over Foam Trim
- 16 Metal Wrought Iron Grille
- 17 Stucco Sloped Recessed Ledge
- 18 Stucco Arched Soffit
- 19 Stucco Patio Low Wall (See Landscape Dwgs)
- 20 Fiber Cement Trim
- 21 Fiber Cement Panel
- 22 Tile Cap
- 23 Metal Juliet Balcony with Scroll Brackets
- 24 Canvas Awning w/ Metal Spears
- 25 Fiberglass Entry Doors
- 26 Decorative Exterior Lights & Raised Address
- 27 Metal Sectional Garage Door
- 28 Micro Gutter at Back of Juliet Balcony
- 29 Utility Metal Doors
- 30 Decorative Metal Potshelf
- 31 Gutter and Downspout (Where Occurs)
- 32 Stone Veneer



RIGHT



REAR



LEFT



FRONT

Source: ktgy Architecture + Planning, January 2025



**LEGEND**

- 1 Smooth Trowel White Stucco Finish
- 2 Concrete "S" Profile Roof Tile
- 3 Stucco over Foam Eave w/ 1x3 Fascia Over
- 4 Stucco Scalloped Sill Trim
- 5 Stucco over Foam Surround (Where Occurs)
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- 18 Stucco Arched Soffit
- 19 Stucco Patio Low Wall (See Landscape Dwgs)
- 20 Fiber Cement Trim

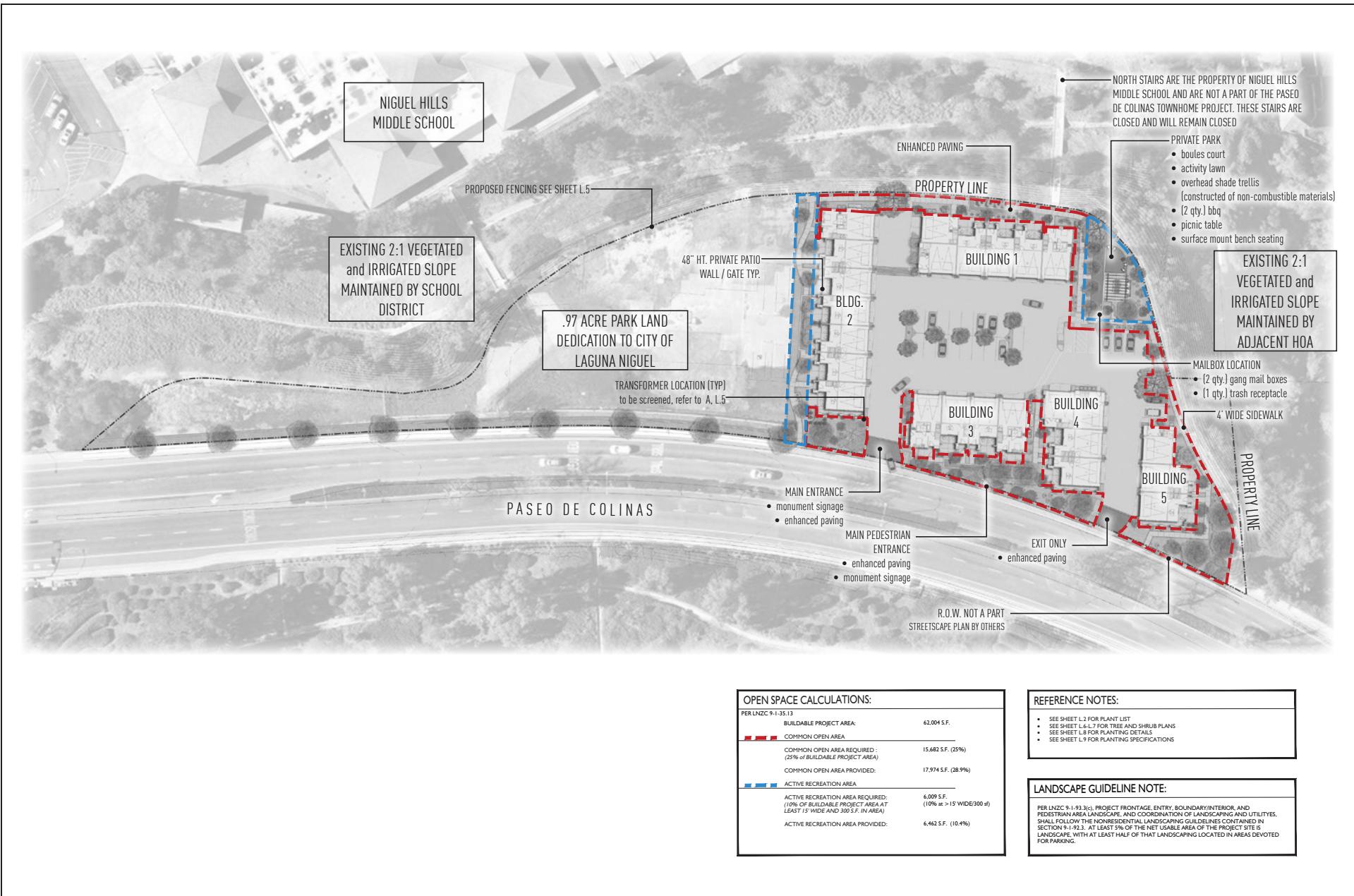
- 21 Fiber Cement Panel
- 22 Tile Cap
- 23 Metal Juliet Balcony with Scroll Brackets
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- 28 Micro Gutter at Back of Juliet Balcony
- 29 Utility Metal Doors
- 30 Decorative Metal Potshelf
- 31 Gutter and Downspout (Where Occurs)
- 32 Stone Veneer

**RIGHT****REAR****LEFT****FRONT**

Source: ktgy Architecture + Planning, January 2025





Source: MJS Landscape Architecture, January 2025





## 2.2 IMPACTS FROM MODIFICATIONS TO THE PREVIOUSLY ANALYZED PROJECT

Implementation of the proposed modifications would not result in any new impacts beyond those analyzed in the Draft IS/MND. Given the reduction in development intensity and development footprint, impacts associated with construction and operational activities under the modified project would be similar or reduced in comparison to the previously analyzed project. This section addresses changes resulting from implementation of the modified project to each of the environmental resource areas from Appendix G of the CEQA Guidelines.

Overall, the proposed modifications would result in little to no discernible environmental effects not previously considered in the Draft IS/MND. The modified project does not substantially or fundamentally alter the conclusions or findings of the Draft IS/MND relative to the previously analyzed project's potential environmental effects or proposed mitigation measures.

### AESTHETICS

Views of the project site from General Plan-designated Landscape Corridors or State Route 74 (SR-74) are not readily afforded due to topographic conditions and intervening vegetation and structures. Thus, similar to the previously analyzed project, no impacts to General Plan-designated Landscape Corridors or scenic resources within a State scenic highway would occur under the modified project.

Similar to the previously analyzed project, construction of the modified project would result in short-term construction activities, construction equipment, and truck traffic, all of which would be visible to the public and would temporarily impact the visual character and quality of the project site and surrounding area. However, intervening topography would screen residential, institutional, and open space uses to the north, south, and west from the majority of the modified project's proposed construction activities, similar to the previously analyzed project. While construction would be visible from private residences to the east up-slope from Paseo de Colinas, private views are not protected under CEQA or by local ordinance. Additionally, these construction-related visual impacts are considered to be temporary and would cease upon construction completion. To reduce temporary construction impacts to visual character and quality, Standard Condition of Approval (SCA) AES-1 would also apply to the modified project. SCA AES-1 would require construction materials, heavy duty equipment, and debris piles be clustered in designated staging areas. Compliance with SCA AES-1 would ensure the modified project's construction-related impacts to visual character/quality of the project site and its surrounding areas remain less than significant.

Under the modified project, five instead of nine residential buildings would be constructed. All buildings would remain three stories with a maximum building height of 35 feet to the top of the roof and 36 feet to the top of chimney. Proposed setbacks would slightly increase around the site perimeter with an approximately 34-foot minimum average setback over the entire perimeter; setbacks along Paseo de Colinas would be greater under the modified project (25 feet instead of 15 feet on the first floor). Similar to the previously analyzed project, dual head LED light poles would be installed on-site; all light posts would continue to be shielded, directed towards the ground, and meet lighting intensity requirements.



Based on the modified project's reduced number of dwelling units, residential buildings, and development area, the modified project would result in reduced impacts with regards to aesthetics and light and glare compared to the previously analyzed project.

## **AGRICULTURE AND FORESTRY RESOURCES**

The project site remained unchanged under the modified project. As no existing or zoned farmland exists within the site vicinity, no impact would occur in this regard.

## **AIR QUALITY**

Under the modified project, construction duration and scale would be proportionally reduced due to the reduced number of dwelling units, residential buildings, and development area. Consequently, short-term construction emissions from the modified project would likely be reduced compared to the previously analyzed project and continue to be below applicable South Coast Air Quality Management District (SCAQMD) criteria pollutants thresholds for construction activities. Similarly, the modified project's long-term operational emissions, including those from mobile sources (project-related traffic), area sources (consumer products, architectural coating, and landscape maintenance), and energy sources (natural gas usage) would also be proportionally reduced. Consequently, long-term operational emissions from the modified project would continue to be below applicable SCAQMD criteria pollutants thresholds for operational activities. Overall, the modified project would result in reduced construction and operational air quality emissions compared to the previously analyzed project and impacts would remain less than significant.

## **BIOLOGICAL RESOURCES**

The project site is located within a built out, urbanized area of the City and is currently a vacant, partially paved lot. Based on the project site's disturbed condition and lack of native vegetation, riparian habitats or other sensitive natural communities, wetlands, and City trees, the modified project would similarly have no impacts to these aforementioned biological resources nor would the modified project conflict with the Orange County Natural Community Conservation Plan and Habitat Conservation Plan for the Central and Coastal Subregion (NCCP/HCP).

As detailed above, construction duration and scale would be slightly reduced due to the reduced number of dwelling units, residential buildings, and development area under the modified project. No development or ground disturbance would occur on the approximately 0.97-acre southern portion of the site proposed as an irrevocable offer of dedication to the City as parkland. Consequently, short-term construction impacts to migratory and nesting birds from the modified project would be reduced. Similar to the previously analyzed project, the modified project would be required to comply with Mitigation Measure BIO-1 and require a pre-construction clearance survey for nesting birds within three days prior to any ground disturbing activities. Overall, the modified project would not result in more severe impacts related to biological resources compared to the previously analyzed project.



## CULTURAL RESOURCES

Based on the lack of identified buildings or structures on-site, the modified project would continue to result in no impacts to historical resources.

Similar to the previously analyzed project, although the project site has a low sensitivity for potential archeological resources, construction-related activities under the modified project could uncover previously undiscovered archaeological resources during earth-moving activities. As such, the modified project would similarly be required to comply with Mitigation Measures CUL-1 and CUL-2. Should archaeological material be uncovered during project-related ground-disturbing activities, Mitigation Measure CUL-1 would require construction work to temporarily halt in the vicinity of the find while a qualified archaeologist retained by the project Applicant to evaluate the significance of the find and determines the appropriate treatment for the resource. Implementation of Mitigation Measure CUL-2 would ensure a representative from the Juaneño Band of Mission Indians, Acjachemen Nation-Belardes (tribe responded to the City's Native American consultation pursuant to Senate Bill [SB] 18) is provided the opportunity to monitor all project-related ground disturbing activities. With implementation of Mitigation Measures CUL-1 and CUL-2, the modified project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines, and impacts would be reduced to less than significant levels. As such, the modified project would not result in a more severe impact on cultural resources compared to the previously analyzed project.

## ENERGY

As detailed above, construction duration and scale would be slightly reduced due to the reduced number of dwelling units, residential buildings, and development area under the modified project. The 14 fewer dwelling units proposed under the modified project would result in reduced direct population increase compared to the previously analyzed project. Based on the reduction in construction duration and scale as well as anticipated population, construction-related and operational electricity and natural gas demands would be proportionally reduced. Thus, the modified project would result in reduced energy impacts in comparison to the previously analyzed project.

## GEOLOGY AND SOILS

Given that the development area would be reduced to only the northern portion of the project site, the potential for the modified project to exacerbate existing geological hazards on-site (e.g., liquefaction, expansive soils, erosion, lateral spreading) would be reduced.

As discussed in the Draft IS/MND, the previously analyzed project has a high potential to disturb paleontological resources. The modified project would be required to comply with Mitigation Measure GEO-1 and provide paleontological sensitivity training and paleontological monitoring during all grading and excavation into sedimentary rock material. With implementation of Mitigation Measure GEO-1, modified project impacts regarding paleontological resources would be reduced to less than significant levels. Thus, the modified project would not result in more severe impacts on geology and soils compared to the previously analyzed project.



## GREENHOUSE GAS EMISSIONS

Based on the reduction in construction duration and scale as well as anticipated project population, construction-related and operational greenhouse gas (GHG) emissions would be reduced and remain under the 3,000 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) per year threshold of significance for smaller and simpler non-industrial projects per the *City of Laguna Niguel CEQA Manual* (CEQA Manual). Thus, the modified project would result in reduced GHG emission impacts in comparison to the previously analyzed project.

## HAZARDS AND HAZARDOUS MATERIALS

The project site remained unchanged under the modified project, although the development area would be limited to the northern portion. The project site is not listed pursuant to Government Code Section 65962.5, located within an airport land use plan, or located within an area prone to wildfire. As such, no impact would occur in this regard. Given that the development area would be reduced to only the northern portion of the project site, the potential for the modified project to involve the release of hazardous materials into the environment through the transport, use, or disposal of hazardous materials or reasonably foreseeable upset and accident conditions, potential impacts would be limited and reduced compared to the previously analyzed project.

Similar to the previously analyzed project, modified project construction activities could temporarily impact adjacent roadway rights-of-way (e.g., through partial lane closures). The modified project would continue to comply with SCA TRA-1 (preparation of a Construction Traffic Management Plan) as detailed in the Draft IS/MND to minimize potential impacts from inadequate emergency access or interference with an adopted emergency response plan or emergency evacuation plan. Therefore, the modified project would not result in more severe impacts related to hazards and hazardous materials compared to the previously analyzed project.

## HYDROLOGY AND WATER QUALITY

The following technical studies have been prepared for the modified project and are included in Attachment A, Updated Hydrology Report and WQMP:

- *Preliminary Hydrology Report for Paseo De Colinas, Laguna Niguel, California* (Updated Hydrology Report), prepared by Fuscoe Engineering and dated February 2023; and
- *Preliminary Water Quality Management Plan for Paseo De Colinas* (Updated WQMP), prepared by Fuscoe Engineering and dated February 2023.

The modified project proposes an underground storm drain system with modular wetland systems, a pump, and an underground hydromodification tank under the proposed residential development, similar to what was proposed by the previously analyzed project. According to the Updated WQMP, the modified project would decrease impervious surfaces on the approximately 1.41-acre development area from 1.34 acres to 1.27 acres compared to existing conditions. As indicated in Table 2-2, Updated Peak Flow Runoff Conditions, overall post-development peak flow runoff volumes from the site into the City's storm drain system would be



slightly less compared to existing conditions under 25-year and 100-year storm events. Given the proposed storm drain system, reduced impervious surfaces, and projected peak flow runoff rate, long-term operation of the modified project would not result in substantial erosion or siltation, result in flooding, impair storm drain system capacity, introduce substantial sources of polluted runoff, or impede flood flows.

**Table 2-2**  
**Updated Peak Flow Runoff Conditions**

Storm Event	Existing Peak Flow	Proposed Peak Flow
25-Year Storm	7.3 cubic feet per second	7.2 cubic feet per second
100-Year Storm	9.4 cubic feet per second	9.2 cubic feet per second

Source: Fuscoe Engineering, *Preliminary Hydrology Report for Paseo De Colinas, Laguna Niguel, California*, February 2023; refer to Attachment A, *Updated Hydrology Report and WQMP*.

Further, similar to the previously analyzed project, the modified project would not result in significant impacts to water quality following implementation of the proposed storm drain improvements and conformance with the Construction General Permit under the National the Pollution Discharge Elimination System (NPDES) program, the City's *Water Quality Local Implementation Plan* (LIP), and Best Management Practices (BMPs) outlined in the Updated WQMP.

Overall, potential hydrology and water quality impacts under the modified project would be similar to the previously analyzed project and remain less than significant.

## LAND USE AND PLANNING

Based on the proposed modifications, including a reduction in dwelling units and a 0.97-acre parkland irrevocable offer of dedication to the City, no General Plan Amendment would be required for the modified project. The modified project would continue to be consistent with relevant General Plan goals and policies and development standards of the RM zone. Thus, the modified project would result in reduced land use and planning impacts in comparison to the previously analyzed project.

## MINERAL RESOURCES

The project site remained unchanged under the modified project. As no mineral resources within the City, no impact would occur in this regard.

## NOISE

Under the modified project, construction duration and scale would be slightly reduced, thereby slightly reducing construction-related noise impacts. Given the reduction in dwelling units, residential buildings, and development area, on-site stationary noise associated with mechanical equipment (such as HVAC units), would be reduced and crowd noise in outdoor gathering areas (e.g., common open space and active recreational areas) would similarly be reduced; refer to Table 2-1 and updated Exhibit 2-6. Noise from parking areas would also be reduced based on the reduced unit count and parking spaces on-site. Overall, the modified project would result in reduced noise impacts in comparison to the previously analyzed project.



## POPULATION AND HOUSING

Utilizing the City's average household size of 2.49, the modified project would result in approximately 35 fewer residents than the previously analyzed project. The reduced population and housing associated with the modified project would continue to be consistent with the City's growth projections identified in the Southern California Association of Governments' (SCAG's) most recent Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (i.e., *Connect SoCal 2024*). Thus, population and housing impacts would be reduced in comparison to the previously analyzed project.

## PUBLIC SERVICES

The modified project would result in reduced residential units, thus proportionally reducing population growth as detailed above. As such, the modified project would result in less demand on public services including fire, police, school, and library services compared to the previously analyzed project. Overall, impacts to public services would be reduced.

## RECREATION

The modified project would result in reduced residential units, thus proportionally reducing population growth as detailed above. As such, the modified project would result in less demand on recreational facilities, including parks, compared to the previously analyzed project. Overall, impacts on recreation would be reduced under the modified project.

## TRANSPORTATION

The *Updated Traffic Assessment for the Proposed Paseo De Colinas 24-DU Residential Development* (Updated Traffic Assessment), prepared by Linscott, Law & Greenspan, Engineers and dated August 2, 2024, has been prepared for the modified project and is included in Attachment B, Updated Traffic Assessment.

Similar to the previously analyzed project, construction activities associated with the modified project could also result in potential temporary partial lane closures, which may temporarily impact travel along Paseo de Colinas for drivers, bicyclists, and pedestrians. Similar to the previously analyzed project, the modified project would be required to comply with SCA TRA-1 (preparation of a Construction Traffic Management Plan). With implementation of SCA TRA-1, the modified project would not conflict with existing bicycle and pedestrian facilities or result in in adequate emergency access during construction activities, and impacts would remain less than significant.

As shown in Table 2-3, Modified Project Trip Generation, the modified project is anticipated to generate approximately 162 average weekday daily trips, including 10 trips in the morning peak hour and 12 trips in the evening peak hour; refer to Attachment B. Given that the modified project would not exceed the City's established screening threshold (i.e., 500 vehicle trips per day), the modified project would result in a less than significant VMT impact.



Table 2-3  
Modified Project Trip Generation

Land Use	Daily Two-Way Trips	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
<b>Trip Generation Rate</b>							
Multifamily Housing (Low-Rise) ITE Land Use Code 220	6.74	24%	76%	0.40	63%	37%	0.51
<b>Trip Generation Summary</b>							
<b>Proposed Use</b>							
Paseo de Colinas 24-Dwelling Unit Residential	162	2	8	10	8	4	12
Source: Linscott, Law and Greenspan Engineers, <i>Updated Traffic Assessment for the Proposed Paseo De Colinas 24-DU Residential Development, Table 2, Project Traffic Generation Rates And Forecast</i> , August 2, 2024; refer to <a href="#">Attachment B, Updated Traffic Assessment</a> .							

Similar to the previously analyzed project, the modified project would not introduce any hazards to the existing circulation system, such as sharp curves or dangerous intersections, and would not introduce any incompatible uses. Access to the project site is proposed to be provided via two unsignalized driveways located along Paseo De Colinas. However, the modified project proposes to make the southern project driveway a right turn in/out only driveway and the northern project driveway as a right turn out (exit only) driveway. The northern project driveway would include curb enhancements and signage that would restrict vehicles from entering via Paseo De Colinas. Despite the slightly modified ingress/egress design, the Updated Traffic Assessment determined that the modified project impacts related to hazards due to geometric design features or incompatible uses would be less than significant based on results on the sight distance analysis and internal circulation evaluation. To further reduce impacts, the modified project would similarly be required to implement Mitigation Measure TRA-1, which would ensure hardscape and/or landscape within the sight triangles are not higher than 30 inches to ensure adequate sight distance. Due to these sight lines, an acceleration lane is not required.

Both proposed driveways would connect to internal drive aisles that provide access to each townhome building and surface parking area. The driveways and internal drive aisles would be designed to provide adequate space for emergency vehicle access within the site. Additionally, similar to the previously analyzed project, development of the modified project would not restrict emergency accessibility along Paseo de Colinas. Overall, modified project transportation impacts would be similar to the previously analyzed project.

## TRIBAL CULTURAL RESOURCES

Based on the lack of identified buildings or structures on-site, the modified project would continue to result in no impacts to historic tribal cultural resources. Given that the development area would be reduced to only the northern portion of the project site, the potential for the modified project to potentially impact tribal cultural resources would be reduced compared to the previously analyzed project.



## **UTILITIES AND SERVICE SYSTEMS**

The modified project would result in reduced residential units, thus proportionally reducing potential population growth as detailed above. As such, the modified project would result in less demand on utilities and service systems, including water, wastewater treatment, solid waste treatment, and dry utilities such as electricity and gas, compared to the previously analyzed project. Overall, impacts related to utilities and service systems would be reduced in comparison to the previously analyzed project.

## **WILDFIRE**

The project site remained unchanged under the modified project. As the project site is not located in or near a State responsibility area nor is the project site designated as a very high fire hazard severity zone, no impact would occur in this regard.



## 3.0 RESPONSE TO COMMENTS

During the public review period, comments were received on the Draft IS/MND from interested public agencies and individuals. The following is a list of commenters on the Draft IS/MND during the public review period.

Comment Letter No.	Commenter	Letter Dated
1	Barbara Hustad	September 11, 2022
2	Becky Maguire	September 14, 2022
3	Britney Willhite	September 6, 2022
4	Britney Willhite	September 8, 2022
5	California Department of Transportation District 12 Scott Shelley, Branch Chief, Regional-IGR-Transit Planning	September 26, 2022
6	Candi Fulmis	September 5, 2022
7	Candy Brandon	September 14, 2022
8	Carol Moss	September 24, 2022
9	Carol Nagel	September 11, 2022
10	Carol Nagel	September 14, 2022
11	Christel Pearson	September 13, 2022
12	Dan Fortmann	September 23, 2022
13	Dan Konnerth	September 5, 2022
14	Dana Romano	September 15, 2022
15	Dave Griffin	September 7, 2022
16	David Tuma	September 26, 2022
17	David Weinberg	September 2, 2022
18	Debbi Lipinski	September 10, 2022
19	Debbi Lipinski	September 13, 2022
20	Debbie Cohen	September 8, 2022
21	Debbie Parsons	September 11, 2022
22	Debbie Sullivan	September 23, 2022
23	Denise and Gregory Kreitman	September 14, 2022
24	Denise Anderson	September 12, 2022
25	Diane Pitroff	September 23, 2022
26	Erik Forsell	September 9, 2022
27	Frank and Deborah Krause	September 14, 2022
28	Gil Scarneccchia	September 13, 2022
29	Glenn Empey and Alison Weller	September 11, 2022
30	Greg Clibon	September 8, 2022
31	Helen Benziger	September 8, 2022
32	Jack Walker	September 7, 2022
33	Jack Walker	September 7, 2022
34	Jacquelyn Wilson	September 8, 2022
35	Jacquelyn Wilson	September 12, 2022
36	Jamie Clibon	September 8, 2022
37	Jan Henry	September 1, 2022
38	Jan Henry	September 12, 2022
39	Jan Henry	September 15, 2022
40	Jane Rose	September 15, 2022
41	Janette Jackson	September 3, 2022
42	Jessica Tuma	September 26, 2022
43	John Verbeek	September 13, 2022



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Comment Letter No.	Commenter	Letter Dated
44	Joni Matthes	September 12, 2022
45	Joseph Hunter	September 14, 2022
46	Judi Van Dahlen	September 14, 2022
47	Karren Velasquez	September 15, 2022
48	Kathleen Isler	September 11, 2022
49	Kathleen Schlick	September 1, 2022
50	Kathleen Schlick	September 23, 2022
51	Kathryn Tricoli	September 22, 2022
52	Kathy Hertzen	September 15, 2022
53	Katie Dayton	September 26, 2022
54	Katie Seeley	September 6, 2022
55	Ken Rimpau	September 26, 2022
56	Kim Anderson	September 6, 2022
57	Kristina Krich	September 9, 2022
58	Kristina Krich	September 12, 2022
59	Laura Teel	September 26, 2022
60	Leanne Geiss	September 23, 2022
61	Linda Hartley	September 23, 2022
62	Linda Turner	September 17, 2022
63	Lisa Newman	September 14, 2022
64	Lisa Newman	September 15, 2022
65	Lisa Newman	September 23, 2022
66	Lois Rake	September 7, 2022
67	Lois Rake	September 8, 2022
68	Lori Ellsworth	September 22, 2022
69	Luke Burson	September 22, 2022
70	Maria and Bob Natale	September 24, 2022
71	Mark Wakefield	September 13, 2022
72	Martha Bogseth	September 19, 2022
73	Maryl Lincoln	September 14, 2022
74	Marylin Wood	September 8, 2022
75	Maxine Chavez	September 18, 2022
76	Michelle Schiman	September 12, 2022
77	Pamela Carter	September 7, 2022
78	Pamela Wright	September 10, 2022
79	Paul Cory	September 11, 2022
80	Paul Cory	September 11, 2022
81	Paul Cory	September 3, 2022
82	Paul Cory	September 6, 2022
83	Paul Cory	September 19, 2022
84	Paul Cory	September 20, 2022
85	Peggy Bug	September 9, 2022
86	Sally Ng	September 23, 2022
87	Shannon Roberts	September 10, 2022
88	Sheila Rogan	September 2, 2022
89	Sheila Rogan	September 22, 2022
90	Stephanie Perez	September 11, 2022
91	Stephanie Schuster	September 14, 2022
92	Stephen Teichmann	August 31, 2022
93	Steven Rizzuto	September 26, 2022
94	Susan Pratt	September 20, 2022
95	Thomas and Corky Grzecka	September 21, 2022



Comment Letter No.	Commenter	Letter Dated
96	Thomas Hartley	September 23, 2022
97	Vivian Le	September 12, 2022

Although CEQA Guidelines Section 15088 does not require a Lead Agency to prepare written responses to comments received, the City of Laguna Niguel has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the modified project.

The number designations in the responses are correlated to the bracketed and identified portions of each comment letter. Notwithstanding, the comments received included recurring comments on certain issues. As such, the City's responses to those recurring issues are presented below as Master Responses (MR).

### **MR 1 – Niguel Hills Middle School Stair Access Concerns**

Many commenters have expressed concerns regarding the closure of the existing stairwells that connect the project site to the Niguel Hills Middle School. Commenters further inquire on potential indirect effects from such closure, including potential increased traffic at the existing main drop-off/pick-up location, secondary emergency access for students, and, if the stairs are modified to remain open, the need for additional crossing guards at Del Cerro and Paseo de Colinas, as well as updating the stair access to accommodate Americans with Disabilities Act (ADA) accessibility.

Existing Condition. There are two existing stairwells located off-site that connect the site to the Niguel Hills Middle School. The stairwells are located on Niguel Hills Middle School property. The northern stairwell has been closed since at least 2020. Many commenters acknowledged the use of the southern stairwell for student ingress/egress from Paseo de Colinas. As discussed on Draft IS/MND page 2-4, CUSD built multiple structures in the southern portion of the site to be used for various school ancillary uses. More recently, the site has been used by CUSD for the storage of portable classrooms and various education-related activities. Parking lots were also developed on different portions of the site; however, all structures on-site were demolished by 2021. The site is currently vacant and not utilized for any purpose. CUSD never intended to use this portion of the school for student ingress/egress, and this was never the purpose of the existing stairwell. As such, the existing main school ingress/egress at Shark Bay, from Golden Lantern, was constructed with the purpose of supporting ingress/egress of the school's full enrollment.

Further, since circulation of the Public Review Draft IS/MND in 2022 and prior to the start of the 2024/2025 school year, the southern staircase was closed by Niguel Hills Middle School and will remain closed. There is currently no access to the project site and Paseo de Colinas from these southern stairwells. As detailed in Section 2.0, Revisions to Information Presented in the Draft IS/MND, no changes are proposed by the project along these closed stairwells.

Secondary Emergency Access. Commenters are concerned that the southern stairwell provides secondary emergency access for the students, in the event of an emergency. Commenters are also concerned that if Shark Bay Way is shut down, there would be no way to evacuate the school. As stated above, both stairwells have been closed by the Niguel Hills Middle School since prior to the start of the 2024/2025 school year. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services to the City, including Niguel Hills Middle School and project site. In accordance with Municipal Code Title 8 Division 1, *Buildings and Construction Generally*, the school is required to comply with the California Building Code



(CBC), which includes standards and requirements for emergency access. Additionally, pursuant to the California Education Code 32280, *School Safety Plans*, State law requires school districts to develop School Safety Plans to develop strategies aimed at the prevention of, and education about, potential incidents involving crime and violence on the school campus. This is the responsibility of CUSD and is unrelated to the project. In the event that Shark Bay Way is closed due to an emergency event, the school would evacuate per an OCFA-approved evacuation plan.

Many commenters have also requested the Applicant update the stair access to accommodate Americans with Disabilities Act (ADA) accessibility. As discussed above, the existing stairwell has been closed by Niguel Hills Middle School since the start of the 2024/2025 school year and will remain closed. The stairwell was not intended to provide ingress/egress to Paseo de Colinas.

Increased Traffic at Main School Entrance. Commenters are concerned that students using Paseo de Colinas for ingress/egress would no longer have access to the school from this location and would be required to walk, bike, and/or drive to the school's main access at Shark Bay. As discussed above, *Existing Conditions*, the stairwell has been closed by Niguel Hills Middle School since the start of the 2024/2025 school year and will remain closed. It is the school's intent to allow ingress/egress solely from Shark Bay. Paseo de Colinas is not a planned school access location. Refer to MR 2 for a discussion of vehicle delay considerations.

Alternative to Maintain Stair Access. Multiple commenters have requested consideration of an alternative development to the project, including construction of a secondary drop-off/pick-up location at the project site. These comments are acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## MR 2 – Increased Traffic Along Paseo de Colinas

Commenters have expressed concerns regarding increased traffic delays, vehicular/pedestrian/bicycle safety, emergency vehicle access, and cumulative traffic considerations given increased development patterns throughout the City.

Increased Traffic Delay. Commenters have expressed general concerns regarding increased traffic and impacts pertaining to increased delays (otherwise referred to as "Level of Service [LOS]") at surrounding roadways and intersections. Per Senate Bill 743 and the updated CEQA Guidelines, automobile delay, as measured by LOS and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subdivision(b)(3).) Therefore, consistent with the Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA*, dated December 2018, the project's transportation impacts under CEQA are analyzed utilizing a vehicle miles traveled (VMT) metric.

Therefore, within the CEQA context, LOS analysis is not required and these comments are acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

Notwithstanding, City staff required an LOS analysis of the project for the purpose of consideration by the City's Public Works Department. Such analysis has been enclosed as part of the staff report for the project. The *Updated Traffic Assessment for the Proposed Paseo De Colinas 24-DU Residential Development*



*Laguna Niguel, California (Updated Traffic Assessment), prepared by Linscott, Law & Greenspan, Engineers (LLG) and dated August 2, 2024, provides LOS and queuing analysis, among other traffic analyses, for the modified project as described in Section 2.0; refer to Attachment B, Updated Traffic Assessment. Based on the Updated Traffic Assessment, level of service and queuing analysis was completed at four study intersections and the two proposed project driveways. Both LOS and queues were considered to be adequate with the addition of project-generated traffic, including school-related traffic that would be rerouted from the intersection of Paseo De Colinas at Del Cerro to the school's main access at Golden Lantern and Shark Bay with the closure of the southern staircase that previously provided pedestrian (student) connectivity between Niguel Hills Middle School and Paseo De Colinas.*

As stated, while LOS analysis is not required under CEQA, the City of Laguna Niguel decision makers will consider all comments on the project, including those related to traffic delay. For the purpose of CEQA, no further response is necessary.

Traffic Signal Warrants. Commenters have suggested that traffic signals are warranted at the intersection of Paseo de Colinas and Loma Linda. When assessing the need for further analysis at study intersections, a “50 peak hour trip” threshold is applied based on the City of Laguna Niguel Transportation Assessment Guidelines. Given the results of the trip generation forecast, the Updated Traffic Assessment concludes that the added project trips (10 AM peak hour trips and 12 PM peak hour trips) would have minimal impacts and that no additional analysis is required (including a traffic signal warrant analysis). Nonetheless, the Updated Traffic Assessment recommends the following Conditions of Approval, which would be required by the Applicant as part of the project approvals:

- Northerly Project Driveway: The project would be conditioned to install a “STOP” sign and stop bar at the project’s northerly driveway on Paseo de Colinas as well as a “No Right Turn (R3-1)” sign facing southbound traffic to deter motorists from entering at the proposed “exit only” driveway.
- Southerly Project Driveway: The project would be conditioned to install a “STOP” sign and stop bar at the project’s southerly driveway on Paseo de Colinas.

Increased Safety Hazards from Increased Traffic. Commenters have expressed potential safety concerns regarding increased traffic on Paseo de Colinas near the project site. Concerns include pedestrian, bicycle, and vehicular safety due to vehicles driving at excessive speeds, speed limits being too high, and visibility being limited near intersections. It is unlawful to speed above the posted speed limit and the Orange County Sheriff’s Department will continue to enforce such laws and regulations. Additionally, as a result of concerns raised by the community related to speeding along Paseo De Colinas near the project site, the project is proposing to fund the following bicycle safety enhancement and traffic calming measures and illustrated on Updated Traffic Assessment Figures 24A through 24D, and Figure 25; refer to Attachment B.

- Installing green bike lane legend and arrowing markings on southbound Paseo de Colinas at Loma Linda;
- Installing green bike lane markings on southbound Paseo de Colinas at the project’s two driveways;
- Installing green bike lane legend and arrow markings on southbound Paseo de Colinas at Del Cerro;
- Installing green bike lane markings and greenback sharrows on southbound Paseo de Colinas at Golden Lantern; and
- Installing an electronic vehicle speed feedback sign on southbound Paseo de Colinas near the northern project boundary.



Commenters have also expressed concerns regarding nighttime street lighting not being adequate to foster safe driving and suggest adding bicycle path separation for student safety. Existing lighting standards are present along Paseo de Colinas in accordance with existing safety design requirements for a primary arterial highway. The project proposes on-site security lighting throughout the proposed community, as well as appropriate pedestrian lighting along sidewalk areas.

Emergency Vehicle Access. Many commenters acknowledge that Paseo de Colinas is being used as an emergency vehicle route due to Crown Valley Parkway being less accessible. Development of the project would not restrict emergency accessibility along Paseo de Colinas. All vehicles traveling along Paseo de Colinas will be required to follow all laws and regulations pertaining to emergency vehicles.

The Draft IS/MND Section 4.17, *Transportation*, Response 4.17(d) (pages 4.17-4 and 4.17-5), does acknowledge that proposed improvements, such as utility connections, may require temporary partial lane closure to install such connections. Standard Condition of Approval (SCA) TRA-1 would require a Traffic Management Plan (TMP) be prepared and implemented to ensure traffic flow and emergency access are maintained during the construction phase. At project completion, the project site would be accessed via two unsignalized driveways along southbound Paseo De Colinas. Both driveways would connect to internal drive aisles that provide access to each townhome building and surface parking area. The driveways and internal drive aisles would provide adequate space for emergency vehicles access. Overall, with implementation of SCA TRA-1, project development would not result in inadequate emergency access. Impacts in this regard would be less than significant.

Proposed Ingress/Egress. Commenters have requested clarification on what the proposed ingress/egress would be and how this would work safely with existing vehicles traveling along Paseo de Colinas. Proposed vehicular site access would be provided via two right-turn only driveways on the northern and southern ends of the project frontage along Paseo de Colinas. As detailed in Section 2.0, the modified project proposes to make the southern project driveway a right turn in/out only driveway and the northern project driveway as a right turn out (exit only) driveway. The northern project driveway would include curb enhancements and signage that would restrict vehicles from entering via Paseo De Colinas. Both driveways connect to internal drive aisles that provide access to each townhome building and surface parking areas. The 24-foot wide internal drive aisles would also serve as fire access lanes pursuant to Municipal Code Section 9-1-65(d), *Parking accessways*.

To evaluate the safety of ingress/egress at the proposed access on Paseo De Colinas, an updated sight line assessment was prepared for the modified project as part of the Updated Traffic Assessment to validate the adequacy of sight lines at the project driveways. The line of sight evaluation was prepared according to the general engineering practices for stopping sight distance analysis as documented in the State of California Department of Transportation (Caltrans) Highway Design Manual (HDM). This assessment is based on the intersection sight distance requirements, as published in the Caltrans HDM, and focuses on the sight distance requirements for the proposed project driveways located on Paseo De Colinas. The Sight Distance Evaluation prepared for the proposed driveways was based on the criteria and procedures set forth by the California Department of Transportation (Caltrans) in the State's Highway Design Manual for "Private Road Intersections".

The *Highway Design Manual (HDM)*, in Section 405.1(2)(c), page 400-27, indicates that for Private Road Intersections, "The minimum corner sight distance shall be equal to the stopping sight distance as given in Table 201.1...", where stopping sight distance is defined as the distance required by the driver of a vehicle,



traveling at a given speed, to bring his vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eyes, which are assumed to be 3.5 feet above the pavement surface, to an object 0.5-foot high on the roadway. The speed used in determining stopping sight distance is defined as the "critical speed" or 85th percentile speed which is the speed at which 85 percent of the vehicles are traveling at or less. The critical speed is the single most important factor in determining stopping sight distance. Table 201.1 in the HDM is used in determining stopping sight distance based on the critical speed of vehicles on the affected roadway.

Paseo De Colinas has a posted speed limit of 45 miles per hour (mph), however, per the City of Laguna Niguel General Plan Circulation Element, Paseo De Colinas is classified as a primary arterial highway which typically has a design speed of 55 mph. Therefore, a design speed of 55 mph for Paseo De Colinas has been utilized to provide a conservative assessment.

Using Table 201.1, titled *Sight Distance Standards*, in the State's *HDM* for stopping, a minimum stopping sight distance of 500 feet is required.

To provide a conservative assessment, the "corner sight distance" criteria in Section 405.1(2)(b) of the *HDM* was also utilized. Based on the criteria set forth in Table 405.1A of the *HDM* and a design speed limit of 55 mph on Paseo De Colinas, a corner sight distance of 526 feet is required for the right-turn.

Updated Traffic Assessment Figure 6, *Sight Distance Analysis – Driveway No. 1*, and Figure 7, *Site Distance Analysis – Driveway No. 2*, illustrates a schematic of the sight distance evaluation for project driveways 1 (northern) and 2 (southern) along Paseo De Colinas for stopping sight distance and corner sight distance, respectively. The figures indicate that sight distances at the project driveways are expected to be adequate if obstructions within the sight triangles are minimized. Adequate sight lines give the motorist the ability to see gaps in traffic to help with egress from the site. Due to these sight lines, the Updated Traffic Assessment concluded that an acceleration lane is not required.

As such, Draft IS/MND Section 4.17, *Transportation*, page 4.17-4 identifies appropriate mitigation, Mitigation Measure TRA-1, to ensure hardscape and/or landscape within the sight triangles shown on Updated Traffic Assessment Figures 6 and 7 are not higher than 30 inches. With compliance with Mitigation Measure TRA-1, impacts would be reduced to less than significant levels.

**Increased Need for U-Turn Movements.** Given the proposed right-turn only driveways, many commenters expressed concerns regarding increased potential for U-turn movements for vehicles to access Interstate 5. Commenters also express safety hazards concerns that could be associated with such increases in U-turn movements in combination with existing high vehicular speeds along Paseo de Colinas. It is acknowledged that all vehicles would be required to continue to follow all traffic laws when making turning movements, including U-Turn movements.

**Increased Traffic on Golden Lantern Due to Student Pick-up/Drop-off.** Refer to 'Increased Traffic Delay' above.

### **MR 3 – Parking**

Commenters have expressed concern regarding the proposed parking for the project. As detailed in Section 2.0, the modified project proposes to reduce unit count from 38 units to 24 units. Based on Municipal Code



Section 9-1-63, *Residential parking requirements*, the project is required to provide 70 spaces. Each townhome unit would include an attached two-car garage, totaling to 48 parking spaces in garages. Additionally, 25 open surface parking spaces are provided on-site for guests and residents. Thus, the project would provide 73 parking spaces in total and would exceed the City's minimum parking requirement for the RM zone. It is acknowledged that parking is no longer a CEQA topic of concern, other than for consistency with land use plans (such as the General Plan and zoning regulations). As such, these comments are acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

Commenters are also concerned that the lack of proposed parking at the project site would result in increased cars parking on Paseo de Colinas and, indirectly, increased trash on roads. Currently no parking is permitted along Paseo de Colinas in the project vicinity. Implementation of the project would not change this existing condition. The City would continue to enforce traffic and parking regulations in accordance with laws and regulations. Further, the project would be conditioned to implement a Parking Management Plan, which would, at a minimum, include the location and designation of garage and shared parking spaces, and a monitoring program to ensure that all garage parking spaces remain available and are utilized for the parking of the resident's operable vehicles. The homeowner's association or their designated representative shall ensure that all residents and guests of the development park their vehicles on-site and shall not adopt parking policies which force employees, residents, and/or guests to park their vehicles off-site.

