

CHAPTER 3 Policies and Development Plans

3.1 PURPOSE

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

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

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

3.2 GATEWAY POLICIES

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

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



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



Multi-family housing (80 units/acre)



Offices oriented to the street



Community center integrated into mixed-use village



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

- 3.2.2 Land Use Mix and Balance.** Promote the development of a diverse mix of uses within distinct neighborhoods and districts containing housing, general and medical offices, retail commercial, dining and entertainment, community services, and amenity uses supporting residents, workers, and transit riders.
- 3.2.3 Housing.** Provide for increased densities to encourage the development of housing that accommodates a variety of persons and households who choose to live in an active, urban environment.
- 3.2.4 Office Development.** Promote the development of general and medical offices contributing to the economic health of Laguna Niguel, while providing quality employment opportunities for residents in the City, adjoining communities, and those in the region that are accessible by transit.
- 3.2.5 Retail Commercial.** Promote the development of retail and service commercial uses that enable the residents and workers of the area to meet their basic needs locally without travelling to other areas, while contributing revenues for City services.
- 3.2.6 Community-Supporting Uses.** Continue to provide for light manufacturing, business park, automobile sales, and comparable uses needed to serve Laguna Niguel, provided that they are located and designed to be compatible with and not diminish the intended urban and pedestrian character of the Gateway area.
- 3.2.7 Emerging and Evolving Market Demands.** Allow for flexibility in the mix of land uses to be accommodated in the Gateway area to respond to economic markets for retail, office, and housing uses as they evolve and newly emerge during the lifetime of the Specific Plan.
- 3.2.8 Parcel Assembly.** Provide for increased densities for the assembly of adjoining parcels as incentives for the development of larger scale, cohesive mixed-use development projects.
- 3.2.9 Development Density.** Promote development that creates a high-density urban community, concentrating residents and jobs in proximity to the Metrolink station.
- 3.2.10 Urban Framework.** Develop a network of greenways, streetscapes, and public places that serve as the organizing

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3.3 DISTRICT PLAN AND POLICIES

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

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



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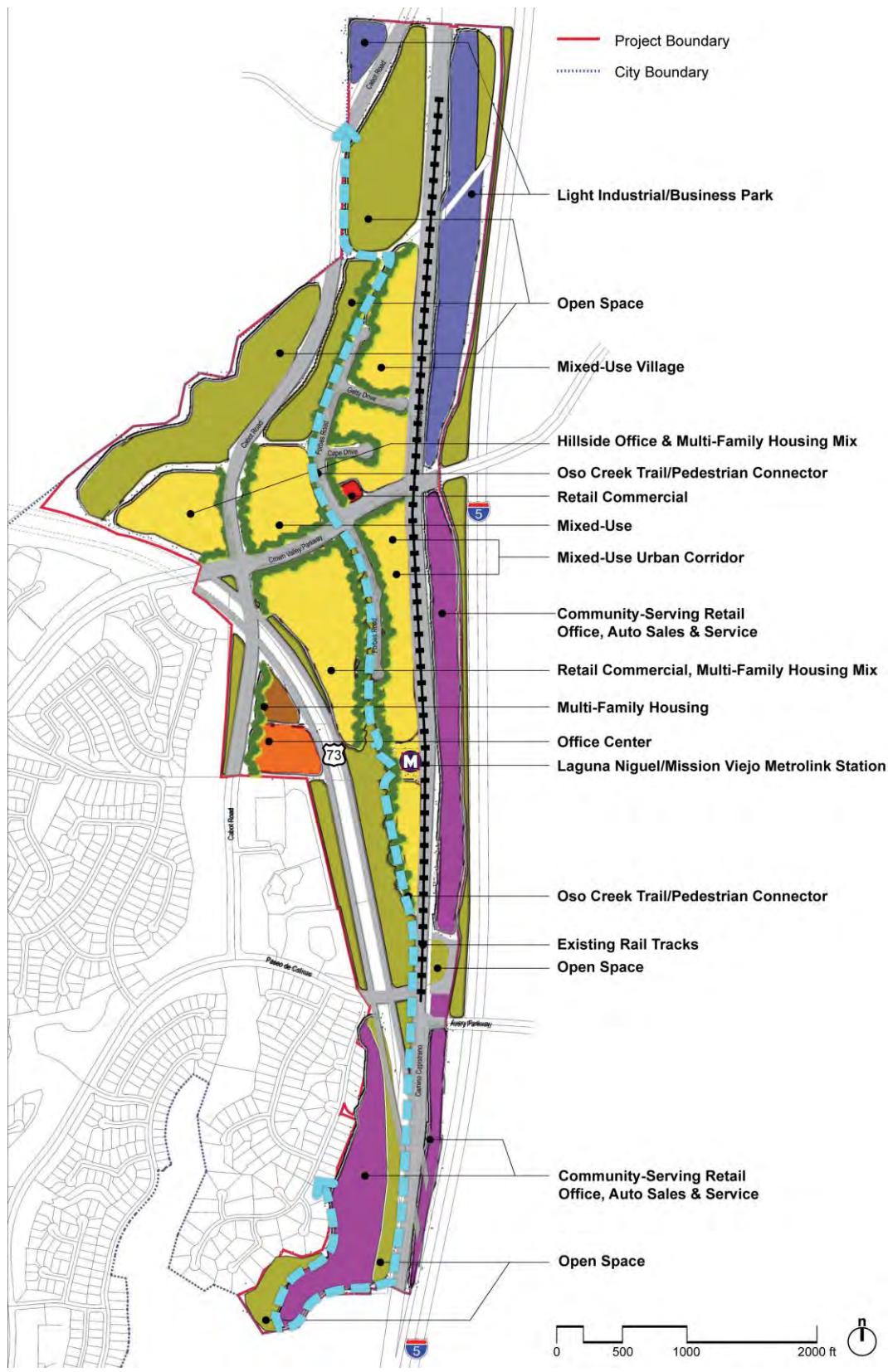