#### **MR 4 – Noise**

Commenters have expressed general concerns regarding project-related construction noise and operational noise impacts, including increased mobile noise from traffic.

Construction Noise Impacts. Draft IS/MND Section 4.13, *Noise*, documents potential noise impacts from construction (Draft IS/MND page 4.13-7). To characterize construction-period noise levels more accurately, the average (Leq) noise level associated with each construction stage is calculated based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage. These noise levels are typically associated with multiple pieces of equipment simultaneously operating on part power. The loudest construction phase would be the grading phase, as heavy-duty construction equipment may be operated up to the project property line. The estimated construction noise levels at the nearest noise-sensitive receptors are presented in Draft IS/MND Table 4.13-6, *Construction Noise Levels at Adjacent Receptors*. To present a conservative impact analysis, the estimated noise levels were calculated for a scenario in which all heavy construction equipment (e.g., concrete saws, excavators, and dozers) were operating simultaneously and located at the construction area nearest to the affected receptors (i.e., 70 feet from the nearest structure at the Niguel Hills Middle School to the project property line).

As depicted in Draft IS/MND Table 4.13-6, adjacent institutional receptors could be exposed to temporary and intermittent construction noise levels from the combined used of construction equipment at 81.5 dBA; however, it does not exceed the City's construction noise standard (85 dBA) for the institutional receptors to the west. Similarly, adjacent residential receptors could be exposed to temporary and intermittent construction noise levels from the combined used of construction equipment at 76.1 dBA, which also does not exceed the City's construction noise standard (80 dBA) for the residential receptors to the north.

As previously noted, noise levels presented in Draft IS/MND Table 4.13-6 are conservative, as these noise levels assume the simultaneous operation of all heavy construction equipment (e.g., concrete saws,



excavators, and dozers) at the same precise location. In reality, construction equipment would be used throughout the project site and would not be concentrated at points closest to sensitive receptors. Additionally, it is noted that the grading phase (the loudest construction phase) would occur for approximately two months (44 days) and thus, the associated noise impacts would be temporary. All other construction phases (demolition, building construction, paving, and architectural coating) would not involve the operation of heavy-duty machinery on-site, and are generally considered to have significantly less construction noise compared to the grading phase.

Further, as detailed in Section 2.0, the modified project proposes a reduced density (24 units instead of the previously proposed 38 units) and a reduced development footprint (1.42 acres instead of the previously proposed 2.397-acre buildable site area) given the approximately 0.97-acre parkland irrevocable offer of dedication to the City. Thus, construction of the modified project would likely require fewer months of construction and encompass a smaller site, further reducing the project's already less than significant construction noise impacts.

It should also be acknowledged that pursuant to the Municipal Code Section 6-6-7, *Exemptions from article*, construction activities would occur during normal daytime hours (between 7:00 a.m. and 8:00 p.m.) to avoid noise disturbances at nearby receptors during the more sensitive hours (between 8:00 p.m. and 7:00 a.m.) on weekdays and Saturdays. No construction activities would occur on Sundays or federal holidays. The permitted hours of construction recognize that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction noise would also be temporary and would cease once project construction is completed. Upon compliance with Municipal Code Section 6-6-7, short-term construction noise impacts would be reduced to less than significant levels.

**Mobile Operational Noise Impacts.** Future development generated by the project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, a doubling of traffic volumes would result in a 3 dBA increase in traffic noise levels, which is barely detectable by the human ear. As stated, the modified project proposes to reduce unit count from 38 units to 24 units. Based on the Updated Traffic Assessment, the project would generate approximately 162 average weekday daily trips; refer to Table 1, *Project Traffic Generation Rates and Forecast*, in Attachment B. According to the Orange County Transportation Authority (OCTA), Paseo de Colinas experiences approximately 20,000 average daily trips. As such, the project's minimal trip generation (approximately 162 average trips per day) would not double existing traffic volumes along Paseo de Colinas and, as such, would not perceptively increase the traffic noise generated by the project along this roadway. Further, it is acknowledged that the Draft IS/MND more conservatively considered 278 average weekday daily trips and found such impacts to also be less than significant. Therefore, project-related traffic noise would be less than significant.

**Stationary Operational Noise Impacts.** Stationary noise sources associated with the proposed multi-family residential project would include those typical of suburban areas (e.g., dogs/pets, landscaping activities, weekly garbage collection, and cars parking). These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the Municipal Code and the California Building Code requirements pertaining to noise attenuation. Based on the noise analysis conducted for the project, anticipated noise from heating, ventilation, and air conditioning (HVAC) units and crowd noise from



outdoor gathering areas would not exceed the City's exterior nighttime noise standards of 50 dBA per Municipal Code Section 6-6-5.

While existing sensitive receptors may be exposed to parking lot noise as a result of project implementation, such noise would be partially masked by background noise from traffic along Paseo de Colinas. As described in Section 2.0, the modified project would result in fewer townhome units and a smaller development footprint, which would proportionally reduce stationary operational noise impacts. Additionally, the project proposes a six-foot tall radiant heat wall with a two-foot tall block wall and 4-foot tall tempered glass on top that would partially obstruct line-of-sight between the nearest sensitive receptors to the north and west as well as further reduce parking lot noise levels generated on-site. Therefore, the project's parking activities would not result in substantially greater noise levels than existing conditions in the project vicinity, and any parking lot noise generated would be short-term. Impacts would be less than significant in this regard.

## **MR 5 – General Inquiries on the Approval Process**

### History of Past Public Involvement

It is acknowledged that past public outreach and public hearings have taken place regarding development at the project site. As discussed on Draft IS/MND page 2-4, *Background and History*, on March 20, 2007, the Laguna Niguel City Council adopted Negative Declaration ND 07-01 and approved General Plan Amendment GPA 07-01 and Zone Change ZC 07-01. General Plan Amendment GPA 07-01 proposed the addition of Residential Attached and Parks and Recreation land use designations to the Public/Institutional designation to accommodate either the continued use of the site as a public/institutional facility, or allow for multi-family residential development, which includes the provision of a public park. Zone Change ZC 07-01 proposed to add RM, PR, and Managed Care Overlay (MC) zoning designations to the Public/Institutional (PI) zoning designation to be consistent with the General Plan Amendment GPA 07-01. No development has been proposed since approval of the General Plan Amendment or Zone Change.

CUSD is now interested in entitling the project site for a townhome development, which is the subject of the Initial Study. CUSD originally applied for redevelopment of the surplus property in 2020. The Draft IS/MND was prepared and circulated in August 2022 for a State-mandated 30-day public review period from August 26, 2022 through September 26, 2022. The proposed plans have undergone a number of revisions since initial submittal to the City in 2020. The City has also conducted several public meetings regarding the project, including a Planning Commission Public Workshop on November 29, 2022 and more recently, a second Planning Commission Public Workshop on April 9, 2024. CUSD also conducted a CUSD Town Hall neighborhood meeting to solicit public input on the project on September 1, 2022.

### Purpose of CEQA and Selection of Appropriate Documentation

In accordance with CEQA (Public Resources Code Section 21000-21177) and pursuant to California Code of Regulations Section 15063, the City of Laguna Niguel, acting in the capacity of Lead Agency under CEQA, is required to undertake the preparation of an Initial Study to determine if the project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the project may cause a significant environmental effect, the Lead Agency shall further find that an Environmental Impact Report (EIR) is warranted to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect



on the environment, the Lead Agency shall find that the project would not have a significant effect on the environment and shall prepare a Negative Declaration for that project. Such determination can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the project. The resulting documentation is not; however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and/or other discretionary approvals would be required.

The environmental documentation is subject to a public review period. During this review, agency and public comments on the document relative to environmental issues should be addressed to the City. Following review of any comments received, the City will consider these comments as a part of the project's environmental review and include them with the Initial Study documentation for consideration by the City.

As shown throughout the Draft IS/MND, no significant impacts are anticipated from the project upon compliance with Standard Conditions of Approval and Mitigation Measures. As such, an Initial Study/Mitigated Negative Declaration has been prepared under the City's direction.

The Draft IS/MND was made available to agencies, organizations, and the public for the mandated 30-day public review period from August 26, 2022 to September 26, 2022. The City of Laguna Niguel published the Notice of Intent (NOI) on the City's website, in the local newspaper, the Laguna Niguel News, as well as on the State Office of Planning and Research's CEQAnet online database (identified as State Clearinghouse No. 2002080608). It is noted that the public comment period on the environmental document (Draft IS/MND) closed on September 26, 2022. Following the closure of the public review period, the comments have been reviewed and are responded to in writing as part of this Responses to Comments Chapter of the Final IS/MND.

#### Opportunities for Public Input

City staff will publish the Final IS/MND (including all comment letters received and the City's responses to those comments) to the City's website prior to the scheduled public hearing for the project. At publication, all commenting parties will be notified of availability of the Final IS/MND, including the responses to comments received during the public review period.

The project application, along with the Final IS/MND, will be forwarded to the City's decision makers for consideration. The project would then go before the Planning Commission for consideration of approval for the project application and adoption of the Final IS/MND.

The Planning Commission hearing is anticipated to occur on February 11, 2025. Notices will be mailed to all property owners within a 500-foot radius, posted on the City's website, and emailed/mailed to all parties who have requested to be included on the project's interest list. All notification requirements pursuant to existing laws and regulations, including Government Code Sections 54950-54963 (the Brown Act), will be followed.

## COMMENT LETTER 1

**From:** [Dean Hustad](#)  
**To:** [Katie Crockett](#)  
**Subject:** Colinas Townhomes  
**Date:** Sunday, September 11, 2022 9:47:06 AM

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As a resident of Laguna Niguel living at 28422 El Sur I wish to express my extreme opposition to the Colinas Townhomes project. I am a long term resident of our city and taught for 20 years at a local school. This project will negatively affect my quality of life in many ways. While I am currently very busy caring for an ailing husband I hope that at the very least I can make my voice heard in this way. Thank you. Barbara A. Hustad - Laguna Niguel

1-1



## **RESPONSE TO COMMENT LETTER NO. 1**

Barbara Hustad  
September 11, 2022

1-1 The commenter opposes the project, stating they are opposed to the project and that the project would negatively affect their quality of life in many ways. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 2

**From:** [becky maguire](#)  
**To:** [Katie Crockett](#)  
**Subject:** NO to Paseo De Colinas Townhomes  
**Date:** Wednesday, September 14, 2022 9:44:49 AM

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Dear Ms. Crockett,

Please do NOT allow the Paseo De Colinas Townhouse project. We are in a drought and have no electricity. It makes zero sense to build these. My parent's house is above Paseo De Colinas and there's already tons of traffic. We don't need more. Please don't allow this to happen.

2-1

Thank you,  
Becky Maguire  
Laguna Niguel



## RESPONSE TO COMMENT LETTER NO. 2

Becky Maguire  
September 14, 2022

2-1 The commenter notes that California is currently experiencing a drought and has no electricity. Water use in a drought season has been discussed under Impact Statement 4.19(b) of the Draft IS/MND (pages 4.19-3 and 4.19-4). The project site is served by the Moulton Niguel Water District (MNWD). As stated in Section 2.0, the modified project would reduce development intensity from 38 townhomes to 24 townhomes and reduce the overall development footprint from 2.397 acres to 1.42 acres; refer to Table 2-1, Modifications to the Previously Analyzed Project. Based on the Draft IS/MND analysis, project implementation (operation of 38 residential dwelling units) is anticipated to result in a water demand of approximately 6,840 gpd, or 7.7 acre-feet per year. The project's estimated water demand of 7.7 acre-feet per year would represent less than 0.1 percent of the City's projected water demand of 32,093 acre-feet for 2025 and 31,280 acre-feet for 2045; refer to Draft IS/MND (page 4.19-3) Table 4.19-1, *MNWD Total Water Demand Projections*. The reduced dwelling units under the modified project would further reduce the project's overall water demand and impacts to MNWD water supplies. The project would also be required to comply with water efficiency and water conservation standards in the California Building Energy Efficiency Standards and California Green Building Standards Code. Further, according to MNWD's 2020 *Urban Water Management Plan* (UWMP), MNWD is able to meet projected demands during normal, dry, and multiple dry years through 2045; refer to Draft IS/MND (pages 4.19-3 and 4.19-4) Tables 4.19-2, *Normal Year Supply and Demand Comparison*, through 4.19-4, *Multiple Dry Year Supply and Demand Comparison*. Thus, project implementation would result in a less than significant impact in this regard.

Potential project impacts on energy, including electricity, have been discussed in Section 4.6, *Energy*, and Section 4.19, *Utilities and Service Systems*, of the Draft IS/MND. San Diego Gas and Electric provides electricity service to the project site. As shown in Table 4.6-1, *Energy Consumption*, of the Draft IS/MND (page 4.6-2), the project's estimated electricity usage of 160-megawatt hour (MWh) during project operation would constitute a nominal (approximately 0.0008 percent) increase over Orange County's typical annual electricity. Additionally, the modified project's 24-unit townhome development would result in a reduced demand for electricity in comparison to the previously analyzed project. Further, as discussed under Impact Statement 4.19(a), of the Draft IS/MND (page 4.19-3), the project would require construction of new private on-site dry utilities (including on-site electricity network); however, payment of standard utility connection fees and ongoing user fees would ensure these utility services are able to accommodate the proposed development. As such, project impacts in regard to electricity consumption would be less than significant.

Required payment by the Applicant for standard water and electricity connection fees and ongoing user fees, and compliance with all applicable local, State, and federal laws, ordinances, and regulations, as well as the specific mitigation measures throughout the IS/MND, would ensure that existing utilities services would be able to accommodate the proposed development and that impacts in this regard would be less than significant. Further, MNWD provided a preliminary letter for the project stating that MNWD would be able to provide water, recycled water, and wastewater services for the project so long as a significant water main extension from



Del Cerro to Loma Linda, and looped water main extensions would be required at a later date to accommodate the proposed development.

The commenter also raises concerns regarding traffic; refer to MR 2 pertaining to traffic along Paseo de Colinas.

## COMMENT LETTER 3

**From:** [Britney Willhite](#)  
**To:** [Katie Crockett](#)  
**Cc:** [Elaine Gennawey](#); [Kelly Jennings](#); [Rischi Paul Sharma](#); [Fred Minagar](#); [Sandy Rains](#)  
**Subject:** Objection to Paseo De Colinas Townhomes Project - STAIRS TO MIDDLE SCHOOL NEED TO REMAIN!  
**Date:** Tuesday, September 6, 2022 9:48:16 AM

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Dear Ms. Crockett,

I am very upset to hear that the stairs to Niguel Hills Middle School (NHMS) will be abandoned as part of the Paseo De Colinas Townhomes Project.

I live in the neighborhood just above the proposed project (at Del Cerro and Paseo De Colinas), and those steps are a critical access point to the middle school. I currently have a child at Niguel Hills Middle School (NHMS) who uses those steps daily to and from school. I also have two more children who will go to NHMS in the future.

It should be a MANDATORY component of this proposed development that the stairs be updated and remain open in perpetuity for students of NHMS. Further, a crossing guard should be added to the light at Del Cerro and Paseo De Colinas.

- The stairs to NHMS alleviate traffic by not having us drive into the crowded school. In addition, many parents use that crosswalk as a carpool drop-off point, to avoid the traffic on Golden Lantern and Shark Bay. The traffic flow in and out of NHMS is notoriously terrible, and removing these stairs will only make it worse.
- The stairs to NHMS foster a community feel by our kids being able to walk to school. My child currently has 2 friends that get dropped off at our home and walk with her, as well. My child enjoys walking with her friends, and others, into the school via the stairs. They feel safe and happy living in a community where walking to school is a safe and accessible choice.
- The stairs to NHMS is a selling point in our community, where parents move here looking forward to the day their children can easily walk to school. Moreover, as a working parent, I value knowing my child can walk to and from school while I continue to work during those hours. Removing that access will detract from home values in our neighborhood.

3-1

I am truly surprised and saddened that the DISTRICT, as developer, has not provided for this in its plans. It is frustrating to know that the District is putting profits over the success of its own middle school. The facilities at NHMS are falling apart as it is, and taking away these stairs is another blow to the NHMS community. Keeping the stairs to NHMS would barely impact this development, as the area leading up to the stairs is slated for "Active Recreation" greenspace. There is no good reason to remove the stairs, other than an unwillingness to fund this benefit to NHMS.

I respectfully request that the City mandate perpetual access to the NHMS stairs as a condition to the approval of this development for the benefit of the students, the community and the City.

Thank you,  
Britney Willhite  
949-280-3707



**RESPONSE TO COMMENT LETTER NO. 3**

Britney Willhite  
September 6, 2022

3-1 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

## COMMENT LETTER 4

**From:** [Britney Willhite](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Objection to Paseo De Colinas Townhomes Project - STAIRS TO MIDDLE SCHOOL NEED TO REMAIN!  
**Date:** Thursday, September 8, 2022 9:21:48 AM  
**Attachments:** [image001.png](#)

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Thank you, Katie.

Did the traffic study that was done specifically evaluate the impact of the loss of the stairs? I am guessing not, if the District asserted that the stairs are closed (which they clearly are not).

By multiple estimates, 50-200 students use the stairs on any given day. That means 50-200 more cars would need to access the school via Golden Lantern and Shark Bay if the stairs would be removed.

4-1

Was that traffic impact considered?

Thank you,  
Britney

On Tue, Sep 6, 2022 at 3:07 PM Katie Crockett <[KCrockett@cityoflaguniguil.org](mailto:KCrockett@cityoflaguniguil.org)> wrote:

Good afternoon Britney –

Thank you for taking the time to provide this feedback. The City is still reviewing CUSD's application at this time and this information provides valuable insight as to the current situation at and around the school. The District had represented to the City that the stair access was already closed, as this is an issue that City staff first brought up to the applicant in our first review of this project application in 2020.

Having received a significant amount of feedback related to this issue, I will be reviewing this issue in more detail with the City team and will pass along your comments to the applicant. Please feel free to reach out directly to the District's consultant, Jon Conk at [jconk@projectdimensions.com](mailto:jconk@projectdimensions.com), as well.

I verified that a property owner with the last name Willhite is on the City's notification list, so I imagine that is you and you will receive mailed notices related to any public hearings scheduled by the City (Planning Commission and City Council). If you would like me to further verify, please let me know.

In the meantime, if you have any questions or other concerns, please let me know.

Best,

**Katie Crockett | Senior Planner**

**Community Development Department**

**City of Laguna Niguel**

[30111 Crown Valley Parkway](http://30111CrownValleyParkway)

[Laguna Niguel, CA 92677](http://LagunaNiguel.CA.92677)

[kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)

Tel: 949-362-4363

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**From:** Britney Willhite <[britney.willhite@gmail.com](mailto:britney.willhite@gmail.com)>  
**Sent:** Tuesday, September 6, 2022 9:48 AM  
**To:** Katie Crockett <[KCrockett@cityoflagunaniguel.org](mailto:KCrockett@cityoflagunaniguel.org)>  
**Cc:** Elaine Gennawey <[EGennawey@cityoflagunaniguel.org](mailto:EGennawey@cityoflagunaniguel.org)>; Kelly Jennings <[KJennings@cityoflagunaniguel.org](mailto:KJennings@cityoflagunaniguel.org)>; Rischi Paul Sharma <[RSharma@cityoflagunaniguel.org](mailto:RSharma@cityoflagunaniguel.org)>; Fred Minagar <[FMinagar@cityoflagunaniguel.org](mailto:FMinagar@cityoflagunaniguel.org)>; Sandy Rains <[SRains@cityoflagunaniguel.org](mailto:SRains@cityoflagunaniguel.org)>  
**Subject:** Objection to Paseo De Colinas Townhomes Project - STAIRS TO MIDDLE SCHOOL NEED TO REMAIN!

Dear Ms. Crockett,

I am very upset to hear that the stairs to Niguel Hills Middle School (NHMS) will be abandoned as part of the Paseo De Colinas Townhomes Project.

I live in the neighborhood just above the proposed project (at Del Cerro and Paseo De Colinas), and those steps are a critical access point to the middle school. I currently have a child at Niguel Hills Middle School (NHMS) who uses those steps daily to and from school. I also have two more children who will go to NHMS in the future.

It should be a MANDATORY component of this proposed development that the stairs be updated and remain open in perpetuity for students of NHMS. Further, a crossing guard

should be added to the light at Del Cerro and Paseo De Colinas.

- The stairs to NHMS alleviate traffic by not having us drive into the crowded school. In addition, many parents use that crosswalk as a carpool drop-off point, to avoid the traffic on Golden Lantern and Shark Bay. The traffic flow in and out of NHMS is notoriously terrible, and removing these stairs will only make it worse.
- The stairs to NHMS foster a community feel by our kids being able to walk to school. My child currently has 2 friends that get dropped off at our home and walk with her, as well. My child enjoys walking with her friends, and others, into the school via the stairs. They feel safe and happy living in a community where walking to school is a safe and accessible choice.
- The stairs to NHMS is a selling point in our community, where parents move here looking forward to the day their children can easily walk to school. Moreover, as a working parent, I value knowing my child can walk to and from school while I continue to work during those hours. Removing that access will detract from home values in our neighborhood.

I am truly surprised and saddened that the DISTRICT, as developer, has not provided for this in its plans. It is frustrating to know that the District is putting profits over the success of its own middle school. The facilities at NHMS are falling apart as it is, and taking away these stairs is another blow to the NHMS community. Keeping the stairs to NHMS would barely impact this development, as the area leading up to the stairs is slated for "Active Recreation" greenspace. There is no good reason to remove the stairs, other than an unwillingness to fund this benefit to NHMS.

I respectfully request that the City mandate perpetual access to the NHMS stairs as a condition to the approval of this development for the benefit of the students, the community and the City.

Thank you,

Britney Willhite

949-280-3707

--  
[cawillhites.blogspot.com](http://cawillhites.blogspot.com)



**RESPONSE TO COMMENT LETTER NO. 4**

Britney Willhite  
September 8, 2022

4-1 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 12

1750 EAST FOURTH STREET, SUITE 100

SANTA ANA, CA 92705

PHONE (657) 328-6000

FAX (657) 328-6522

TTY 711

[www.dot.ca.gov/caltrans-near-me/district12](http://www.dot.ca.gov/caltrans-near-me/district12)**COMMENT LETTER 5**Making Conservation  
a California Way of Life.

September 26, 2022

Ms. Katie Crockett  
Senior Planner  
City of Laguna Niguel  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677

File: IGR/CEQA  
SCH#: 2022080608  
12-ORA-2022-02074  
I-5, PM 12.264

Dear Ms. Crockett,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Mitigated Negative Declaration for the Paseo de Colinas Townhomes Project in the City of Laguna Niguel. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The project proposes to develop a 38-unit townhome community consisting of nine three-story townhome buildings with attached two-car garages. Regional access to the project area is provided by Interstate 5 (I-5) and State Route 73 (SR 73). Caltrans is a responsible agency for this project and upon review, we have the following comments:

**Transportation Planning**

1. Caltrans supports projects which provide a diversity of housing choices and destinations accessible by Active Transportation (i.e. bicycle and pedestrian) and transit users. Consider providing a discussion about the City's multimodal mobility strategies relating to transit bus and rail services as well as active transportation for local and regional connectivity. Improving multimodal connections to housing will encourage future residents, visitors, and workers in the city to utilize all modes of transportation.
2. Caltrans supports the project's inclusion of bicycle parking and storage spaces. With the growing popularity of electric bikes and cargo/utility bikes (which tend to be bigger and heavier), Caltrans recommends that bicycle parking and storage spaces be designed to accommodate a range of bicycle styles, sizes, and weights.

For additional guidance on providing bike parking for a range of bicycle styles & sizes, see the attached "Essentials of Bike Parking" guidance created by the Association of Pedestrian and Bicycle Professionals.  
(link to online PDF: <https://www.apbp.org/Publications>).

5-1

5-2

5-3

Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to contact Joseph Jamoralin at (657) 328-6276 or [Joseph.Jamoralin@dot.ca.gov](mailto:Joseph.Jamoralin@dot.ca.gov)

5-4

Sincerely,



SCOTT SHELLEY  
Branch Chief, Regional-IGR-Transit Planning  
District 12



## RESPONSE TO COMMENT LETTER NO. 5

California Department of Transportation District 12  
Scott Shelley, Branch Chief, Regional-IGR-Transit Planning  
September 26, 2022

5-1 This initial comment introduces the California Department of Transportation (Caltrans) as a responsible agency for the project. The commenter, on behalf of Caltrans, includes an introductory statement with a brief project description. Specific concerns regarding the project are discussed below.

5-2 The commenter voices support for projects that provide a diversity of housing choices and destinations accessible by Active Transportation (i.e., bicycle and pedestrian) and transit users. The commenter recommends the Draft IS/MND to include a discussion about the City's multimodal mobility strategies relating to transit bus and rail services as well as active transportation for local and regional connectivity.

Circulation system, including transit, bicycle, and pedestrian facilities, has been discussed under Impact Statement 4.17(a) of the Draft IS/MND (page 4.17-1). Transit services in the City are provided by Metrolink and Orange County Transit Authority (OCTA). OCTA Routes 85, 87 and 90 provide transit services to the City, with a Route 90 bus stop located approximately 0.3-mile south of the site at the intersection of Paseo de Colinas and Golden Lantern. The Metrolink rail lines that service the City include the Orange County line and the Inland Empire-Orange County line. The Laguna Niguel/Mission Viejo Metrolink station is located approximately 0.9-mile northeast of the project site. The General Plan Circulation Element also classifies Paseo de Colinas as a Class II Bicycle Lane, which is defined as a restricted lane within the right-of-way of a paved roadway for the exclusive or semi-exclusive use of bicycles. Pedestrian sidewalks are provided on both sides of Paseo de Colinas, including along the project frontage. Given the distance of existing bus stops and railway stops from the project site as well as existing bicycle lanes, the Draft IS/MND determined that construction and operations of the project would not conflict with any program plan, ordinance, or policy addressing the project area's existing transit network.

Additionally, as a result of concerns raised by the community related to speeding along Paseo De Colinas near the project site, the project is proposing to fund the following bicycle safety enhancement and traffic calming measures and illustrated on Updated Traffic Assessment Figures 24A through 24D, and Figure 25; refer to Attachment B.

- Installing green bike lane legend and arrowing markings on southbound Paseo de Colinas at Loma Linda;
- Installing green bike lane markings on southbound Paseo de Colinas at the project's two driveways;
- Installing green bike lane legend and arrow markings on southbound Paseo de Colinas at Del Cerro;
- Installing green bike lane markings and greenback sharrow markings on southbound Paseo de Colinas at Golden Lantern; and



- Installing an electronic vehicle speed feedback sign on southbound Paseo de Colinas near the northern project boundary.

5-3 The commenter voices support for the proposed bicycle parking and storage spaces and provides recommendation of their designs. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

5-4 The commenter requests continued communications pertaining to the project and any future development projects that could potentially impact State transportation facilities. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 6

**From:** [Candi](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo del Colinas Townhome Project  
**Date:** Monday, September 5, 2022 9:58:11 AM

---

Hello Katie,

I would like to voice my objections to the proposed townhome project on Paseo de Colinas near Niguel Hills Middle School.

First, it is extremely important that the City require an Environmental Impact Report rather than a just a Minimum Negative Declaration. I have read that thusfar this is not in the plans. When such a project affects so many people in so many ways for the foreseeable future, take the time to do it right.

Next, I have grave concerns regarding the impact on traffic. Having lived in the area for 38 years, sent three children to Niguel Hills Middle School thereby experiencing the inherently hideous abundant traffic issues, and been the victim of a "T-Bone" traffic accident at Paseo de Colinas and Golden Lantern, I can say without hesitation that this project is ill-advised.

Traffic issues are not the only issue at hand. The safety of our youth is paramount. I drove each of my children to Niguel Hills over a 6 year time span, all the while wishing I could just let them walk. It was just too dangerous. On the way down Golden Lantern on his bike, of my sons friends was gravely injured when he crashed into a light standard at Paseo de Colinas. I'm confident many students since then have experienced injury just trying to get to school. Just last week a child in CUSD, Bradley Rofer, was killed while \*walking\* his bike across the street on his way to school. Clearly enough safeguards were not in place. He trusted adults to make his trip to school SAFE. The dangers to children that already have to cross this very busy street will be unnecessarily multiplied and put them in the same situation as Bradley was. I have done a traffic study in the past and imagine that this street has hundreds of thousands of vehicles of all sizes endangering the children as they pass or have to stop suddenly. We adults need to protect our children.

This parcel intended for townhomes could be used for something other than residences. For example, parking for teachers here would alleviate the congestion down below and allow student dropoffs to be more efficient. If the City wants to continue the trolley program, perhaps a trolley pickup/dropoff stop would be workable, with fares going to the school. A satellite district office, satellite community college facility, or offices for the Parks and Recreation could be put in here, providing convenient access to parents, and school personnel alike.

Thank you for your attention to this matter,

Candi Fulmis  
Resident/Registered Voter

6-1



## RESPONSE TO COMMENT LETTER NO. 6

Candi Fulmis  
September 5, 2022

6-1 The commenter requests an Environmental Impact Report (EIR) to be completed for the project instead of the Draft IS/MND. As stated under CEQA Guidelines Section 21080.1, *Environmental Impact Report or Negative Declaration; Determination by Lead Agency; Finality; Consultation*, "the lead agency shall be responsible for determining whether an environmental impact report, a negative declaration, or a mitigated negative declaration shall be required for any project which is subject to this division. That determination shall be final and conclusive on all persons, including responsible agencies, unless challenged as provided in Section 21167." Based on the City's CEQA Manual, an EIR is required if 1) through preliminary review or an Initial Study the proposed activity would cause one or more significant impacts, or 2) if the City determines that an EIR will clearly be required for the project (CEQA Guidelines Section 15063). As shown throughout the Draft Initial Study, no significant impacts are anticipated from the project with compliance with recommended mitigation measures. As such, a Mitigated Negative Declaration has been prepared under the City's direction.

The commenter also raises concerns regard project-induced traffic and safety concerns. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and associated safety concerns). Lastly, the commenter proposed several other development alternatives to the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response in this regard is necessary.

## COMMENT LETTER 7

**From:** [Candy Brandon](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas project  
**Date:** Wednesday, September 14, 2022 12:01:40 PM

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I'm writing to oppose this new housing project. Laguna Niguel is being overrun with new development. Traffic is horrible, parking lots at grocery stores, etc. are constantly full, and the whole town is feeling more and more like a city.

I actively avoid Crown Valley to get to the freeway now that all of those apartments are there. It's a nightmarish mess. Now I'll have to avoid Paseo de Colinas as well. That isn't even the most important issue.

That open space should be used for a park next to the middle school. That would at least be pretty and relaxing. Kids walking home from school could have a great place right there to hang out. Laguna Niguel needs to maximize what little land there is left to make more green parks with trees, shade, playgrounds, etc. That is the kind of development that makes for a better and more peaceful and beautiful community. The absolute last thing that should be done is putting in more houses or strip malls. It just cheapens the whole town.

7-1

A beautiful park on that land, looking out to the horizon could be amazing! The city could even put in a small area that could be rented out for occasions like weddings if they want to make money out of it. Make it a place that people want to stop and spend time relaxing and enjoying. Don't make it just more garbage to have to drive by to get home.

Thank you,

Candy Brandon

[Sent from Yahoo Mail for iPhone](#)



## RESPONSE TO COMMENT LETTER NO. 7

Candy Brandon  
September 14, 2022

7-1 The commenter raises concerns regarding general City-wide traffic and overall increased development. The commenter also recommends developing the site into a park instead of the proposed residential development. It should be noted that the modified project, as described in Section 2.0, proposes an irrevocable offer of dedication of the southern 0.97 acres of the project site as parkland to the City.

The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 8

**From:** [Carol Moss](#)  
**To:** [Katie Crockett](#)  
**Subject:** Fwd: Proposed townhouses on Paseo De Colinas  
**Date:** Saturday, September 24, 2022 3:09:39 PM

---

----- Forwarded message -----

From: **Carol Moss** <[carolmoss44@gmail.com](mailto:carolmoss44@gmail.com)>  
Date: Tue, Sep 20, 2022 at 3:22 PM  
Subject: Proposed townhouses on Paseo De Colinas  
To: <[kcrockett@cityoflagunaniguel.com](mailto:kcrockett@cityoflagunaniguel.com)>

I have concerns regarding the proposed Paseo de Colinas Townhomes project. The traffic on Paseo de Colinas has increased substantially over the last two years. With the hundreds of apartments on Cabot and Crown Valley there is often a gridlock of cars on Crown Valley to get on the freeway. Many cars are now using Paseo de Colinas to access the freeway at Avery. It is increasingly difficult to make a left turn to enter Paseo de Colinas from Paseo La Vista/Loma Linda and El Sur. A traffic light is badly needed at Paseo La vista and Loma Linda. Cars travel down the street in excess of 60 MPH. Adding another neighborhood will only increase an already dangerous traffic problem.

8-1

This project will also cause additional traffic on Golden Lantern as parents drop-off and pick-up children from Niguel Hills school. Many students use the stairs to cross to Del Cerro which alleviates a huge number of cars from Golden Lantern during school hours. The intersection of Paseo de Colinas and Golden Lantern is very congested and there are already numerous accidents at the intersection. If students lose access to the stairs it will make Golden Lantern more dangerous than it already is. It will increase frustration for parents picking up their children.

8-2

The project would require residents needing to make a U-turn to go to the freeway. This would only increase the dangers on Paseo de Colinas. This project would add multiple safety concerns on Paseo de Colinas which is already an extremely busy street. It will also result in cars parking on Paseo de Colinas.

8-3

I have lived in my residence since 1985 and have always enjoyed the Laguna Niguel community. I feel the community is being ruined by the numerous huge apartment complexes and adding condos on Paseo de Colinas will only add to the problem. Please stop adding housing as it's making a traffic nightmare! I strongly object to this project.

Respectfully

Carol Moss  
25584 Paseo La Vista  
714 348 6692

--  
*Have a great day! Bless you.*

--  
*Have a great day! Bless you.*



## **RESPONSE TO COMMENT LETTER NO. 8**

Carol Moss  
September 24, 2022

- 8-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas.
- 8-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and MR 2 pertaining to safety concerns associated with traffic congestion.
- 8-3 Refer to MR 2 pertaining to traffic along Paseo de Colinas and associated safety concerns. The commenter expresses concern regarding overall increased development in the City. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 9

**From:** [Carol Nagel](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Sunday, September 11, 2022 10:10:36 AM

---

Hi Katie,

Thank you for taking the time to read our concerns about this project. I live on Via Estudio which is close to the school. The school already has a traffic problem. One lane in and two lanes to exit. The school really needs another drop off area. I was at the meeting at the school recently and learned that Niguel Hills Middle School need 9 million dollars for upgrades. How and why does the school district or the city let it go for so long? Where are our tax dollars going to?

I am against the building of 38 units on that small piece of land for many reasons. The school should built a 2nd drop off and pick up area out of that property. Those parents, and I use to be one of them have to wait in line to drop off or pick up their child. We moved to our home in 1998 while our boy's went to the school, then decided to stay and put up with the traffic because we like our neighbors and the area.

9-1

Putting in an extra 38 units and then closing down the stairs for the kids will impact us with more traffic. Anyone who lives on the two street next to the school knows that traffic is heavy between certain hours of the day and we have parents who sit and wait in front of our homes rather than fight the traffic in the school parking lot already, adding more traffic is not the answer.

I am adamantly against having more traffic and townhomes put into our beautiful city, it's going to look like Irvine, which is too densely populated.

Thank you,  
Carol Nagel



## **RESPONSE TO COMMENT LETTER NO. 9**

Carol Nagel  
September 11, 2022

9-1 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and pick-up/drop-off policies and MR 2 regarding traffic congestion.

## COMMENT LETTER 10

**From:** [Carol Nagel](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Paseo De Colinas Townhomes Project  
**Date:** Wednesday, September 14, 2022 11:22:15 AM

---

Hi Katie,  
Thank you so much for taking the time and giving me more details and contacts.  
Have a great day,  
Carol Nagel

10-1

> On Sep 14, 2022, at 10:19 AM, Katie Crockett <KCrockett@cityoflagunaniguel.org> wrote:  
>  
> Good morning Carol -  
>  
> Thank you for taking the time to reach out to the City regarding this proposed project. Your comments have been added to the administrative record. Your questions related to why the school needs \$9 million dollars in upgrades or why they don't have an additional drop-off area would be better answered by the District. The City actually doesn't have any zoning or site planning authority over public schools - they are a separate public entity and planning and construction reviews are the State's jurisdiction. The District's consultant who held the community meeting at the school, Jon Conk, can be reached at jconk@projectdimensions.com.  
>  
> As a part of the City's review, a Draft Initial Study/Mitigated Negative Declaration (IS/MND) was recently completed for the project pursuant to the California Environmental Quality Act (CEQA). The Draft IS/MND analyzed the project's potential environmental impacts (including traffic, aesthetics, and housing density, which you raise as concerns). For additional project information and to review the Draft IS/MND, please refer to the project webpage on the City's website (<https://linkprotect.cudasvc.com/ur1?>  
[a=https%3a%2f%2fcityoflagunaniguel.org%2f1534%2fPaseo-De-Colinas-Townhomes-Project&c=E.1.GSM3Y1WV6m\\_LOpIg\\_bOZxeNwlo\\_ClaVO7EhLmD\\_d3\\_ew0JhlpkiK03bIGFHbbzBT8DI2VE3c-MOIQNmXVm4AvwTAjLrq8bhj\\_oFzajMYV7G5l7dxicwKQDExRX&typo=1">https://linkprotect.cudasvc.com/ur1?&a=https%3a%2f%2fcityoflagunaniguel.org%2f1534%2fPaseo-De-Colinas-Townhomes-Project&c=E.1.GSM3Y1WV6m\\_LOpIg\\_bOZxeNwlo\\_ClaVO7EhLmD\\_d3\\_ew0JhlpkiK03bIGFHbbzBT8DI2VE3c-MOIQNmXVm4AvwTAjLrq8bhj\\_oFzajMYV7G5l7dxicwKQDExRX&typo=1](https://linkprotect.cudasvc.com/ur1?)). The public comment period on the environmental document closes on September 26, 2022. Following the closure of the public review period, the comments will be reviewed and responded to accordingly.  
>  
> As a next step, the application would be forwarded to the City's decision-makers for consideration - the Planning Commission as an advisory board and ultimately the City Council. These meetings have not been scheduled at this time. Once those meetings are scheduled, notices will be mailed to all property owners within a 500-foot radius, posted on the City's website, and emailed/mailed to all parties who have requested to be included on the project's interest list (I confirmed that your property is already on the City's notification mailing list for this project).  
>  
> If you have any questions or additional comments on this project, please feel free to contact me.  
>  
> Best,  
>  
> Katie Crockett | Senior Planner  
> Community Development Department  
> City of Laguna Niguel  
> 30111 Crown Valley Parkway  
> Laguna Niguel, CA 92677  
> [kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)  
> Tel: 949-362-4363  
>  
>  
> -----Original Message-----  
> From: Carol Nagel <[cjnagel54@gmail.com](mailto:cjnagel54@gmail.com)>  
> Sent: Sunday, September 11, 2022 10:10 AM

> To: Katie Crockett <KCrockett@cityoflagunamiguel.org>

> Subject: Paseo De Colinas Townhomes Project

>

> Hi Katie,

> Thank you for taking the time to read our concerns about this project. I live on Via Estudio which is close to the school. The school already has a traffic problem. One lane in and two lanes to exit. The school really needs another drop off area. I was at the meeting at the school recently and learned that Niguel Hills Middle School need 9 million dollars for upgrades. How and why does the school district or the city let it go for so long? Where are our tax dollars going to?

>

> I am against the building of 38 units on that small piece of land for many reasons. The school should built a 2nd drop off and pick up area out of that property. Those parents, and I use to be one of them have to wait in line to drop off or pick up their child. We moved to our home in 1998 while our boy's went to the school, then decided to stay and put up with the traffic because we like our neighbors and the area.

>

> Putting in an extra 38 units and then closing down the stairs for the kids will impact us with more traffic. Anyone who lives on the two street next to the school knows that traffic is heavy between certain hours of the day and we have parents who sit and wait in front of our homes rather than fight the traffic in the school parking lot already, adding more traffic is not the answer.

>

> I am adamantly against having more traffic and townhomes put into our beautiful city, it's going to look like Irvine, which is too densely populated.

>

> Thank you,

> Carol Nagel

>



## **RESPONSE TO COMMENT LETTER NO. 10**

Carol Nagel  
September 14, 2022

10-1 This comment is acknowledged for the Administrative Record. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 11

**From:** [CP](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Tuesday, September 13, 2022 6:53:01 PM

---

Hello Katie,

I'm writing in support of the project. I rent. Is there any place for input to be included as a renter in Laguna Niguel? Thank you

Christel Pearson

--

Christel Pearson

11-1



## RESPONSE TO COMMENT LETTER NO. 11

Christel Pearson  
September 13, 2022

11-1 The commenter voices support for the project. Refer to MR 5 regarding future public hearings for the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 12

**From:** [Daniel Fortmann](#)  
**To:** [Katie Crockett](#)  
**Subject:** PD Colinas Townhomes Project  
**Date:** Friday, September 23, 2022 8:57:23 PM

---

I am writing to you to voice my opinion of the project to build town homes on Paseo de Colinas.

My wife and I have lived in our home at 28741 Mira Vista since 1986 and have raised three children very happily here in our wonderful neighborhood. They walked to middle school and had to cross Paseo de Colinas at the traffic light and walk down the steps. I understand the steps will no longer be accessible to the students. I have a few concerns:

1) The safety of the children presently walking or riding bikes and e-bikes on Paseo de Colinas. Right now the speed limit is 45 mph but vehicles are travelling excessively, especially in the morning rush hour. I would strongly recommend you add a traffic light at the end of Loma Linda. It would be good to have a bike path separated from the road for students to safely travel to school. Also reduce speed to 25 mph during school hours.

2) Parking will be a problem. You are allowing 111 parking spaces (76 in garages and 35 open spaces). People usually do not park in their garage but use their garages mainly for storage. Usually there are 2 cars per household, sometimes 3-4 if there adult children living in the same household. In reality, there will likely be 50 or more cars parked on local streets outside of the project. They will not be able to park on Paseo de Colinas, so they will park in our neighborhood. It is imperative that more than 35 open parking spaces be provided, perhaps at least twice that number to avoid the cars being parked throughout our neighborhood. In particular, I ask that you do not allow parking on Loma Linda at all. My house borders Loma Linda and Mira Vista and there are lots of cars zooming around the corner and we have seen many near accidents to pedestrians and children playing or crossing the streets. Also we have a concern about safety issues due to the possibility of crime from people who are not living in our local neighborhood. Our neighborhood does not want overflow parking congesting our streets.

I appreciate your consideration of the above wishes of myself, my wife and our neighbors.

Thank you,

Dan Fortmann, MD  
28741 Mira Vista  
Laguna Niguel, CA 92677

12-1

12-2



## **RESPONSE TO COMMENT LETTER NO. 12**

Dan Fortmann  
September 23, 2022

12-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas and the associated safety concerns.

12-2 Refer to MR 3 pertaining to parking concerns.

## COMMENT LETTER 13

**From:** [Dan Konnerth](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes  
**Date:** Monday, September 5, 2022 4:10:29 PM

---

Dear Kati Crockett:

Due to a recent medical procedure, I was unable to attend a recent meeting discussing the new Paseo De Colinas Townhouse Project (hereinafter "Project"). As I could not vocalize my concerns, I want to make my concerns known to you here, due to your role as Senior Planner. My concerns with this Project revolve chiefly around the following traffic-related concerns:

- There is often heavy traffic on Paseo De Colinas and ingress and egress into this project area will most assuredly worsen the flow of traffic during high traffic periods, effectively limiting the flow of traffic to just one lane; and
- This project, especially with the addition of still more units (from 30 to 38) will lead to traffic accidents when drivers in the right lane encounter residents or visitors of the Project merging into Paseo De Colinas or entering the Project; and
- Due to the hill below and the curvature of Paseo De Colinas, there is little visibility for those leaving the Project and merging into incoming traffic, thus further endangering all motor vehicles; and
- There is no four-way intersection at Loma Linda and Paseo De Colinas, without which, there is no mechanism to slow down traffic to ensure the safety of motorists merging onto Paseo De Colinas, or entering the Project. Such an intersection is an absolute minimum requirement to make this Project safer; and
- Related to the many unsafe conditions stated above, there is also insufficient street lighting in this area to provide a safe driving environment on Paseo De Colinas.

Please note that, irrespective of this Project, an intersection at Loma Linda and Paseo De Colinas is imperative. However, with the addition of this Project, moving forward without a full intersection there would be completely unacceptable. I am happy to discuss many more reasons along these lines. Feel free to reach out to me at (949) 332-9847 to discuss further.

Respectfully submitted,

Dan Konnerth  
28731 Vista Ladera

13-1

Laguna Niguel, CA 92677



## **RESPONSE TO COMMENT LETTER NO. 13**

Dan Konnerth  
September 5, 2022

13-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas, the associated safety concerns, traffic lights at Loma Linda and Paseo de Colinas, potential hazards due to a geometric design feature, and street lighting along Paseo de Colinas.

## COMMENT LETTER 14

**From:** [Dana Romano](#)  
**To:** [Katie Crockett](#)  
**Subject:** PDC townhomes  
**Date:** Thursday, September 15, 2022 3:30:24 PM

---

I have been a resident of Laguna Niguel for 24 years. The development and building of townhomes and apartments has to stop. The increase in traffic, crime and congestion is making our city undesirable. The roads are more and more dangerous because of the congestion. I won't allow my kids to ride bikes on our city streets due to the responsibility of drivers and the amount of traffic on the road. This has to stop. Please preserve our beautiful city and keep our community safe. Our City is fiscally responsible. There is no need to continue to build housing. We need more entertainment options, restaurants, ect. NOT more homes and people.

14-1

Thank you,  
Dana Romano

Sent from my iPhone



## RESPONSE TO COMMENT LETTER NO. 14

Dana Romano  
September 15, 2022

14-1 Refer to MR 2 pertaining to increased traffic along Paseo de Colinas and the associated safety concerns.

The commenter also expresses concern regarding increased crime in the area. As discussed in Draft IS/MND Section 4.15, *Public Services*, Response 4.15(a)(2) (page 4.15-2), the project would increase demand for police protection services in the project area. However, due to the infill nature of the project, the increase in residential population within the City would not result in the need for new or physically altered police protection facilities. The project area, including the existing residential and institutional uses nearby, is currently within Orange County Sheriff's Department's (OCSD) service area and thus, the project would not extend OCSD's resources and staffing beyond their existing service area. As such, the project's operational impacts in this regard would be less than significant. Further, the Applicant will be required to pay applicable development impact fees to fund increased services by OCSD.

The commenter concerns pertaining to fiscal responsibility and general increased development in the City are acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 15

**From:** [Dave Griffin](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colima's Townhomes Project  
**Date:** Wednesday, September 7, 2022 12:31:01 PM

---

Good morning Ms. Crockett, Hope you're doing well.

Dave Griffin here, a Laguna Niguel home owner since 1984. My home is just up the street from the subject proposed project.

I firmly believe there are many good reasons why this project should not be approved.

You have or will have been contacted by my neighbors stating their objections with their numerous reasons.

15-1

As you know, we're in the third year of a potentially lethal drought. As a reasonable person of good will, I cannot support a project that adds 38 new households to drain our rapidly shrinking water supply.

Please stop this project.

Thank you.

Respectfully,

Dave Griffin

Sent from my iPhone



## **RESPONSE TO COMMENT LETTER NO. 15**

Dave Griffin  
September 7, 2022

15-1      The commenter generally opposes the project. Refer to Response to Comment 2-1 regarding potential impacts as a result of the proposed water demand.

## COMMENT LETTER 16

**From:** [David Tuma](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes Project...  
**Date:** Monday, September 26, 2022 3:25:04 AM

Hey Katie,

I am sorry for the lateness of this e mail. I was at the Niguel Hills Middle School meeting last month about the Capo District selling the land on Paseo De Colinas. It was nice talking to you after the meeting. I will let you know now, I am not in favor of putting more Condos / Townhomes on Paseo De Colinas.

I want to let you know my 2 main concerns about this project if it goes forward.

1). the increase of vehicle traffic. I know a traffic study was done. I feel the traffic study needs to be expanded to cover the intersection of Golden Lantern and Paseo De Colinas and Golden Lantern and Shark Bay.

16-1

I am the Crossing Guard on Paseo De Colinas and Golden Lantern. There is already a huge amount of traffic that is backed up on both Paseo De Colinas and Golden Lantern. I think there should be another more in depth study on the traffic in the area around the intersection I have mentioned.

2). My other concern about this project is the removal of the stairs that lead to the School. Niguel Hills Middle School.

By removing these stairs, there will be a huge amount of student foot traffic walking down Paseo De Colinas to

Golden Lantern from Del Cerro where cars drop off the kids.

I feel the way the traffic is on Paseo De Colinas and the speed of the cars on the street it would not be safe for kids to walk on the sidewalk of Paseo De Colinas. I think this should be discussed and looked into more. Have a more in depth study on the number of kids that would be walking down from Del Cerro.

The other problem of not having the stairs is, you will only have one way into and out of Niguel Hills Middle School.

Shark Bay Way street would be the only access way in and out.

Several years ago, there was a natural gas leak with a huge fire directly across from Shark Bay Way.

The School had to be evacuated. The only way the students were able to get out was by the stairs.

Parents where able to pick there

kids up on Paseo De Colinas.

Now, if there is another disaster on Shark Bay Way and that road is shut down. There would be no way to evacuating anyone from the school.

You need to keep the stairs. Make them ADA compliment or put a ramp in. You should have another evacuation exit for Niguel Hills Middle School. Just in case there ever is a need for another evacuation. This would make for good planning for future evacuations.

All the other Schools In Laguna Niguel have 2 evacuation exits. I feel the Safety of the kids comes first.

16-2

Katie, Thank you for taking the time to read my long e mail.

If there is anything you need from me or would like discuss anything about this e mail, please feel free to reach out to me.

Also, my offer still stands if you ever want to come to my corner to see how crazy the traffic can get, just let me know.

David Tuma  
Crossing Guard  
Niguel Hills Middle School

949-235-5758 Cell



## **RESPONSE TO COMMENT LETTER NO. 16**

David Tuma  
September 26, 2022

16-1 Refer to MR 2 pertaining to traffic associated with the project.

16-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

## COMMENT LETTER 17

**From:** [David Weinberg](#)  
**To:** [Katie Crockett](#)  
**Subject:** LN Development  
**Date:** Friday, September 2, 2022 8:48:58 PM

---

What can be done to stop the runaway development in our city? This was a beautiful bedroom community when we moved here, but the hideous conglomeration of condos and apartments on Crown Valley and Cabot, the redoing of the Library property, and now this Paseo de Colinas property is ruining what was once a great community. Why are all these projects being approved? Surely, the city has enough tax money? I'd love to know why the city is approving everything?

17-1

David Weinberg  
28605 Vista Ladera  
Laguna Niguel

Sent from [Mail](#) for Windows



## **RESPONSE TO COMMENT LETTER NO. 17**

David Weinberg  
September 2, 2022

17-1 The commenter expresses discontent with overall increased development within Laguna Niguel. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

**From:** [Debbi Lipinski](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhomes Project  
**Date:** Saturday, September 10, 2022 7:58:26 PM

---

Master City Planner,

With all due respect, we don't need any more high-density housing in the Gateway area of Laguna Niguel for the following reasons:

- Too many high density buildings here already
- More are being built by the train station
- A 10 lane underpass is unfolding on Avery spilling into PdC making it an even busier street probably then when the traffic survey was done
- 9 buildings on Colinas will create traffic and block views
- Current stairways being used daily will be gone causing more congestion at middle school
- 2 car garages plus 35 extra spaces is not enough parking and no street parking is allowed

If we need housing in LN, consider this quadrant full, try another area. The parcel in question would make a perfect Boys/Girls Club and Park with a to code ramp in the back for the middle school children.

Respectfully,

Debbi Lipinski  
25521 Calle Becerra



## RESPONSE TO COMMENT LETTER NO. 18

Debbi Lipinski  
September 10, 2022

18-1 The commenter opposes high-density housing projects in the Gateway area of the City. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

18-2 The commenters claims that the proposed residential buildings would result in additional traffic congestions and block views. Refer to MR 2 pertaining to potential impacts as a result of increased traffic. Potential project impacts on scenic vistas and the project's consistency with applicable zoning and other regulations governing scenic quality in an urbanized area have been discussed in the Draft IS/MND (pages 4.1-1 through 4.1-24) Section 4.1, Aesthetics. As discussed in Section 4.1 of the Draft IS/MND, the project site is not a designated scenic view or vista, and views of the project site from General Plan designated Landscape Corridors are not readily afforded due to topographic conditions and intervening vegetation and structures.

For scenic views/vistas, public views of scenic resources are considered for the purpose of CEQA. It should be noted that for the purpose of this analysis, private views in the City of Laguna Niguel are not considered a public scenic view/vista under CEQA and, as such, are not further discussed here. Notwithstanding this comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project.

Regarding the degradation of character/quality, the City's CEQA Manual considers the threshold of significance as: the project's consistency with applicable Municipal Code requirements that govern scenic quality. As shown in Draft IS/MND Table 4.1-1, *Municipal Code Consistency Analysis Governing Scenic Quality*, the project would be consistent with the existing applicable Municipal Code requirements that govern scenic quality, including compliance with the residential building height requirement of 35 feet per Municipal Code Section 9-1-33.4, *Measurement of Building Height*. The project would be subject to design review as required by the City's Site Development Permit process. This regulatory procedure would enforce the City's regulations governing scenic quality for the project site and surrounding area to ensure the proposed development complies with all applicable zoning standards for the RM zone, including building height. As such, the project is not anticipated to result in significant impacts to scenic views/vistas and consistency with applicable zoning and other regulations governing scenic quality.

It should also be noted that the modified project, as described in Section 2.0, would reduce overall development intensity on-site. Specifically, the modified project proposes five residential buildings for 24 townhome units (instead of the previously proposed nine buildings for 38 townhome units). Additionally, the approximately 0.97-acre southern portion of the site would be dedicated to the City as an irrevocable offer of dedication of parkland for future development into a City park. Thus, the modified project would further reduce already less than significant aesthetic impacts associated with the project.



18-3 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

18-4 Refer to MR 3 pertaining to parking concerns.

18-5 The commenter proposes an alternative development to the project. Refer to Response to Comment 18-2. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 19

**From:** [Debbi Lipinski](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Paseo de Colinas Townhomes Project  
**Date:** Tuesday, September 13, 2022 9:22:08 PM  
**Attachments:** [image001.png](#)

---

Hello Katie,

Thank you, I would like to be on the email list too, and I am wondering if you could point me to the PP presentation that we saw at the meeting? I understood it was on the city website?  
Thanks!

Faith~Family~Friends  
Debbi

19-1

On Sep 13, 2022, at 3:46 PM, Katie Crockett <[KCrockett@cityoflagunaniguel.org](mailto:KCrockett@cityoflagunaniguel.org)> wrote:

Good afternoon Debbi –

Thank you for your thoughtful and concise comments related to this proposed project application currently under review at the City. Your comments have been added to the administrative record. Please note that the property is owned by the Capistrano Unified School District and is currently zoned Public/Institutional, Parks and Recreation, and Multifamily Residential. As a part of the City's review, a Draft Initial Study/Mitigated Negative Declaration (IS/MND) was recently completed for the project pursuant to the California Environmental Quality Act (CEQA). The Draft IS/MND analyzed the project's potential environmental impacts (including traffic, aesthetics, and housing density, which you raise as concerns). For additional project information and to review the Draft IS/MND, please refer to the project webpage on the City's website (<https://cityoflagunaniguel.org/1534/Paseo-De-Colinas-Townhomes-Project>). The public comment period on the environmental document closes on September 26, 2022. Following the closure of the public review period, the comments will be reviewed and responded to accordingly.

As a next step, the application would be forwarded to the City's decision-makers for consideration - the Planning Commission as an advisory board and ultimately the City Council. These meetings have not been scheduled at this time. Once those meetings are scheduled, notices will be mailed to all property owners within a 500-foot radius, posted on the City's website, and emailed/mailed to all parties who have requested to be included on the project's interest list. I reviewed the City's notification mailing list, and your property is already included. If you would like to also be included on the email notification list, please let me know.

If you have any questions or additional comments on this project, please feel free to contact me.

Best,



**Katie Crockett | Senior Planner**  
**Community Development Department**  
**City of Laguna Niguel**  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)  
Tel: 949-362-4363

---

**From:** Debbi Lipinski <dlipinsk@gmail.com>  
**Sent:** Saturday, September 10, 2022 7:58 PM  
**To:** Katie Crockett <KCrockett@cityoflagunaniguel.org>  
**Subject:** Paseo de Colinas Townhomes Project

Master City Planner,

With all due respect, we don't need any more high-density housing in the Gateway area of Laguna Niguel for the following reasons:

- Too many high density buildings here already
- More are being built by the train station
- A 10 lane underpass is unfolding on Avery spilling into PdC making it an even busier street probably then when the traffic survey was done
- 9 buildings on Colinas will create traffic and block views
- Current stairways being used daily will be gone causing more congestion at middle school
- 2 car garages plus 35 extra spaces is not enough parking and no street parking is allowed

If we need housing in LN, consider this quadrant full, try another area. The parcel in question would make a perfect Boys/Girls Club and Park with a to

code ramp in the back for the middle school  
children.

Respectfully,

Debbi Lipinski  
25521 Calle Becerra



## **RESPONSE TO COMMENT LETTER NO. 19**

Debbi Lipinski  
September 13, 2022

19-1 The commenter requests notification of subsequent notices related to the project via email, and access to presentation slides pertaining to the project. The commenter is currently on the City's email distribution list for the project and will receive any future public notices regarding the project. For additional project information, including the presentation slides, please refer to the project webpage on the City's website: <https://cityoflagunaniguel.org/1534/Paseo-De-Colinas-Townhomes-Project>.

## COMMENT LETTER 20

**From:** [Debbie Cohen](#)  
**To:** [Laguna Niguel Community Development - Planning](#); [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Thursday, September 8, 2022 7:22:42 AM

---

Good Morning.

I **STRONGLY oppose** the Paseo De Colinas Townhome Project. We do not need more attached dwelling units, the Gateway Project has already created a terrible eye sore on Cabot.

20-1

Thank You,  
Debbie Cohen  
31 Viewpoint Place  
Laguna Niguel  
[debc77@gmail.com](mailto:debc77@gmail.com)



## **RESPONSE TO COMMENT LETTER NO. 20**

Debbie Cohen  
September 8, 2022

20-1 The commenter opposes increased development in the City. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 21

**From:** [Debbie Parsons](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhomes Project  
**Date:** Sunday, September 11, 2022 10:16:32 AM

---

Katie,

I am a resident overlooking the site where the projected townhomes will be built. This project is very unsettling for many reasons. Has this been approved and passed by all concerning parties, or is it still being reviewed?

21-1

Please advise.

Thank you,  
Debbie Parsons



## **RESPONSE TO COMMENT LETTER NO. 21**

Debbie Parsons  
September 11, 2022

21-1 The commenter opposes the project and inquires on the status of the project and approval process. Refer to MR 5.

## COMMENT LETTER 22

**From:** [Sullivan, Deborah](#)  
**To:** [Katie Crockett](#)  
**Cc:** [DEBORAH SULLIVAN](#)  
**Subject:** Paseo De Colinas Townhomes  
**Date:** Friday, September 23, 2022 1:56:58 PM  
**Importance:** High

---

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Dear Katie,

I am writing you as a concerned homeowner who lives off of Paseo De Colinas & Golden Lantern. I understand there are plans in the works to build townhomes in our area and public opinion is being sought out.

I can tell you as a resident and a parent I am absolutely opposed to adding housing & therefore traffic issues on Golden Lantern and Paseo De Colinas. The traffic for Niguel Middle school already is an issue with parents parking and stopping along the street of Paseo De Colinas. The intersection near my neighborhood is one of the worst in Laguna Niguel for accidents. Paseo De Colinas is already being used as an alternate route by emergency vehicles due to the traffic on Crown Valley, this combined with the increase of E-bikes and pedestrians we currently have utilizing the area leave us severely congested without adding to it with a multi-family project.

As a townhome owner I completely understand the need for affordable housing however this area cannot accommodate the additional residents and the vehicles that go along with them without compromising the safety of current residents and our families. I implore you to please halt this project and look for another parcel of land that will not have such disastrous traffic ramifications to build on.

The residents of Laguna Niguel and Paseo De Valencia are opposed to this project!

22-1

**Thank you,**  
**Debbie Sullivan**  
25552 Rue Terrase  
Laguna Niguel, CA 92677  
E: [Deb.Sullivan@svclnk.com](mailto:Deb.Sullivan@svclnk.com)

---

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## **RESPONSE TO COMMENT LETTER NO. 22**

Debbie Sullivan  
September 23, 2022

22-1 The commenter raises concerns regarding increased traffic along Paseo de Colinas and nearby roadways. Refer to MR 2 pertaining to traffic along Paseo de Colinas and associated safety and emergency access concerns.

## COMMENT LETTER 23

TO:

SEPTEMBER 14, 2022

CITY OF LAGUNA NIGUEL

VIA EMAIL: kcrockett@cityoflagunaniguel.org

### **Re: MND/ Paseo de Colinas Townhomes Project**

Attn: Community Development Department

Please be advised that my wife and I strongly oppose this project. We have been owner/residents of the Laguna Niguel community for (30) years. Over the last few years development in this area has been virtually incessant, with the residential units around the Crown Valley Parkway/Cabot Road area.

The reason we oppose this project is because we have witnessed the gross diminution in the quality of life in Laguna Niguel due to overdevelopment. The traffic congestion has grown much worse. The shopping areas now have overcrowding issues. The noise levels have risen dramatically.

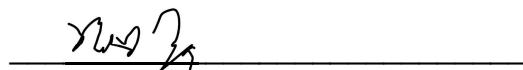
There is no need for this project, and the notion that there would be (2) "moderate for sale units" cannot save this project. I estimate that those townhomes would be well out of financial reach for the true moderate-income household.

23-1

This project would significantly increase the traffic in this area. Noise and safety hazards will increase. The project is near the Niguel Hills Middle School, which is an area already crunched by the traffic congestion. The Paseo de Colinas Townhomes Project would exacerbate that problem.

We rely on the City of Laguna Niguel leadership to secure the quality of life in Laguna Niguel. It has been a superior place to live. Please do not let that change. Please oppose this project.

Sincerely,



Mr. Gregory Kreitman



Mrs. D.L. Kreitman



## **RESPONSE TO COMMENT LETTER NO. 23**

Denise and Gregory Kreitman  
September 14, 2022

23-1 The commenter voices opposition to the project and raises concerns regarding traffic, noise, and safety issues associated with the proposed development. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns); MR 3 pertaining to parking concerns; and MR 4 pertaining to increased noise as a result of the project.

## COMMENT LETTER 24

**From:** [Denise Anderson](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas townhome project  
**Date:** Monday, September 12, 2022 1:27:01 PM

---

The city of Laguna Niguel does not need high density housing. Please look at the big picture. First there is not sufficient parking to accommodate all the parking. We need a boy and girls club for our children in our city. There are so many reasons NOT to put high density housing in that part of our city. Please let me know if you need a longer list. Sincerely Dee Anderson  
24821 Via Larga, Laguna Niguel

24-1

[Sent from Yahoo Mail on Android](#)



## **RESPONSE TO COMMENT LETTER NO. 24**

Denise Anderson  
September 12, 2022

24-1 The commenter raises concern regarding project-associated parking issue, and advocates for the development of a Boys and Girls Club. Refer to MR 3 pertaining to parking concerns. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 25

**From:** [Diane Pitroff](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhomes Project  
**Date:** Friday, September 23, 2022 4:46:13 PM

---

I purchased my home on Del Poniente over 20 years ago, in part, because of the sweeping view. I was disappointed by the decision to allow the sports fields next to the junior high school to light the fields at night. It did not enhance the view or the quiet enjoyment of our property. I ask why you ever approved this project for the following reasons:

25-1

The traffic on Paseo de Colinas is excessive and the speed limit is too high. People tend to exceed the speed limit and this project would create more potentially hazardous situations.

25-2

There are junior high students from surrounding neighborhoods that use the signal and stairs at Del Cerro to access the junior high. Is the intention of city to remove the stairs and create more congestion at the intersection with Golden Lantern?

25-3

This is a small parcel of land for this project with 38 townhomes and limited additional parking. Where and how are the residents going to enter and exit Paseo de Colinas safely?

25-4

The 2 year construction project will contribute to the congestion on Paseo de Colinas and cause the homes near the site considerable noise and air pollution.

25-5

Our views will be obstructed and reduce our property values.

I would suggest that you re-evaluate the approval of the project.

Sincerely,  
Diane Pitroff  
25574 Del Poniente  
Laguna Niguel  
Sent from my iPad



## RESPONSE TO COMMENT LETTER NO. 25

Diane Pittroff  
September 23, 2022

25-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas.

25-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

25-3 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

25-4 The commenter contends that project construction would result in noise and air pollution to the nearby residence. Refer to MR 4 pertaining to increased noise during project construction. Potential air quality impacts during project construction have been discussed throughout Section 4.3, *Air Quality*, of the Draft IS/MND. Specifically, localized air quality impacts to nearby sensitive receptors have been discussed in detail under Impact Statement 4.3(c). The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD), and as such, the methodology under SCAQMD's guidance is used to analyze localized air quality impacts as a result of a project, as well as cumulative implications. Based on air quality modeling results conducted as part of the Draft IS/MND, the project's construction-related air emissions would not exceed established thresholds of significance for criteria air pollutants in the Basin; refer to Draft IS/MND Table 4.3-3, *Localized Emissions Significance*. Further, as detailed in Section 2.0, the modified project would reduce the proposed unit count and development footprint, resulting in proportionally reduced construction-related emissions. Overall, project-related construction activities would result in less than significant impacts.

25-5 The commenter claims that their view would be obstructed by the project and therefore, property value reduced. Refer to Response to Comment 18-2 regarding view impacts. Further, property value is not a CEQA environmental topic. As such, this comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 26

**From:** [Erik Forsell](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhomes Project  
**Date:** Friday, September 9, 2022 7:48:01 PM

---

Ms Crockett,

I am writing to express my strong objection to the proposed development of the Paseo de Colinas Townhomes Project. I live next to the proposed project in Colinas de Capistrano.

Our streets are already filled with overflow parking from the neighboring condo project as people fill their garages and park on our streets, leaving trash in our streets and sidewalks.

My son attends middle school so we see firsthand the tremendous amount of traffic on Paseo de Colinas as we all try to reach his school. We also witness the huge backups on Crown Valley as the new developments over the years that fill any open space have impacted the area with traffic. I read the traffic study. Any additional traffic in this area is too much given all of the rampant development.

We all moved here to enjoy the open spaces. Added more crowding and visual impacts with a proposed condo complex only set back 15 feet will be an eyesore with implications to our streets and way of life.

I oppose this project.

How can there be no adverse effect on a scenic vista as your report states?

This substantially degrades the existing visual character as you look into open space.

26-1

26-2

26-3

26-4

26-5

Please let me know when the next opportunity is for public comment so that I can gather my neighborhood to oppose this site.

*Erik Forsell*  
[erik\\_forsell@yahoo.com](mailto:erik_forsell@yahoo.com)



## **RESPONSE TO COMMENT LETTER NO. 26**

Erik Forsell  
September 9, 2022

- 26-1 Refer to MR 3 pertaining to parking concerns.
- 26-2 Refer to MR 2 pertaining to traffic along Paseo de Colinas.
- 26-3 Refer to Response to Comment 18-2 pertaining to visual impacts.
- 26-4 The commenter disagrees with analysis and findings in Section 4.1, *Aesthetic*, of the Draft IS/MND, and claims that the project would result in adverse effect on a scenic vista, substantially degrading the existing visual character of the existing open space. Refer to Response to Comment 18-2.
- 26-5 Refer to MR 5 regarding upcoming opportunities for public comment.

## COMMENT LETTER 27

**From:** [Deborah Krause](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Colinas Townhomes/Bad idea  
**Date:** Wednesday, September 14, 2022 9:24:39 PM

---

>> Good afternoon,  
>>  
>> Proposed new townhomes on Colinas is not a good idea for the following reasons:  
>>  
>> 1)Not enough parking  
>> 2)Traffic cutting through on El Sur which is terrible now will only increase. Very little police support to stop the traffic by police issuing tickets.  
>> 3)We do not need more housing...we have a ridiculous amount of apartments on Cabot.  
>> 4)The city is already seeing more crime...grocery stores have things locked up due to thieves walking out without paying. We have zero police presence.  
>> 5) The city should get a plan in place to add police [https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fofficers.best&c=E.1.ZxnqNH0OvQdofQRf2a15iou32qNHiEXvx6gw0wH7\\_cuWWrxAWf1cr2veliL2F8-oxFs84ledWnKqID4ZKxBobaJqlzoqXEZ7CAg3pAp&typo=1](https://linkprotect.cudasvc.com/url?a=https%3a%2f%2fofficers.best&c=E.1.ZxnqNH0OvQdofQRf2a15iou32qNHiEXvx6gw0wH7_cuWWrxAWf1cr2veliL2F8-oxFs84ledWnKqID4ZKxBobaJqlzoqXEZ7CAg3pAp&typo=1) would be a dedicated Laguna Niguel Police department that would be familiar with the community.  
>>  
>> Please do not move forward with the Colinas Townhomes.  
>>  
>> Thank you,  
>>  
>> Frank and Deborah Krause  
>> 28352 El Sur  
>> 949-303-3014  
>>

27-1



## RESPONSE TO COMMENT LETTER NO. 27

Frank and Deborah Krause  
September 14, 2022

27-1 The commenter opposes the project and raises concerns regarding parking and traffic in the project area; refer to MR 3 and MR 2 pertaining to parking and traffic, respectively.

Refer to Response to Comment 14-1 regarding the project's impacts on police services.

The commenter also contends that the City does not need more housing. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 28

**From:** [Gil Scarneccchia](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhomes project  
**Date:** Tuesday, September 13, 2022 8:44:47 AM

---

Katie-

I am an Laguna Niguel resident for many years and I have become very unhappy with all the commercial apartment developments in the area. With the Tucker tire area now under development, I think we have seen enough apartments in the area and the amount of traffic and congestion that has been created. Now, I am told that the City is planning on putting up a 38 unit town home project on Paseo de Colinas. Enough is Enough! This would totally impact the residential neighborhood and the surrounding Niguel Hills middle school area. We live in this area because of the friendly residential neighborhood feel and the tolerable traffic and congestion.

Please, do not allow this project to happen.

Sincerely,  
Gil Scarneccchia  
Mira Vista,  
Laguna Niguel Resident

28-1



## **RESPONSE TO COMMENT LETTER NO. 28**

Gil Scarneccia  
September 13, 2022

28-1 The commenter is generally opposed to increased development in the City, including the project site, and is concerned about increased traffic and congestion. Refer to MR 2 pertaining to traffic. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 29

**From:** [Glenn Empey](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Sunday, September 11, 2022 9:26:59 AM

---

Dear Ms. Crockett,

I would like to express my family's objection to the proposed Paseo De Colinas Townhomes Project, located on Paseo De Colinas near the intersection with Del Cerro. We have reviewed the plan and have serious concerns regarding lack of adequate parking. Paseo De Colinas is a very busy street for automobiles, cyclists, and students trying to get to Niguel Hills Middle School. The parking design in the plan does not take into account that the available garages included will ultimately be used for home storage, not for vehicles. This will drive the tenants to park along the busy street creating a hazard for pedestrians, tenants, and cyclists that use this street for their daily travel. This potentially dangerous situation will be magnified by the guests of the tenants living in the complex also parking on the street. For the safety of our community, and especially our children, we vehemently object to the project and its potential risks.

Sincerely,  
Glenn Empey and Alison Weller  
(Colinas De Capistrano residents)

29-1



## **RESPONSE TO COMMENT LETTER NO. 29**

Glenn Empey and Alison Weller  
September 11, 2022

29-1 Refer to MR 3 pertaining to parking concerns and MR 2 pertaining to traffic and safety concerns. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 30

**From:** [Gregory Clibon](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhomes Project  
**Date:** Thursday, September 8, 2022 6:55:29 PM

---

Katie,

As a resident of Laguna Niguel, I wish to dispute the plans to build townhomes along Paseo de Colinas.

30-1

Sincerely,

Greg Clibon

Sent from my iPhone



## **RESPONSE TO COMMENT LETTER NO. 30**

Greg Clibon  
September 8, 2022

30-1 The commenter opposes development of townhomes along Paseo de Colinas. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 31

**From:** [Helen Benziger](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo do Colinas Townhome Project  
**Date:** Thursday, September 8, 2022 1:19:50 PM

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This is just a terrible idea for anyone who isn't making money from this project. The worst part is how much harder this will make middle school pickup. Already, there is an unsafe backup on Golden Lantern and Colinas with soccer moms breaking traffic laws right and left. A much better idea is to get the steps up to code and use the Colinas land as a safe alternative pickup area, with one strip down the center for cars to exit with their child and allow someone else to then use their spot. To add condos with more cars and more kids is an accident waiting to happen. These accidents are preventable by acting in the interest of the children instead of this ridiculous congestion putting a few dollars in some pockets. Condos NEVER allocate enough space for cars. No family has only one car. People use their garages for storage! Where does the spillover go? All the condos at Crown Valley and I-5 have made that area almost impassable. City council and city planners, use your heads and veto this project. Please.

Sent from my iPhone

31-1



## **RESPONSE TO COMMENT LETTER NO. 31**

Helen Benziger  
September 8, 2022

31-1 Refer to MR 2 pertaining to increased traffic along Paseo de Colinas (and the associated safety concerns), MR 1 pertaining to school pick-up and drop-off concerns, and MR 3 pertaining to parking concerns. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 32

**From:** [Jack Walker](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhome project  
**Date:** Wednesday, September 7, 2022 9:56:20 AM

---

I was unable to attend the recent townhall meeting at Niguel Hills regarding the proposed townhome project, but feel I need to share my opposition to this project.

As a resident of LN for 34 years and living in the neighborhood above the proposed project, I, along with many of my neighbors, have some concerns about this project.

32-1

1. Traffic- the traffic in LN is getting horrible as the city continues to allow building more and more apartments and projects of this type. I understand that some of this is mandated by the state and federal requirements for more affordable housing, but as I understand this, these are not going to be affordable for most in need, and will only add another 30-60+ cars to the already jammed streets.
2. Egress- what is the configuration for those that are leaving and entering this project? Another traffic light? This is already a busy thoroughfare with a light at Del Cerro that doesn't match up with any space to allow for an exit or entrance to this project.
3. School access-Many students (100+) use the current stairway to get to school from the streets and neighborhood above the school. This used to be manageable as only students who lived in the neighborhood above the project were allowed to use the stairway. And then they opened the floodgates to let anyone use the stairway, in part to eliminate the traffic back-up on Golden Lantern. This created a nightmare for those of us that live in the neighborhood as the streets before and after school were lined with non-resident parents dropping off or picking up their children with total disregard for the people who live in the neighborhood. More than once I called the school to complain to the principal about the total disregard to traffic laws, littering, and general abuse of our nice neighborhood.

32-2

So now you are going to move all of these cars to use the only entrance to the school on Shark Way and further complicate the congestion on Golden Lantern? Have you ever gone down Golden Lantern in the morning or afternoon when school is in session and parents are dropping off or picking up their children? It's a mess!!!

32-3

4.)Bigger Picture Issues- The power company sends out warnings everyday telling us the grid is overtaxed and you must cut back on your electric use to avoid brownouts! Oh, so lets add to the problem and build more homes??? Does this make any sense at all? And how about the water issues? You think this is going to go away any time soon?? We are in trouble whether you know it or want to believe it, so let's not add to the problem.

32-4

**Suggestion**-Why doesn't the school system use this area as a drop off and pick up location for all of these cars that are already clogging our neighborhood streets during the school year? Build another entrance or exit to the parking lot and require parents to use this and not Del Cerro as your stopping point. The students would be safer as they no longer would have to cross Paseo De Colinas, traffic congestion on Del Cerro and Golden Lantern would be significantly reduced, litter would be on school property and not the responsibility of my HOA to take care of, and we

32-5

save on water and electricity.

I know these are not easy decisions and usually the community most affected isn't given the consideration they deserve, but I wanted to voice my concerns, which I would guess are viewed by many of my neighbors and were likely discussed at the town hall meeting.

Respectfully,

Jack Walker  
Cresta Loma  
Laguna Niguel

Sent from [Mail](#) for Windows



## RESPONSE TO COMMENT LETTER NO. 32

Jack Walker  
September 7, 2022

- 32-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas.
- 32-2 Refer to MR 2 pertaining to ingress/egress along Paseo de Colinas.
- 32-3 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).
- 32-4 Refer to Response to Comment 2-1 for discussions on water and electricity demand from the project.
- 32-5 The commenter recommends an alternative to the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

# COMMENT LETTER 33

**From:** [Jack Walker](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Paseo de Colinas Townhome project  
**Date:** Wednesday, September 7, 2022 1:33:44 PM  
**Attachments:** [image002.png](#)  
[image001.png](#)

---

Thank you for your quick response Katie, I will dig into this stuff a little more to see what else I can learn about it. I never thought I would get a response so thank you so much for being so responsive!

| 33-1

Jack

Sent from my iPad

On Sep 7, 2022, at 11:56 AM, Katie Crockett <KCrockett@cityoflaguniguil.org> wrote:

Good morning Jack –

Thanks for taking the time to provide this feedback. I was in attendance at the neighborhood meeting held by CUSD and your concerns were shared by many of the attendees. At this time City staff is still reviewing CUSD's application for this property, so this information provided by members of the community is helpful as we continue review. I'll try to provide some additional information in your areas of concern below.

- The concerns regarding the existing traffic conditions on Paseo De Colinas and around the school brought up by the community are noted. A traffic study was conducted and is included in the environmental document, but I will be reviewing this with the City team in more detail in light of the concern from the community. If you would like to review the traffic study you can find it on the City's website [here](#).
- There will be two driveways into and out of the site, as shown below. Both of them are right turn in and right turn out only as there are no lefts possible due to the center median and other existing conditions on Paseo De Colinas.

image002.png



- Once CUSD sells the property to a developer, there would be no access available across the property. CUSD's current plans include closure of the stairs. The District had represented to the City that the stair access was already closed, as this is an issue that City staff first brought up to the applicant in our first review of this project application in 2020. It is clear that is not the case and the City will further evaluate the potential impacts of this proposal. Please feel free to also reach out to the District's consultant, Jon Conk at [jconk@projectdimensions.com](mailto:jconk@projectdimensions.com), as well.
- With regard to your concerns related to power and water availability, your point is well taken. There are myriad competing interests when it comes to something like this. We are certainly under mandate to conserve water AND power especially right now. We are also under mandate from the state of California to enable additional housing to be built within the City (you can find more information about this on the [City's Housing Element webpage](#)). These are competing issues that our decisionmakers have to weigh. For staff's part we do ensure that the development is following all existing regulations and requirements of applicable agencies. I encourage you to read, consider, and comment on the water and power resources section of the IS/MND (linked above).

Please note that if you received the Notice of Intent in the mail from the City, you are already on the notification list for this project. If you did not and would like to be included on the notification list, please provide your address and I will add you. Thanks

again for your comments. Please feel free to check in any time for the progress on the review, and reach out if you have additional comments or questions.

Best,



**Katie Crockett | Senior Planner**  
**Community Development Department**  
**City of Laguna Niguel**  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)  
Tel: 949-362-4363

---

**From:** Jack Walker <jwalk327@gmail.com>  
**Sent:** Wednesday, September 7, 2022 9:56 AM  
**To:** Katie Crockett <KCrockett@cityoflagunaniguel.org>  
**Subject:** Paseo de Colinas Townhome project

I was unable to attend the recent townhall meeting at Niguel Hills regarding the proposed townhome project, but feel I need to share my opposition to this project.

As a resident of LN for 34 years and living in the neighborhood above the proposed project, I, along with many of my neighbors, have some concerns about this project.

1. Traffic- the traffic in LN is getting horrible as the city continues to allow building more and more apartments and projects of this type. I understand that some of this is mandated by the state and federal requirements for more affordable housing, but as I understand this, these are not going to be affordable for most in need, and will only add another 30-60+ cars to the already jammed streets.
2. Egress- what is the configuration for those that are leaving and entering this project? Another traffic light? This is already a busy thoroughfare with a light at Del Cerro that doesn't match up with any space to allow for an exit or entrance to this project.
3. School access-Many students (100+) use the current stairway to get to school from the streets and neighborhood above the school. This used to be manageable as only students who lived in the neighborhood above the project were allowed to use the stairway. And then they opened the floodgates to let anyone use the stairway, in part to eliminate the traffic back-up on Golden Lantern. This created a nightmare for those of us that live in the neighborhood as the streets before and after school were lined with non-resident parents dropping off or picking up their children with total disregard for the people who live in the neighborhood. More than once I called the school to complain to the principal about the total disregard to traffic laws, littering, and general abuse of our nice neighborhood.

So now you are going to move all of these cars to use the only entrance to the school on Shark Way and further complicate the congestion on Golden Lantern? Have you ever gone down Golden Lantern in the morning or afternoon when school is in session and parents are dropping off or picking up their children? It's a mess!!!

4.)Bigger Picture Issues- The power company sends out warnings everyday telling us the grid is overtaxed and you must cut back on your electric use to avoid brownouts! Oh, so lets add to the problem and build more homes??? Does this make any sense at all? And how about the water issues? You think this is going to go away any time soon?? We are in trouble whether you know it or want to believe it, so let's not add to the problem.

**Suggestion-**Why doesn't the school system use this area as a drop off and pick up location for all of these cars that are already clogging our neighborhood streets during the school year? Build another entrance or exit to the parking lot and require parents to use this and not Del Cerro as your stopping point. The students would be safer as they no longer would have to cross Paseo De Colinas, traffic congestion on Del Cerro and Golden Lantern would be significantly reduced, litter would be on school property and not the responsibility of my HOA to take care of, and we save on water and electricity.

I know these are not easy decisions and usually the community most affected isn't given the consideration they deserve, but I wanted to voice my concerns, which I would guess are viewed by many of my neighbors and were likely discussed at the town hall meeting.