FIGURE 3-1 Land Use Concept Plan

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

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



Pedestrian greenways and open space network (San Jose)

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

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

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

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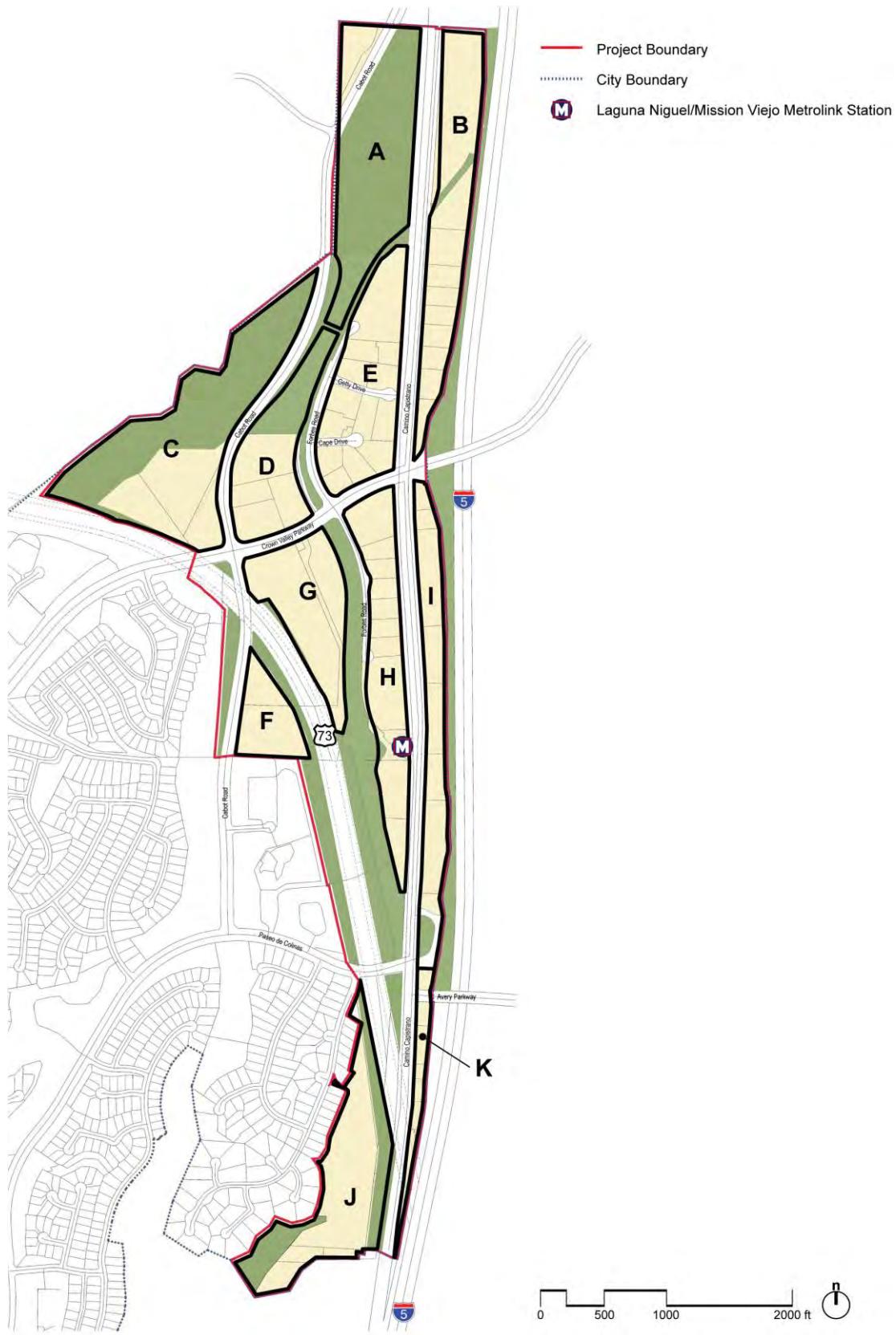


FIGURE 3-2 Planning Districts



Joint use of storm detention facility
(Sacramento, CA)

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

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

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

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

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



Office building



Mixed-use building

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

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

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

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



Office development clustered around common open spaces and sidewalks



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

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

In recognition of the objective of creating a village that is urban in character, this area is designated for the highest densities permitted in the Gateway area. Density incentives are provided for the assembly of parcels for larger, cohesive projects and contribution of "community benefits" such as affordable housing (5% very low and 10% low). Minimum densities are also prescribed to assure that development reflects the intended high-density urban character for the Gateway area.

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

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

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

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



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

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

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

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

Permitted development densities are equivalent to those specified for the "Village." Again, incentives for increased densities are affordable housing (5% very low and 10% low). Minimum densities for office, residential, and mixed-use buildings are established to maximize use in proximity to the Metrolink transit station.

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



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



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

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

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

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

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

3.4 CIRCULATION AND MOBILITY PLAN

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

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

3.4.1 Circulation and Mobility Framework

A. SPECIFIC PLAN AREA STREET SYSTEM

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

1. Marguerite Parkway / Avery Parkway
2. I-5 NB Ramps / Avery Parkway
3. I-5 SB Ramps / Avery Parkway
4. Camino Capistrano / Avery Parkway
5. Camino Capistrano / Paseo De Colinas
6. Cabot Road / Paseo De Colinas
7. Crown Valley Parkway / Moulton Parkway
8. Marguerite Parkway / Crown Valley Parkway
9. I-5 NB Ramps / Crown Valley Parkway
10. I-5 SB Ramps / Crown Valley Parkway
11. Forbes Road / Crown Valley Parkway
12. Cabot Road / Crown Valley Parkway
13. Crown Valley Parkway / Greenfield Drive
14. SR-73 SB Ramps / Greenfield Drive
15. SR-73 NB Ramps / Greenfield Drive