Respectfully,

Jack Walker  
Cresta Loma  
Laguna Niguel

Sent from [Mail](#) for Windows



## **RESPONSE TO COMMENT LETTER NO. 33**

Jack Walker  
September 7, 2022

33-1 This comment is acknowledged for the Administrative Record. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 34

**From:** [Jacquelyn Wilson](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhouses on Paseo de Colinas, Laguna Niguel  
**Date:** Thursday, September 8, 2022 2:18:45 AM

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Hello Ms. Crockett,

I have been aware for sometime that the vacant school property on Paseo de Colinas has been slated for development. Recently, I received a letter from the city about the proposed Paseo De Colinas Townhomes project.

I have a few comments to submit regarding concern for the traffic on Paseo de Colinas and how the new development may be affected.

Drivers coming up hill from Camino Capistrano and Cabot Road accelerate to get up the steep hill. The roadway levels out at Loma Linda, but drivers don't decelerate. By the time they reach the roadway curve in Paseo de Colinas, where the new development is slated to go, vehicles are going 50 MPH and more. The posted speed is 45 MPH. This is especially true at evening rush hour as drivers are eager to get home. Paseo de Colinas is a major commuting route from the 5 Freeway for drivers who live in Laguna Niguel and surrounding communities. It is heavily used each morning and evening by commuters. Even the presence of the Sheriff writing speeding tickets doesn't seem to deter people from speeding along Paseo de Colinas, in both directions.

Residents of the new development will have to slow to turn into their entry street, and this will undoubtedly cause potential rear-end accidents as vehicles going 50 MPH, or more, approach them. Apparently, it is contemplated that up to 111 vehicles (residents and guests) will park on the property, where the Paseo De Colinas townhomes will be built. Undoubtedly, there will also be the usual slow moving service vehicles and delivery vehicles, such as Amazon Prime and UPS, turning into the property. The volume of vehicles turning into the new development could be considerable every day. The potential for accidents will be great unless the danger is mitigated.

34-1

I would suggest the city traffic planners consider ways to prevent accidents as vehicles attempt to turn into the property. The first would be to install a light at Loma Linda and Paseo de Colinas, to slow vehicles coming uphill from Camino Capistrano and Cabot Road. The second would be to install a turn-in lane for the new development, so that residents can safely make the turn into the property and avoid being rear-ended.

I assume the existing traffic light at Del Cerro and Paseo de Colinas will be used by vehicles to exit the new development. I rely on this traffic light to exit our community onto Paseo de Colinas. I am cautious when I pull out on the green light, because vehicles speed up to the light and on occasion, have almost run it. Paseo de Colinas is a busy roadway, where drivers generally exceed the posted speed limit. There needs to be appropriate traffic control to avoid accidents, especially with regard to the new development that is contemplated.

Thank you.

Sincerely,

Jacquelyn Wilson



## **RESPONSE TO COMMENT LETTER NO. 34**

Jacquelyn Wilson  
September 8, 2022

34-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns). This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 35

**From:** [Jacquelyn Wilson](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Paseo De Colinas Townhouses on Paseo de Colinas, Laguna Niguel  
**Date:** Monday, September 12, 2022 4:32:47 PM  
**Attachments:** [image001.png](#)

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Hello Katie,

Thank you for your response to my comments. I'm glad that my comments, as well as those of other concerned citizens in the city, will be considered as the city reviews the proposed project on Paseo de Colinas.

I can't stress enough that Paseo de Colinas is a very busy and heavily traveled street in our city. People speed all the time, going well above the posted 45 MPH, as I said in my comments.

Paseo de Colinas is a street that people use to get from Point A to Point B and they go as fast as they can. It is the most direct route to and from the freeway and also to and from Costco Warehouse on Cabot Road.

I believe most drivers see the existing traffic light at Del Cerro and Paseo de Colinas as a nuisance, delaying them from their destination. People have run that light and I am cautious on entering the intersection on the green light.

I should add that when the re-engineering project on Camino Capistrano is complete, Paseo de Colinas may see even more traffic, as that new interchange and the new bridge will provide a faster way for drivers to access the freeway.

I hope the city can engineer the proposed project so that traffic can safely enter and leave the development, or there will be a great number of accidents. Unfortunately, it will be the result of inconsiderate, speeding drivers.

I look forward to receiving future notices about the proposed project.

Thank you.

Jacquelyn Wilson

On Mon, Sep 12, 2022 at 9:50 AM Katie Crockett <[KCrockett@cityoflagunaniguel.org](mailto:KCrockett@cityoflagunaniguel.org)> wrote:

Good morning Jaquelyn –

Thank you for your comments related to the existing traffic conditions on Paseo De Colinas and how the proposed project might impact or be impacted by that existing circumstance. This as well as other comments received in response to the preparation of the environmental document will help the City to continue our review of the proposed project. Your comments have been included in the file. Since you received the prior notice the City mailed out (NOI), this means you are on the mailing list for the project and will receive notices once public hearings are scheduled.

35-1

Please let me know if you have questions or additional comments.

Best,

**Katie Crockett | Senior Planner**

**Community Development Department**

**City of Laguna Niguel**

30111 Crown Valley Parkway

Laguna Niguel, CA 92677

[kcrockett@cityoflaguneniguel.org](mailto:kcrockett@cityoflaguneniguel.org)

Tel: 949-362-4363

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**From:** Jacquelyn Wilson <[jsdwilson46@gmail.com](mailto:jsdwilson46@gmail.com)>  
**Sent:** Thursday, September 8, 2022 2:18 AM  
**To:** Katie Crockett <[KCrockett@cityoflaguneniguel.org](mailto:KCrockett@cityoflaguneniguel.org)>  
**Subject:** Paseo De Colinas Townhouses on Paseo de Colinas, Laguna Niguel

Hello Ms. Crockett,

I have been aware for sometime that the vacant school property on Paseo de Colinas has been slated for development. Recently, I received a letter from the city about the proposed Paseo De Colinas Townhomes project.

I have a few comments to submit regarding concern for the traffic on Paseo de Colinas and how the new development may be affected.

Drivers coming up hill from Camino Capistrano and Cabot Road accelerate to get up the steep hill. The roadway levels out at Loma Linda, but drivers don't decelerate. By the time they reach the roadway curve in Paseo de Colinas, where the new development is slated to go, vehicles are going 50 MPH and more. The posted speed is 45 MPH. This is especially

true at evening rush hour as drivers are eager to get home. Paseo de Colinas is a major commuting route from the 5 Freeway for drivers who live in Laguna Niguel and surrounding communities. It is heavily used each morning and evening by commuters. Even the presence of the Sheriff writing speeding tickets doesn't seem to deter people from speeding along Paseo de Colinas, in both directions.

Residents of the new development will have to slow to turn into their entry street, and this will undoubtedly cause potential rear-end accidents as vehicles going 50 MPH, or more, approach them. Apparently, it is contemplated that up to 111 vehicles (residents and guests) will park on the property, where the Paseo De Colinas townhomes will be built. Undoubtedly, there will also be the usual slow moving service vehicles and delivery vehicles, such as Amazon Prime and UPS, turning into the property. The volume of vehicles turning into the new development could be considerable every day. The potential for accidents will be great unless the danger is mitigated.

I would suggest the city traffic planners consider ways to prevent accidents as vehicles attempt to turn into the property. The first would be to install a light at Loma Linda and Paseo de Colinas, to slow vehicles coming uphill from Camino Capistrano and Cabot Road. The second would be to install a turn-in lane for the new development, so that residents can safely make the turn into the property and avoid being rear-ended.

I assume the existing traffic light at Del Cerro and Paseo de Colinas will be used by vehicles to exit the new development. I rely on this traffic light to exit our community onto Paseo de Colinas. I am cautious when I pull out on the green light, because vehicles speed up to the light and on occasion, have almost run it. Paseo de Colinas is a busy roadway, where drivers generally exceed the posted speed limit. There needs to be appropriate traffic control to avoid accidents, especially with regard to the new development that is contemplated.

Thank you.

Sincerely,

Jacquelyn Wilson





**RESPONSE TO COMMENT LETTER NO. 35**

Jacquelyn Wilson  
September 12, 2022

35-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

## COMMENT LETTER 36

**From:** [Jamie Clibon](#)  
**To:** [Katie Crockett](#)  
**Subject:** Say "NO" to Paseo de Colinas Townhomes Project  
**Date:** Thursday, September 8, 2022 7:08:32 PM

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Dear Ms. Crockett,

I'm a homeowner in Westridge Estates, adjacent to the proposed townhome project. I would like to stress my hope that this project does not proceed. Paseo de Colinas is already a very busy street. More homes, more cars without alternative access to freeways simply creates more congestion.

36-1

Plus, Laguna Niguel already built 3 new projects off Crown Valley that are not rented at full capacity. I can't imagine the city needing more housing.

Please oppose this project.

Sincerely

Jamie Clibon  
25652 La Cima  
Laguna Niguel  
949.228.2534  
[jclibon@gmail.com](mailto:jclibon@gmail.com)



## **RESPONSE TO COMMENT LETTER NO. 36**

Jamie Clibon  
September 8, 2022

36-1 The commenter is opposed to the project and expresses concern regarding increased traffic; refer to MR 2. The commenter states that the City does not need more housing. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 37

**From:** [Jan Henry](#)  
**To:** [Katie Crockett](#)  
**Subject:** Colinas residential development  
**Date:** Thursday, September 1, 2022 11:01:50 AM

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Hi Katie,

We are planning to attend the neighborhood meeting tonight, but do have a few questions and comments.

37-1

First, when will this project be on the agenda for the planning commission? City council? Are those meetings now open to the public post covid restrictions?

Second, is there any plan for the stairs that come up from the middle school campus to Paseo de Colinas? I live in the neighborhood across the Colinas (Westridge estates). There are many parents who park on Del Cerro to drop off/pick up their kids with the crosswalk/signal light there. It is a hassle for our community as many drivers make illegal u-turns in the middle of Del Cerro, but I know they use this option to avoid the long lines/back up on Golden Lantern. It seems like this land could have been used by the school

District as a drop off/pick up dates and park ...but I realize that isn't financially prudent. There are many students that walk to school from our community on both sides of Colinas (Colinas de Capistrano HOA), will they still have access via those stairs? Will there be any improvements made, such as lighting?

37-2

Third, what is the ingress/egress going to be? How will this work with intersections off Colinas (Loma Linda and Del Cerro). I have witnessed and personally know drivers who have been hit at both those intersections (red light runner). We jokingly call it Colinas speedway. We love seeing the OCSD motor deputies pulling drivers over for running the red lights and for speeding. This is such a busy road, I cannot imagine the negative impact that adding a new residential development will have. Additionally, I imagine that extra vehicles will be parked on Del Cerro or Loma Linda (we already have cars from Sparrow Hill on Loma Linda and the drivers cross illegally there after parking, and on Del Cerro and La Carreterra from Vista Del Cerro).

37-3

Why is the developer asking for general plan amendments to increase the density and eliminate the park dedication in the General Plan Land Use for that area. I would urge the planning commission and city to deny that request.

37-4

I would appreciate these questions and comments being submitted for the 30-day review, and would also love to hear any response.

Thank you very much.

**Jan Henry**  
949.246.3107  
**28752 Mira Vista, Laguna Niguel**



## RESPONSE TO COMMENT LETTER NO. 37

Jan Henry  
September 1, 2022

37-1 The commenter requests information pertaining to public meetings related to the project. The commenter will be added to the City's distribution list for the project and will receive subsequent notices regarding the project. Refer to MR 5 pertaining to public hearing.

37-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and MR 2 pertaining to proposed improvements along Paseo de Colinas (such as lighting standards).

37-3 Refer to MR 2 pertaining to ingress/egress and parking/safety concerns.

37-4 As detailed in Section 2.0, the modified project would not require a General Plan Amendment (GPA) in comparison to the previously analyzed project. Specifically, the GPA was required for the increased density and elimination of the required parkland dedication for the site. The modified project would reduce the proposed unit count from 38 to 24 units and dedicate an approximately 0.97-acre area in the southern portion of the site as an irrevocable offer of dedication of parkland to the City. Thus, no GPA is required for the modified project.

## COMMENT LETTER 38

**From:** [ianhenryoc@gmail.com](mailto:ianhenryoc@gmail.com)  
**To:** [Katie Crockett](#); [Jonathan Orduna](#); [Hannah Tamaddon](#); [Elaine Gennawey](#)  
**Cc:** [Sandy Rains](#); [Fred Minagar](#); [Kelly Jennings](#); [Rischi Paul Sharma](#)  
**Subject:** Paseo de Colinas Townhomes Project - response to Notice of Intent to adopt MND  
**Date:** Monday, September 12, 2022 6:38:02 PM

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Dear Council Members, Community Development Director, Senior Planner, and Planning Commission Administrative Assistant:

This email is in reference of and response to “Notice of Intent to Adopt a Mitigated Negative Declaration for the Paseo de Colinas Townhomes Project.” As an 8-year resident, a citizen’s academy graduate, a supporter of many of the current city council members, an active community member, I implore you to reconsider this project and intent.

38-1

As Ms. Crockett is aware, I previously contacted her regarding my concerns about this proposed project. I attended the recent community meeting that was held at NHMS, where Ms. Crockett said many of my questions would be addressed. Imagine my surprise when I discovered that that it was the City planner that REQUESTED the increase in size of this project (from 30 to 38) and elimination of the park space (.6 acres). My questions regarding safety and traffic were not addressed at the meeting (attendees were directed to access the online Traffic Assessment).

**STAIRS** – this is/was never addressed in the any of the studies or documentation/communication.

Neither the City representative, the Capo USD representative, nor the design consultant were aware of the fact that every day between 150-200 students access the NHMS campus via the stairwell near the proposed site, which we were told will be eliminated. Even the school crossing guard who was in attendance (he works the corner of Golden Lantern and Paseo de Colinas) stated that he is aware of the large number of neighborhood children and other residents who drop their students off on Del Cerro to cross PDC, and explained that closing off those stairs will have a huge impact on the already impacted intersections as parents drop off and pick up their students. The district representative stated that those stairs are not safe nor ADA compliant, so a number of us in the audience suggested creating a safer/ADA compliant alternative. He said stated it would be too expensive to create a terraced walkway on that slope, yet the school district will be receiving millions of dollars from the sale of this property that is specifically supposed to be earmarked for improvements for NHMS. I believe this is an important issue that needs to be addressed.

38-2

**TRAFFIC** – I read through the entire Traffic Assessment. In it, the consultant states “Paseo De Colinas has a posted speed limit of 45 miles per hour (mph), however, per the City of Laguna Niguel Circulation Element, Paseo De Colinas is classified as a primary arterial highway which typically has a design speed of 55 mph.” I live at the top of Loma Linda on Mira Vista, with the front of our home facing Mira Vista. We have seen countless vehicles pulled over day after day

38-3

by OCSD motor deputies for violating speed limits and running red lights. I have neighbors that have been involved in vehicle collisions on Mira Vista at both Del Cerro and Loma Linda (through no fault of their own). We 'jokingly' call it, Paseo de Colinas Speedway. It's nearly impossible to make a left turn from Loma Linda onto Paseo de Colinas, and at times it's even difficult to turn right due to the speed of oncoming traffic. The traffic study states that due to adequate sight lines, an acceleration lane is not required for the proposed development. This is crazy. It will be nearly impossible for drivers to exit the proposed community safely.

38-3  
cont'd

Paseo de Colinas is a major artery with freeway access at Avery Parkway, especially with the increased traffic on Crown Valley. One of my concerns that absolutely was not addressed in the traffic analysis is the likelihood of residents attempting to exit the new development and cut across traffic to access the turn lane at Del Cerro. If they don't make a u-turn there, they will be forced to endure the backed up traffic at Golden Lantern to try to get to Crown Valley. There have been multiple accidents at Paseo de Colinas and Del Cerro. In my opinion, there will likely be many more. And God-forbid we have a fatal accident like the one that recently happened in Coto de Casa near Wagon Wheel Elementary School. Since there is no crossing guard, the students risk crossing Paseo de Colinas, and now will have to walk along the sidewalk as cars fly past them going 55 mph. This is a terrible situation and needs to be addressed.

**PROJECT CHARACTERISTICS 2.4** – In this section of the MND, as stated previously, it is requesting an amendment to the General Plan, increasing the size of the project from 30 to 38 units (from 7 to 9 buildings) and eliminating the .6 acre park on the north end of the project. It states that each unit will have a 2-car garage and there will be an additional 35 parking spaces for 'guest'. With the current communities of Sparrow Hill (on Paseo de Colinas near Loma Linda) and Vista Del Cerro (off Del Cerro), we already have overflow parking from both of these communities on Loma Linda, Del Cerro, and La Carreterra. Villa Mira has horrible overflow parking which impacts Cabot and even Charreadas, and also Bridgeport Terrace residents park on Charreadas. It is well-known that condominium projects do not supply enough parking (just look at the community around Hidden Hills, including Crystal Cay). We will end up with even more parking on our community streets due to this new project. What will be done to mitigate that impact?

38-4

**AESTHETICS 4.1, 3** - In this section of the MND, a question is asked in **Criterion 2 a)** "would the project be consistent with the population, housing, and the employment projections utilized..." The proposed project is defined as nine buildings that will be a maximum of 35 ft high (3 stories). Currently, the residential communities located off Paseo de Colinas are all part of Colinas de Capistrano Homeowners Association. There are 4 separate single family home neighborhoods and 5 'sub-association' condominium/townhouse communities. Nowhere in our community do we have 3-story homes. Nowhere in our community are their condominiums or townhomes just 10-15 ft off Paseo de Colinas. This proposed project is

38-5

absolutely NOT “consistent” with the existing housing in our community. We have all seen that home at the corner of Golden Lantern and Paseo de Colinas (25415 Hugo) – its block wall has been hit multiple times just in the past few years. Can you imagine having nearly an entire community (7 out of 9 buildings) literally just feet off Paseo de Colinas? It literally is a disaster waiting to happen.

I've watched as high density building has been added and added at Crown Valley near the freeway, impacting our ability to even access the freeway or try to get over to Mission Viejo for medical care. And trying to turn left onto Cabot off of Crown Valley takes waiting through several lights. This proposed development will just add to the frustration so many residents already have.

38-5  
cont'd

Thank you for your attention to my concerns. I ask that my comments be added to the record and shared with the planning commission. I would also like to be informed of the upcoming planning commission meeting and city council meeting where this proposed development will be on the agenda.

Sincerely,

**Jan Henry  
949-246-3107  
28752 Mira Vista  
Laguna Niguel, CA 92677**



## RESPONSE TO COMMENT LETTER NO. 38

Jan Henry  
September 12, 2022

38-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. Refer to Responses to Comments 38-2 through 38-5 for specific responses to concerns herein.

38-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

38-3 Refer to MR 2 pertaining to ingress/egress and parking/safety along Paseo de Colinas.

38-4 Refer to Response to Comment 37-4 regarding the previously proposed General Plan Amendment and MR 3 pertaining to parking concerns.

38-5 Refer to Response to Comment 18-2 for a discussion on impacts to views and character/quality. Regarding consistency with Criterion 2(a), which pertains to consistency with air quality plans applicable to the project site, Draft IS/MND Section 4.3, *Air Quality*, Response 4.3(a), Criterion 2(a), page 4.3-2, growth projections included in the 2016 AQMP form the basis for the projections of air pollutant emissions and are based on General Plan land use designations and SCAG's 2016-2040 RTP/SCS demographics forecasts. Based on the General Plan Land Use Map, the project site is designated Public/Institutional; Residential Attached; and Parks and Recreation. Moreover, based on the General Plan, the project site is uniquely designated as Community Profile Area 3, Sub Area E, Aloma Avenue. The site currently allows a maximum development of 30 attached dwelling units. As detailed in Section 2.0, the modified project would reduce the proposed unit count from 38 to 24 units, which would be within the site's planned development capacity in the General Plan. Therefore, the proposed 24 units would not induce substantial unplanned population growth and a less than significant impact would occur with regard to 2016 AQMP consistency with the project

The commenter requests notification of subsequent notices related to the project and for the comment letter to be included as part of the administrative record for the project. The commenter will be added to the City's distribution list for the project and will receive subsequent notices regarding the project. The inclusion of Comment Letter 38 in this Final IS/MND is part of the project's Administrative Record.

## COMMENT LETTER 39

**From:** [janhenryoc@gmail.com](mailto:janhenryoc@gmail.com)  
**To:** [Katie Crockett](mailto:Katie.Crockett@cityoflagunaniguel.org)  
**Subject:** RE: Paseo de Colinas Townhomes Project - response to Notice of Intent to adopt MND  
**Date:** Thursday, September 15, 2022 2:25:51 PM  
**Attachments:** [image001.png](#)

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Katie,

Thank you for your response and answers to my questions and concerns.

Greatly appreciated, and I'll definitely reach out to the two individuals you mentioned regarding the stair access.

39-1

Jan Henry

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**From:** Katie Crockett <KCrockett@cityoflagunaniguel.org>  
**Sent:** Thursday, September 15, 2022 11:04 AM  
**To:** [janhenryoc@gmail.com](mailto:janhenryoc@gmail.com)  
**Subject:** RE: Paseo de Colinas Townhomes Project - response to Notice of Intent to adopt MND

Good morning Jan –

Thank you for following up on our prior correspondence with comments on the project and the Initial Study/Mitigated Negative Declaration (IS/MND). A quick word on process. While I wanted to get back to you right away regarding your questions and comments, please note that the public comment period on the environmental document closes on September 26, 2022. Following the closure of the public review period, the comments will be reviewed and responded to accordingly. This often involves review by our environmental consultant or other consultants (such as traffic engineers, etc.) and other City Department representatives, so official comments related to the environmental document will be forthcoming and will be included as a part of the final IS/MND if it is adopted by the City Council. On that note, staff appreciates you reaching out at this point in the process so that we can try to address concerns and work through any remaining issues with the project prior to staff presenting the project to the Planning Commission and City Council.

I'd like to take a moment to briefly address the specific issues you raised in your email, so thank you for giving me that opportunity.

The stair issue is not resolved. As I mentioned, the City is still reviewing the District's application. During the first review of the project in 2020, staff raised the issue of the stair closure. At that time, the District represented to the City that the stair access was already closed. This is clearly not the case. I am in the process of reviewing this issue in more detail with the City team and will also be meeting with District representatives to discuss this issue further. I encourage you to reach out to the District Deputy Superintendent, Clark Hampton ([cdhampton@capousd.org](mailto:cdhampton@capousd.org)) and/or the District's consultant for this project, Jon Conk ([jconk@projectdimensions.com](mailto:jconk@projectdimensions.com)).

Thank you for reviewing the traffic study. While the project itself may not have significant environmental impacts (this is still to be determined – again, the environmental review process is

not complete), current traffic issues are a consistent concern and will be a focus of staff's ongoing review of the project.

As you mentioned, the applicant, Capistrano Unified School District, is requesting to increase the allowable density (requesting up to 38 units be permitted as opposed to the 30 units that would be permitted under the current zoning designation) and to remove the requirement for the 0.5 – 1 acre parkland dedication that is currently required in conjunction with residential development on the parcel. After review of the circumstances at the subject property (including things like the size of the property, availability of parking, limited pedestrian accessibility, etc.), staff communicated to the applicant that the site appears to be somewhat ill-suited to accommodate a public park (which the City would be responsible for designing, building, and maintaining). Therefore, staff suggested the District explore potential justifications for elimination of the park requirement based on inclusion of other public benefits associated with the project. However, the specific public benefits were never determined or agreed upon by city staff, as staff is not in the position to make those types of decisions. So whether or not the requirement for parkland dedication should be removed or additional density permitted is still very much an undetermined policy decision.

Currently, the project meets the City's zoning code standard for required parking. It also meets the Zoning Code standards for maximum height as well as setbacks. While some of the other condominium/townhome communities share similar front setbacks, you are correct that at this time there are no other 3-story developments along Paseo De Colinas.

Once staff review is complete, including making any necessary updates to the IS/MND based on the public review comments, the item would be forwarded to the City's decision-makers for consideration – the Planning Commission as an advisory board and ultimately the City Council. Each of these meetings would be held as publicly noticed hearings. Notices would be mailed to all property owners within a 500-foot radius, posted on the City's website, and sent to all parties who have requested to be included on the project's interest list. I verified that you are already on the City's mailing list, and I have taken the liberty of adding you to the email distribution list as well.

If you have any questions or additional comments about this project, please feel free to contact me.

Best,



**Katie Crockett | Senior Planner**  
**Community Development Department**  
**City of Laguna Niguel**  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)  
Tel: 949-362-4363

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**From:** [janhenryoc@gmail.com](mailto:janhenryoc@gmail.com) <[janhenryoc@gmail.com](mailto:janhenryoc@gmail.com)>

**Sent:** Monday, September 12, 2022 6:38 PM

**To:** Katie Crockett <[KCrockett@cityoflagunaniguel.org](mailto:KCrockett@cityoflagunaniguel.org)>; Jonathan Orduna

<[JOrduna@cityoflagunaniguel.org](mailto:JOrduna@cityoflagunaniguel.org)>; Hannah Tamaddon <[HTamaddon@cityoflagunaniguel.org](mailto:HTamaddon@cityoflagunaniguel.org)>;  
Elaine Gennawey <[EGennawey@cityoflagunaniguel.org](mailto:EGennawey@cityoflagunaniguel.org)>  
**Cc:** Sandy Rains <[SRains@cityoflagunaniguel.org](mailto:SRains@cityoflagunaniguel.org)>; Fred Minagar  
<[FMinagar@cityoflagunaniguel.org](mailto:FMinagar@cityoflagunaniguel.org)>; Kelly Jennings <[KJennings@cityoflagunaniguel.org](mailto:KJennings@cityoflagunaniguel.org)>; Rischi Paul  
Sharma <[RSharma@cityoflagunaniguel.org](mailto:RSharma@cityoflagunaniguel.org)>  
**Subject:** Paseo de Colinas Townhomes Project - response to Notice of Intent to adopt MND

Dear Council Members, Community Development Director, Senior Planner, and Planning Commission Administrative Assistant:

This email is in reference of and response to “Notice of Intent to Adopt a Mitigated Negative Declaration for the Paseo de Colinas Townhomes Project.” As an 8-year resident, a citizen’s academy graduate, a supporter of many of the current city council members, an active community member, I implore you to reconsider this project and intent.

As Ms. Crockett is aware, I previously contacted her regarding my concerns about this proposed project. I attended the recent community meeting that was held at NHMS, where Ms. Crockett said many of my questions would be addressed. Imagine my surprise when I discovered that that it was the City planner that REQUESTED the increase in size of this project (from 30 to 38) and elimination of the park space (.6 acres). My questions regarding safety and traffic were not addressed at the meeting (attendees were directed to access the online Traffic Assessment).

**STAIRS** – this is/was never addressed in the any of the studies or documentation/communication.

Neither the City representative, the Capo USD representative, nor the design consultant were aware of the fact that every day between 150-200 students access the NHMS campus via the stairwell near the proposed site, which we were told will be eliminated. Even the school crossing guard who was in attendance (he works the corner of Golden Lantern and Paseo de Colinas) stated that he is aware of the large number of neighborhood children and other residents who drop their students off on Del Cerro to cross PDC, and explained that closing off those stairs will have a huge impact on the already impacted intersections as parents drop off and pick up their students. The district representative stated that those stairs are not safe nor ADA compliant, so a number of us in the audience suggested creating a safer/ADA compliant alternative. He said stated it would be too expensive to create a terraced walkway on that slope, yet the school district will be receiving millions of dollars from the sale of this property that is specifically supposed to be earmarked for improvements for NHMS. I believe this is an important issue that needs to be addressed.

**TRAFFIC** – I read through the entire Traffic Assessment. In it, the consultant states “Paseo De Colinas has a posted speed limit of 45 miles per hour (mph), however, per the City of Laguna Niguel Circulation Element, Paseo De Colinas is classified as a primary arterial highway which

typically has a design speed of 55 mph.” I live at the top of Loma Linda on Mira Vista, with the front of our home facing Mira Vista. We have seen countless vehicles pulled over day after day by OCSD motor deputies for violating speed limits and running red lights. I have neighbors that have been involved in vehicle collisions on Mira Vista at both Del Cerro and Loma Linda (through no fault of their own). We ‘jokingly’ call it, Paseo de Colinas Speedway. It’s nearly impossible to make a left turn from Loma Linda onto Paseo de Colinas, and at times it’s even difficult to turn right due to the speed of oncoming traffic. The traffic study states that due to adequate sight lines, an acceleration lane is not required for the proposed development. This is crazy. It will be nearly impossible for drivers to exit the proposed community safely.

Paseo de Colinas is a major artery with freeway access at Avery Parkway, especially with the increased traffic on Crown Valley. One of my concerns that absolutely was not addressed in the traffic analysis is the likelihood of residents attempting to exit the new development and cut across traffic to access the turn lane at Del Cerro. If they don’t make a u-turn there, they will be forced to endure the backed up traffic at Golden Lantern to try to get to Crown Valley. There have been multiple accidents at Paseo de Colinas and Del Cerro. In my opinion, there will likely be many more. And God-forbid we have a fatal accident like the one that recently happened in Coto de Casa near Wagon Wheel Elementary School. Since there is no crossing guard, the students risk crossing Paseo de Colinas, and now will have to walk along the sidewalk as cars fly past them going 55 mph. This is a terrible situation and needs to be addressed.

**PROJECT CHARACTERISTICS 2.4** – In this section of the MND, as stated previously, it is requesting an amendment to the General Plan, increasing the size of the project from 30 to 38 units (from 7 to 9 buildings) and eliminating the .6 acre park on the north end of the project. It states that each unit will have a 2-car garage and there will be an additional 35 parking spaces for ‘guest’. With the current communities of Sparrow Hill (on Paseo de Colinas near Loma Linda) and Vista Del Cerro (off Del Cerro), we already have overflow parking from both of these communities on Loma Linda, Del Cerro, and La Carreterra. Villa Mira has horrible overflow parking which impacts Cabot and even Charreadas, and also Bridgeport Terrace residents park on Charreadas. It is well-known that condominium projects do not supply enough parking (just look at the community around Hidden Hills, including Crystal Cay). We will end up with even more parking on our community streets due to this new project. What will be done to mitigate that impact?

**AESTHETICS 4.1, 3** - In this section of the MND, a question is asked in **Criterion 2 a)** “would the project be consistent with the population, housing, and the employment projections utilized...” The proposed project is defined as nine buildings that will be a maximum of 35 ft high (3 stories). Currently, the residential communities located off Paseo de Colinas are all part of Colinas de Capistrano Homeowners Association. There are 4 separate single family home neighborhoods and 5 ‘sub-association’ condominium/townhouse communities. Nowhere in

our community do we have 3-story homes. Nowhere in our community are their condominiums or townhomes just 10-15 ft off Paseo de Colinas. This proposed project is absolutely NOT “consistent” with the existing housing in our community. We have all seen that home at the corner of Golden Lantern and Paseo de Colinas (25415 Hugo) – its block wall has been hit multiple times just in the past few years. Can you imagine having nearly an entire community (7 out of 9 buildings) literally just feet off Paseo de Colinas? It literally is a disaster waiting to happen.

I've watched as high density building has been added and added at Crown Valley near the freeway, impacting our ability to even access the freeway or try to get over to Mission Viejo for medical care. And trying to turn left onto Cabot off of Crown Valley takes waiting through several lights. This proposed development will just add to the frustration so many residents already have.

Thank you for your attention to my concerns. I ask that my comments be added to the record and shared with the planning commission. I would also like to be informed of the upcoming planning commission meeting and city council meeting where this proposed development will be on the agenda.

Sincerely,

**Jan Henry  
949-246-3107  
28752 Mira Vista  
Laguna Niguel, CA 92677**



## **RESPONSE TO COMMENT LETTER NO. 39**

Jan Henry  
September 15, 2022

39-1 This comment is acknowledged for the Administrative Record. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 40

**From:** [janesaemanrose@gmail.com](mailto:janesaemanrose@gmail.com)  
**To:** Katie Crockett  
**Subject:** Paseo de Colinas Townhomes Project  
**Date:** Thursday, September 15, 2022 3:29:27 PM

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Hello Ms. Crockett,

I would like to voice my disapproval for the Paseo de Colinas Townhomes Project. We have a lot of traffic on that street already, the stairs the school uses would be negatively impacted along with three stories being an eyesore in that small area that is already raised.

Thanks,

Jane Rose

40-1



## **RESPONSE TO COMMENT LETTER NO. 40**

Jane Rose  
September 15, 2022

40-1 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School, MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns), and Response to Comment 18-2 for discussion on views/aesthetics. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 41

**From:** [Janette Jackson](#)  
**To:** [Katie Crockett](#)  
**Subject:** New Project on Paseo De Colinas  
**Date:** Saturday, September 3, 2022 9:28:43 AM

---

Hi Katie,

We are extremely concerned about the new town home project on Paseo de Colinas.

<https://www.cityoflagunaniguel.org/1534/Paseo-De-Colinas-Townhomes-Project>

Being a home owner that will be looking right at it from our yard is not even the beginning of the problem.

41-1

++ Paseo de Colinas is a speedway already and without adding another traffic light I am not sure how this is going to work. Accidents will multiply.

++ The parking situation will also be a problem as we all know, these occupants will not park in their garage, will have multiple people living there and the overflow will be in the Westridge Estates neighborhood across the street. We already have people parking in our neighborhood from the low income condo's on corner of Paseo Del Colinas and Del Cerro. This will add to it.

41-2

++During school hours, morning drop off and afternoon pick up, there is already a huge traffic jam of cars with parents picking up /dropping off kids. It is hard to get in and out already at those times.

41-3

++ Our property values will diminish as the view will now be obstructed. After paying mortgage and property taxes over 30 years for the equity to be taken away is unacceptable.

++If this goes through, we will for sure vote every council member out on the next election. We do not need more housing in Laguna Niguel. Every inch of available land does not need to be built on. Please consider the hardworking homeowners that have kept Laguna Niguel a safe spot to live and raise families for years over the corporations that are buying up all the last pieces of land.

41-4

Thank you ,

**Janette Jackson**  
**949-291-0558**



## **RESPONSE TO COMMENT LETTER NO. 41**

Janette Jackson  
September 3, 2022

- 41-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).
- 41-2 Refer to MR 3 pertaining to parking concerns.
- 41-3 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).
- 41-4 Refer to Response to Comment 18-2 regarding scenic view impacts. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 42

**From:** [Jessica Tuma](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Monday, September 26, 2022 12:00:36 PM

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Hello Katie,

I have been looking over the MND and the impact the Paseo De Colinas project would have on the surrounding area. There are two concerns I have after looking over the impact report that I would like to be noted.

The first concern that I have is about the stairs Niguel Hills Middle School students have access to. I know at the last public meeting about this project the developer mentioned that the stairs would be taken out with this project. When looking at the MND I did not notice one mention about the impact removing the stairs would have on the traffic surrounding the school. A handful of students from the school use those stairs daily during drop off and pick up. This helps to alleviate the traffic on Golden Lantern and on Shark Bay during drop off and pick up because it provides the parents with another location to pick up their student(s) without having to go into the school and it make walking to school doable for some of the students that live in the houses near the stairs. Removing the stairs would greatly impact the traffic on Golden Lantern and Shark Bay due to that area being the only area where students can get dropped off and picked up. It will also cause traffic to back up more on Paseo De Colinas heading toward Golden Lantern because the parents that are no longer able to pick up their student near the stairs will try to get in the carline coming from that direction and once the carline is already back up to the light on Golden Lantern and Paseo De Colinas, those cars turning right on Golden Lantern will have nowhere to go besides to sit in that turn lane until the carline is able to move. Sometimes this carline will back up 15 minutes before school gets out, which adds more traffic to the area due to the carline blocking some lanes, crosswalks, and intersections until the carline is able to move once the student are released and get to the cars that are picking them up.

42-1

Another thing I wanted to note was I know the developer said the stairs are closed and not used by students, but that is not entirely true. There are two sets of stairs that lead up to the property that is being looked at for this project from Niguel Hills Middle School. One set of stairs is located on further back end of both properties, near the soccer field next to the school. This set of stairs is locked and is not used by the students. The other set of stairs is located near the classrooms at the school and these stairs are used Monday through Friday by the students at the school.

My second concern that I have is about having a second entrance/exit point for the school if the stairs are removed. Even if the students did not use these stairs daily, they help to provide the school with a second entrance/exit point when it is needed. I believe removing the stairs and not replacing with a ramp or new stairs is a safety concern for the school. If the stairs are gone, then there will only be one entrance and exit for the school which will be through Shark Bay. Currently, if there is ever an emergency and for whatever reason Shark Bay is closed, the school is able to use the stairs as an exit, but if the stairs are removed and that was to happen, how would the school evacuate then? If I remember correctly the stairs were used as a way to evacuate the school in 2008 or 2009 when the section of Golden Lantern in front of the school had to be closed due to a gas fire starting from a worker accidentally hitting the gas line while working on the hill. Fortunately, Niguel Hills has never need to evacuate since then or use the stair as an emergency exit, but what is to say they will not need to use those stairs again in the future. I could be mistaken, but I think all the elementary schools in Laguna Niguel has multiple ways to access the school, whether it is connected to trails behind to school or have walkways that let out to different neighborhood, which would be able to provide those schools with another way to evacuate if the main entrance to the school ever had to be blocked. Niguel Hills Middle School would no longer have this extra emergency exit if the stairs were removed and not replace. Maybe the city or the school district has a plan in place as a way to evacuate the school and neighborhoods if Shark Bay was ever closed off and there are no stairs to use, but I think this is something that should be very much considered if this projected is moved forward because it does provide a big safety concern for the school. People might not see those stairs a being important because the school has not needed to be evacuated recently, but they have been

42-2

used that way in the past and what is to say they will not be needed again soon in that same way.

I think the project should look at how these two impacts will affect the surrounding area and Niguel Hills Middle School. The developers might not think removing the stairs will have a significant impact on the area, but it will have a much bigger impact then they think it will.

Thank you,

Jessica Tuma



## **RESPONSE TO COMMENT LETTER NO. 42**

Jessica Tuma  
September 26, 2022

42-1 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and MR 2 pertaining to traffic along Paseo de Colinas (and the associate safety concerns).

42-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

## COMMENT LETTER 43

**From:** [john verbeek](#)  
**To:** [Katie Crockett](#)  
**Subject:** Proposed Paseo de Colinas development  
**Date:** Tuesday, September 13, 2022 9:59:32 AM

---

Hi as a nearly 30 year resident of Laguna Niguel, I've seen many changes over the course of time. Some of these changes have been very positive such as improved regional park, the apartments above Taco Bell on Niguel Road and Crown Valley redone, a host of new restaurants opening in the area just to name a few.

Over the past few years high occupancy housing in Laguna Niguel has really taken off as it has in other communities. The area near Crown Valley and the 5 freeway keeps growing exponentially with no stopping in the near term.

Now the city is looking at that small parcel of land above Miguel middle school on Paseo de Colinas. It is always been a wonderful outlook on the valley below as we come home after a long daily commute up Paseo de Colinas maybe thousands of times in these last 30 years. That view always reminds me why I've lived in Laguna Niguel for so long and I've commuted all of my life. So the city wants to build more three-story town homes on that small plot of land overlooking the school overlooking the valley and taking away more of what was once an idyllic South county bedroom community. What is this going to accomplish? when will this stop high occupancy housing is encroaching upon our lifestyle and those of us that have lived here for decades.

I want to be one of those with a voice at a public meeting discussing the situation. Please put me on your email address so I can be part of a debate concerning this issue.

Thank you for your time and consideration

John Verbeek

Sent from my iPhone

43-1

43-2



## RESPONSE TO COMMENT LETTER NO. 43

John Verbeek  
September 13, 2022

43-1 Refer to Response to Comment 18-2 pertaining to view impacts. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

43-2 The commenter requests notification of subsequent notices related to the project. The commenter will be added to the City's distribution list for the project and will receive subsequent notices regarding the project.

## COMMENT LETTER 44

**From:** [Mike & Joni](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de colinas townhome project  
**Date:** Monday, September 12, 2022 6:53:31 PM

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I am writing about the above-named project that is being considered. I have lived in laguna niguel since 1981. The building, infrastructure and population have grown substantially along with the expected traffic problems, but I have never witnessed such ill- planned, high density projects as in these past few years. Our “gateway” is still growing and traffic is a nightmare. And how do we support all these new apartment homes with water as we enter unprecedented drought with no relief in sight?

This new proposed project is hard to even imagine. Paseo de colinas is congested already, as well as the dangerous Golden Lantern. That small parcel of land should be turned into a park or green space- not jammed with multi-unit buildings.

Please find another area of our city to build more homes- our quadrant is full

Thank you,  
Joni Mattes  
Sent from my iPhone

44-1

44-2



## RESPONSE TO COMMENT LETTER NO. 44

Joni Mattes  
September 12, 2022

44-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associate safety concerns), Response to Comment 2-1 for a discussion on the project's water demands, and refer to Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City.

44-2 The commenter suggests finding another area of the City to build more homes. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 45

**From:** [Joe Hunter](#)  
**To:** [Katie Crockett](#)  
**Cc:** [Joe Hunter](#)  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Wednesday, September 14, 2022 2:40:46 PM  
**Attachments:** [image001.gif](#)

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Katie,

Sorry if it sounds like I'm "shooting the messenger" here, but what the City officials and Council members are promoting here is an utter abomination. Every resident of Laguna Niguel that I know is completely disgusted with the indiscriminate and short-sighted money grab by City Officials in the name of what was a beautiful city, turning it into a virtual ghetto. It confounds us that "our" city is so disconnected with its tax payers. **NO ONE WANTS MORE CONCRETE, MORE TRAFFIC, and MORE HIGH DENSITY HOUSING.**

The City has *already* deviously jammed hundreds of units onto every square inch of available land at the Crown Valley/5 Fwy area. If this revolting act is so good for our City, why aren't these high density units being proposed on the abundant open land nearer to the beach (where the council members live)? We all know the reason. It's ok to destroy the property values of those near the freeway, but God forbid we should build low-income housing near the city official's homes. The City is just begging for a lawsuit with their shameful conduct and malicious disregard for the tax payers and property values.