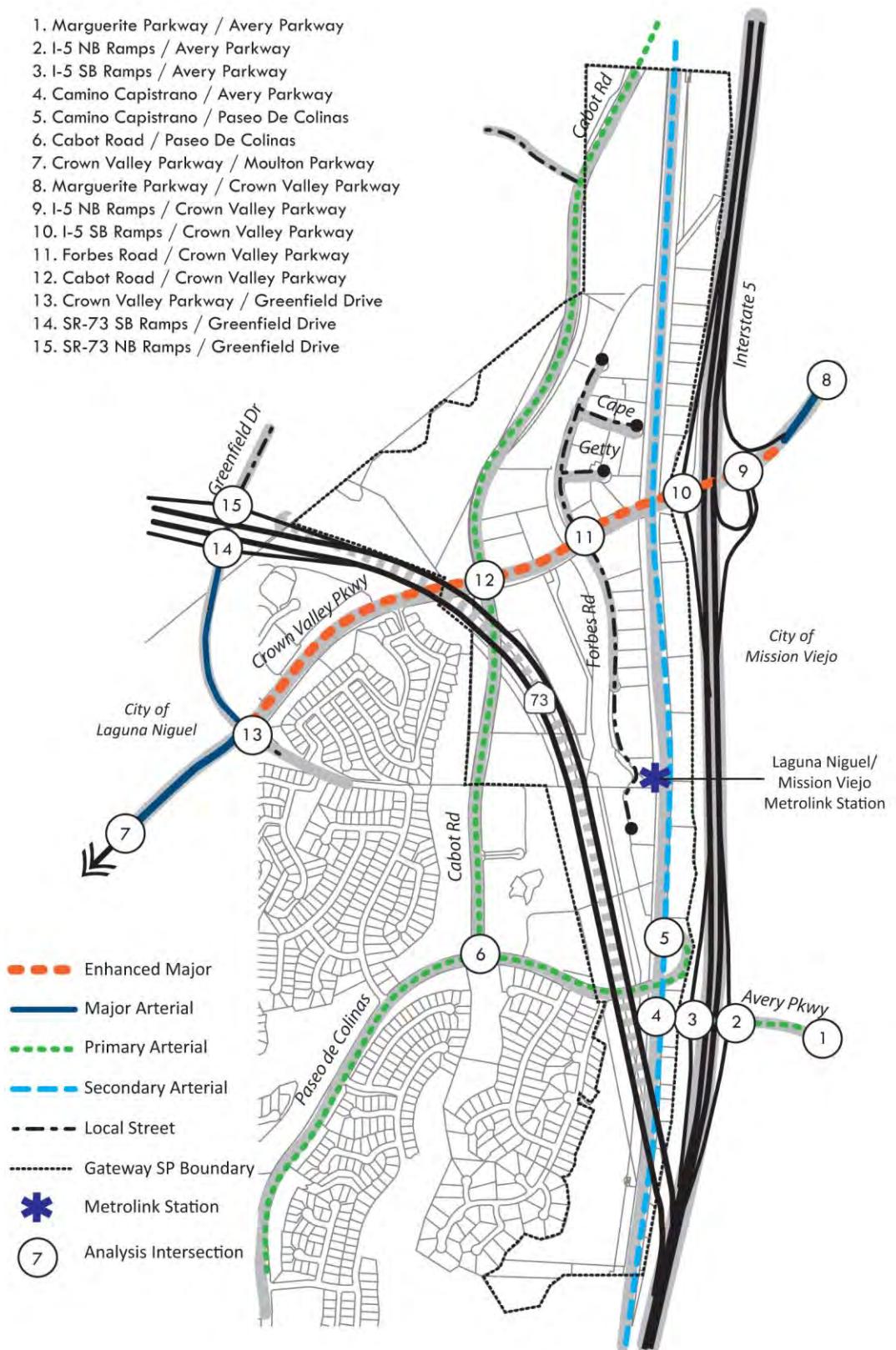


FIGURE 3-3 Specific Plan Area Streets and Intersections

B. STREETS AND HIGHWAYS

1. Network

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

TABLE 3-1 Area Roadways	
Facility	Description
REGIONAL	
Interstate 5 (I-5, or San Diego Freeway)	Four-lane interstate highway directly east of the Specific Plan area. It has four through lanes plus HOV lanes plus auxiliary lanes in each direction through the Specific Plan area. There are full interchanges located at Crown Valley Parkway and Avery Parkway. Peak hour traffic demand at the interchanges currently causes significant congestion during the peak commute hours. The regional transportation improvement plan (RTIP) calls for the addition of one general-purpose lane in each direction.
State Route 73 (SR-73, or San Joaquin Hills Transportation Corridor)	A 15-mile controlled-access tollway extending north from its interchange with I-5 south of Avery Parkway to SR-55 and I-405 near Costa Mesa. SR-73 provides three travel lanes in each direction and has a full access interchange at Greenfield Drive which intersects with Crown Valley Parkway to the west of the Specific Plan area.
LOCAL	
Crown Valley Parkway	Six-lane, Major Arterial that provides direct access to I-5. It is used as a primary access to and through the area by residents of Laguna Niguel and Mission Viejo, businesses, and Saddleback College. Sidewalks are provided along some portions of the street, including the south side of the street between Cabot Road and the northbound I-5 ramps. In the City's General Plan Circulation Element, Crown Valley Parkway between I-5 and Greenfield Drive is listed as an Augmented Major Arterial. The City's Bikeways Plan lists Crown Valley Parkway, between Greenfield Drive and Forbes Road, as an opportunity area as a Class I bicycle facility . Dedicated Class II bike lanes are currently provided along westbound Crown Valley Parkway to the west of the I-5 interchange and on the eastbound side west of Cabot Road.