STOP BUILDING and LEAVE what little remaining GREEN SPACE AND PARKS AS GREEN SPACE.

Joseph Hunter, Esq.  
**BADAME LAW GROUP, APC**  
9891 Irvine Center Drive, Suite 200  
Irvine, CA 92618  
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45-1

45-2



## **RESPONSE TO COMMENT LETTER NO. 45**

Joe Hunter  
September 14, 2022

45-1 The commenter raises general concerns regarding increased high-density residential development within the City. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

45-2 Refer to Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City.

## COMMENT LETTER 46

**From:** [Jude Rock](#)  
**To:** [Katie Crockett](#)  
**Subject:** How do we stop this?  
**Date:** Wednesday, September 14, 2022 7:47:12 AM

---

Good morning. I feel that we have been blind sided by the new apt building proposed on Paseo de Colinas. Can you please tell me if you are the person to contact to voice an objection?

46-1

This will cause so much more traffic by the school. More water use. Plus an ugly high rise building!

Please let me know how we citizens can voice our opinion.  
Is there a meeting we can attend and when and where?

46-2

Judi Van Dahlen

Sent from my iPhone



## **RESPONSE TO COMMENT LETTER NO. 46**

Judi Van Dahlen  
September 14, 2022

46-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associate safety concerns), Response to Comment 2-1 for discussion on the project's water demands, and Response to Comment 18-2 for discussion on views/aesthetics.

46-2 The commenter requests notification of subsequent notices and public meetings related to the project. The commenter will be added to the City's distribution list for the project and will receive subsequent notices regarding the project. Refer to MR 5 regarding upcoming opportunities for public comment on the project.

## COMMENT LETTER 47

**From:** [Kar V](#)  
**To:** [Katie Crockett](#)  
**Subject:** I OPPOSE to Paseo de Colinas Project  
**Date:** Thursday, September 15, 2022 8:24:59 AM

---

In general, this is not safe for our kids and the environment. The hill is already going on a downward trend which will damage the school buildings and it's surroundings a lot more. Addition of tenants and residents will cause more traffic and pollution.

47-1

Please help the community by rejecting this project. Thank you.

Karren Velásquez



**RESPONSE TO COMMENT LETTER NO. 47**

Karren Velasquez  
September 15, 2022

47-1 Refer to MR 2 pertaining to traffic impacts and Response to Comment 25-4 pertaining to pollution concerns. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 48

**From:** [Kathleen Isler](#)  
**To:** [Katie Crockett](#)  
**Subject:** NO MORE HIGH DENSITY BUILDS  
**Date:** Sunday, September 11, 2022 9:05:33 AM

---

Re: Paseo de Colinas/ Townhome Project

To Master City Planner,

With all due respect, we don't need any more high-density housing in the Gateway area of Laguna Niguel for the following reasons:

- Too many high density buildings here already
- More are being built by the train station
- A 10 lane underpass is unfolding on Avery spilling into PdC making it an even busier street probably then when the traffic survey was done
- 9 buildings on Colinas will create traffic and block views
- Current stairways being used daily will be gone causing more congestion at middle school
- 2 car garages plus 35 extra spaces is not enough parking and no street parking is allowed

If we need housing in LN, consider this quadrant full, try another area. The parcel in question would make a perfect Boys/Girls Club and Park with a to code ramp in the back for the middle school children.

Respectfully,,

Kathleen C Isler  
Kathiisler@gmail. Com

Sent from my iPhone

48-1



**RESPONSE TO COMMENT LETTER NO. 48**

Kathleen Isler  
September 11, 2022

48-1 Refer to Responses to Comment Letter 18.

## COMMENT LETTER 49

**From:** [Kathleen Schlick](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhome Project  
**Date:** Thursday, September 1, 2022 10:06:00 AM

---

I received notice of the above-listed project this week. Since I am unable to attend the neighborhood meeting this evening, I would like to register my complaint with you...

Why on earth would Laguna Niguel seek to build more homes in the middle of a severe drought?? It appears that Laguna Niguel only cares about the almighty dollar. I am very disappointed!

I would appreciate an answer to my question.

Sincerely,

Kathleen Schlick  
Sparrow Hill Townhomes

49-1



## **RESPONSE TO COMMENT LETTER NO. 49**

Kathleen Schlick  
September 1, 2022

49-1 The commenter raises concerns regarding increased development and associated water demand within the City. Refer to Response to Comment 2-1 pertaining to drought conditions and the project's demand on water supply. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 50

**From:** [Kathleen Schlick](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhome Project  
**Date:** Friday, September 23, 2022 4:54:35 PM

---

I want to go on record as opposing the building of townhomes on Paseo de Colinas. How irresponsible to add more homes during a drought. Also, additional parking and traffic would be through the roof, especially if you include the problems that would involve accessing the junior high school on a daily basis.

50-1

I vote NO!!!!

Kathleen Schlick  
Sparrow Hill Townhomes



## **RESPONSE TO COMMENT LETTER NO. 50**

Kathleen Schlick  
September 23, 2022

50-1 Refer to MR 1 pertaining to access at Niguel Hills Middle School, MR 2 pertaining to traffic along Paseo de Colinas (and the associate safety concerns), MR 3 pertaining to parking, and Response to Comment 2-1 regarding the project's water demand impacts.

**From:** [kathytricoli@att.net](mailto:kathytricoli@att.net)  
**To:** [Katie Crockett](mailto:Katie.Crockett@janhenryoc@gmail.com)  
**Cc:** [janhenryoc@gmail.com](mailto:janhenryoc@gmail.com)  
**Subject:** Paseo de Colinas Townhomes Project - response to Notice of Intent to adopt MND  
**Date:** Thursday, September 22, 2022 5:47:24 PM  
**Attachments:** [image001.gif](#)

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By way of background, I have lived in Westridge Estates for the past 37 years. Paseo de Colinas fronts our development.

51-1

I am opposed to the Paseo de Colinas Townhomes project based on two issues. 1) The increase in traffic on Paseo de Colinas 2) the potential loss of a second entrance of Del Cero, to Laguna Hills Middle School.

### **Traffic**

As you can imagine I have observed the traffic patterns on Paseo de Colinas for 37 years. The traffic has increased substantially, the last four years. There is a lot more speeding and a policeman on a motorcycle has issued many tickets for speeding on Paseo de Colinas in the last couple of years.

It is almost impossible to make a left turn from Loma Linda on to Paseo de Colinas. I personally do not use Loma Linda for left turns. I think it is too dangerous. I go to Del Cerro and make my left turn at the light on to Paseo de Colinas. Paseo de Colinas is heavily traveled also because it is a major road that feeds into to Avery Parkway to access the 5 freeway. And also, Paseo de Colinas accesses Cabot Road, a major road paralleling the 5 freeway. That is not going to change.

51-2

I feel after all my years of observing Paseo de Colinas that the Townhomes project would only increase the traffic creating even greater dangerous situations on the road.

## **Loss of the Del Cerro Entrance to Niguel Hills School.**

When we first moved to Laguna Niguel my son attended Niguel Hills Middle School. He would walk to school and take the Del Cerro crosswalk to the crest of the hill. At that time there was only a path leading down the hill to the playground. Later when the school put up some portables school rooms the stairs were built and the students could take these stairs down to the school. This access to the school was one of the reasons we bought where we did. You can see for at least 37 years children from homes where Paseo de Colinas fronts went to school by way of Del Cerro. Over the years parents from other areas have parked their cars on Del Cero for drop off and pick up. They did this because of the massive traffic jams on Golden Lantern to Shark Way to drop off and pick up which still exist today.

51-2  
cont'd

The Del Cerro entrance worked for the school, the parents and the children for the last 37 years! Now the school district wants to sell the land to a developer to build Townhomes. This would result in the Del Cerro entrance to be shut down and the stairs dismantled. The result would be a traffic disaster on Golden Lantern going into Shark Way. The crossing guards do a great job and love their jobs but it is already stressful getting the children safely across the streets by Niguel Hills School. Image what it would be like when all the additional children from the Del Cerro entrance are added to the current load on the Golden Lantern to Shark Way. Perhaps the crossing guards should be interviewed for their input! The school district has conveniently not addressed the issue in their proposal.

I do not think it is right for the city to be considering this

proposal without informing all the parents of Niguel Hills Middle School of the potential closing of the Del Cero entrance. They deserve to know. These decisions effects most of them. Their voices should be heard.

51-2  
cont'd

Sincerely,

Kathryn Tricoli  
28666 Mira Vista  
Laguna Niguel, CA 92677  
(714) 390-7528



## **RESPONSE TO COMMENT LETTER NO. 51**

Kathryn Tricoli  
September 22, 2022

51-1 Refer to MR 1 pertaining to access at Niguel Hills Middle School and MR 2 pertaining to traffic.

51-2 Refer to MR 1 pertaining to access at Niguel Hills Middle School and MR 2 pertaining to traffic along Paseo de Colinas (and the associate safety concerns).

TO: Katie Crockett, Sr. Planner  
Community Development Dept.  
30111 Crown Valley Parkway  
City of Laguna Niguel, CA 92677

Dear Ms. Crockett,

As a twenty-nine year resident of 25451 Via Estudio, I am very concerned about the proposed development of the Paseo de Colinas Townhomes Project. Below I will discuss my areas of concern, but first let me say that I attended the Traffic and Transportation Commission meeting on August 24th and I left the meeting feeling optimistic about the Commission's already-implemented and proposed safety measures for students walking and riding E-bikes along Shark Bay to Niguel Hills Middle School.

52-1

Unfortunately, these safety measures will not be enough if there was an earthquake, fire, or God forbid, a terror threat at Niguel Hills Middle School. These are all possible issues in this day and age, so I'm not just being hysterical. There still remains only ONE WAY IN AND ONE WAY OUT.

The big issue for me is this. Plans for the townhome project eliminates the stair exits from the rear of the school, and this will create an even worse traffic bottleneck on Shark Bay.

52-2

Emergency Exit Concern: In an acute emergency, can you imagine students, teachers, and emergency responders all competing to get in and out of the school on one residential street? The thing that compounds this whole issue is that the building plan eliminates both stairways from the back of the school up to Paseo de Colinas. I can't believe the OCFA would sign off on this with such a reduction of ingress and egress.

How would you evacuate hundreds of students as quickly as possible using only Shark Bay? As the Senior Planner for the City of Laguna Niguel, please don't make such a serious mistake. Those stairs must be left in place, but if that is not possible, build a concrete walkway the traverses up to the traffic light at Del Cerro.

Traffic Bottleneck concern: Another reason to keep an exit up the hill is that students have always used those stairs. Our Niguel Hills crossing guard spoke at

52-3

the September 6th meeting to explain that at least 125 students use it every day. Parents park in the Del Cerro neighborhood to pick up their children. Just imagine what it's going to be like if all those parents picking up their children are forced onto Shark Bay! How can anyone say this will have no impact on the local residents?

52-3  
cont'd

I can't speak for all of my neighbors on Via Estudio, but we have been good neighbors with Niguel Hills Middle School. We have managed to deal with the traffic issues and the concerns of getting in and out of our neighborhood. We are asking our city officials to help us by granting us your foremost consideration on these matters.

52-4

With kind regards,

Kathy Hertzen  
25451 Via Estudio  
Laguna Niguel, CA 92677  
949/338-6025



## RESPONSE TO COMMENT LETTER NO. 52

Kathy Hertzen  
September 15, 2022

52-1 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

52-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

52-3 Refer to MR 1 pertaining to school access impacts.

52-4 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 53

**From:** [Katie Matthew](#)  
**To:** [Katie Crockett](#)  
**Cc:** [Elaine Gennaway](#); [superintendent@capousd.org](mailto:superintendent@capousd.org)  
**Subject:** Paseo De Colinas Townhomes/ CUSD lot  
**Date:** Monday, September 26, 2022 3:32:20 PM

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To whom it may concern:

I am a homeowner in the Sparrow Hill neighborhood on Paseo De Collinas. Today I write to you as myself, my family, and our entire community **completely disapproves of the proposed townhome project on Paseo De Collinas.**

There are obvious concerns around disruption to native wildlife, environmental damage due to construction, increased carbon footprint, and lack of regard for our states severe water drought. The increase of traffic we have seen over the last couple years is a concern alone, with this project there will be 38 new families with multiple vehicles per unit, visitors, and deliveries, congesting the small space between Cabot and Golden Lantern. The homes surrounding the area will no longer have a view of the beautiful hills we love. The already sliding slope will be at additional risk. Not to mention, the affordability of townhomes bring a lower income demographic to an area that is already seeing an increase of crime. Finally, this project will completely remove a space that is reserved for our children to safely walk to their school.

I ask that all Laguna Niguel officials help us fight this project, and that you attend the meetings along side of us.

Thank you for your attention to this urgent and important matter. Thank you for serving the citizens and families of this beautiful community, above all others.

Best,

Katie Dayton

Sent from my iPhone

53-1

53-2

53-3

53-4

53-5

53-6

53-7



## RESPONSE TO COMMENT LETTER NO. 53

Katie Dayton  
September 26, 2022

53-1 The commenter is opposed to the project and generally has concerns regarding disruption of native wildlife, environmental damage due to construction, increased carbon footprint, and the existing drought conditions.

Disruption to Native Wildlife. The commenter states that development of the project site would disrupt native wildlife. As discussed in Draft IS/MND Section 4.4, *Biological Resources*, Response 4.4(a) (page 4.4-1), no candidate, sensitive, or special status wildlife or plant species are located on-site. Thus, no impact would occur regarding any species identified as a candidate, sensitive, or special status species per local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Additionally, as discussed in Draft IS/MND Section 4.4, *Biological Resources*, Response 4.4(d) (pages 4.4-2 and 4.4-3), there are no areas within the project vicinity which could function as a wildlife corridor or nursery site for native and migratory wildlife. The minimal non-native vegetation in the southern unpaved portion of the site could provide suitable nesting habitat for migratory birds. The project has the potential to impact nesting birds on-site if construction activities occur during the nesting season. As such, Mitigation Measure BIO-1 would require a pre-construction clearance survey for nesting birds within three days prior to any ground disturbing activities. Implementation of Mitigation Measure BIO-1 would reduce such impacts to less than significant levels.

Environmental Damage During Construction. Construction of the project would have physical effects on the environment. However, as discussed throughout the Draft IS/MND, such effects would be reduced to less than significant levels with compliance with existing laws and regulations, as well as recommended mitigation measures. Refer to Response to Comment 25-4 regarding potential construction-related air quality impacts and Response to Comment 73-1 regarding potential erosion/loss of topsoil during construction.

53-2 Draft IS/MND Section 4.8, *Greenhouse Gas Emissions*, considers the project's impacts on increased carbon footprint. Based on the findings presented in the Draft IS/MND, the total amount of project-related GHG emissions from direct and indirect sources combined would total 429.07 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e) per year and is well below the South Coast Air Quality Management District's (SCAQMD) applicable GHG threshold of 3,000 MT CO<sub>2</sub>e per year for residential projects. Further, as stated in Section 2.0, the modified project proposes a reduced development intensity and development footprint, which would result in a proportional reduction in GHG emissions. Thus, impacts in this regard would be less than significant.

Refer to Response to Comment 2-1 for a discussion on the project's water demand.

53-3 Refer to MR 2 pertaining to traffic impacts.

53-4 Refer to Response to Comment 18-2 pertaining to view impacts.



53-5 The commenter expresses concern regarding slope stability within the project area, specifically the potential for landslides. As discussed in the Draft IS/MND Section 4.7, *Geology and Soils*, Response 4.4(a)(4) (pages 4.7-2 and 4.7-3), which is based on a Geotechnical Evaluation prepared for the project, the project site is not located within a State of California Seismic Hazard Zone for earthquake-induced landslides, and no landslides were observed during the site visit conducted as part of the 2018 Geotechnical Investigation nor are landslides mapped in the vicinity of the site. However, the slopes descending from the site are located in a zone of potential seismically-induced land sliding. As such, the project would be required to adhere to existing seismic design requirements of the California Building Code, including the required minimum design requirements for the use of shear pins in the portion of the site (where descending slopes are located in a zone of potential seismically-induced landslides). Upon compliance with the California Building Code requirements, the project would not directly or indirectly cause potential substantial adverse effects with respect to landslides or unstable slopes. Impacts in this regard would be reduced to less than significant levels.

Refer to Response to Comment 14-1 pertaining to impacts related to increased crime and police services.

53-6 Refer to MR 1 pertaining to school access.

53-7 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 54

**From:** [Kathryn Seeley](#)  
**To:** [Katie Crockett](#)  
**Subject:** Niguel Hills Townhouse project  
**Date:** Tuesday, September 6, 2022 11:04:00 AM

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Ms. Crockett,

I am reaching out to express my concerns in regards to the townhouse project being proposed on the district property behind Niguel Hills Middle School.

We own a home directly behind the middle school, the address is 25962 Arriba Linda. The property has a gorgeous view out of the backyard, which significantly enhances the value of the home. My main concern with the project is that a three story townhouse complex would obstruct the view, therefore bringing down the value of our home.

54-1

On another note our sixth grade student uses the stairs behind Niguel Hills middle school to walk to and from school each day. With this project he would not be able to walk to and from school using the stairs. I am also aware that many other families use the neighborhood for carpooling. Most of the families are respectful to the neighborhood and follow any signage, therefore allowing them access to the stairs and this neighborhood allows for more carpooling and less traffic into the school.

54-2

This townhouse project does not seem to be in the best interest of the school or the neighborhood.

Please let me know how else I can ensure that this project will take in to consideration the neighborhood and the students that attend Niguel Hills Middle School.

54-3

Thank you,  
Katie Seeley



## RESPONSE TO COMMENT LETTER NO. 54

Katie Seeley  
September 6, 2022

54-1 Refer to Response to Comment 18-2 for a discussion on impacts to views/aesthetics.

54-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and associated traffic concerns.

54-3 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 55

**From:** [Ken Rimpau](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhome project  
**Date:** Monday, September 26, 2022 11:53:38 AM

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Ms. Crockett:

This is to inform you that as a resident of Laguna Niguel, and living just down the street from this proposed project, I disapprove of this development. The traffic already is to high along Paseo Colinas. I would rather see a park with children access to the school down below.

55-1

Sincerely,

Ken Rimpau  
29266 Rue Cerise  
Laguna Niguel, Ca.92677

Sent from my iPad



## **RESPONSE TO COMMENT LETTER NO. 55**

Ken Rimpau  
September 26, 2022

55-1 The commenter raises concerns regarding increased traffic associated with the proposed development and proposes an alternative development to the project. Refer to MR 2 pertaining to traffic impacts, and Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary

## COMMENT LETTER 56

**From:** [Kim Anderson](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes- Objection  
**Date:** Tuesday, September 6, 2022 4:46:28 PM

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Katie,

I am writing to you as a parent of a middle schooler at Niguel Middle School and I have another child that will be there in a few years. If these townhomes are built they will cut off access to the stairs that 50%+ of students use daily. This school in and out access is not feasible for all the students and so many walk up these stairs for pick up off Paseo de Colinas and Del Cerro. I am also concerned about Townhomes this close to my child's school for safety reasons. I am objecting to this project plan.

56-1

56-2

Thanks,

Kim Anderson



## **RESPONSE TO COMMENT LETTER NO. 56**

Kim Anderson  
September 6, 2022

56-1 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

56-2 The commenter suggests that there is an increased safety risk for students due to the proximity of the project overlooking the school. Many residential communities are present throughout the City of Laguna Niguel and are both situated in proximity and overlooking schools and other public places. The project would adhere to all required regulations governing emergency access to and from the site. Further, refer to Response to Comment 14-1 pertaining to impacts to police services.

## COMMENT LETTER 57

Sent from my iPhone

Begin forwarded message:

**From:** Kristina K <[kkrich@gmail.com](mailto:kkrich@gmail.com)>  
**Date:** September 9, 2022 at 10:07:11 AM PDT  
**To:** Jonathan Orduna <[JOrduna@cityoflagunaniguel.org](mailto:JOrduna@cityoflagunaniguel.org)>, [EGennawey@cityoflagunaniguel.org](mailto:EGennawey@cityoflagunaniguel.org), [sraains@cityoflagunaniguel.org](mailto:sraains@cityoflagunaniguel.org), [FMinagar@cityoflagunaniguel.org](mailto:FMinagar@cityoflagunaniguel.org), [RSharma@cityoflagunaniguel.org](mailto:RSharma@cityoflagunaniguel.org), [kjennings@cityoflagunaniguel.org](mailto:kjennings@cityoflagunaniguel.org)  
**Subject: Paseo De Colinas townhome project**

Hello Council Members and Mr. Orduna,

I was recently made aware this project which is located up the street from me is in the works. Funny how secretive these projects are. Why are you not posting them on Next Door well in advance of approving the projects so the community has a chance to chime in? Not very transparent, is it? No one on the post was even aware of it had a community member had not posted there, I would be unaware and this directly impacts our family! I really hope you have not approved it. It is unsightly, way too large for that street and is going to make congested traffic by the school even worse! Have Environmental Impact Statements occurred and been assessed? I do not understand what the Council is thinking in even entertaining this idea?? Must be the All Mighty Dollar at it again!

57-1

57-2

57-3

57-4

57-5

It's just one huge, ugly unaffordable housing project after another these days. Same faces on council for the most part, so our community has great reason to be concerned about the ability of this Council to make good decisions for our community! Given the traffic, water and electric issues, the only reason I can think of why these projects are being approved is there are some kickbacks occurring.

I actually supported most of you in the last election. I will seriously be rethinking that decision if this project goes through! Please reconsider this as if this was happening on YOUR streets!

Thank you,  
Kristina



## RESPONSE TO COMMENT LETTER NO. 57

Kristina Krich  
September 9, 2022

57-1 Refer to MR 5 regarding a brief history of past public involvement and upcoming opportunities for public input.

57-2 Refer to Response to Comment 18-2 for a discussion on views/aesthetics.

57-3 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns), and MR 5 pertaining to the preparation of an Initial Study/Mitigated Negative Declaration.

57-4 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns) and Response to Comment 2-1 for a discussion on drought (water use) and electricity use.

57-5 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

**From:** [Kristina K](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Paseo De Colinas townhome project  
**Date:** Monday, September 12, 2022 4:10:37 PM

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Thank you for your reply. I would definitely love to be added to the distribution list. I haven't measured how far we are to the site but we would definitely be able to see it from our home as the middle school is in view. 500 feet proximity is a ridiculously small number of people to notify as it will obviously impact far more than that.

58-1

It's unfortunate the City is not earnestly seeking public feedback by posting on social media, as they do post other non controversial items. But I can see why. They want to make their jobs as easy as possible. Transparency is not a priority of theirs. It's okay, we take note and vote accordingly!

On Sep 12, 2022, at 2:42 PM, Katie Crockett <[KCrockett@cityoflaguneniguel.org](mailto:KCrockett@cityoflaguneniguel.org)> wrote:

Good morning Kristina –

Thank you for reaching out to the City regarding the proposed Paseo De Colinas Townhomes project currently under review by the City. Your comments have been added to the administrative record. I believe the meeting you are referring to was a meeting the project applicant, Capistrano Unified School District (District), held on September 1 to inform community members about the project and provide feedback. Although City staff was in attendance, this was not a City-sponsored event. As a point of clarification, please note that this is a District application, not a proposal initiated by the City. As required by law, the City is obligated to accommodate due process of any and all land use applications.

In terms of status, the project is still in process. A Draft Initial Study/Mitigated Negative Declaration (IS/MND) was recently completed for the project pursuant to the California Environmental Quality Act (CEQA). The Draft IS/MND analyzed the project's potential environmental impacts (including traffic and utilities, which you raise as concerns). For additional project information and to review the Draft IS/MND, please refer to [the project webpage](#) on the City's website. Per CEQA, the City prepared and distributed a Notice of Intent (NOI) regarding the Draft IS/MND soliciting feedback from other public agencies and members of the public. This notice was mailed to all property owners within a 500-foot radius and posted on the City's website for review and comment. The public comment period on the environmental document closes on September 26, 2022. Following the closure of the public review period, the comments will be reviewed and responded to accordingly.

As a next step, the item would be forwarded to the City's decision-makers for consideration, the Planning Commission as an advisory board and ultimately the City

Council. Each of these meetings would be held as publicly noticed hearings. Notices would be mailed to all property owners within a 500-foot, posted on the City's website, and emailed/mailed to all parties who have requested to be included on the project's interest list (we've taken the liberty of adding you to the email distribution list; please let me know if you prefer not to be included). The City does not use social media as a noticing forum. Noticing for public hearings are governed by the statutes of both the State Government Code and City Zoning Code. Any member of the public interested in attending the meetings and/or commenting on the project is welcome to attend and provide comments.

If you have any questions or comments about this project, please feel free to contact me.

Best,

 **Katie Crockett | Senior Planner  
Community Development Department  
City of Laguna Niguel**  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)  
Tel: 949-362-4363

---

**From:** Kristina K <[kkrich@gmail.com](mailto:kkrich@gmail.com)>  
**Date:** September 9, 2022 at 10:07:11 AM PDT  
**To:** Jonathan Orduna <[JOrduna@cityoflagunaniguel.org](mailto:JOrduna@cityoflagunaniguel.org)>,  
[EGennawey@cityoflagunaniguel.org](mailto:EGennawey@cityoflagunaniguel.org), [srains@cityoflagunaniguel.org](mailto:srains@cityoflagunaniguel.org),  
[FMinagar@cityoflagunaniguel.org](mailto:FMinagar@cityoflagunaniguel.org), [RSharma@cityoflagunaniguel.org](mailto:RSharma@cityoflagunaniguel.org),  
[kjennings@cityoflagunaniguel.org](mailto:kjennings@cityoflagunaniguel.org)  
**Subject: Paseo De Colinas townhome project**

Hello Council Members and Mr. Orduna,

I was recently made aware this project which is located up the street from me is in the works. Funny how secretive these projects are. Why are you not posting them on Next Door well in advance of approving the projects so the community has a chance to chime in? Not very transparent, is it? No one on the post was even aware of it had a community member had not posted there, I would be unaware and this directly impacts our family! I really hope you have not approved it. It is unsightly, way too large for that street and is going to make congested traffic by the school even worse! Have Environmental Impact Statements occurred and been assessed? I do not understand what the Council is thinking in even

entertaining this idea?? Must be the All Mighty Dollar at it again!

It's just one huge, ugly unaffordable housing project after another these days. Same faces on council for the most part, so our community has great reason to be concerned about the ability of this Council to make good decisions for our community! Given the traffic, water and electric issues, the only reason I can think of why these projects are being approved is there are some kickbacks occurring.

I actually supported most of you in the last election. I will seriously be rethinking that decision if this project goes through! Please reconsider this as if this was happening on YOUR streets!

Thank you,  
Kristina



**RESPONSE TO COMMENT LETTER NO. 58**

Kristina Krich  
September 12, 2022

58-1 The commenter requests notification of subsequent notices related to the project. The commenter will be added to the City's distribution list for the project and will receive subsequent notices regarding the project. Refer to MR 5 pertaining to notification requirements.

## COMMENT LETTER 59

Dear Katie Corckett and Whom it May Concern,

After reviewing the documents associated with the initial study/mitigated negative declaration, I highly disagree with the findings and the city's proposed Paseo de Colinas Townhome project.

59-1

First, as a resident well within one mile of the project, I was not notified of the public review draft, which is disturbing that information was not mailed to residents or flyers distributed.

Second, the noise study was done during the 11am hour, not the high traffic period of morning commute times (7-9 am), the afternoon peak times during school pick up (3-3:30 pm) or the evening commuting times (4:30-6:30 pm) when noise is at its highest.

59-2

Third, the traffic analyst is highly underestimated at only 39 daily trips. A planned 38 units, with 72 parking spaces, clearly shows an anticipated dwelling of more than one person per unit. People do not stay home all day, work from home 100% of the time, or live alone given housing costs. In addition, although the city has tried to develop a public transportation center through the Laguna Niguel Train Station, it has failed in its ability to do so (this is not due to poor city management, but rather the OCTA and Metrolink not enhancing train service and transportation from train stations as originally planned). Instead, high density housing has led to an overflow of vehicles and noise on local streets.

59-3

City guidelines state that less than 500 vehicle trips per day is insignificant, however the addition of added vehicle trips should be taken into account with projects already under way or established within the area. The city has added hundreds of units along Crown Valley and more are under construction that have brought an immense amount of traffic and subsequent noise to our communities.

Noise from traffic is already high along Paseo de Colinas and the adjacent Golden Lantern Street and nothing is proposed to mitigate the addition of noise from traffic associated with this or other projects. In addition, traffic issues already exist at the intersection of Paseo de Colinas and Golden Lantern due to middle school drop off and pick up, and nothing has been done to mitigate the impact to our residential communities. Was it even discussed to use the vacant lot as a drop off/pick up zone for the middle school?

59-4

If this project moves forward, the city MUST mitigate such traffic and noise increase by supplying a sound barrier along the Niguel Hills Community, which bears the brunt of traffic coming to and from Paseo De Colinas and has continued to see an uptick in traffic as more high-density housing has been built in the area.

59-5

Finally, the project proposes adding multi-family housing at the expense of a public park, for which the area is also zoned. I cannot believe any city council member would propose removing designated open land and public parks for the building of additional homes. This is in direct opposition to what resident's desire and a public park SHOULD be the priority if the parcel is designated for such use.

59-6

Thank you for the opportunity to provide comments related to this matter. Please confirm that this comment has been received.

59-7

Sincerely,



Laura Teel and Niguel Hill Residents

**Name and Signature:**

Thomas Grzecka Thomas Grzecka

Russell Mancuso R.M.

Jason Davicte J. Davicte

Patrick Fullbright P. Fullbright



## RESPONSE TO COMMENT LETTER NO. 59

Laura Teel  
September 26, 2022

59-1 The commenter requests notification of subsequent notices related to the project. The commenter will be added to the City's distribution list for the project and will receive subsequent notices regarding the project. Refer to MR 5 pertaining to notification requirements.

59-2 The noise measurements were taken during "off-peak" (9:00 a.m. through 3:00 p.m.) traffic noise hours as this provides a more conservative baseline. Based on California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, dated September 2013, during rush hour traffic, vehicle speeds and heavy truck volumes are often low. Free-flowing traffic conditions just before or after rush hour often yield higher noise levels.

59-3 As detailed in Section 2.0, the modified project proposes to reduce unit count from 38 to 24 townhome units. Thus, according to the Updated Traffic Assessment Table 2, *Project Traffic Generation Rates and Forecasts*, the project is projected to result in 162 average daily (2-way) vehicle trips (ADT). The Updated Traffic Assessment determined that 10 ADT would result in the morning peak hour and 12 ADT would result in the evening peak hour; refer to Attachment B. Refer to MR 2 pertaining to traffic impacts.

59-4 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns) and MR 4 pertaining to increased noise as a result of the project.

59-5 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns), MR 4 pertaining to increased noise as a result of the project, and MR 1 pertaining to school access.

59-6 Refer to Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City.

59-7 This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 60

**From:** [Leanne Geiss](#)  
**To:** [Katie Crockett](#)  
**Cc:** [superintendent@capousd.org](#); [Your Ideas Matter](#); [Elaine Gennawey](#); [Fred Minagar](#); [korloff@capousd.org](#); [Rischi Paul Sharma](#); [jones@capousd.org](#); [Kelly Jennings](#); [Justin Martin](#); [Tamara Letourneau](#)  
**Subject:** Paseo De Colinas Townhomes/ CUSD lot  
**Date:** Friday, September 23, 2022 7:08:20 PM

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To Whom it May Concern,

My name is Leanne Geiss. I was born and raised in Laguna Niguel. My parents bought in Laguna Niguel in 1971, long before it was even a city. I am one of the fortunate few who have childhood memories of rolling down our station wagon windows while driving on Alicia Parkway to hear the cows mooing across from Kit Hill. It was a small town then. My parents had 4 daughters (myself included) go through CUSD via Moulton Elementary, Niguel Hills Middle School, and Dana Hills High School. I now have two children of my own in the district.

**I am writing to express my strong opposition to the building of townhomes on Paseo De Colinas. Below are a few of the reasons for my opposition.**

My husband and I recently bought in the Sparrow Hill community. This is the would-be neighbor to this proposed development. My favorite thing about this small area of our city, is that right below us, are two slopes, which are home to what feels like a time capsule of the local wildlife I grew up with 40 years ago. There is a healthy pack of coyotes that have no need to come off the slopes (except to get water in a severe drought). I can open my curtains in the morning, look across the slope, and at times be lucky enough to see them sitting peacefully at attention to watch the sunrise. Their pack will howl at the sirens as the go by on Paseo De Colinas and I can often times hear them catch their dinner in middle of the night. We have turkey vultures some mornings that come to look for their meal scraps. Our incredible hawks (the Moulton elementary mascot) surf the wind here daily. These slopes are flourishing with the native plants, trees, rabbits, roadrunners, snakes, mice bugs, etc.. In other words, we have an extremely healthy ecosystem that lives quite harmoniously here - and has been protected on these small slopes for quite some time. It is honestly a hidden treasure of Laguna Niguel.

As you can understand, I am of course, concerned about the damage and distress that 2+ years of construction, dirt in the air, noise and environmental pollution and demolition will bring to the home of these animals. We don't have many areas left here like this, and those that are this harmonious, become more and more fragile with each new development. They are not something we can buy back.

As both a parent and community member, have deep safety concerns about the removal of the back stairs of Niguel Hills Middle School in the latest renderings. We have all unfortunately been witness to great tragedies taking place on school campuses across our nation. Each of them thinking it would never happen to them. With each of these incidents, the terror within a parent grows - imagining the what-ifs of such an incident taking place in our community. We should learn from the priceless gift of hindsight. Taking away one of the only evacuation routes for the children makes no sense to me as a mother. Compound that with the fact that it is our tax-funded school district - the same school district who is responsible for our children's safety during school hours - that is putting forth this rendering. It seems nothing short of mad. What good are extra dollars if you jeopardize the safety of the children who you say will benefit from them? I believe it is pertinent for our local first responders, including

60-1

60-2

representatives from OCSD SMART team, to be present at the next meeting - even if that means postponing the date. I believe it is imperative that all involved in this decision be aware of what it will look like when there is one way in, via Shark Bay, through a resident-dense street, while fighting parent vehicles who don't do as well under pressure as trained professionals. Because with the age of cell phones, the parents will receive an SOS call first, and parents will go to their children. It is human nature. They won't even recall the rules and plan you put in place. They will want to get to their child. The emergency vehicles will be slowly battling their way in. Be it a bomb threat, active shooter, fire, or any other unimaginable horror...removing the back stairs does nothing positive for the children who attend NHMS. I wish that weren't even something we need to think of, but that is our reality.

60-2  
cont'd

I am also concerned that while we are all being told to conserve and protect our local resources (water, electricity, etc.) the concern seems to go to the wind if it means more money for someone with more power than the average local resident. Our resources can't be stretched any thinner than they are now, yet that is the intention here. There should be a freeze on building any new homes, given the current scarcity of our resources. Look at how many units were built on Cabot Road in recent years. We have satisfied low income housing - if we haven't, there is an administrative problem somewhere. I don't know of a single senior citizen (our original home owners who made this city what it is) nor any struggling life-long Laguna Niguel resident who has benefited for this "help". Rather they are being squeezed financially, while rapidly losing the quality of life we have paid dearly for for decades.

60-3

The Sparrow Hill development was built in 1984. The slope on this side of Paseo De Colinas has already proven to be weak. Within the past decade, Sparrow Hill almost lost buildings 1 and 2 - the two buildings closest to the CUSD lot. We are - deemed by the County of Orange - a landslide zone. The infrastructure is not limitless. Mother Nature doesn't care how fancy your new rebar is or what new NASA additive has been worked into it. She can only take so much. The original builders and those who issued permits in 1984, may not have had this knowledge at the time, but we do today. This is fair warning right here, in writing, that this slope has shown weakness in the past. Are those of you making the choice to go forward with these plans willing to be liable should the slope weaken?

60-4

I don't have to tell you all that neighborhood crime is a growing issue. Mail and package theft, garages being broken into, vehicles being stolen, businesses suffering theft - and those are the mild crimes. It is all escalating. Construction crews being brought in from out of town - being hired as the lowest bidder - have proven to bring crime with them. I wish the city would think on this and start hiring locals who are invested in the safety and well-being of our community. That won't happen with a project like this when top-dollar is clearly the priority to CUSD and Project Dimensions (who are already acting as if they own the land), above all else.

60-5

Our EMT vehicles have long had a hub off of Paseo De Colinas and Camino Capistrano. Paseo De Colinas is the fastest route to get to Golden Lantern, one of our cities main roadways. It is also a faster route to Mission Hospital (our closest trauma center) than Crown Valley - largely due to the incessant traffic near the new condensed apartment housing. Since the Cabot builds, we (residents living off of Paseo De Colinas) have seen increased speeding, increased traffic, and increased noise pollution. The proposal of two years of construction, bringing the already congested two lanes down to one for long periods of time, is not practical in any capacity. Then you want to add 38 new families with multiple new vehicles coming and going? I can tell you right now, multiple times a day, it is already challenging to turn out of Paseo La Vista or El Sur into Paseo De Colinas. Just last night at 11pm I woke up to a car

60-6

crash, I believe to have been fatal, at Del Cero and Paseo De Colinas. It's becoming all too common. It's as if I pay top dollar to live beside a freeway.

60-6  
cont'd

We do not need more units, more cars, or more bodies. We need to bring back the quality of life that has made Laguna Niguel special for so many years - the quality of life that we are losing. I would propose that CUSD do what is best for the the taxpayers who fund them, and the children and families that they are meant to represent. CUSD had clearly put much effort into these condominium plans already. It is evident by the way edited renderings were presented at the recent NHMS meeting, that the developers are shamefully chomping at the bit for their payout. IT IS NOT TOO LATE to get back on track and cut your losses. It is not too late for CUSD, the City of Laguna Niguel, and the County of Orange to do right by the community members that you represent. The community that votes you in and work hard for the tax dollars that pay your checks. Ground has not been broken. It is not too late to change direction. I don't care what intentions were - we, your community members, are your priority, and this is not in any of our best interest.

With the number of families in the highly condensed area between Cabot and Golden Lantern, we have no city park in close proximity. Why not create plans for a beautiful and safe place for residents, and sell those plans to the City of Laguna Niguel? A space for children to play like near John Malcom Elementary, park benches for residents to watch the sunset like in Beacon Hill, a dog run for pet owners like the Laguna Niguel Pooch Park in the other side of town. Keep up with the times and include secure bike parking. A city park may not make the school district the money it wants, but it would absolutely improve the quality of life for the families it serves. It would bring back a bit what makes Laguna Niguel special, because frankly, this side of town is hardly recognizable. And simply because, it's the right thing to do.

60-7

The irony that this battle is against our own school district is grotesque. But the district needs approvals. So, to CUSD, The City of Laguna Niguel, and the County of Orange, do the right thing by the citizens you represent. Not the dollars you seek. Keep money hungry developers who don't call Laguna Niguel home, out of the decision making and please keep your priorities straight.

I ask that all Laguna Niguel officials help us fight this project, and that you attend the meetings along side of us.

Thank you for your attention to this urgent and important matter. Thank you for serving the citizens and families of this beautiful community, above all others.

Sincere regards,

Leanne Geiss  
25598 Paseo La Vista  
Laguna Niguel



## RESPONSE TO COMMENT LETTER NO. 60

Leanne Geiss  
September 23, 2022

- 60-1 The commenter expresses general opposition to the project and discusses the various species of observed wildlife that live nearby that could be impacted by the project. Refer to Response to Comment 53-1.
- 60-2 The commenter expresses concerns regarding the closure of the existing stairwell that connects the project site and vicinity to the Niguel Hills Middle School, specifically expressing that without the stair access, parents and first responders would not be able to safely evacuate students. Refer to MR 1 pertaining to stair access/emergency access at Niguel Hills Middle School.
- 60-3 Refer to Response to Comment 2-1 regarding project impacts to water and electricity supplies.
- 60-4 Refer to Response to Comment 53-5 with regards to slope stability and landslide hazards.
- 60-5 Refer to Response to Comment 14-1 pertaining to increased crime.
- 60-6 The commenter expresses concern regarding increased traffic, emergency routes for emergency vehicles, restrictions to emergency routes during construction, and overall traffic safety concerns. Refer to MR 2 pertaining to traffic, traffic-related safety, and impacts to emergency routes.
- 60-7 Refer to Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 61

**From:** [Linda D Hartley](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas townhome project  
**Date:** Friday, September 23, 2022 10:31:19 AM

---

This letter is regarding the proposed townhouse project on Paseo De Colinas. As a 25-year resident of Laguna Niguel I want to inform the city that I absolutely do not support this proposed project. My first objection is the lack of general notice to the residents of the area. You sent out a small postcard to houses in a 500-foot surrounding area instead of the entire area that will be affected by this project. We need to be able to trust that the city will notify us when planning such a huge change in our residential area.

61-1

I feel that the project itself is too big for the area and does not fit in with the neighborhood. You have proposed a building 35-foot structure with a 15-foot setback from the street which impacts not only our view but completely changes the aesthetics of the neighborhood. You have built large projects on Crown Valley Parkway, Cabot Road, and now working on Forbes Road. These projects have significantly changed the traffic in the surrounding area. We have a racetrack on Paseo de Colinas as it is now. People use that road from CVP to Cabot and from the Avery exit on the 5 to cut through to Golden Lantern to Dana Point. We have had accidents at Golden Lantern and Paseo de Colinas and at least one fatality at Del Cerro and Paseo de Colinas. There are significant officers giving tickets on Paseo De Colinas now. People will have to make U turns to enter or exit the proposed project at Golden Lantern, Del Cerro, or El Sur which has time restrictions on turns now which will be ignored. The kids will no longer have the option of crossing at Del Cerro for their parents to pick them up from school adding numerous cars to line up at Golden Lantern both directions including Paseo de Colinas to turn in at Shark Bay.