Avery Parkway	Primary Arterial extending east from Camino Capistrano. It has four through lanes plus turn lanes and has a full interchange with I-5. In addition to providing local access to the Specific Plan area, it is also a key access for Saddleback College and Capistrano Valley High School to the east.

TABLE 3-1 Area Roadways

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

2. Street Standards

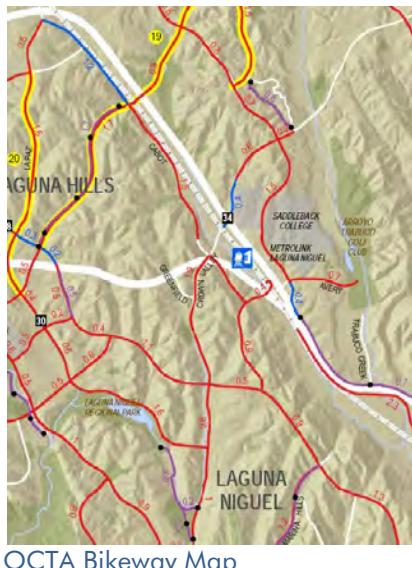
Current street standards for the roadways in the Specific Plan area are listed in Table 3-2 (Street Classifications). The table also provides a comparison of the existing street conditions to the standards.

TABLE 3-2 Street Classifications				
CITY OF LAGUNA NIGUEL STANDARDS				
Street Classification	ROW	Lanes	ADT Capacity	
Major Arterial	120 feet	6 divided	8 lanes—75,000 7 lanes—65,700 6 lanes—56,300	
Primary Arterial	100 feet	4 divided	37,500	
Secondary Arterial	80 feet	4 undivided	25,000	
Commuter Street	60 feet	2 undivided	12,500	
SPECIFIC PLAN AREA STREETS AND MPAH* CLASSIFICATION				
Street	Classification	ROW	Lanes	ADT Capacity
Crown Valley Parkway	Major	112 to 122 feet	8 lanes east of I-5 3 WB/4 EB east of Cabot 6 lanes west of Cabot	56,300 to 75,000
Avery Parkway	Primary	100 feet	4 divided	36,000
Cabot Road	Primary	90 to 100 feet	4 divided	37,500
Paseo De Colinas	Primary	100 feet	4 divided	37,500
Greenfield Drive	Primary	100 feet	4 divided	37,500
Camino Capistrano	Secondary	90 to 100 feet	2 lanes undivided plus selected turn lanes	12,500 to 30,000
Forbes Road	Local	—	2 lanes undivided	12,500
Vista Viejo	Local	—	2 lanes undivided	12,500
Getty Drive	Local	—	2 lanes undivided	Up to 7,500
Cape Drive	Local	—	2 lanes undivided	Up to 7,500