61-2

61-3

The proposed parking for the project is everyone will have a 2-car garage and an additional 35 visitor or extra spaces. I live on Arriba Linda very close to the proposed site. There are 11 houses on my street with 2 or 3 car garages, a total of 27 cars minimum belonging to residents. Approximately 7 of those cars are parked in the garages and the rest are in driveways or parked on the street. I am assuming the parking in driveways will not be available in a townhouse project since their are usually no driveways but a small entrance to the garage. Most people use their garages for storage. My question is where are those people going to park? They will park on Del Cerro or El Sur and cross over to their townhouse. There is already condo project on the corner of Del Cerro and Paseo de Colinas that utilize Del Cerro for their overflow parking.

61-4

I feel that your MND is a way to fast track this project and does not give time for a study of the huge negative effects on this community. I strongly feel that you deliberately notified as few residents as you legally could and the first notification apparently came during the lockdown of covid. We are supposed to be a city of beauty, with open spaces, views and not a copy of downtown L.A. I think that a much more in-depth study to consider the impact of this project should be performed. We pay a price in the cost of homes, taxes, HOAs, etc. to live in a this city. I feel you owe it to the residents to do a comprehensive impact study before you try to ram this project through the city.

61-5

As I said in the beginning, I strongly object to this proposed project and do not think it is in the best interest of the city or the residents.

Thank you for reading comments and please keep me informed of any and all meeting or information regarding this proposed project.

61-5  
cont'd

Sincerely,

Linda D Hartley  
25971 Arriba Linda  
Laguna Niguel

[newcastleinc@cox.net](mailto:newcastleinc@cox.net)  
(949) 295-1229 cell  
(949) 364-0989



## RESPONSE TO COMMENT LETTER NO. 61

Linda D. Hartley  
September 23, 2022

- 61-1 The commenter expresses general opposition to the project and expresses dissatisfaction with the noticing process; refer to MR 5.
- 61-2 The commenter expresses concern regarding increased density and the project conflicting with the surrounding character of the neighborhood, including design standards, and impacting private views. Refer to Responses to Comments 38-5 and 18-2 regarding density and character/quality impacts, respectively.
- 61-3 The commenter expresses concern regarding increased traffic due to implementation of the project. Refer to MR 2 pertaining to traffic, traffic-related safety, and impacts to emergency routes, and MR 2 regarding school access and associated traffic considerations.
- 61-4 Refer to MR 3 pertaining to parking concerns.
- 61-5 Refer to MR 5 with regards to past public involvement on the project and upcoming opportunities for public input.

## COMMENT LETTER 62

**From:** [Linda Turner](#)  
**To:** [Katie Crockett](#)  
**Subject:** Proposed Paseo de Colinas townhouse development  
**Date:** Saturday, September 17, 2022 3:10:55 PM

---

Hi,

I am writing to express my opposition to this proposed development.

This street is treated as if it is an on ramp to the freeway. It is extremely loud at all hours. Drivers speed through here. Police are unable to deter this. It is already difficult to cross the street or to turn out of El Sur onto Paseo. To have a development with an entrance on Paseo is inviting accidents, which are already frequent enough. Traffic is backed up from school pickups and people trying to turn onto Paseo from Golden Lantern. I am appalled that the city would accept the modeled traffic study that was presented as reality.

This street needs street lights added and timed to control the traffic not more houses jammed into an area too small to support them. There is plenty of open space in this city. Why build where there are already significant problems that need to be addressed?

Please know that those of us who live in the area are prepared to fight this ill conceived proposal.

Linda Turner  
25626 Paseo la Cresta  
Laguna Niguel,

62-1

Linda Sent from my iPhone



## **RESPONSE TO COMMENT LETTER NO. 62**

Linda Turner  
September 17, 2022

62-1 The commenter expresses concern for increased traffic, traffic-related safety concerns, and traffic-related noise due to implementation of the project. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns), and MR 4 pertaining to increased mobile noise as a result of the project.

## COMMENT LETTER 63

**From:** [Lisa Newman](#)  
**To:** [Katie Crockett](#)  
**Cc:** [edspencer87@gmail.com](mailto:edspencer87@gmail.com); [Debbi Lipinski](#); [Lisa Newman](#)  
**Subject:** Paseo de colinas project  
**Date:** Wednesday, September 14, 2022 12:50:38 PM

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Dear Ms. Crockett,

My name is Lisa Newman and I am new to the LN area. I moved here in July 2022 so you can imagine my surprise when receiving this letter  
That a building project of this size and magnitude (58,307 Sf), would be within 500 feet of my new home.

Inquiring with neighbors, I am now aware we have not been provided a townhall meeting to ask questions and voice concerns regarding this 25 month building project that impacts our little subdivision and those surrounding us. It is imperative a meeting be held and the residents (who received a letter) be informed of the meeting date and time. The regular city hall meetings are not sufficient for us, as a community so greatly impacted for over 2 years with the demands of building, be given time to collect ourselves.

63-1

I am also concerned that the letter provided is not understandable to the common resident, Such as, "Mitigated Negative Declaration". I have a graduate degree and yet the language used is exclusive to city development and planners. We need a meeting to be aided in our understanding of exactly what this letter is referring to and in "common language" to understand the full impact and meaning of ALL the terms and sentencing utilized.

63-2

I am available via cell phone and text at 714-296-4440 to via email at [LMNNLP@gmail.com](mailto:LMNNLP@gmail.com).

Please respond ASAP so I can inform my community.

Thank you,  
Lisa Newman



## **RESPONSE TO COMMENT LETTER NO. 63**

Lisa Newman  
September 14, 2022

63-1 The commenter requests a Town Hall meeting regarding the project. Refer to MR 5 regarding public hearing opportunities and noticing for the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

63-2 Refer to MR 5 for a description of the CEQA process and upcoming opportunities for public input.

## COMMENT LETTER 64

**From:** [Lisa Newman](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de colinas project  
**Date:** Thursday, September 15, 2022 8:44:16 AM

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Dear Ms. Crockett,

My name is Lisa Newman and I am new to the LN area. I moved here in July 2022 so you can imagine my surprise when receiving this letter

That a building project of this size and magnitude would be within 500 feet of my new home.

Inquiring with neighbors, I am now aware we have not been provided a townhall meeting to ask questions and voice concerns regarding this 25 month building project that impacts our little subdivision and those surrounding us. Many neighbors mentioned that this project was discussed in a town hall prior to COVID but they had not heard back during the pandemic. Is this true? The two years that have passed may have given the planning committee time to plan it it has not addressed our community concerns or given us time to discuss and mediate these issues with the city and developers.

Also, many of us are requesting a meeting because the language in this most recent July letter is cased in language exclusive to the planning committee and not for easy to understand “common language” and therefore as a collective, we are left confused. An example is, “Mitigated Negative Declaration” and other verbiage that is too plentiful in the letter to list here.

Lastly, I am confused why a school needs to privatize their land when a large portion of our property taxes are to be used for the school district upkeep and care. I moved here from San Bernardino and all the schools have new roofs and solar panels. If San Bernardino can do it, how is it Orange County is left to privatize? This doesn't seem right. Also, what precedence does this set for our schools?

I am strongly requesting a town hall meeting. The regular city council meetings do not leave enough time on the agenda for our concerns and necessary discussion and explanations.

Please contact me as soon as possible.

Sincerely,  
Lisa Newman

25451 Calle Becerra  
Laguna Niguel, Ca.92677  
714-296-4440  
LMNNLP@gmail.com

64-1

64-2



## **RESPONSE TO COMMENT LETTER NO. 64**

Lisa Newman  
September 15, 2022

64-1 Refer to MR 5 regarding public hearing opportunities and noticing for the project.

64-2 The commenter discusses the privatization of Niguel Hills Middle School property. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary. Refer to MR 5 regarding future opportunity for public hearing on the project.

## COMMENT LETTER 65

**From:** [Lisa Newman](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Paseo de colinas project  
**Date:** Friday, September 23, 2022 3:39:21 PM  
**Attachments:** [image001.png](#)

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Dear Katie,

Thank you for responding, however I am still not understanding what I only have until 9/26/22 to do.

That said, other concerns we have as a small community greatly impacted by this proposed project are as follows:

The delicate ecosystem we have cultivated in the small canyon below the middle school has a family of 5 owls. These owls stay because there is food, we are quiet and it remains a safe haven. These owls are an important part of our community. Many of the homes here are from the 70's and rats constantly try to inhabit our attics. The rats are up to a foot long ( we have pictures). Since the owls have taken up home here our rat problems are practically non existent. We have petitioned the nature conservancy to observe the owl family as it is a rarity they remain in canyons after the hatchlings mature. This observation could be very pertinent for the city of Laguna Niguel if approved by the conservancy.

We also have other concerns regarding noise during construction. The disruption it could cause for our home businesses many of us created during Covid.

Is it possible to put up large plexiglass sheets to create a barrier between the building zone and the canyon?

Lastly, we have serious concerns regarding overcrowding in the area in case of natural disasters of earthquake, fire, plaguing our planet currently. We only have one way in and out right now.

I strongly urge the city to please consider the impact to this area

Thank you,  
Lisa Newman

Sent from my iPhone

On Sep 19, 2022, at 10:18 AM, Katie Crockett <[KCrockett@cityoflaguneniguel.org](mailto:KCrockett@cityoflaguneniguel.org)> wrote:

Good morning Lisa -

Thank you for reaching out regarding the proposed Paseo De Colinas Townhomes project currently under review by the City. Your comments have been added to the

65-1

65-2

65-3

administrative record. The project is still under review by the City. As a part of the review, a Draft Initial Study/Mitigated Negative Declaration (IS/MND) was recently completed for the project pursuant to the California Environmental Quality Act (CEQA). The Draft IS/MND analyzed the project's potential environmental impacts. For additional project information and to review the Draft IS/MND, please refer to the project webpage on the City's website (<https://cityoflagunaniguel.org/1534/Paseo-De-Colinas-Townhomes-Project>). The public comment period on the environmental document closes on September 26, 2022. Following the closure of the public review period, the comments will be reviewed and responded to accordingly.

As a next step, the item would be forwarded to the City's decision-makers for consideration, the Planning Commission as an advisory board and ultimately the City Council. Each of these meetings would be held as publicly noticed hearings. Notices would be mailed to all property owners within a 500-foot radius, posted on the City's website, and emailed/mailed to all parties who have requested to be included on the project's interest list (I've taken the liberty of adding you to the email distribution list; please let me know if you prefer not to be included). Any member of the public interested in attending the meetings and/or commenting on the project is welcome to attend and provide written or in-person comments.

The City requested that the applicant (Capistrano Unified School District) engage neighbors and give an opportunity for feedback. CUSD held a neighborhood meeting at NHMS on September 1. They utilized the same mailing list for their neighborhood meeting that the City used to mail the Notice of Intent that it sounds like you received. If you were not aware of this meeting, and would like to provide CUSD feedback related to their project application, you can contact the Deputy Superintendent Clark Hampton ([cdhampton@capousd.org](mailto:cdhampton@capousd.org)) or their consultant for this project Jon Conk ([jconk@projectdimensions.com](mailto:jconk@projectdimensions.com)).

If you have any questions or additional comments about this project, please feel free to contact me.

Best,



**Katie Crockett | Senior Planner  
Community Development Department  
City of Laguna Niguel  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)  
Tel: 949-362-4363**

---

**From:** Lisa Newman <lmnnlp@gmail.com>  
**Sent:** Wednesday, September 14, 2022 12:50 PM  
**To:** Katie Crockett <KCrockett@cityoflagunaniguel.org>

**Cc:** edspencer87@gmail; Debbi Lipinski <dlipinsk@gmail.com>; Lisa Newman

<lmnnlp@gmail.com>

**Subject:** Paseo de colinas project

Dear Ms. Crockett,

My name is Lisa Newman and I am new to the LN area. I moved here in July 2022 so you can imagine my surprise when receiving this letter

That a building project of this size and magnitude (58,307 Sf), would be within 500 feet of my new home.

Inquiring with neighbors, I am now aware we have not been provided a townhall meeting to ask questions and voice concerns regarding this 25 month building project that impacts our little subdivision and those surrounding us. It is imperative a meeting be held and the residents (who received a letter) be informed of the meeting date and time. The regular city hall meetings are not sufficient for us, as a community so greatly impacted for over 2 years with the demands of building, be given time to collect ourselves.

I am also concerned that the letter provided is not understandable to the common resident, Such as, "Mitigated Negative Declaration". I have a graduate degree and yet the language used is exclusive to city development and planners. We need a meeting to be aided in our understanding of exactly what this letter is referring to and in "common language" to understand the full impact and meaning of ALL the terms and sentencing utilized.

I am available via cell phone and text at 714-296-4440 to via email at

[LMNNLP@gmail.com](mailto:LMNNLP@gmail.com).

Please respond ASAP so I can inform my community.

Thank you,

Lisa Newman



## **RESPONSE TO COMMENT LETTER NO. 65**

Lisa Newman  
September 23, 2022

- 65-1 The commenter raises questions related to the public review process under CEQA; refer to MR 5. The commenter also raises concerns regarding project impacts on existing wildlife in the project area; refer to Response to Comment 53-1 regarding potential wildlife impacts.
- 65-2 The commenter expresses concern for increased noise during construction. Refer to MR 4 pertaining to increased construction noise as a result of the project.
- 65-3 The commenter expresses concern for the ability to evacuate during a natural disaster. Refer to MR 2 pertaining to emergency access impacts.

## COMMENT LETTER 66

**From:** [Lois Rake](#)  
**To:** [Katie Crockett](#)  
**Subject:** Townhouses  
**Date:** Wednesday, September 7, 2022 3:36:53 PM

---

I am concerned as to how these townhouses will affect the existing traffic on Paseo de Colinas and the surrounding neighborhood. The students who attend the Middle School just below the planned townhouses will need

66-1

Sent from my iPad



## **RESPONSE TO COMMENT LETTER NO. 66**

Lois Rake  
September 7, 2022

66-1 The commenter expresses concern regarding increased traffic due to development of the project. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns) and MR 1 pertaining to school access.

## COMMENT LETTER 67

**From:** [Lois Rake](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Townhouses  
**Date:** Thursday, September 8, 2022 6:53:08 PM

---

Oops!

I am concerned as to how these townhouses will affect the existing traffic on Paseo de Colinas and the surrounding neighborhood. The students who attend the Middle School just below the townhouses will need extra supervision getting to and from school. Many parents drop off/pick up their children before and after school. Golden Lantern and Paseo de Colinas are the main streets used for this purpose.

67-1

Speeding on Paseo de Colinas is another problem. How many tickets have been issued for speeding?

In the past when I have voiced my concern about the traffic, I was told that until someone gets killed nothing will change.

67-2

Sent from my iPad

> On Sep 8, 2022, at 2:24 PM, Katie Crockett <KCrockett@cityoflagunaniguel.org> wrote:

>

> Good afternoon -

>

> I received your below email stating you are concerned about traffic related to the Paseo De Colinas Townhomes project application. It appears the some of your message is cut off. If you have additional comments, please let me know.

>

> Best,

>

> Katie Crockett | Senior Planner

> Community Development Department

> City of Laguna Niguel

> 30111 Crown Valley Parkway

> Laguna Niguel, CA 92677

> [kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)

> Tel: 949-362-4363

>

>

> -----Original Message-----

> From: Lois Rake <[loika2@cox.net](mailto:loika2@cox.net)>

> Sent: Wednesday, September 7, 2022 3:37 PM

> To: Katie Crockett <KCrockett@cityoflagunaniguel.org>

> Subject: Townhouses

>

>

> I am concerned as to how these townhouses will affect the existing traffic on Paseo de Colinas and the surrounding neighborhood. The students who attend the Middle School just below the planned townhouses will need

>

>

>

>

>

> Sent from my iPad



**RESPONSE TO COMMENT LETTER NO. 67**

Lois Rake  
September 8, 2022

67-1 Refer to MR 1 pertaining to school access.

67-2 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

## COMMENT LETTER 68

**From:** [Lori Ellsworth](#)  
**To:** [Katie Crockett](#)  
**Subject:** No townhomes on Paseo de Colinas  
**Date:** Thursday, September 22, 2022 9:27:59 PM

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I am a homeowner Colinas de Capistrano. I am truly disappointed that a townhome project has been planned on an already busy street so close to my neighborhood. El Sur is already too busy and is a way for people to short cut from Crown Valley. Kids going to Niguel Hills Middle will also be negatively impacted.

Also, our community does not want “affordable” housing near our high value homes that we have worked years paying for and updating to increase the value and appeal of.

Please reconsider this project. Thank you,  
Lori Ellsworth

Sent from my iPhone

68-1

68-2



## RESPONSE TO COMMENT LETTER NO. 68

Lori Ellsworth  
September 22, 2022

68-1 The commenter expresses concern regarding increased traffic due to development of the project. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

68-2 The commenter expresses opposition to affordable housing in the neighborhood and opposes the project. It should be noted that the modified project, as described in Section 2.0, would not include any affordable housing component. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 69

**From:** [Luke Burson](#)  
**To:** [Katie Crockett](#); [Jonathan Orduna](#); [Hannah Tamaddon](#); [Elaine Gennawey](#); [ijmartin@cityoflagunaniguel.org](mailto:ijmartin@cityoflagunaniguel.org)  
**Cc:** [Sandy Rains](#); [Fred Minagar](#); [Kelly Jennings](#); [Rischi Paul Sharma](#); [Diane Vasquez](#)  
**Subject:** Paseo de Colinas Townhomes Project - response to "Notice of Intent to Adopt MND"  
**Date:** Thursday, September 22, 2022 8:05:57 AM

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This email is in response to the "Notice of Intent to Adopt a Mitigated Negative Declaration for the Paseo de Colinas Townhomes Project." I have invested the time to review the draft IS/MND which then led me to re-review various aspects of the California Environmental Quality Act (CEQA). I have identified a number of very concerning issues regarding the draft IS/MND and the project.

As a 24-year resident of Laguna Niguel, I have watched and participated in our community's growth and prosperity. I find this proposed project, as defined in the draft IS/MND to have significant issues and as a result, I do not support it moving forward. Many in the community have already raised issues regarding traffic, density, parking, Niguel Middle School access, and aesthetics of 3-story units on Paseo de Colinas. Because of these issues and the ones I have outlined below I am opposed to this development. It is not good for Laguna Niguel.

I know that to have my voice heard I must participate in the process. Below are my specific comments regarding the draft IS/MND.

It is my opinion that the hired consultants and City staff (representing the City of Laguna Niguel as the "Lead Agency") that worked together to craft this draft IS/MND have severely under-evaluated critical issues this proposed development will create. One has a direct impact on public safety and it is not even analyzed within the draft IS/MND. These issues have been evaluated as "less than significant" which is inappropriate.

69-1

Per CEQA documentation:

*"An MND applies when changes to the project or mitigation measures reduce the significant effects to a less than significant level or avoid them all together. According to §21080 (d) and (e), if there is substantial evidence of significant effects, even though the full analysis has yet to be prepared, an EIR is required."*

*"Significant effect" is defined by Section 15382 of the State CEQA Guidelines as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project....."*

I am requesting the City abandon the MND for this project and transition to the more applicable in-depth Environmental Impact Report (EIR).

Following are the three specific areas that I believe require a re-evaluation to "significant."

I. General Plan Amendment (GPA 21-02) that will eliminate the park dedication identified in the General Plan.

Within the draft IS/MND it states that "No mitigation measures are required" specifically to the elimination of the park dedication within the General Plan. Yes the park would be small and yes the park would be in a less than desirable location but this statement/evaluation is opposite to the priorities of the citizens of the City of Laguna Niguel. This is documented within the City's Strategic Plan – Laguna Niguel 2050: The Pursuit of Happiness. The plan was adopted in 2019 and updated in 2022.

Goal number 3 of 6 in the Strategic Plan is Open Space and Environmental Preservation. The Plan calls for the "Inventory of all components of open space" led by the Public Works Director. The status from earlier this year is "not completed." There is a footnote of "COVID Delay". The 2019 Strategic Plan also called for a 30-year preservation plan led by the City Manager but in the 2022 update that was eliminated. And it should be noted that "Open Space" was one of the top 5 responses by citizens as a key strength of our community. How would those same citizens who provided input that resulted in the City's Strategic Plan respond or react to losing open space due to this development? And it would happen because both the hired consultants and City staff evaluated losing City public open space as "less than significant?" Losing any public open space, even less than an acre is significant!

69-2

If open space is a priority as documented with the City's Strategic Plan, why did the draft IS/MND 1) not mention this as a priority that would be impacted, and 2) not consult/confer with those in the City who are identified as responsible within the Strategic Plan?

It is my opinion that both the hired consultants and City staff have minimalized the loss of City park/open space by evaluating it as "less than significant." I believe the vast majority of Laguna Niguel residents would find losing "any" dedicated parkland within the Master Plan to be far more serious than "less than significant", no matter the size or location.

69-2  
cont'd

The evaluation of "less than significant" does not reflect the impact on the citizens of Laguna Niguel or the priorities set in the Strategic Plan. The evaluation must be changed to "significant" thus requiring the more in-depth EIR where the impact will be more fully evaluated including potential "alternative solutions."

II. The Transportation section of the draft IS/MND is lacking. There are multiple concerns within this section.

I understand Table 4.17-1 where the residents' daily two-way traffic is outlined. Where does it include the added traffic volume for the "non-residents" two-way traffic? The trucks for USPS, FedEx, UPS, gardeners, housekeepers, plumbers, and all the others? We all know that it exists in every single community within Laguna Niguel and it is added daily traffic. If that has not been included in the analysis then the section needs to be updated. This should not be dismissed as "trivial." If this added non-residential traffic is included in Table 4.17-1 then the Table needs to be expanded with more detail to explain.

69-3

It seems the Transportation section and Appendix G where traffic is addressed lack "situational awareness" of how this added traffic will impact some of Laguna Niguel's busiest streets. It appears to be solely numbers and numbers against standards. Paseo de Colinas is a race track and dangerous. Those of us who live in adjoining neighborhoods know this to be true. This is also confirmed by the OCSD which regularly has motor-cycle officers working on Paseo de Colinas from Golden Lantern to Cabot. The number of traffic tickets they write is significant. The OCSD has determined that Paseo de Colinas is an issue yet the draft IS/MND found that the added traffic requires "No mitigation measures required." The OCSD should be contacted to analyze all the Paseo de Colinas traffic tickets over the last 2 years to help determine just how safe or unsafe the street is, has that been considered?

The only entrance into and out of the proposed development is via Paseo de Colinas, traveling westbound. This creates issues that are not mentioned or addressed in the draft IS/MND. One of the issues is many vehicles (residents, non-residents, delivery trucks, and more) will be forced to make U-Turns on Paseo de Colinas because 1) when leaving they can only go west when they may need to go east (5 Freeway), and, 2) when entering coming from the west they must turn around to go back east.

U-Turns are one of the most dangerous maneuvers a driver can make. This danger is compounded on streets like Paseo de Colinas where speeding is common and intersections like Golden Lantern and Paseo de Colinas where accidents are frequent. Where is this "added" U-Turn volume evaluated within the draft IS/MND? This is clearly a public safety issue and the draft IS/MND is 100% silent.

More specifically:

· Many of the residents and non-residents exiting the proposed development will be headed to the 5 Freeway. Their only option is to head west on Paseo de Colinas toward Golden Lantern. There they could turn right to CVP but due to traffic on CVP many will instead make U-Turns somewhere along Paseo de Colinas. This volume will be highest during the morning rush hour when Paseo de Colinas is a fast-moving highway. They will have to make the U-Turn either at El Sur which will put added traffic into another residential neighborhood or at Golden Lantern which I believe is one of the most dangerous intersections in the City. By the way, this is where OCSD routinely writes tickets for vehicles traveling northbound on Golden Lantern turning right onto Paseo de Colinas, they simply roll through the red light. These violators will now be "dodging" added "U-Turn" vehicles from the proposed development.

69-4

Where is the analysis in the draft IS/MND of the impact of the added U-Turns on the already very dangerous, fast-moving street with a "known" high volume of right-hand turn violators?

It should be noted that based on my personal observations there are few U-Turns now at Paseo de Colinas and

Golden Lantern because the existing communities do not force drivers to only go west, we all have the option to go east when needed. This will be 100% new U-Turn traffic created by the proposed development.

And to identify this as “No mitigation measures are required” shows the total lack of “situational awareness” of the impact of traffic created by this proposed development.

· This same situation exists for residents and non-residents going to the proposed development coming from Golden Lantern, either north or south, they will go west on Paseo de Colinas and then be forced to make a U-Turn at El Sur. El Sur has restrictions, no turns 7 AM – 9 AM and 4 PM – 6 PM, then they must use Cabot. Some may decide to make an “illegal” U-Turn where Loma Linda intersects Paseo de Colinas. This is the entry to Sparrow Hill, the Sparrow Hill street name is Paseo La Vista. It is illegal because there is a sign posted “No U-Turn” but the median is open and some drivers will attempt to do it anyway creating another dangerous situation.

Where is the traffic analysis of this added U-Turn volume on both El Sur and Cabot? I believe that both the hired consultants and City staff lack the “situational awareness” regarding the impact of U-Turns on this very dangerous, fast-moving street.

The Transportation Section evaluates that “No mitigation measures are required”, which is wrong and needs to be more fully analyzed and changed to “Significant.”

· It is my understanding that the Niguel Hills Middle School stairway that facilitates parents picking up students across Paseo de Colinas will be eliminated. I also understand that might be re-evaluated but per the draft IS/MND that stairway will go away. That means those parents that currently park on Del Cerro and wait for their children will have to now enter and exit Niguel Hills Middle School from Golden Lantern onto Shark Bay and then the Niguel Hills Middle School parking lot. This is significant added traffic to an already difficult and dangerous situation on Golden Lantern.

Where within the draft IS/MND is the analysis of this added traffic resulting from the closure of the stairway and eliminating picking up students on Del Cerro?

The Transportation section is woefully incomplete and lacks critical “situational awareness” regarding the traffic impacts of this project.

69-4  
cont'd

None of the above issues and concerns are even mentioned in Appendix G – Traffic Assessment. It solely addresses the number of residents’ trips and the physical aspects of the entrance/exit into the proposed development.

These issues identified above cannot be classified as “less than significant”, they are real and impact public safety. There will be many more U-Turns plus other added traffic on one of the City’s most dangerous streets and most dangerous intersections. This does not even consider the added “heavy vehicle” traffic during construction which will encounter the same U-Turn issues at the same dangerous locations but now with large, heavy commercial trucks, some with trailers.

This entire Transportation and Traffic aspects of the draft IS/MND must be re-evaluated and classified as “significant.” That re-classification will require the full EIR so a more in-depth analysis can be performed with potential alternatives identified and analyzed.

69-5

### III. Project Characteristics – Parking

I was unable to find any details about the parking analysis other than what is described in Table 2-2. If there is a single hot button within the City of Laguna Niguel it is parking issues for those neighborhoods near apartments and condominiums. Yes, per the draft IS/MND the parking standards are achieved and there will be no issues if all residents use their garages for cars, and have X number of drivers with X number of cars. Unfortunately, that will not be the case as many families turn garages into storage units and have more cars. This is not a new discussion for the City and is a 100% predictable problem based on the current situations throughout the City. Just look at Sparrow Hill off Paseo de Colinas where residents now park across Paseo de Colinas and on El Sur. Their garages are used for storage and they have too many cars.

69-6

The City Council hears about this all the time yet the paid consultants and City staff who crafted the draft IS/MND have dismissed these realities and endorsed the “standards” as outlined in the draft IS/MND.

It is time for the City of Laguna to be proactive on parking. If this proposed development goes forward the City needs to be unambiguous with specific requirements imposed on the developer that the future HOA requires 1) all residents (owners or renters) must park cars in their garage, and 2) limit their access to the other available spots. The enforcement must include monetary penalties imposed by the future HOA. If this is not done this development will create parking overflow issues for the communities across Paseo de Colinas. Now is the time (via mitigation within the draft IS/MND or hopefully EIR) for the City of Laguna Niguel to put some teeth into proactively managing future community parking issues.

By the way, I could not find within the draft IS/MND an analysis of parking, the only reference was within Project Characteristics in 2.4, if I missed it my apologies. If I did not miss it then this parking issue requires far more study and analysis and must be classified as “significant.”

As mentioned at the beginning of this communication, I do not support this proposed development as outlined in the draft IS/MND. I also believe the City and the developer have taken the "low road" in using the MND to meet the CEQA requirements. In doing so the MND has missed critical areas that impact the citizens of Laguna Niguel including public safety. If this project is to progress within the City the first task is to start creating an Environment Impact Report (EIR) so issues can be more thoroughly analyzed and alternatives can be identified and evaluated. To simply restate, I am disappointed that City staff and the hired consultants have brought this draft IS/MND in its current state for approval. In my opinion, someone has dropped the ball.

Thank you for your attention to my concerns. I ask that my comments be added to the record and shared with the Planning Commission. I would also like to be informed of the upcoming Planning Commission meeting and City Council meeting where this proposed development will be on the agenda.

Sincerely,

Luke Burson  
25656 La Cima  
Laguna Niguel, CA 92677  
(949) 433-2043

69-6  
cont'd

69-7



## RESPONSE TO COMMENT LETTER NO. 69

Luke Burson  
September 22, 2022

69-1 The commenter expresses general opposition to the project and requests an Environmental Impact Report (EIR) be completed for the project instead of the Draft IS/MND. Refer to MR 5. Refer to Responses to Comments 69-2 through 69-7 for specific responses to comments made herein.

69-2 Refer to Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City.

69-3 Refer to MR 2 regarding traffic impacts. Regarding the project's trip generation assumptions, it is standard industry practice to rely on the *Trip Generation Manual*, published by the Institute of Transportation Engineers (ITE). The project includes development of multi-level townhome buildings, as a result, the trip generation potential of the project would either be forecast using trip rates for ITE Land Use 220: Multifamily Housing (Low Rise) or ITE Land Use 221: Multifamily Housing (Mid Rise). To provide a conservative forecast, ITE Land Use 220: Multifamily Housing (Low Rise) trip rates were utilized in the traffic assessment. It should be noted that the trips rates utilized are based on the General Urban/Suburban land use setting. These assumptions provide a conservative analysis of potential traffic generation expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. These assumptions would include consideration of a typical urban/suburban land use setting, including delivery vehicles and supporting ancillary vehicles (e.g., gardeners, plumbers, etc.).

69-4 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated U-turning movements and safety concerns).

69-5 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

69-6 Refer to MR 3 pertaining to parking concerns.

69-7 Refer to Responses to Comments 69-2 through 69-6 for responses to public safety concerns. Refer to MR 5 regarding future public hearing opportunities.

## COMMENT LETTER 70

**From:** [Maria Natale](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhome Project  
**Date:** Saturday, September 24, 2022 1:29:45 PM

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To: Katie Crockett, Senior Planner

City of Laguna Niguel

Re: Paseo de Colinas Townhome Project

Dear Katie: I purchased a home overlooking the proposed project 34 years ago. At the time we were told by our real estate agent that the project area was to be made into a park.

The school was there when we purchased but over time they have added security lights which are on constantly, they added the stadium lighting and it is on until about 9pm every night.

It appears that they have been trying to sell this plot of land for many years. Every once in a while we are invited to a meeting at the school regarding their plans. Many people voice their concerns about turning this site into anything but a park, but it is to no avail.

PD Colinas is a very busy street and getting busier as more people try to get around using Crown Valley due to its congestion. People drive very fast on PD Colinas and there is a curve right before the site which would make slowing down to turn into the site dangerous.

There would have to be a special lane to turn into the site and a light to get out of the site, I do not see that on the plan.

The last time that we were invited to a meeting about 6 years ago, they were going to have a park on the eastern side because the land was unstable, now they want to put 38 units on the plot and no park- I guess they changed their mind about the instability.

This site is obviously deficient or it would have been purchased a long time ago, the density of townhomes does not fit our neighborhood, 36 feet height will impact our view, the level of light pollution, noise pollution will rise dramatically and 25 months of dirt and noise during the build – all of this will have a dramatic negative affect on our lives and that of the neighborhood.

We moved to Laguna Niguel for the smaller town feel and single family living. In the last ten years the city has ok'd massive dense construction of apartments etc. by Crown Valley and the freeway which has led to increased traffic congestion and noise with more traffic detouring to PD Colinas. When is enough enough? We are being asked to conserve water and electricity but continue to build new dense home sites.

Please stop this terrible project.

Thank-you

Maria & Bob Natale

70-1

70-2

70-3

70-4

70-5



## RESPONSE TO COMMENT LETTER NO. 70

Maria Natale  
September 24, 2022

70-1 The commenter raises general concerns regarding existing security and stadium lighting at the Niguel Hills Middle School and lighting impacts on the neighboring uses. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

The commenter also mentions that community members want to see the project site developed into a park. Refer to Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City.

70-2 The commenter discusses existing traffic conditions in the area, including the issue of speeding and hazards due to a geometric design feature. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

70-3 Refer to Response to Comment 53-5 with regards to slope stability and Response to Comment 18-2 regarding proposed building heights.

As discussed in the Draft IS/MND Section 4.1, *Aesthetics*, Response 4.1(d) (pages 4.1-22 and 4.1-23), based on the project's limited construction duration and scope of activities, temporary sources of light and glare would not be substantial. While project development would increase lighting at the project site, compared to existing conditions, the lighting proposed on-site would result in negligible spillover. Additionally, according to the City's CEQA Manual, lighting typical of a residential development, such as downward directed streetlights and decorative house lighting, are not considered significant impacts. As part of the project's Site Development Permit, the City would verify that the project plans, including the photometric plan, complies with all applicable Multifamily District (RM) development standards related to outdoor lighting to verify proposed exterior lighting is designed and located to minimize spillover of light or glare onto neighboring properties per Municipal Code Section 9-1-35.15, *Outdoor Lighting*. Further, it should be noted that the modified project, as described in Section 2.0, would result in a reduced development footprint compared to the previously analyzed project. Specifically, the southern approximately 0.97-acre area would be dedicated to the City as an irrevocable offer of dedication of parkland and the development footprint would be limited to the northern portion of the site. Thus, operational lighting impacts would be further reduced under the modified project.

70-4 The commenter discusses the potential for increased noise during the construction phase of the project. Refer to MR 4 pertaining to increased noise as a result of the project.

The commenter also raises concerns regarding construction dirt and dust. Draft IS/MND pages 4.3-6 and 4.3-7 discuss fugitive dust during construction. Construction activities would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. Adherence to Rule 403 greatly reduces fugitive dust during grading



activities. As depicted in Draft IS/MND Table 4.3-1, total fugitive dust (or PM<sub>10</sub>) emissions would not exceed the SCAQMD thresholds during construction. Further, it should be noted that the modified project, as described in Section 2.0, would result in fewer dwelling units and a smaller development footprint. Therefore, construction-related air quality impacts from fugitive dust emissions would be further reduced under the modified project.

70-5 The commenter opposes increased development in the general area. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 71

**From:** [Mark Wakefield](#)  
**To:** [Katie Crockett](#)  
**Cc:** [Mark Wakefield](#)  
**Subject:** Proposed buildings on Paseo De Colinas  
**Date:** Tuesday, September 13, 2022 8:21:27 AM

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Katie,

I would like to express my extreme opposition to these buildings proceeding being built!!

Our beautiful city is being overrun by these type of projects. It is bad enough having so many of them by the freeway

and now thinking of adding these type of projects on every plot of dirt is going to change the look and culture of this wonderful city.

Please consider re thinking the area.

Also, can I please be added to the city's outgoing email list.

Thank You, Mark Wakefield [mkbwake@yahoo.com](mailto:mkbwake@yahoo.com)

71-1



## **RESPONSE TO COMMENT LETTER NO. 71**

Mark Wakefield  
September 13, 2022

71-1 The commenter generally opposes the project and requests to be added to the City's distribution list for the project. The commenter has been added to the distribution list and will receive subsequent notices regarding the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 72

**From:** [bogseth@cox.net](mailto:bogseth@cox.net)  
**To:** Katie Crockett  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Monday, September 19, 2022 8:22:01 PM

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Hello Ms. Crockett  
LN City Planner

I hope this finds you well and enjoying the beginning of the Fall Season.

I have been reviewing the plans of the above project and following its progress.

I am not in favor of this development . Too many high-density apartment buildings already  
And more are going up.

Quite simply I can't believe the School District has spent its (our money) money this way to  
Pay for plans and studies.... To Push through a project that I would have guessed in the  
Past would have been quickly declined... (the school district seems to think it's got a good  
Chance of this development going through)... I wonder why. They probably have  
Seen what has been allowed already in the Gateway of LN... so why not try for more.

72-1

I have seen the apartments that went up and are going up along the FWY  
Gateway to LN. High density !!!

*Where are the parks, the green belts ??? for these hundreds of residents.*  
We have space along the creek for very attractive walkways with parks.... *Were they not  
Negotiated with the developers.*

High Density Housing that I hope stays manageable ..... Traffic, crowding schools etc..  
That's enough we don't need any more.

Also shame on the School District for not understanding the need of that stairway that  
Leads from the Middle School to that Parcel .... Taking out that stairway will seriously  
Impact the terrible traffic situation already at Niguel Hills Middle School.

72-2

Now this project ... it Replaces Park space and taking out a stairway relieving traffic and  
Foot traffic from the Middle school. Niguel Hills Middle School only has one car traffic way in, and  
this stairway

A second way for foot traffic. *Without the stairway there is only one way in and out of the Middle  
School.*

This space/ small parcel would better serve the city as a Park and a Boys and Girls club for  
Middle school age children after school programs.

The city (or school district) needs to build a to code ramp where the existing stairs are for the  
Children coming from the Middle  
School to go up and down the hill.

72-3

I do like the plans of the buildings; I do appreciate that these are units that people can buy and become homeowners.

I wish some of the Apartment buildings going up along the freeway would have been an attractive townhome development

Like this for people to buy and own... not all just rental units.

Please Consider this quadrant full, Try another area... where some open space for residents could be part of the plan,

and room for adequate parking.... Street parking will not work along that street.

Thank you.

Martha Bogseth

[bogseth@cox.net](mailto:bogseth@cox.net)

Laguna Niguel resident



## RESPONSE TO COMMENT LETTER NO. 72

Martha Bogseth  
September 19, 2022

72-1 The commenter states general opposition for the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

72-2 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School, and Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City..

72-3 Refer to MR 4 pertaining to parking concerns, and Response to Comment 37-4 regarding the project's proposed irrevocable offer of dedication of parkland to the City. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 73

**From:** [MARYL LINCOLN](#)  
**To:** [Katie Crockett](#)  
**Subject:** The Proposed Townhomes on Paseo de Colinas  
**Date:** Wednesday, September 14, 2022 9:59:03 AM

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I would like to give you my perspective, as a resident of Laguna Niguel since 1985, as a mother, and as a recently retired teacher from the Capistrano Unified School District, who worked at Niguel Hills Middle School, Bergeson Elementary, and George White Elementary Schools, regarding the proposal of the new townhomes on Paseo de Colinas.

Building new townhomes on that property is a bad idea! I worked as a teacher, for several years, in a Niguel Hills Middle School classroom right below that hill near to the steps the students used to use to get to the upper campus. I taught earth science, and we used that hill and the damage that was naturally happening there to see examples of erosion and something called “creep”, where the land creeps slowly downhill. The trunks of the trees are bent, the concrete stairs are hollow underneath them, there are huge cracks along the bottom curbing, and the soil has run down and built up under the classrooms at the bottom, causing the floors of those classrooms at the bottom of the hill to bulge up along the middle of the rooms affected, so they are far from level. Building on top of that hill will cause even more compacting and stress on that hill, in my opinion, unless they are putting in some sort of support system that will protect the downward trend of that hill and further damage to the school property and buildings. Honestly, I worried about that hill coming down in a huge rainstorm all the time. We had lots of mud clogging the drains, causing deep puddles, during rainy seasons.

73-1

In addition, in this unfortunate age of having to be aware and careful of and prepared for school shooters, building condos there gives those residents and visitors to the condos a perfect view of most of the school, making it way less safe for the students, teachers, and staff. No fence up there will be able to keep that kind of risk at bay. There will also be increased traffic and need for water, electricity, etc, on which we are all trying to cut down. That area is already impacted with traffic and accidents, so building more units will exacerbate an already difficult situation. Residents of the condos will have to put up with the bells and regular noise coming from the school and events that take place there, and not realizing that they actually chose to live that close to a school that has noise, some will call and complain to the school, taking up valuable time of the staff, who won't be able to do anything about it.

73-2

73-3

73-4

For all of these reasons, I think it's a bad idea to build condos on that piece of land. If you have any questions, please contact me.

Respectfully,  
Maryl Lincoln  
3 Hancock Street,  
Laguna Niguel, CA 92677  
[mblincoln@mac.com](mailto:mblincoln@mac.com)  
949-370-5277

Sent from Maryl Lincoln's iPad Mini



## RESPONSE TO COMMENT LETTER NO. 73

Maryl Lincoln  
September 14, 2022

73-1 The commenter discusses the potential for slope sliding and erosion from the project site to the Niguel Hills Middle School. Refer to Response to Comment 53-5 pertaining to landslides. The topic of erosion was discussed in the Draft IS/MND Section 4.10, *Hydrology and Water Quality*, Response 4.10(c)(1) (page 4.10-3 and 4.10-4), which determined that at project completion, the project site would not include large areas of exposed soils that would be subject to runoff; rather, any unpaved areas would be improved with landscaping to minimize the potential for erosion or siltation on- or off-site.

The project would be required to comply with the City's Water Quality Local Implementation Plan (LIP). According to LIP Section A-2, *Program Management*, the City of Laguna Niguel Public Works Department and Community Development Department would verify project compliance with applicable LIP requirements. During project operation, the project would be required to comply with the project-specific WQMP (Draft IS/MND Appendix E, *Hydrology Report and WQMP*) prepared in compliance with Municipal Code Section 6-3-405, *Control of runoff discharges* and the LIP. The WQMP includes overall site design, low impact development (LID), and hydromodification BMPs capable of minimizing stormwater pollutants of concern during project operations. The project's LID includes the installation of an on-site storm drain system with modular wetland systems and an underground storage tank. Other BMPs identified in the WQMP that helps prevent the loss of topsoil include common area landscape management, use of efficient irrigation systems/landscape design, smart controllers, source control to minimize runoff, and other non-structural and structural BMPs; refer to Draft IS/MND Appendix E.

Given the nature of proposed use, the urbanized project setting, and the substantial increase in landscaped and paved areas, long-term operation of the project would not have the potential to result in substantial erosion or siltation. Thus, impacts in this regard would be less than significant.

73-2 The commenter suggests that there is an increased safety risk for students due to the proximity of the project overlooking the school. Refer to Response to Comment 56-2.

73-3 Refer to Response to Comment 2-1 pertaining to water/electricity demand and MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

73-4 The commenter expresses concern regarding future residents of the project having an issue with nearby noise sourced from Niguel Hills Middle School. According to several court decisions, including *Baird v. County of Contra Costa* (1995) 31 Cal.App.4th 1265, *Ballona Wetlands Land Trust, et al. v. City of Los Angeles* (2011) 201 Cal.App.4th 455, and *California Building Industry Association v. Bay Area Air Quality Management District* (2015) 62 Cal.4th 369, CEQA analysis is not required to analyze impacts of the existing environment on a project unless the project risks exacerbating existing environmental hazards. As such, analyzing the existing environment's noise impacts on future residents of the project is not required under CEQA. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision



**PASEO DE COLINAS TOWNHOMES PROJECT**  
**Final Initial Study/Mitigated Negative Declaration**

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makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.



## Notice of Intent to Adopt a Mitigated Negative Declaration for the Paseo de Colinas Townhomes Project

**NOTICE IS HEREBY GIVEN** that a Mitigated Negative Declaration (MND) has been prepared by the City of Laguna Niguel for the Paseo de Colinas Townhomes Project. Pursuant to the California Environmental Quality Act (CEQA), the City of Laguna Niguel, as Lead Agency, is responsible for preparation of this document. The MND indicates that the proposed project would not result in significant environmental impacts with incorporation of the prescribed mitigation measures.

**PROJECT TITLE:** Paseo de Colinas Townhomes Project

**PROJECT DESCRIPTION:** The project proposes to develop a 38-unit townhome community. The 58,307-square foot townhome development would consist of nine three-story townhome buildings with attached two-car garages. The townhome buildings would utilize four different floor plans that consist of two-, three-, and four-bedroom units, with sizes ranging from approximately 1,236 to 1,925 square feet. Two of the 38 for-sale townhome units would be moderate for-sale affordable units. The townhome buildings would have a maximum building height of 35 feet measured from above natural/finished grade, with protruding architectural features extended up to 36 feet. Each townhome unit would include an attached two-car garage, totaling to 76 parking spaces in garages. Additionally, 35 open surface parking spaces would be provided on-site for guests and residents for a total of 111 parking spaces. Approximately 35,499 square feet of common open space areas and 15,874 square feet of active recreation areas are proposed throughout the site. Construction activities are anticipated to occur in one phase for approximately 25 months and require approximately 3,400 cubic yards of cut and fill to be balanced on-site.

74-1

The project would require the following City discretionary actions: General Plan Amendment (GPA 21-02) to increase the maximum number of attached dwelling units for the project site from 30 to 38 units and to eliminate the park dedication identified in the General Plan Land Use Element; Site Development Permit (SP 20-02) to construct 38 dwelling units, including architectural/design review; and Tentative Tract Map (TT Map 19230) to subdivide the property.

The project site is not listed on any hazardous materials or waste databases pursuant to Section 65962.5 of the Government Code.

**PROJECT LOCATION:** The approximately 2.47-acre project site is located at 29001 Paseo de Colinas (Assessor's Parcel Numbers [APNs] 637-181-01, -392-02, and -412-02) in the City of Laguna Niguel.

**PUBLIC REVIEW PERIOD:** The MND is available for a 30-day public review period beginning August 26, 2022 and ending September 26, 2022 at 5:00 PM. Copies of the document are available for review at the following locations and can also be accessed online at <https://cityoflagunaniquel.org/1534/Paseo-De-Colinas-Townhomes-Project>.

City of Laguna Niguel  
Community Development Department  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677

Laguna Niguel Library  
30341 Crown Valley Parkway  
Laguna Niguel, CA 92677

**A** Please submit comments in writing to the address or email provided below. Comment letters must be received by 5:00 PM on September 26, 2022. For any questions regarding the review of the MND, please contact the City planner below.

City of Laguna Niguel  
Community Development Department  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
Contact: Katie Crockett, Senior Planner  
Email: [kcrockett@cityoflagunaniquel.org](mailto:kcrockett@cityoflagunaniquel.org)

74-2  
I Agree with Linda  
10/2022  
29125 Via Cerritos  
LAG NIG  
92677

Please read this notice from the city regarding proposed townhouses on Paseo De Colinas. Also attached are pictures of the project to help visualize the effect on the area. This will be a street of 35 foot buildings lining the street. It has a 15 foot setback which means the building is sitting right on the street.

74-3

The kids from the middle school will have to be picked up at the school as the stairs that are now used to let them cross at Del Cerro will be shut down completely. That means more cars lining up to block turn lanes and right lanes on Golden Lantern, Paseo de Colinas and left lane on Golden Lantern and Shark Way.

74-4

Where do you think the overflow of cars from the townhouse project will park when they can't find an open space in their parking lot. Our residential streets will be the answer.

74-5

Laguna Niguel seems to be getting carried away with building large projects wherever there is any open land. We have the huge project on Crown Valley, Cabot, and Forbes Road is being cleared out for a new project. Just the Crown Valley buildings have added a huge population increase with more cars everywhere. At any given time on Crown Valley Parkway it is pretty much wall to wall cars blocking intersections by the freeways.

Everyone who objects to this project needs to speak up and contact the city. Let your neighbors know what is proposed because the more people that are aware the bigger our voice. The contact information for the city is on the attached flyer. Contact your city council members also and ask them to be your voice. Look up project @ <https://cityoflagunaniguel.org/1534/Paseo-e-Colinas-Townhomes-Project>.

74-6

Thank you for your time. Linda

Left at my door  
Sept 6 - 2020  
M.W.





## RESPONSE TO COMMENT LETTER NO. 74

Marylin Wood  
September 8, 2022

74-1 The commenter includes a copy of the Notice of Intent (NOI) for the project within the comment letter. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

74-2 The commenter includes a hand-written note that they agree with Linda, the author of a letter enclosed within the comment letter. Refer to Responses to Comments 74-3 through 74-6 for specific responses to each comment.

74-3 The comment is an introduction to the remainder of the letter. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

74-4 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and MR 2 pertaining to traffic concerns.

74-5 Refer to MR 3 pertaining to parking concerns.

74-6 The commenter expresses general concern regarding increased development in Laguna Niguel. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

74-7 The comment letter includes an illustration depicting the proposed three-story townhomes along Paseo de Colinas. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 75

**From:** [Maxine Chavez](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Project  
**Date:** Sunday, September 18, 2022 8:43:54 PM

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City of Laguna Niguel  
Community development department  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677

I am writing in regards to the Paseo de Colinas townhomes project. I have been a home owner in the Paseo de Colinas Westridge Estates for over 30 years, and as this city has grown I have been very concerned about all of the excessive building on Cabot Road as well as Forbes Road. I would like to object to the Paseo de Colinas townhomes project to develop 38 unit townhome community. This will just be another project that decreases the value of all of our homes in the surrounding area as well as impact the traffic on Paseo de Colinas and also impact the safety of the students at the middle school who use the stairway to be picked up by their parents. I have been told that this stairway would be taken away which would cause even more traffic impact on Golden Lantern and the surrounding areas for additional parents to pick up their children. I am urging you to stop moving forward with this project and put the community first rather than to have this be about financial gain for the builder and the city. Please look at the impact on families and put them first. This has been a great community to live in, but the excess building in areas that do not make sense using a small square footage of common open space and put in 38 townhomes. The impact will be too great against the community, homeowners and middle school.

Thank you for your consideration in my point of view as a homeowner in Laguna Niguel in the Westridge Estates, Paseo de Colinas area.

Sincerely,  
Maxine Chavez  
28665 Mira Vista  
Laguna Niguel, California  
92677

Sent from my iPhone

75-1

75-2

75-3



## RESPONSE TO COMMENT LETTER NO. 75

Maxine Chavez  
September 18, 2022

75-1 The commenter expresses general concern regarding overdevelopment in the City. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

75-2 The commenter expresses concern regarding traffic due to removal of the stair access at Niguel Hills Middle School. Refer to MR 1 pertaining to stair access at Niguel Hills Middle School, and to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

75-3 The commenter claims the project is too dense for the project site size and would provide minimal common open space area. As detailed in Section 2.0, the modified project would result in 14 fewer dwelling units and limit development to the northern portion of the site with the remaining approximately 0.97-acre southern portion of the site dedicated to the City as an irrevocable offer of dedication of parkland. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 76

**From:** [Michelle Schiman](#)  
**To:** [Katie Crockett](#)  
**Subject:** Against Paseo de Colinas town home project  
**Date:** Monday, September 12, 2022 8:44:17 PM

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Dear Ms. Crockett,

It has recently come to my attention that more town homes may be built on paseo de colinas. I am disappointed at all the huge ugly town homes that were recently built along Cabot and Forbes road near crown valley parkway..... Traffic is horrible and I'm sure that the extra cars are causing pollution as well as the congestion.

76-1

I already have enough problems with the middle schoolers in my neighborhood in fact they have just killed half of my ornamental tree by trespassing on my property. If they are allowed to build another one of these ugly condominium complexes even closer to where I live I'm sure the damage to my community and my own property will be even worse. I had to purchase a \$100 locking mailbox because the little brats were messing with my mail and then filling my mailbox with garbage. The school district has a huge property off Colinas where the parents SHOULD be able to go pick up these disrespectful and abusive children. Building another community complex like the one that's described is going to cause more overflow into our neighborhood and more property damage.

76-2

I oppose a condominium complex such as this as most of the people don't respect other people's property. The traffic will be much much worse and overflow into my community is unacceptable. I pay my taxes and don't deserve to have something like this put up near my neighborhood. As it is right now I have someone from the condo complex on the other side of Golden lantern parking their RV in my neighborhood cul du sac. More and more people will abuse my neighborhood which I have been a home owner for nearly 27 years now.

Thank you for your time, I hope you take this seriously,

Michelle Schiman



## RESPONSE TO COMMENT LETTER NO. 76

Michelle Schiman  
September 12, 2022

76-1 The commenter discusses the potential issue of increased traffic, including emissions pollution, due to project implementation. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

Additionally, as discussed in the Draft IS/MND Section 4.3, *Air Quality*, Response 4.3(b), and as shown in Table 4.3-2, *Long-Term Air Emissions*, the total operational emissions for the project, including mobile sources, would not exceed established South Coast Air Quality Management District thresholds. Further, as described in Section 2.0, the modified project would result in 14 fewer townhome units and a reduced development footprint. Therefore, operational air quality impacts would be further reduced in comparison to the previously analyzed project.

76-2 The commenter raises general concerns of vandalism and trespassing on their property. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

# COMMENT LETTER 77

CITY OF LAGUNA NIGUEL  
RECEIVED

SEP 12 2022

COMMUNITY DEVELOPMENT

September 7, 2022

City of Laguna Niguel

Attn: Katie Crockett/Community Development Department

Dear Katie,

The idea of building a new development on Paseo de Colinas is one of the most ridiculous ideas the planning commission has ever had!! Do you have any idea what the people in our community will have to deal with ? the traffic will be absurdly busy. You have already ruined Cabot and Crown Valley with all the apartments you've allowed to be built, that should be enough extra tax money for any city. We have lived here for over 10 years, and in that time it has already increased several times over.

If the residents of our community has any say, it would be an "EMPHATIC NO", we have already been abused with excessive loud cars and trucks day and night, Paseo de Colonas has already become a crowded thoroughfare as it is!!

Please, please, please do the right thing for the residents of our community and re-think this very bad idea. We pay very high taxes, and with this inflation not going away anytime soon, we could really use a break, Not only would it be terribly inconvenient for the residents, but have you thought of the school children, coming and going to middle school? where are they supposed to exit from school?, we already have cars up and down Del Cerro and La Carreterra, waiting for their children that have finished for the day to get their ride home.

77-1

77-2

77-3

In my, and several of my neighbors opinion, you haven't thought this thing through. PLEASE FIND ANOTHER HOME FOR THESE HOUSES. Your plan will cause a dangerous situation for our children crossing Del Cerro, coming and going from the middle school, not to mention the traffic for parents picking up their children from school.

thank you for listening,

Pamela Carter, La Carreterra

A handwritten signature in blue ink, appearing to read "Pamela Carter".

Thank you for listening,

Pamela Carter, La Carreterra



## **RESPONSE TO COMMENT LETTER NO. 77**

Pamela Carter  
September 7, 2022

77-1 The commenter expresses concern regarding increased traffic due to implementation of the project. Refer to MR 2 pertaining to traffic along Paseo de Colinas.

77-2 The commenter expresses concern regarding increased traffic noise due to implementation of the project. Refer to MR 4 pertaining to increased noise as a result of the project.

77-3 Refer to MR 1 pertaining to stair access at Niguel Hills Middle School and MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

## COMMENT LETTER 78

**From:** [pamlawright1](mailto:pamlawright1)  
**To:** [Katie.Crockett@cityoflaguneniguel.org](mailto:Katie.Crockett@cityoflaguneniguel.org)  
**Subject:** Paseo de Colinas /townhome project  
**Date:** Saturday, September 10, 2022 8:36:22 PM

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Please consider sending this letter or your own letter to LN City planner by September 12th  
[kcrockett@cityoflaguneniguel.org](mailto:kcrockett@cityoflaguneniguel.org)

Re: Paseo de Colinas/ Townhome Project  
Master City Planner,

With all due respect, we don't need any more high-density housing in the Gateway area of Laguna Niguel for the following reasons:

- Too many high density buildings here already
- More are being built by the train station
- A 10 lane underpass is unfolding on Avery spilling into PdC making it an even busier street probably then when the traffic survey was done
- 9 buildings on Colinas will create traffic and block views
- Current stairways being used daily will be gone causing more congestion at middle school
- 2 car garages plus 35 extra spaces is not enough parking and no street parking is allowed

If we need housing in LN, consider this quadrant full, try another area. The parcel in question would make a perfect Boys/Girls Club and Park with a to code ramp in the back for the middle school children.

Respectfully,

Pamla Wright

Sent from my Verizon, Samsung Galaxy smartphone

78-1



**RESPONSE TO COMMENT LETTER NO. 78**

Pamela Wright  
September 10, 2022

78-1 Refer to Responses to Comment Letter 18.

**From:** [Paul Cory](#)  
**To:** [Katie Crockett](#)  
**Subject:** Proposed 38 unit townhome community on Paseo de Colinas  
**Date:** Saturday, September 3, 2022 2:11:23 PM

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Dear Katie,

I am writing to you with comments re: the proposed 38 unit townhome community on Paseo de Colinas. We live right above that plot of land.

That divided street with 4 lanes is already extremely busy....all the time with traffic coming from Dana Point to the 5 and all the traffic during school hours going to and coming from the middle school. The parents park to let their children off to school on our residential streets....totally unacceptable...they idle there for a half hour at a time causing pollution and noise 2x/day. School traffic is backed up at the intersection of Golden Lantern and PDC and all the way down to Paseo de Escuela and also up the hill on Golden Lantern from there! This happens twice every day and is a true burden.

79-1

This development will only cause even more traffic congestion. To make matters even worse, the entrance is right on the curve which undoubtedly will result in some severe accidents. In addition, ultimately I would imagine this would necessitate stoplights along that stretch of road and resulting in even MORE noise from the stop and go and pollution from acceleration and stopping.

79-2

This is a travesty, and so blatant a miscarriage that it almost

seems like someone is being paid handsomely under the table on the city planning commission to allow this mess to occur in our neighborhood. There is also no reason that Dana Point traffic attempting to get to the 5 freeway should not have alternative access from Marina Hills down the hill thru the Saddleback Church area to an onramp onto the 5. That should have been provided for in the master plan YEARS ago. Instead we have to put up with 60mph traffic along Paseo de Colinas and a true mess. The city is only asking for more noise, pollution, and backups along our streets, as stated already at burdensome levels due to the middle school.

79-2  
cont'd

PLEASE put a stop to this proposal. It serves the few at the expense of the many.

ALSO,,,there is grave concern that low income housing in that project will encourage multiple renters in each unit and the proximity to the school would no doubt end up endangering the children at the school from those who might wish to make trouble and historically are not the most upstanding citizens. Furthermore this likely multiple compound rental of units will add even further to congestion and traffic and multiple new residents in an area already overflowing with cars and people.....

79-3

79-4

I feel the city planning commission is being negligent in allowing this travesty to occur and not AT THE VERY LEAST

mitigating the new influx of traffic and congestion by putting in access from Dana Point directly to the 5 fwy by taking a right onto Marina Hills and going down the hill through the Saddleback Church property to an onramp....that would at least offset this horrible plan in terms of traffic and noise and pollution. I doubt the danger to the children at the middle school and the downward quality of life in our neighborhood will be mitigated however.

79-4  
cont'd

And please, while you are at it, if the city insists on being negligent in this matter, at the very LEAST place the main entrance further up Colinas on the straightaway nearer to Del Cerro so that accidents will not result on the curve and require more stoplights.

This truly smacks of terrible poorly planned and fast-tracked housing and I cannot help but think in order to even propose such a blight on our city and this neighborhood, someone has to be getting a nice fat check to assist the developers in pushing this through despite the obvious detriment to all those who have lived here, paid taxes, and been loyal citizens of Laguna Niguel. Please do the right thing and help us citizens who have lived here for years and pay city taxes. Please put a stop to this ill-conceived project.

79-5

Best,  
R. Paul Cory, MD

25575 Del Poniente  
Laguna Niguel, CA 92677



## RESPONSE TO COMMENT LETTER NO. 79

Paul Cory  
September 3, 2022

- 79-1 The commenter expresses general concern regarding existing traffic congestion along Paseo de Colinas. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.
- 79-2 The commenter expresses concern for increased noise from traffic as well as pollution from congestion. Refer to MR 1 pertaining to traffic related to Niguel Hills Middle School, MR 2 pertaining to traffic impacts, and MR 4 pertaining to increased noise as a result of the project, and Response to Comment 76-1 regarding air pollution.
- 79-3 The commenter expresses concern for the safety of students at Niguel Hills Middle School if low-income housing is introduced into the neighborhood. As detailed in Section 2.0, the modified project would not include any affordable housing units.
- 79-4 The commenter expresses concern regarding increased traffic and associated safety issues; refer to MR 2.
- 79-5 The commenter expresses general opposition to the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

**From:** [Paul Cory](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Proposed 38 unit townhome community on Paseo de Colinas  
**Date:** Tuesday, September 6, 2022 5:39:03 PM  
**Attachments:** [image001.png](#)

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Dear Katie,

Thanks for the reply. I completely disagree with that traffic assessment. No significant impact???? I already explained to you what ALREADY exists along Colinas and at Golden Lantern, this report does not take that into account. Adding ANY more onto an already intolerable situation is unacceptable. That report sounds like it was put together by some government beaurocrat with zero skin in the game and with zero actual day to day actual experience with the traffic here at all hours of the day. So that assessment I just ignore frankly. This only makes me more angry with the city for publishing nonsensical data . Why don't you all come down here and SEE for yourselves how bad the traffic and noise are along Paseo de Colinas? Why don't you try living here and see how bad the traffic and noise and pollution are? Why don't you come up to Del Cerro every school day and see the cars parked idling and waiting for their children to come up the stairs and across that lot to the light and up the hill to Del Cerro and La Carreterra ???? Adding one iota onto all this mess will only make things worse.

80-1

I was given the same lame talking point you just gave me over a year ago when I phoned the city. The explanation was "nothing has been approved". Yet here we are a year and a half later with a full plan for the condominiums now put together and obviously this is what the city has already set their minds on. If this had been rejected out of hand, as any responsible city planner would have done by now, then we would not be seeing this ridiculous proposal with detail right down to lighting etc.

80-2

If you go ahead with this project you will have turned a deaf ear to

those most impacted and let good tax paying responsible residents of this city down. ALREADY you went ahead and created a huge amount of noise by approving the sportsfields at the middle school with lighting for night games every day of the week! Initially we were told it would be minimal...a few days a week and would stop by 9pm....instead the days and hours were stretched out. In other words the city blatantly LIED to us re: the ultimate plans they had. (sound familiar???) And as it turns out the gentleman on the council who lobbied so hard for those fields and night lights had a daughter who played soccer! He lived far from here and drove his daughter to the games so we could all hear the noise at night and get the glare from the overhead lights just for his benefit! That is the height of selfishness and this is exactly what is happening with this proposed project.....someone is reaping the dollars and to the detriment of the many living in the immediate vicinity. That is corruption.

80-2  
cont'd

This city should be ashamed for duping the residents of this particular area near the middle school. This used to be a nice quiet neighborhood which the city has purposely turned into a congested mess with noise and traffic. And now you want to go ahead and add MORE on top of what you already saddled with????

SHAME ON LAGUNA NIGUEL if you allow this project to go forward,,,,,,it matters not whether it's 30 or 38 units....it's more intolerable traffic and noise on top of an already intolerable situation!!!!

I have zero tolerance for cities that plan this way.....that land could be utilized for a dog park (day use only please) or other green belt where sports playing fields are not allowed so as to not add any more yelling and screaming by youth than we already have. Or leave it as is with rental space for the car dealerships? Or a storage facility with limited #

80-3

of single units outdoors or indoors? I noticed you couldn't help yourselves and had to add a small little area with BBQ's and picnic tables. Just great...more screaming children.

80-3  
cont'd

Yikes....just so irresponsible and inconsiderate for the council and planners to have put this proposal forward. It should not even be one of the optional uses for that parcel. Please try to eliminate it from the options and go with something more considerate of us homeowners who have already had to tolerate incompetence by the city council and city planners.

And as I already said, there is absolute insanity in not making available an alternate route from the top of Golden Lantern right at Marina Hills....turning right and going down the hill thru Saddleback Church to the 5 FWY. All of Dana Point heads RIGHT here up Colinas every rush hour and throughout the day going to and from the 5. It is a nightmare. That could have been avoided YEARS ago with an onramp from Marina Hills onto the 5. Cal Trans is negligent as are the local communities here of Laguna Niguel and Dana Point, for not making sure that land was not purchased for such a detour. It is essential and serves the interests of everyone. And now you want to put a condominium complex right along a 4 lane expressway where traffic averages 60mph? That is the definition of insanity.

80-4

I doubt my recommendations and comments will even be heard. They have never been heard in the past. But please try to reform yourselves and for once do the right thing.

Thank you,  
R. Paul Cory MD  
25575 Del Poniente

Laguna Niguel CA 92677

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**From:** Katie Crockett <KCrockett@cityoflagunaniguel.org>

**Date:** Tuesday, September 6, 2022 at 1:48 PM

**To:** Paul Cory <tholonious@cox.net>

**Subject:** RE: Proposed 38 unit townhome community on Paseo de Colinas

Good afternoon Paul –

Thank you for your valuable feedback. The information about how school traffic and other traffic issues are affecting your neighborhood is especially helpful. The City of course reviews potential traffic impacts related to projects applications under review, and the information you have provided helps to put those studies in broader context. You can view the traffic evaluation that has been completed here: <https://www.cityoflagunaniguel.org/1536/Paseo-De-Colinas-Townhomes-Project---Pub>

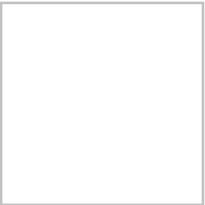
There are just a few clarifications that I did want to make to ensure you are able to participate in this process in the most effective manner.

- The City has not approved the project. City staff has received an application from the property owner and is reviewing it, as we are statutorily required to do, based upon existing environmental and zoning regulations. Housing is a permitted use at this location, however, the applicant is proposing to increase the number of units permitted from 30 to 38 units. This will be a policy decision the Planning Commissioners and ultimately the City Council have to decide upon. The project has not been presented to the Planning Commissioners or City Council members yet because staff has not completed all of the necessary review on the project. It will be presented by staff to those decisionmakers at noticed public hearings. I verified that you are on that notification list.
- The application was submitted in 2020 and is still under review.
- Of the 38 proposed units, 2 of them are proposed to be affordable at a “moderate” rate. This is not low-income housing and units purchased under this affordable designation are monitored and are not permitted to be rented out. Currently a “moderate” priced for-sale housing is for households with incomes 81-120% of the area median income. For Orange County, that is going to be households making approximately \$100,000 – \$130,000 per year.
- As currently proposed the project meets parking requirements established in the Laguna Niguel Zoning Code.

I hope the above information is helpful as you continue to participate in the planning process. Please let me know if you have any questions or further comments.

Best,

**Katie Crockett | Senior Planner  
Community Development Department  
City of Laguna Niguel**



30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunaniuel.org](mailto:kcrockett@cityoflagunaniuel.org)  
Tel: 949-362-4363

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**From:** Paul Cory <tholoniou@cox.net>  
**Sent:** Saturday, September 3, 2022 2:11 PM  
**To:** Katie Crockett <KCrockett@cityoflagunaniuel.org>  
**Subject:** Proposed 38 unit townhome community on Paseo de Colinas

Dear Katie,

I am writing to you with comments re: the proposed 38 unit townhome community on Paseo de Colinas. We live right above that plot of land.

That divided street with 4 lanes is already extremely busy....all the time with traffic coming from Dana Point to the 5 and all the traffic during school hours going to and coming from the middle school. The parents park to let their children off to school on our residential streets....totally unacceptable...they idle there for a half hour at a time causing pollution and noise 2x/day. School traffic is backed up at the intersection of Golden Lantern and PDC and all the way down to Paseo de Escuela and also up the hill on Golden Lantern from there! This happens twice every day and is a true burden.

This development will only cause even more traffic congestion. To make matters even worse, the entrance is right on the curve which undoubtedly will result in some severe

accidents. In addition, ultimately I would imagine this would necessitate stoplights along that stretch of road and resulting in even MORE noise from the stop and go and pollution from acceleration and stopping.

This is a travesty, and so blatant a miscarriage that it almost seems like someone is being paid handsomely under the table on the city planning commission to allow this mess to occur in our neighborhood. There is also no reason that Dana Point traffic attempting to get to the 5 freeway should not have alternative access from Marina Hills down the hill thru the Saddleback Church area to an onramp onto the 5. That should have been provided for in the master plan YEARS ago. Instead we have to put up with 60mph traffic along Paseo de Colinas and a true mess. The city is only asking for more noise, pollution, and backups along our streets, as stated already at burdensome levels due to the middle school.

PLEASE put a stop to this proposal. It serves the few at the expense of the many.

ALSO,,,there is grave concern that low income housing in that project will encourage multiple renters in each unit and the proximity to the school would no doubt end up endangering the children at the school from those who might wish to make trouble and historically are not the most upstanding citizens. Furthermore this likely multiple compound rental of units will

add even further to congestion and traffic and multiple new residents in an area already overflowing with cars and people.....

I feel the city planning commission is being negligent in allowing this travesty to occur and not AT THE VERY LEAST mitigating the new influx of traffic and congestion by putting in access from Dana Point directly to the 5 fwy by taking a right onto Marina Hills and going down the hill through the Saddleback Church property to an onramp....that would at least offset this horrible plan in terms of traffic and noise and pollution. I doubt the danger to the children at the middle school and the downward quality of life in our neighborhood will be mitigated however.

And please, while you are at it, if the city insists on being negligent in this matter, at the very LEAST place the main entrance further up Colinas on the straightaway nearer to Del Cerro so that accidents will not result on the curve and require more stoplights.

This truly smacks of terrible poorly planned and fast-tracked housing and I cannot help but think in order to even propose such a blight on our city and this neighborhood, someone has to be getting a nice fat check to assist the developers in pushing this through despite the obvious detriment to all those who have lived here, paid taxes, and been loyal citizens

of Laguna Niguel. Please do the right thing and help us citizens who have lived here for years and pay city taxes. Please put a stop to this ill-conceived project.

Best,  
R. Paul Cory, MD  
25575 Del Poniente  
Laguna Niguel, CA 92677



## RESPONSE TO COMMENT LETTER NO. 80

Paul Cory  
September 6, 2022

- 80-1 Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).
- 80-2 The commenter provides general concerns regarding existing noise and traffic issues in the project area. This comment is acknowledged. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns) and MR 4 pertaining to noise concerns. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.
- 80-3 The commenter suggests alternatives to the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response in this regard is necessary.
- 80-4 The commenter raises concerns regarding existing traffic congestion in the project area. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response in this regard is necessary.

**From:** [Paul Cory](#)  
**To:** [Katie Crockett](#)  
**Subject:** Light Standard Height Question  
**Date:** Sunday, September 11, 2022 1:19:55 PM

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Hello Katie,

I am wondering if you can tell me the existing height of the 2 or 3 light standards on that parcel of land for the proposed townhomes.....I'm just trying to gauge a visual of how tall those townhomes will be in relation to those lights and how badly that will impact our view. Also would like to know the height of the STREET light standards at the median along PDC.

That is another issue I have with the proposal. Those should be kept at 2 story only IF approved (which they shouldn't be at all). You are taking away the view of those of us who purchased these homes for that purpose and paid a premium for such view. We are original residents since 1984. You are devaluing our home by putting those tall townhomes in and impacting the views.

81-1

Thanks for giving me that information on the height of the light standards both on the parcel and along the PDC street median.

Paul Cory, MD  
25575 Del Poniente  
Laguna Niguel, CA 92677



## **RESPONSE TO COMMENT LETTER NO. 81**

Paul Cory  
September 11, 2022

81-1 The commenter requests information regarding the existing heights of street light poles on-site and in the median along Paseo de Colinas. The commenter also expresses concern regarding the project's impacts to views. Refer to Response to Comment 18-2 pertaining to visual impacts. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

**From:** [Paul Cory](#)  
**To:** [Katie Crockett](#)  
**Subject:** proposed townhomes on Paseo de Colinas  
**Date:** Sunday, September 11, 2022 1:08:37 PM

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Hello Katie,

I've already corresponded re: my displeasure with any proposed townhome project on that parcel given the already unbearable traffic conditions particularly at Golden Lantern/Paseo de Colinas and during school sessions starting and ending ....the traffic lines waiting at those lights are unacceptable and this will obviously only add to an already untenable situation. Also the 60mph traffic along PDC is already way too noisy, more noise from cars starting and stopping in and out of the proposed development is just more noise on top of noise.

82-1

Also very concerned with 2 other issues.....lighting which will render this area too bright for our residential peaceful community, there is no way that lighting will not be very noticeable. And another huge issue is the minimum 15' setback which puts those buildings RIGHT on the street essentially....looking HORRIBLE as there is no sufficient setback as there is with most other townhome projects.....it will look like a commercial building and a downtown area rather than a residential quiet and peaceful community which is what we all want here for this area and have mostly had for 30-40 years until the large light standards were installed and sports fields with noise and light at the middle school.

82-2

82-3

82-4

PLEASE...I URGE you and the city council to disapprove this proposal, it will change the look of Laguna Niguel in this area substantially for the worse. Please pick something else for that land that is not going to ruin it for the vast majority who live in proximity to that parcel to the benefit of a few. Do the right thing.

82-4  
cont'd

Thanks,  
R. Paul Cory, MD  
25575 Del Poniente  
Laguna Niguel, CA 92677



## RESPONSE TO COMMENT LETTER NO. 82

Paul Cory  
September 11, 2022

82-1 The commenter raises the issue of traffic in the area, particularly during drop-off and pick-up at Niguel Hills Middle School. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

82-2 The commenter raises the issue of increased traffic noise due to implementation of the project. Refer to MR 4 pertaining to increased noise as a result of the project.

82-3 The commenter discusses the potential issue of increased lighting in the area due to project implementation. Refer to Response to Comment 70-3.

82-4 The commenter discusses concerns regarding new development conflicting with the surrounding character of the area; refer to Response to Comment 18-2.

Project consistency with applicable regulations in regard to setbacks is discussed under Impact Statement 4.11(b), Section 4.11, *Land Use and Planning*, of the Draft IS/MND (pages 4.11-1 through 4.11-8). According to the City's Zoning Map, the project site is zoned Public Institutional District (PI), Multifamily District (RM), and Parks and Recreation (PR). Although the project site is zoned PI, RM, and PR, the proposed residential development would be required to comply with the development standards of the RM zone. As shown in Table 4.11-2, *RM Zone Development Standards Consistency Analysis*, of the Draft IS/MND (pages 4.11-6 and 4.11-7), which analyzes the project's consistency with applicable RM zone development standards, the RM zone does not have specific requirement for minimum setbacks for front yard (along Paseo de Colinas) while the project provides for a 15-foot setback along project frontage. Further, the RM zone requires a 10-foot minimum perimeter setback at any point, and a 25-foot minimum average over the entire perimeter, with exceptions for scenic highways designated in the general plan. The previously analyzed project in the Draft IS/MND would meet the RM zone setback development standards. Further, as detailed in Table 2-1, the modified project would provide increased setbacks from Paseo de Colinas in comparison to the previously analyzed project. Specifically, the modified project would have a 10-foot minimum perimeter setback at any point with a 34-foot minimum average over the entire perimeter. Measured from the Paseo de Colinas right-of-way, the modified project site plan proposes a 25-foot setback at the first floor, a 28-foot setback at the second floor, and a 33-foot setback at the third floor. As such, the project would comply with applicable regulations in regard to setbacks and impacts would be less than significant.

The commenter provides general opposition to the proposed development. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary

**From:** [Paul Cory](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Light Standard Height Question  
**Date:** Monday, September 19, 2022 4:46:32 PM  
**Attachments:** [image001.png](#)

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I spoke with him before Katie,,,this was a year or more ago. He said our particular view is not impacted but that is not my major concern. It is with the noise, light, traffic (as I pointed out clearly before and that is not accounted for by the traffic study) and most of all the horrendous impact on the LOOK of this area.....your city council and planners are turning Laguna Niguel into a concrete jungle. All I need to do is see there is only a 15 foot setback and all along Colinas now will be 35 tall buildings (exactly like the buildings at the northeast corner of Avery and Marguerite (might even be the same developer and architect!) Those are probably commercial but nevertheless are 3 story 35 foot tall buildings....those don't fit THIS area at all.....it will end up looking absolutely pathetic and out of place and will completely transform our neighborhood.

83-1

IF you are going to go thru with a townhome community there, please make them 25 foot tall max height as are all the residences here, and 2 story , as they are further down Colinas from us....the blue colored condominiums....those are at least somewhat decent looking for this area. But even THEN the problem is the 15 foot setback from Colinas, as those further down are set back away from the street and well hidden by trees. You are RUINING our community here in Villa Niguel with that proposed community at 35 foot tall /3 story/15 foot setback.

Please don't go forward as planned it will ruin it for this large community of people and help a few and line the pockets of a few ....find a better planner for the city if you can't be more responsible than this. What an unmitigated travesty you all are perpetrating upon us here if you go thru with it.

Please pass these comments on to those responsible for making the decision. But again, I don't expect they are even listening to me and will once again make a decision that is irresponsible and made by those who will not be at all impacted in their own communities.

Best,  
R. Paul Cory MD  
25575 Del Poniente  
Laguna Niguel CA 29677

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**From:** Katie Crockett <KCrockett@cityoflagunaniguel.org>  
**Date:** Monday, September 19, 2022 at 3:38 PM  
**To:** Paul Cory <tholonious@cox.net>  
**Subject:** RE: Light Standard Height Question

Good afternoon Paul –

Thanks again for the additional comments, which have also been included in the administrative record. The zoning for the subject property allows a building height of up to 35 feet. The property owner, CUSD, had their consultant prepare view studies from many of the residences surrounding the school. If you contact Jon Conk ([jconk@projectdimensions.com](mailto:jconk@projectdimensions.com)) and provide your address, I'm sure he would be happy to share the view analysis from your specific property.

Best,



**Katie Crockett | Senior Planner**  
**Community Development Department**  
**City of Laguna Niguel**  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunaniguel.org](mailto:kcrockett@cityoflagunaniguel.org)  
Tel: 949-362-4363

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**From:** Paul Cory <tholonious@cox.net>  
**Sent:** Sunday, September 11, 2022 1:20 PM  
**To:** Katie Crockett <KCrockett@cityoflagunaniguel.org>  
**Subject:** Light Standard Height Question

Hello Katie,

I am wondering if you can tell me the existing height of the 2 or 3 light standards on that parcel of land for the proposed townhomes.....I'm just trying to gauge a visual of how tall those townhomes will be in relation to those lights and how badly that will impact our view. Also would like to know the height of the STREET light standards at the median along PDC.

That is another issue I have with the proposal. Those should be kept at 2 story only IF approved (which they shouldn't be at all). You are taking away the view of those of us who purchased these homes for that purpose and paid a premium for such view. We are original residents since 1984. You are devaluing our home by putting those tall townhomes in and impacting the views.

Thanks for giving me that information on the height of the light standards both on the parcel and along the PDC street median.

Paul Cory, MD  
25575 Del Poniente  
Laguna Niguel, CA 92677



## **RESPONSE TO COMMENT LETTER NO. 83**

Paul Cory  
September 19, 2022

83-1 The commenter expresses concern regarding the project conflicting with the surrounding character of the neighborhood, including design standards. Refer to Response to Comment 18-2. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary

## COMMENT LETTER 84

**From:** [Paul Cory](#)  
**To:** [Katie Crockett](#)  
**Subject:** Re: Light Standard Height Question  
**Date:** Tuesday, September 20, 2022 11:32:52 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Ok thanks for the reply Katie....I hope that while under review the City Council very seriously takes into account these concerns which are the exact same of all our neighbors here. I'm sorry to not be able to attend the meetings as I am at very high risk for covid with autoimmune disorder and other health issues. I hope that enough comments are received there from all of us here that the Council understands we do NOT want this project to transform our neighborhood any more than it already has been impacted by the playing fields at night and high light standards and all that noise. PLUS the middle school traffic as stated over and over has gotten to be HUGE problem from Escuela up to the hill coming down Golden Lantern to Paseo Colinas and also going from Paseo Colinas toward Golden Lantern and down to Escuela is all backed up with terrible traffic and requiring that monitor for the children to [cross.it](#) is truly a mess and this will only add more traffic to an already ridiculous situation. For the betterment of the community, Laguna Niguel city, and the perception of what this city is all about PLEASE I urge you to just turn down this proposal and make that a green belt or at most a one story very small storage facility with adequate walls to block the storage and keep a green belt in front of it with adequate setback so it does not totally transform the look of that stretch of open space into an awful commercial looking wall of concrete buildings. This is a very obvious decision that should be made if the planners are interested in keeping Laguna Niguel's image as an upscale community with open feel and adequate parks and greenery and hills. We have ENOUGH condos along here.....there is a whole community down the hill away from del Cerro going toward [greenfield.at](#) that intersection.....at least those are hidden by adequate setbacks and are

84-1

84-2

84-3

only 2 story , beige in color. IF this has to be residential then make them much smaller in # and only 2 story max and even that is not advisable given the traffic disaster already there.

Please add these additional comments to the list I've already given. I just very sincerely hope the planners and council will do the right thing and not transform this area into a commercial looking area with 3 stories all lines up right along the street with minimal setback.

Please know this is many folks first impression of the City of Laguna Niguel...there is an entrance sign to the City of Laguna Niguel right down the hill....this is the first look the city receives. If you put these in it is a disastrous first impression of our beautiful city. I would emphasize that just as much as all the other completely valid reasons for turning this down for something else that blends with the city's architecture and open spaces and hills. That proposed community is for somewhere else that is commercial like along Marguerite in Mission Viejo. It is not for Laguna [niguel.it](http://niguel.it) will be a terrible eyesore. We are even considering moving if that goes through.

84-4  
cont'd

Thanks again Katie.

Best,

R. Paul Cory MD  
25575 Del Poniente  
Laguna Niguel CA 92677

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**From:** Katie Crockett <KCrockett@cityoflagunaniguel.org>

**Date:** Tuesday, September 20, 2022 at 8:37 AM

**To:** Paul Cory <tholoniou@cox.net>

**Subject:** RE: Light Standard Height Question

Good morning Paul –

Thank you for the additional comments. They have also been included in the administrative record.

Again, this project has not yet been presented to the Planning Commission or the City Council as it is still under staff review.

Best,



**Katie Crockett | Senior Planner**  
**Community Development Department**  
**City of Laguna Niguel**  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflaguneniguel.org](mailto:kcrockett@cityoflaguneniguel.org)  
Tel: 949-362-4363

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**From:** Paul Cory <tholomous@cox.net>  
**Sent:** Monday, September 19, 2022 4:46 PM  
**To:** Katie Crockett <KCrockett@cityoflaguneniguel.org>  
**Subject:** Re: Light Standard Height Question

I spoke with him before Katie,,,this was a year or more ago. He said our particular view is not impacted but that is not my major concern. It is with the noise, light, traffic (as I pointed out clearly before and that is not accounted for by the traffic study) and most of all the horrendous impact on the LOOK of this area.....your city council and planners are turning Laguna Niguel into a concrete jungle. All I need to do is see there is only a 15 foot setback and all along Colinas now will be 35 tall buildings (exactly like the buildings at the northeast corner of Avery and Marguerite (might even be the same developer and architect!) Those are probably commercial but nevertheless are 3 story 35 foot tall buildings....those don't fit THIS area at all.....it will end up looking absolutely pathetic and out of place and will completely transform our neighborhood.

IF you are going to go thru with a townhome community there, please make them 25 foot tall max height as are all the residences here, and 2 story , as they are further down Colinas from us....the blue colored condominiums....those are at least somewhat decent looking for this area. But even THEN the problem is the 15 foot setback from Colinas,

as those further down are set back away from the street and well hidden by trees. You are RUINING our community here in Villa Niguel with that proposed community at 35 foot tall /3 story/15 foot setback.

Please don't go forward as planned it will ruin it for this large community of people and help a few and line the pockets of a few ....find a better planner for the city if you can't be more responsible than this. What an unmitigated travesty you all are perpetrating upon us here if you go thru with it.

Please pass these comments on to those responsible for making the decision. But again, I don't expect they are even listening to me and will once again make a decision that is irresponsible and made by those who will not be at all impacted in their own communities.

Best,  
R. Paul Cory MD  
25575 Del Poniente  
Laguna Niguel CA 29677

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**From:** Katie Crockett <[KCrockett@cityoflaguneniguel.org](mailto:KCrockett@cityoflaguneniguel.org)>

**Date:** Monday, September 19, 2022 at 3:38 PM

**To:** Paul Cory <[tholonious@cox.net](mailto:tholonious@cox.net)>

**Subject:** RE: Light Standard Height Question

Good afternoon Paul –

Thanks again for the additional comments, which have also been included in the administrative record. The zoning for the subject property allows a building height of up to 35 feet. The property owner, CUSD, had their consultant prepare view studies from many of the residences surrounding the school. If you contact Jon Conk ([jconk@projectdimensions.com](mailto:jconk@projectdimensions.com)) and provide your address, I'm sure he would be happy to share the view analysis from your specific property.

Best,

**Katie Crockett | Senior Planner**



**Community Development Department**  
**City of Laguna Niguel**  
30111 Crown Valley Parkway  
Laguna Niguel, CA 92677  
[kcrockett@cityoflagunani.org](mailto:kcrockett@cityoflagunani.org)  
Tel: 949-362-4363

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**From:** Paul Cory <[tholomous@cox.net](mailto:tholomous@cox.net)>  
**Sent:** Sunday, September 11, 2022 1:20 PM  
**To:** Katie Crockett <[KCrockett@cityoflagunani.org](mailto:KCrockett@cityoflagunani.org)>  
**Subject:** Light Standard Height Question

Hello Katie,

I am wondering if you can tell me the existing height of the 2 or 3 light standards on that parcel of land for the proposed townhomes.....I'm just trying to gauge a visual of how tall those townhomes will be in relation to those lights and how badly that will impact our view. Also would like to know the height of the STREET light standards at the median along PDC.

That is another issue I have with the proposal. Those should be kept at 2 story only IF approved (which they shouldn't be at all). You are taking away the view of those of us who purchased these homes for that purpose and paid a premium for such view. We are original residents since 1984. You are devaluing our home by putting those tall townhomes in and impacting the views.

Thanks for giving me that information on the height of the light standards both on the parcel and along the PDC street median.

Paul Cory, MD  
25575 Del Poniente  
Laguna Niguel, CA 92677



## RESPONSE TO COMMENT LETTER NO. 84

Paul Cory  
September 20, 2022

84-1 The commenter expresses concern for increased noise and light/glare due to development of the project. Refer to MR 4 pertaining to increased noise as a result of the project and Response to Comment 70-3 regarding lighting impacts.

84-2 The commenter raises the issue of increased traffic due to implementation of the project. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns).

84-3 The commenter proposes an alternative development to the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

84-4 The commenter expresses concern regarding the project conflicting with the surrounding character of the neighborhood, including design standards. Refer to Response to Comment 18-2.

## COMMENT LETTER 85

**From:** [Peggy Bug](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas town homes  
**Date:** Friday, September 9, 2022 8:53:31 AM

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Do not approve the construction of the town homes on Paseo de Colinas. Stop building apartments and town homes in the city. City does not have enough water and electricity as is today. Traffic is already very heavy on Crown Valley Pkwy. because all the apartments already made on Cabot. STOP BUILDING. I WILL NOT VOTE FOR YOU IF THIS CONSTRUCTION IS APPROVED.

85-1

Peggy B.



## **RESPONSE TO COMMENT LETTER NO. 85**

Peggy Bug  
September 9, 2022

85-1 The commenter expresses concern regarding the project's impacts related to water and electricity use; refer to Response to Comment 2-1. The commenter also expresses concern regarding increased traffic due to implementation of the project; refer to MR 2 pertaining to traffic along Paseo de Colinas.

## COMMENT LETTER 86

**From:** [Sally Ng](#)  
**To:** [Katie Crockett](#)  
**Cc:** [Your Ideas Matter](#); [Elaine Gennaway](#)  
**Subject:** Paseo De Colinas Townhomes or CUSD lot  
**Date:** Friday, September 23, 2022 8:57:08 PM

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To whom may concern:

My name is Sally, I am a single mom who lives in Laguna niguel with a 8 year old boy for more than 6 years.

I am writing this email to express some of my opposition reasons about the building a new townhouse on Paseo De Colinas which super close where I live( Sparrow Hills).

86-1

Paseo De Colinas is a super busy street between golden lantern and Cabot. It's a main route for people to get on and off from the freeway. Each day the traffics in this street are already super busy, with the 2 years + constructions, it will costing even more traffic and more accidents.

And every weekday the parents are lining up from Paseo De Colinas to try to turn into Niguel Hill Middle school. While the Contracting, I can't imagining how the traffic will be and how long will take for the parents to pick up their kids from school.

86-2

After the townhouse start building, the kids are not longer able to use the side stair to walk from school to Paseo De Colinas. And more kids have to walk further down and it's more danger for kids trying to crossing the streets as well. More cars get stuck and passing from Paseo De Colinas and Golden lantern and could cost more accidents.

86-3

A lot of residents like retirement people were walking or excises on Paseo De Colinas everyday. While the construction, where are these people can go. Since we are lack of community space in our neighborhood.

86-4

I understand the city is trying not to waste the empty lot, but I do think we don't need more residents in Laguna Niguel. The City might need to consider use the lot for the residents who really lives in Laguna niguel. Like build some community space or turn that into the park for community member. Increasing the population in Laguna niguel doesn't mean is good to the city. I stronger objection to build another townhouse in our city.

Recently out neighborhood was getting not that safe as before. Mails got stolen and cars as well...it use to be feel so safe to live in here. Please consider and help to keep our neighbors more valuable and more safety.

86-5

As a single mom, I use to tell people I live in a super safe neighborhood. And I hope this won't change. And hope this will be our forever home.

Thanks for taking the time to read this email. Hope the city can really listen and care the residents who really lives and cares about the city.

Best Regards,

Sally Ng

25608 Paseo La Vista,  
Laguna Niguel



## RESPONSE TO COMMENT LETTER NO. 86

Sally Ng  
September 23, 2022

86-1 The commenter expresses concern regarding increased traffic due to implementation of the project. Refer to MR 2 pertaining to traffic along Paseo de Colinas.

86-2 The commenter raises the issue of safety related to removal of stair access at Niguel Hills Middle School. Refer to MR 1 pertaining to stair access at Niguel Hills Middle School.

86-3 The commenter discusses the potential issue of project construction conflicting with the existing circulation system, specifically pedestrian facilities. As discussed in the Draft IS/MND Section 4.17, *Transportation*, Response 4.17(a) (pages 4.17-1 and 4.17-2), construction activities associated with the project, including potential temporary sidewalk and partial lane closures, may temporarily impact bicycle and pedestrian facilities along Paseo de Colinas. As such, Standard Condition of Approval (SCA) TRA-1 would require preparation of a Construction Traffic Management Plan (TMP) to maintain traffic flow and emergency access during construction activities. The TMP would include information detailing proposed signage, lane closures, flag persons, etc., and require that bicycle lanes, pedestrian sidewalks, and bus stops remain open and accessible, to the greatest extent feasible, during construction or be re-routed to ensure continued connectivity. With implementation of SCA TRA-1, the project would not conflict with existing bicycle and pedestrian facilities during construction activities, and impacts would be less than significant.

86-4 The commenter opposes increased residential development in the City and proposes an alternative development from the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

86-5 The commenter raises general concerns regarding public safety in the project area. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 87

**From:** [Shannon Roberts](#)  
**To:** [Katie Crockett](#)  
**Subject:** We town homes  
**Date:** Saturday, September 10, 2022 4:24:02 PM

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I am completely against this. If there is an open meeting coming up, please advise me. We went through the horrendous construction across from Costco on Crown Valley Pkwy with the noise and now extra congestion. Crown Valley is at a constant traffic jam and you want to add more? I say NO!

Sent from my iPad

87-1



## **RESPONSE TO COMMENT LETTER NO. 87**

Shannon Roberts  
September 10, 2022

87-1 The commenter expresses concern regarding increased noise and traffic due to implementation of the project. Refer to MR 4 pertaining to increased noise as a result of the project and MR 2 pertaining to traffic along Paseo de Colinas. The commenter also requests additional opportunities for public input; refer to MR 5.

## COMMENT LETTER 88

**From:** [Sheila Rogan](#)  
**To:** [John Morgan](#)  
**Cc:** [Katie Crockett](#)  
**Subject:** Colinas Development Meeting Feedback  
**Date:** Friday, September 2, 2022 12:20:52 PM

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Hello, I'm writing you to provide feedback on a member of the planning department. I attended the information meeting about the planned development on Paseo De Colinas last night ( 9/01/22). A representative named Katie (copied) moderated the meeting. I thought that Katie did an excellent job last night. She was polite and composed throughout the meeting and handled questions very well. Please note that I am not in favor of the planned development at all, in fact I think it will be a disaster. But credit where credit is due, I recognize that Katie had a very difficult job responding to a group of unhappy citizens and she handled everything remarkably well. I know that I couldn't have done that. Also note that I have no connection to her at all. I just believe that people should provide positive feedback when possible. Have a great Labor Day weekend.

Regards,  
Sheila Rogan  
25598 Paseo La Cresta  
Laguna Niguel, CA 92677

88-1



## **RESPONSE TO COMMENT LETTER NO. 88**

Sheila Rogan  
September 2, 2022

88-1 The commenter provided feedback on the City's information meeting on the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 89

**From:** [Sheila Rogan](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas CEQA Report Response  
**Date:** Thursday, September 22, 2022 9:12:40 PM

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Hello, I have reviewed the CEQA report for the proposed Paseo de Colinas townhome development. I have also reviewed population statistics and a building report from my own community (Sparrow Hill). I have attempted to group my comments under specific concerns. I wasn't able to review the information as thoroughly as I would have liked due to work commitments.

### Traffic

The Pew Research Center estimates that the number of children between 19 and 29 still living at home is between 47 an 52%. With 89 bedrooms, it's likely that there will be at least that many vehicles, potentially even more. 111 available parking spaces is not enough. The overflow of vehicles will be on the surrounding neighborhood streets. Additionally, the much hyped traffic study was simply a model based on estimate of trips in and out of the complex. The numbers used were based on 2 adult drivers and didn't include adult children potentially still living at home. The study also didn't take into account the existing traffic conditions on Paseo de Colinas. I'm sure the city has access to police records and can see the number of citations issued in the immediate vicinity of the proposed complex. It doesn't require a computer model to determine that many of the residents will turn right from the complex and immediately need to cross multiple lanes in order to u-turn at Golden Lantern. Paseo de Colinas is already a nightmare to those of us who live next to it and this development will absolutely make the situation worse.

89-1

### Green Space

I also noticed that in the CEQA report, the estimated percentage of green/park space appeared to be based on the plan created before the additional units were added. Can you please confirm or clarify this?

89-2

### Soil Stability

The geotechnical investigation only included 2 soil borings both completed prior to the addition of the additional units. The addendum to the report was based on a computer modeled estimate. As a resident of Sparrow Hill, I have first hand experience with building subsidence. We had to complete an expensive foundation/building lift project on 2 buildings. Coincidentally, the 2 buildings repaired are the closest units to the proposed development. At a minimum, I would request additional soil borings be completed. This would not be a significant cost especially considering the potential issues that may be encountered.

89-3

### Conclusion

Ultimately, after reviewing the CEQA report, I didn't find anything that would legally derail the project but I would ask the City of Laguna Niguel to please have some common sense. There are many reasons why people like living here. High-density development is not on the list. We already have several new, enormous apartment complexes (with low occupancy) near the freeway. Do you really believe that this development will benefit the neighborhood or city? I'm genuinely curious. I understand that the school needs significant repairs but we provide for this with our property taxes. The onus of repair costs is on Capistrano USDs budget management and not the surrounding residents.

89-4

I know that this is a very unpopular development in my neighborhood and I think the land could be put to better use. I appreciate you taking the time to read this and I hope we have the opportunity to discuss this project calmly and rationally.

Sincerely,  
Sheila Rogan  
25598 Paseo La Cresta  
Laguna Niguel, CA 92677  
949-463-7497



## RESPONSE TO COMMENT LETTER NO. 89

Sheila Rogan  
September 22, 2022

89-1 The commenter raises concerns regarding project-generated traffic impacts and inadequate parking. Refer to MR 2 pertaining to traffic along Paseo de Colinas (and the associated safety concerns) and MR 4 pertaining to parking concerns.

89-2 The commenter requests information regarding the project's proposed green/park space. Refer to Response to Comment 37-4.

89-3 The commenter expresses concern regarding soil stability within the project area, specifically the potential for subsidence. As discussed in the Draft IS/MND Section 4.7, *Geology and Soils*, Response 4.4(c) (page 4.7-4), which is based on a Geotechnical Evaluation (2018) prepared for the project, groundwater was not encountered to the maximum explored depth of approximately 90 feet below existing grade. According to the 2018 Geotechnical Evaluation, the site is underlain by Capistrano Formation bedrock material. Generally, the Capistrano Formation consists of a weak, clayey siltstone with some interbedded silty sandstone, which typically has a high potential for expansion and are considered to be "severely" corrosive to concrete. The 2018 Geotechnical Evaluation recommends utilizing concrete flatwork and pre-soaking the subgrade for building slabs and flatwork to minimize the impacts of expansive site soils. Additionally, the 2018 Geotechnical Evaluation recommends removing potential compressible materials from three to five feet below existing grades during site remedial grading to reduce impacts associated with collapsible soils. According to the City's CEQA Manual, recommendations from an Applicant-prepared geotechnical investigation (i.e., the 2018 Geotechnical Evaluation and Geotechnical Addendum). The City will review all investigations for compliance with the California Building Code. The final geotechnical investigation to be prepared by the Applicant with engineering and design details at the construction level would be verified as part of the project's Site Development Review to ensure all recommendations are integrated into the project plans. Upon compliance with the California Building Code and City requirements, the project would not directly or indirectly cause potential substantial adverse effects with respect to unstable slopes.

89-4 The commenter expresses general opposition to the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 90

**From:** [STEPHANIE PEREZ](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo De Colinas Townhomes Project  
**Date:** Sunday, September 11, 2022 11:00:02 AM

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Dear Ms. Crockett,

Why is the City allowing a three story townhome project on Pasea de Colinas? Not only is this overly dense with insufficient parking it does not match the maximum heights of two story dwellings in the neighborhood.

90-1

How can we continue to ask everyone to reduce/restrict using water and electricity yet the City keeps pushing for more tax basis by adding all these overly dense housing communities on every open piece of land? Traffic and parking is getting unruly within two miles of the freeway. Sure, not so much traffic at town hall but not true if you try to get to the freeway.

How do we stop this?

90-2

Very concerned long time homeowner and sad to see all this overgrowth. Please don't ruin Laguna Niguel. I want to stay here forever but the infrastructure and the greed to add more housing is heartbreaking.

Looking forward to your reply.

Sincerely,

Stephanie Perez



## RESPONSE TO COMMENT LETTER NO. 90

Stephanie Perez  
September 11, 2022

90-1 The commenter raises concerns regarding parking and proposed building height (three-stories) not matching the existing two-story dwellings in the neighborhood. Refer to MR 3 pertaining to parking concerns, and Response to Comment 18-2 pertaining to project consistency with existing regulations on building height.

90-2 The commenter raises concerns regarding water and electricity uses from the development of new high-density residences, as well as traffic and parking issues. Refer to Response to Comment 2-1 pertaining to water and electricity uses from the project, MR 2 pertaining to traffic, and MR 3 pertaining to parking concerns. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 91

**From:** [breeeethhee@cox.net](mailto:breeeethhee@cox.net)  
**To:** [Katie Crockett](#)  
**Subject:** Townhouses on Paseo de Colinas  
**Date:** Wednesday, September 14, 2022 9:57:59 AM

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I am writing to add my voice to plead for our city not to allow the building of these new townhomes.

My family and I live a half mile, on Charreadas, from the proposed site. The extra traffic and the inability of the children to use the back stairs, will greatly impact the safety of the children who attend school at the middle school.

We are being asked to conserve water and power and now there will be more consuming of these dwindling and precious resources.

Street of the Golden Lantern has become a traffic nightmare and a speedway, with more accidents. The extra cars in the area will add to this problem and will increase the likelihood of even more accidents.

Please do not allow these new homes to be built.

Thank You,

Stephanie Schuster

A very concerned citizen

91-1



## **RESPONSE TO COMMENT LETTER NO. 91**

Stephanie Schuster  
September 14, 2022

91-1 Refer to MR 2 pertaining to traffic and the associated safety concerns, MR 1 pertaining to stair access at Niguel Hills Middle School, and Response to Comment 2-1 pertaining to water and electricity uses from the project.

## COMMENT LETTER 92

**From:** [Stephen D. Teichmann](#)  
**To:** [Katie Crockett](#)  
**Date:** Wednesday, August 31, 2022 4:28:25 PM

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Hello,

I am in receipt of the notice of intent to adopt a mitigated negative declaration for the Paseo de Colinas Townhomes Project..

At the last community meeting there was significant opposition to this and if I am reading this correctly it sounds like the city intends to move ahead with the project. One of the big mitigators in the past was the fact that they were building a public park in addition to the townhomes. Again if I am reading this document it sounds like the project developer is requesting that they no longer have to provide a park as part of the agreement.

Is my understanding accurate? Also when will the public be able to weigh in before a final decision is made?

Thank you,

Stephen Teichmann  
25401 Calle Becerra  
Laguna Niguel, CA 92677

Sent from my Galaxy

92-1



## **RESPONSE TO COMMENT LETTER NO. 92**

Stephen Teichmann  
August 31, 2022

92-1 Refer to MR 5 regarding the public hearing process. The commenter would like to confirm if the project Applicant is building a public park as part of the townhomes development as intended in the past; refer to Response to Comment 37-4.

## COMMENT LETTER 93

**From:** [Steven Rizzuto](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhome Project  
**Date:** Monday, September 26, 2022 1:40:40 PM

The following comments are submitted as part of the public response to the Notice of Intent to Adopt a Mitigated Negative Declaration for the Paseo de Colinas Townhomes Project. I am a resident of the Colinas de Capistrano development(s) on Paseo de Colinas opposite of the proposed development.

1. At this time, and for the unforeseeable future, water remains a scarce and essential resource in this community. This development represents an absolute increase on existing limited water supplies, therefore, results in a **SIGNIFICANT ENVIRONMENTAL IMPACT** with no ability private or public, to mitigate this impact. For this reason alone, the proposal is not viable for the community as a whole. 93-1
2. The proposed land was dedicated by the developers of the Colinas de Capistrano expressly to the County of Orange (with an enduring obligation of the City upon Incorporation) for the purposes of parks or schools. For years, the Colinas de Capistrano HOA maintained the property until such time as the local school district placed mobile buildings on the lot. The school later abandoned their development intention. The Colinas HOA passively offered to rescind the dedication to the City for the Park and School purpose. Neither the School District nor City responded to non-litigation. At that time, it was also discovered that neither the School District nor County had actually accepted the dedication. The HOA did not proceed to defend its rights to reacquire the property, but did not give up the future possibility of doing so. The true and clear title of the property should be considered in question. For this reason alone, this development proposal could cause unnecessary and irreparable harm to the community at the expense of providing necessary social benefit to the community. 93-2
3. This area is impacted by extreme school safety issues throughout daylight hours. The adjacent roads, Paseo de Colinas, Mira Vista, and Street of the Golden Lantern, and their related intersections, will be negatively impacted as a result of insufficient on-sight parking within the proposed development. It is a reasonable assumption that insufficient overflow parking for the development will negatively impact other public streets in adjacent neighborhoods. There is no mitigating plan to address limited on-site parking, the impact on adjacent neighborhoods, nor the impact on student ingress and egress in an already problematic school transportation schema. A parking plan (perhaps a permit process) addressing parking limitations must be considered as part of the mitigation planning and, failing to include this, is reason enough to not continue with modifying city plans at this time. 93-3
4. Less familiar, but eminent, is a planning consideration for the growing and mandated need to address electric vehicle charging. The housing units are of sufficient square footage and bedroom configurations, and the "moderate" retail pricing expectation, that these homes will have sufficient reasonable access to electric power locations to charge vehicles and other high electric consuming devices. The negative impact on existing homeowners electrical well being has not been evaluated. 93-4

I ask the City County, the Community Development Department to reject this proposed application and its planning amendments as proposed . These changes have broad 93-5

ramifications for the residents and the larger area, and do not represent the best interests of the community as a whole.

93-5  
cont'd

Regards,

Steven Rizzuto  
25621 Miraleste  
Laguna Niguel, CA 92677



## RESPONSE TO COMMENT LETTER NO. 93

Steven Rizzuto  
September 26, 2022

93-1 The commenter claims that the proposed residential development would result in a significant impact related to water supplies. Response to Comment 2-1 pertaining to water use from the project.

93-2 The commenter provides background information on and questions the entitlement of the project site. Refer to Response to Comment 37-4 pertaining to the project's proposed irrevocable offer of dedication of parkland to the City. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

93-3 The commenter raises concerns regarding parking and recommends the City to adopt a parking plan as a condition of approval for the project or to not approve the project. Refer to MR 3 pertaining to parking concerns and MR 2 regarding traffic concerns.

93-4 The commenter contends that the proposed townhomes and the associated demand for charging electrical vehicles have not been evaluated in the Draft IS/MND, and the potential negative impacts on existing electricity power grid in the project area have not been evaluated. The project would be required to comply with the latest version of CALGreen Code, which requires electric vehicle charging circuits to be provided for all proposed residential units. Electricity consumption from electric vehicle charging in residential garages and other high electric consuming devices would be minimal compared to the regional electricity consumption. As discussed throughout Section 4.6, *Energy*, of the Draft IS/MND, electricity consumption of the project would represent a nominal percentage of Orange County's usage. Electricity demand is planned and projected on regional level, and small-scale developments, such as the project, are not expected to cause regional impacts. Therefore, the project would not cause substantial impacts on existing electricity power grid or impact existing electricity consumers in the project area.

93-5 The commenter generally opposes the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 94

**From:** [sassypratt](mailto:sassypratt)  
**To:** [Katie.Crockett](mailto:Katie.Crockett)  
**Cc:** [sassypratt@cox.net](mailto:sassypratt@cox.net)  
**Subject:** Paseo de Colinas townhouses project  
**Date:** Tuesday, September 20, 2022 2:25:40 PM

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Dear Katie and all those involved in this project,

I am vehemently opposed to this project. I am a homeowner of Ville de Cerise that resides on the corner of Paseo de Colinas and Goldern Lantern.

Our intersection is one of the most dangerous in all of Laguna Niguel and I have witnessed first hand several accidents involving pedestrians and cars. The speed of the cars moving up and down Golden Lantern and on and off Paseo de valencia is unbelievable! In recent years, the number of people in the area have grown exponentially and traffic is terrible. Not only am i seeing/hearing an increase in ambulances/police vehicles that utilize Paseo de Colinas to transfer ill or injured persons to the hospital, but also an increase in parents temporaily parking on Golden Lantern spililing over onto Paseo de Colinas to pick up their children from school. These issues already present serious safety issues pertaining to the well being of our children, family and neighbors.

94-1

Your proposal to add additional housing, cars, people and expected overflow vehicles/parking on the street (whether planned or not) to this already saturated and dangerous intersection and highly traveled streets will absolutely diminish safety to all and compromise the ability of our first responders to travel to and from the hospital in a safe manner.

The citizens of Laguna Niguel do not want this project to come to fruition. Please consider halting this project in an effort to maintain the safety and integrity of this great city! Thank you!

Sincerely,  
Susan Pratt  
25512 Rue Terrase, laguna niguel

Sent from my Verizon, Samsung Galaxy smartphone



**RESPONSE TO COMMENT LETTER NO. 94**

Susan Pratt  
September 20, 2022

94-1 Refer to MR 2 pertaining to traffic and speeding, and the associated safety concerns (including emergency access), and refer to MR 3 pertaining to parking concerns.

## COMMENT LETTER 95

**From:** [Thomas Grzecka](#)  
**To:** [Katie Crockett](#)  
**Subject:** Paseo de Colinas Townhouse Project  
**Date:** Wednesday, September 21, 2022 1:31:07 PM

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Dear Katie Crockett,

I would like to voice my protest toward proposed building on the sliver of land along Paseo de Colinas.

I live very close to the intersection of Colinas and Golden Lantern since 1974. This intersection has changed from a quiet planned culdesac to a busy, overused, and one of the most dangerous locations in the city.

Here are my reasons for protest:

1. Colinas already is a heavily used shortcut across the city of Laguna Niguel. More townhouses

will increase the density further. Check what the density is at Crownvalley and the 5 Freeway.

2. Higher density means more noise in surrounding neighborhoods.

3. More complexity for intermediate school dropoff and pickup of students which already impacts

all surrounding neighborhoods twice every day

4. This plot is minimal for parking and will be built too close to the street.

5. This project destroys (Not public anymore) one of the most scenic walkways in the city.

6. Gives students from intermediate school only one possible exit from campus.

This plot of land should be made to beautify the city for everyone who uses Paseo de Colinas. Higher density makes more congestion, more noise, and subtracts from the calmness of what Laguna Niguel used to be.

In closing, look at the upkeep and property maintenance for the other Townhouse developments in Laguna Niguel. Most of them are sub par and need more attention, perhaps these can be improved before we add more development.

Thank You,

Thomas and Corky Grzecka

25381 Hugo Road

Laguna Niguel. since November 1974

95-1

95-2

95-3

95-4

95-5

95-6



## RESPONSE TO COMMENT LETTER NO. 95

Thomas And Corky Grzecka  
September 21, 2022

95-1 Refer to MR 2 pertaining to traffic and congestion concerns.

95-2 Refer to MR 4 pertaining to increased noise as a result of the project.

95-3 The commenter is concerned with the potential of added complexity of student pick up and drop off at Niguel Hills Middle School with the stairs removed. Refer to MR 1..

95-4 Refer to MR 3 pertaining to parking concerns. The commenter claims that the proposed townhomes would be built too close to the street; refer to Response to Comment 82-4.

95-5 Refer to Response to Comment 18-2 regarding views obstruction.

95-6 The commenter summarizes the aforementioned concerns (refer to Responses to Comments 95-1 through 95-5) and voices objection to the project. This comment is acknowledged. The commenter does not raise new environmental information or directly challenge information provided in the Draft IS/MND. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 96

**From:** [ThomasHartley ChemicalEngineer](#)  
**To:** Katie Crockett; Kelly Jennings; [egennaway@cityoflagunaniguel.org](mailto:egennaway@cityoflagunaniguel.org); Rischi Paul Sharma; [fmanager@cityoflagunaniguel.org](mailto:fmanager@cityoflagunaniguel.org); Sandy Rains  
**Subject:** Colinas Townhomes  
**Date:** Friday, September 23, 2022 7:25:44 PM

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This letter is written to protest the MND proposed for the project based upon the lack of proper story representation. The scissor lift with a piece of pvc pipe most certainly was not a representation of the project. The surrounding citizens were not aware of what it represented. I discussed the project with 27 area neighbors and found only 2 who were aware of the massive buildings being proposed.

Since the applicants are proposing a specific project design, it must be properly story polled, in accordance with Laguna Niguel guidelines, prior to any approval in the process.

In addition, the project has increased in mass by 27% !

The erection of these story poles must define, in full, the height, size and mass of each building and be erected by California Story Poles. A 10ft x 6 ft billboard, describing the project, with a rendering, is also mandated to officially alert the neighbors of the proposal.

After all,  
We the neighbors, ARE the environment.

Thomas Hartley  
Chemical Engineer / Newcastle Construction

96-1



## **RESPONSE TO COMMENT LETTER NO. 96**

Thomas Hartley  
September 23, 2022

96-1 The commenter is discontent with the existing representation style of the project and claims that a billboard with project description and rendering is also mandated to officially alert the neighbors of the project. Refer to Response to Comment 18-2. This comment is acknowledged. The City of Laguna Niguel decision makers will consider all comments on the project. For the purpose of CEQA, no further response is necessary.

## COMMENT LETTER 97

**From:** [Henri D.](#)  
**To:** [Katie Crockett](#)  
**Subject:** Objection to the proposed Paseo De Colinas Townhomes Project is located on Paseo De Colinas  
**Date:** Monday, September 12, 2022 10:22:04 AM

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Hello Katie Crockett, Senior Planner,

I am a resident of Laguna Niguel, and I write to object to the above proposed townhouse project. Even without this additional housing project, the intersection of Crown Valley Parkway and Cabot is already heavily congested with traffic from >1000 apartments, thousands of vehicles exiting / entering the freeway daily, causing congestion at all times of the day. At present, the amount of traffic, congestion, noise and dust is already very bad without the proposed Project.

Two major issues that are concerning to me as a homeowner less than 1 mile away from the proposed project are: traffic, noise and congestion from the daily commuters in the area is already extremely bad, and when more residential units are planned, parking will inevitably overflow to existing neighborhoods such as mine. My neighborhood already has many cars parking on our streets!

No more expansion at the expense of existing homeowners please!

Please advise when there will be a City Council meeting on this matter.  
Thank you.

Sincerely,  
Vivian Le

97-1



## **RESPONSE TO COMMENT LETTER NO. 97**

Vivian Le  
September 12, 2022

97-1 The commenter raises concerns regarding project-related traffic, congestion, noise, dust, and parking issues. Refer to MR 2 pertaining to traffic and congestion, MR 4 pertaining to increased noise, Response to Comment 25-4 pertaining to air pollution, and MR 3 pertaining to parking concerns. Additionally, the commenter asks when there will be a City Council meeting regarding the project; refer to MR 5.



## 4.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring plan. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring plan must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

In compliance with Public Resources Code Section 21081.6, Table 4-1, Mitigation Monitoring and Reporting Checklist, has been prepared for the Paseo de Colinas Townhomes Project (project). This Mitigation Monitoring and Reporting Checklist is intended to provide verification that all applicable mitigation measures relative to significant environmental impacts are monitored and reported. Applicable standard conditions of approval are also included in Table 4-1 to ensure implementation, monitoring, and reporting. Monitoring will include: 1) verification that each mitigation measure or standard condition of approval has been implemented; 2) recordation of the actions taken to implement each mitigation measure or standard condition of approval; and 3) retention of records in the City of Laguna Niguel Paseo de Colinas Townhomes Project file.

This Mitigation Monitoring and Reporting Program (MMRP) delineates responsibilities for monitoring the project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure or standard condition of approval. Adequate monitoring consists of demonstrating that monitoring procedures took place and that the required mitigation measures and standard conditions of approval were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 4-1). If an adopted mitigation measure or standard condition of approval is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation.

Reporting consists of establishing a record that a mitigation measure or standard condition of approval is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the IS/MND, which provides general background information on the reasons for including specified mitigation measures or standard conditions of approval.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures and standard conditions of approval.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures and standard conditions of approval have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.



- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures and standard conditions of approval will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the MMRP, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. Such changes could include reassignment of monitoring and reporting responsibilities, plan redesign to make any appropriate improvements, and/or modification, substitution or deletion of mitigation measures or standard conditions of approval subject to conditions described in CEQA Guidelines Section 15162. No change will be permitted unless the MMRP continues to satisfy the requirements of Public Resources Code Section 21081.6.

It is acknowledged that the following Standard Conditions of Approval (SCA) were referenced in the Initial Study and would apply to the project:

SCA AES-1 To minimize construction-related impacts to visual character or quality of the site and its surroundings for the surrounding public, prior to issuance of a grading permit, project Applicant shall demonstrate/note in the grading permit plans that construction staging areas along with the storage of equipment and debris within the project area would be located in the least conspicuous location as is practical. Compliance with this standard condition of approval shall be subject to periodic field inspections.

SCA TRA-1 Prior to grading permit issuance or importing or hauling any material to or from the site, whichever is to occur first, the Applicant or designee shall submit a Construction Traffic Management Plan (TMP) for review and approval by the Public Works Director. The TMP shall include signage, lane closures, flag persons, etc., and shall specify that one lane of travel in each direction shall be maintained along City rights-of-way. Bicycle lanes, pedestrian sidewalks, and bus stops shall remain open and accessible, to the greatest extent feasible, during construction or shall be re-routed to ensure continued connectivity while maintaining Americans with Disabilities Act (ADA) accessibility. The TMP shall be incorporated into project specifications for verification prior to final plan approval.



**Table 4-1**  
**Mitigation Monitoring and Reporting Checklist**

Mitigation/Standard Condition of Approval Number	Mitigation Measure/Standard Condition of Approval	Implementation Responsibility	Implementation Timing	Monitoring Responsibility	Monitoring Timing	Verification of Compliance		
						Initials	Date	Remarks
<b>BIOLOGICAL RESOURCES</b>								
BIO-1	<p>If ground-disturbing activities or removal of any trees, shrubs, or any other potential nesting habitat are scheduled within the avian nesting season (generally from January 1 through August 31), a qualified biologist retained by the Applicant shall conduct a pre-construction clearance survey for nesting birds within three days prior to any ground disturbing activities.</p> <p>The biologist conducting the clearance survey shall document the negative results if no active bird nests are observed on the project site during the clearance survey with a brief letter report indicating that no impacts to active bird nests would occur before construction can proceed. If an active avian nest is discovered during the pre-construction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptor species, this buffer shall be 500 feet. The biologist shall be</p>	Project Applicant/Representative; Qualified Biologist	Three Days Prior to Construction Ground Disturbing Activities; During Construction	City of Laguna Niguel Community Development Department	During Project Plan Review			



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	present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Results of the pre-construction survey and any subsequent monitoring shall be provided to the City of Laguna Niguel, California Department of Fish and Wildlife, and other appropriate agency(ies). This requirement shall be indicated on project plans and specifications for verification by the City of Laguna Niguel prior to vegetation removal.							
<b>CULTURAL RESOURCES</b>								
CUL-1	If archaeological material is uncovered during project-related ground-disturbing activities, work shall be temporarily halted in the vicinity of the find (within a 50-foot buffer) and the project Applicant shall retain a qualified professional archaeologist meeting the Secretary of the Interior's Standards for Archaeology to evaluate the significance of the find and determine appropriate treatment for the resource in accordance with California Public Resources Code Section 21083.2(i) and the provisions of the California	Project Applicant/Representative; Qualified Archaeologist; Native American Tribal Representative(s)	During Ground-Disturbing Activities	City of Laguna Niguel Community Development Department	During Ground-Disturbing Activities			



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	<p>Environmental Quality Act (CEQA). The qualified archaeologist shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following shall apply:</p> <ul style="list-style-type: none"><li>• If the qualified archaeologist determines the find does not represent a cultural resource, work may resume, and no agency notifications are required. A record of the archaeologist's determination shall be made in writing to the City of Laguna Niguel Planning Community Development Department.</li><li>• If the qualified archaeologist determines that the find does represent a cultural resource and is considered potentially eligible for listing on the California Register of Historical Resources (CRHR), and avoidance is not feasible, then the City of Laguna Niguel Planning Community Development Department shall be notified and a qualified archaeologist shall prepare and implement</li></ul>							



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	<p>appropriate treatment measures. The treatment measures may consist of data recovery excavation of a statistically significant part of those portions of the site that will be damaged or destroyed by the project. Work cannot resume within the no-work radius until the City, through consultation as appropriate, determines that the find is either not eligible for the CRHR, or that appropriate treatment measures have been completed to the satisfaction of the City in consultation with the tribes.</p> <ul style="list-style-type: none"><li>• Additionally, if the resource is prehistoric or historic-era and of Native American origin, as determined by a qualified professional archaeologist, then those Native American tribes that have requested consultation on the project pursuant to California Public Resources Code Section 21080.3.1, including the Juaneño Band of Mission Indians, Acjachemen Nation-</li></ul>							



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	Belardes, shall be notified of the find, and shall consult on the eligibility of the resource and the appropriate treatment measures.							
CUL-2	The project Applicant shall notify the Juaneño Band of Mission Indians, Acjachemen Nation-Belardes (Tribe) of the anticipated construction schedule for ground-disturbing activities at the project site at least one week prior to ground-disturbing activities to provide the Tribe with the opportunity to monitor such activities for the potential to adversely impact previously unknown cultural resources. If archaeological material of Native American origin is uncovered during project-related ground-disturbing activities, work shall be temporarily halted in the vicinity of the find (within a 50-foot buffer) and the Tribe representative and qualified professional archaeologist (retained pursuant to Mitigation Measure CUL-1) shall consult on the eligibility of the resource and the appropriate treatment measures.	Project Applicant/ Representative; Native American Tribal Representative(s); Qualified Archaeologist	One Week Prior to Ground Disturbing Activities; During Ground Disturbing Activities	City of Laguna Niguel Community Development Department	One Week Prior to Ground Disturbing Activities; During Ground Disturbing Activities			
<b>GEOLOGY AND SOILS</b>								
GEO-1	Prior to grading or excavation in sedimentary rock material other than	Project Applicant/ Representative;	Prior to and During Grading	City of Laguna Niguel	During Project Plan Review;			



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	<p>topsoil, the project Applicant shall retain a Society of Vertebrate Paleontology qualified paleontologist to provide or supervise a paleontological sensitivity training to all personnel planned to be involved in earth-moving activities associated with the project. The training session shall focus on how to identify paleontological resources, such as fossils that may be encountered, and the procedures to follow if identified.</p> <p>The qualified paleontologist shall monitor project-related grading and excavation activities in sedimentary rock material other than topsoil. If fossils are discovered during grading, the qualified paleontologist shall notify the on-site construction supervisor, who shall redirect work away from the location of the discovery. The recommendations of the qualified paleontologist shall be implemented with respect to the evaluation and recovery of fossils, after which the on-site construction supervisor shall be notified and shall direct work to continue in the location of the fossil discovery.</p>	Qualified Paleontologist; Construction Contractor	or Excavation in Sedimentary Rock Material Other Than Topsoil	Community Development Department.	During Ground Disturbing Activities			



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	<p>If any paleontological resources are encountered during construction or during the course of any ground-disturbance activities, activities within 100 feet of the find shall halt immediately. At this time, the Applicant shall notify the City of Laguna Niguel Community Development Department and consult with the qualified paleontologist to assess the significance of the find. The assessment shall follow SVP standards. If any find is determined to be significant, appropriate avoidance measures recommended by the qualified paleontologist and approved by the City of Laguna Niguel Community Development Department shall be followed unless avoidance is determined to be unnecessary or infeasible by City staff. Other appropriate measures (e.g., data recovery, excavation) shall be instituted if avoidance is infeasible.</p> <p>If the fossils are determined to be significant, then the qualified paleontologist shall prepare and implement a data recovery plan. The plan shall include, but not be limited to, the following measures:</p>							



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	<ul style="list-style-type: none"><li>The qualified paleontologist shall ensure that all significant fossils collected are cleaned, identified, cataloged, and permanently curated with an appropriate institution with a research interest in the materials (e.g., John D. Cooper Archaeological and Paleontological Center);</li><li>The qualified paleontologist shall ensure that specialty studies are completed, as appropriate, for any significant fossil collected; and</li><li>The qualified paleontologist shall ensure that curation of fossils is completed in consultation with the City. A letter of acceptance from the curation institution shall be submitted to the City of Laguna Niguel Community Development Department.</li></ul>							
<b>TRANSPORTATION</b>								
TRA-1	To ensure adequate sight distance at the proposed driveways, the project Applicant shall ensure project plans illustrating proposed hardscape and/or	Project Applicant/ Future Homeowner Association	Prior to Issuance of Grading Permit; During Project Lifetime	City of Laguna Niguel Community	During Project Plan Review; During Project Lifetime			



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	landscape along the public right-of-way limited use area, illustrated on Figure 3, <i>Sight Distance Analysis – Driveway No. 1</i> , and Figure 4, <i>Sight Distance Analysis – Driveway No. 2</i> , of the <i>Updated Traffic Assessment for the Proposed Paseo De Colinas 38-DU Residential Development</i> , prepared by Linscott Law & Greenspan, Engineers and dated September 21, 2021, are maintained to less than 30 inches in height. Fences and walls are prohibited within the limited use areas. Maximum tree size and minimum tree spacing in the limited use area shall be 24-inch caliper tree trunks (maximum size at maturity) spaced at 60-feet on center. The City of Laguna Niguel Community Development Department shall verify that proposed plantings and hardscape improvements meet the City's site distance requirements and the project Applicant/future homeowner association shall be responsible for the landscaping maintenance.			Development Department				



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