* Orange County Master Plan of Arterial Highways, 2007

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

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



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

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

3.4.2 Circulation and Mobility Strategy

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

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

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

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

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

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

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

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

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

A. INTERNAL ELEMENTS

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

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

Crown Valley Parkway

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

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

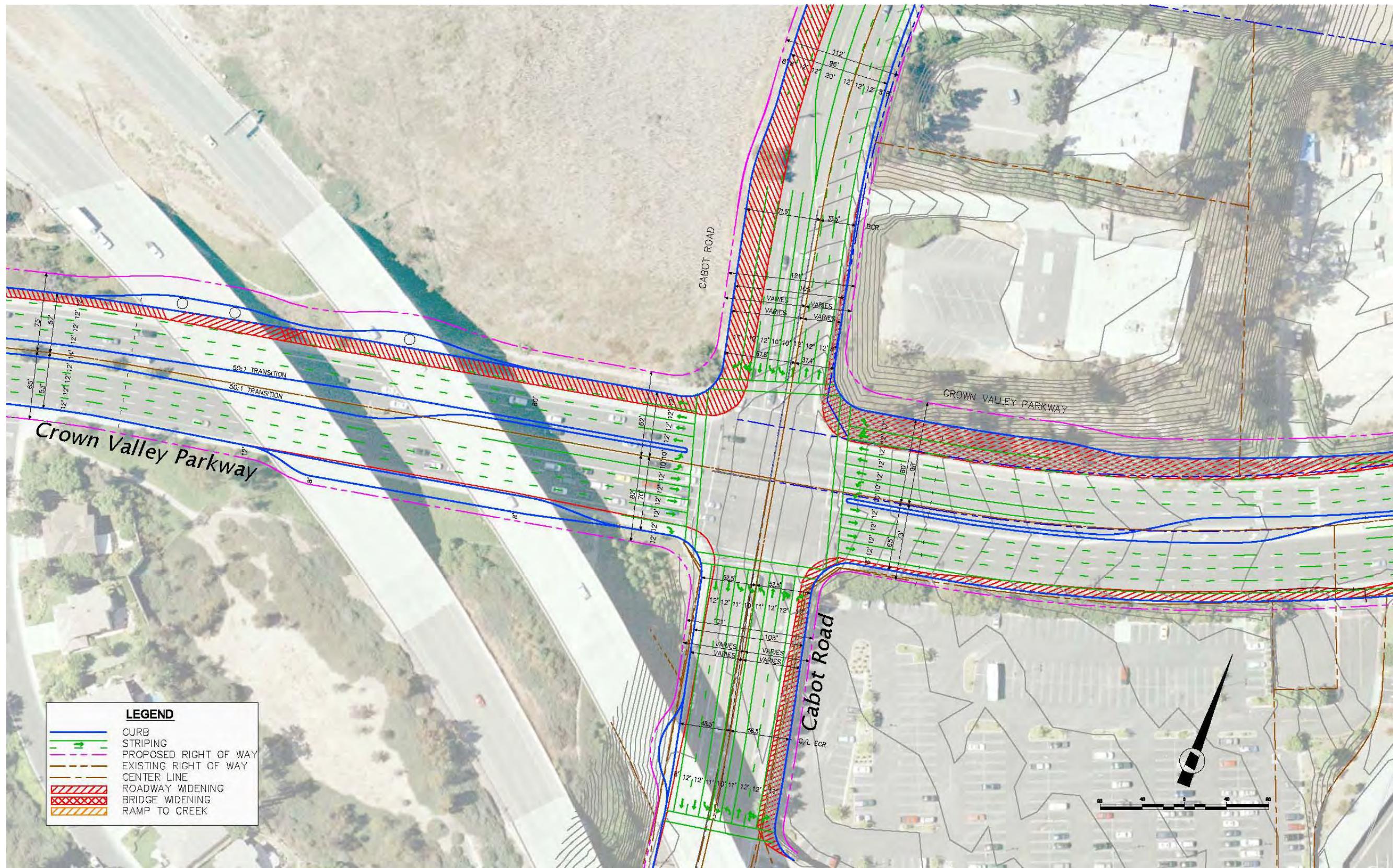


FIGURE 3-4A Crown Valley Parkway Widening

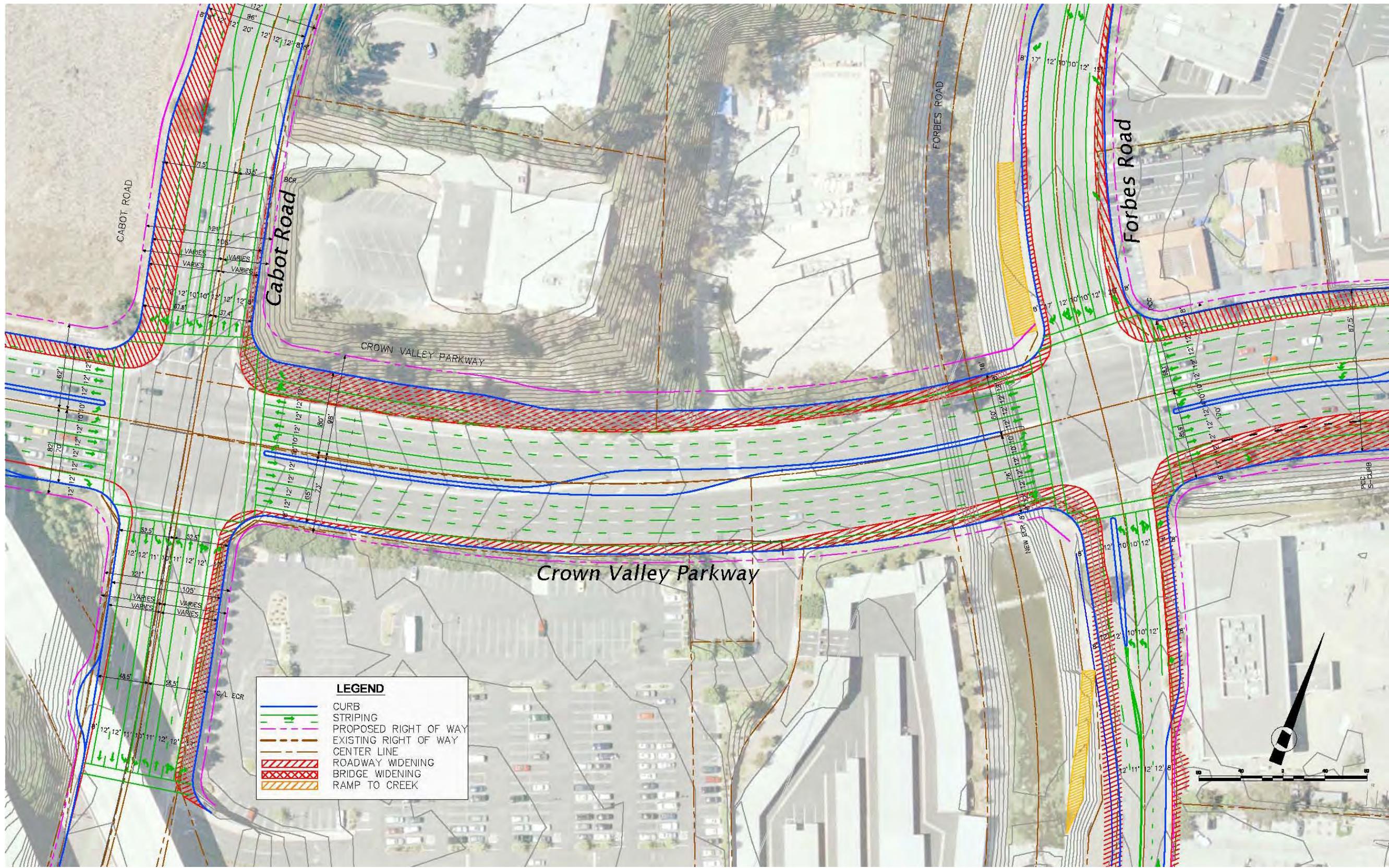


FIGURE 3-4B Crown Valley Parkway Widening

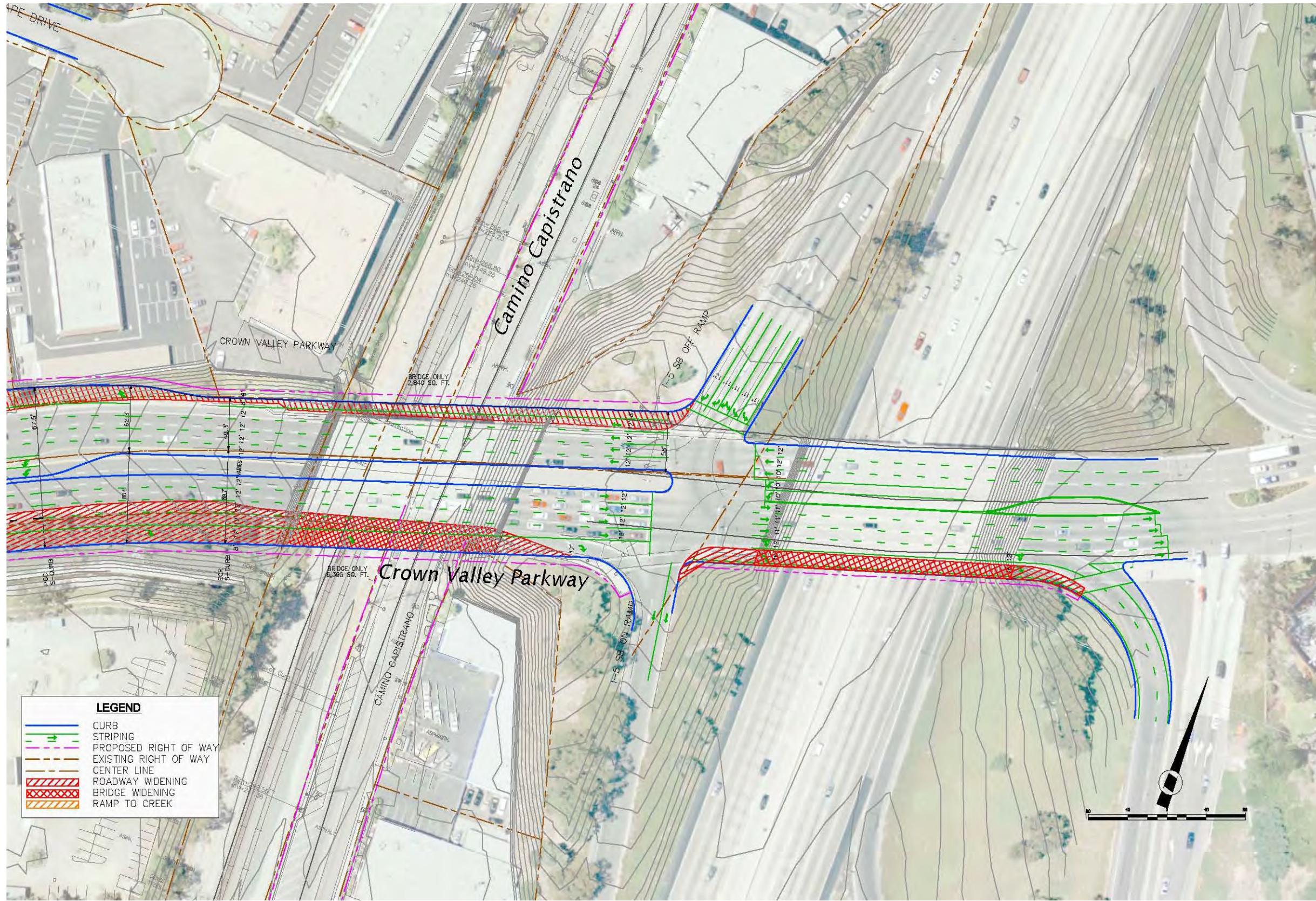


FIGURE 3-4C Crown Valley Parkway Widening

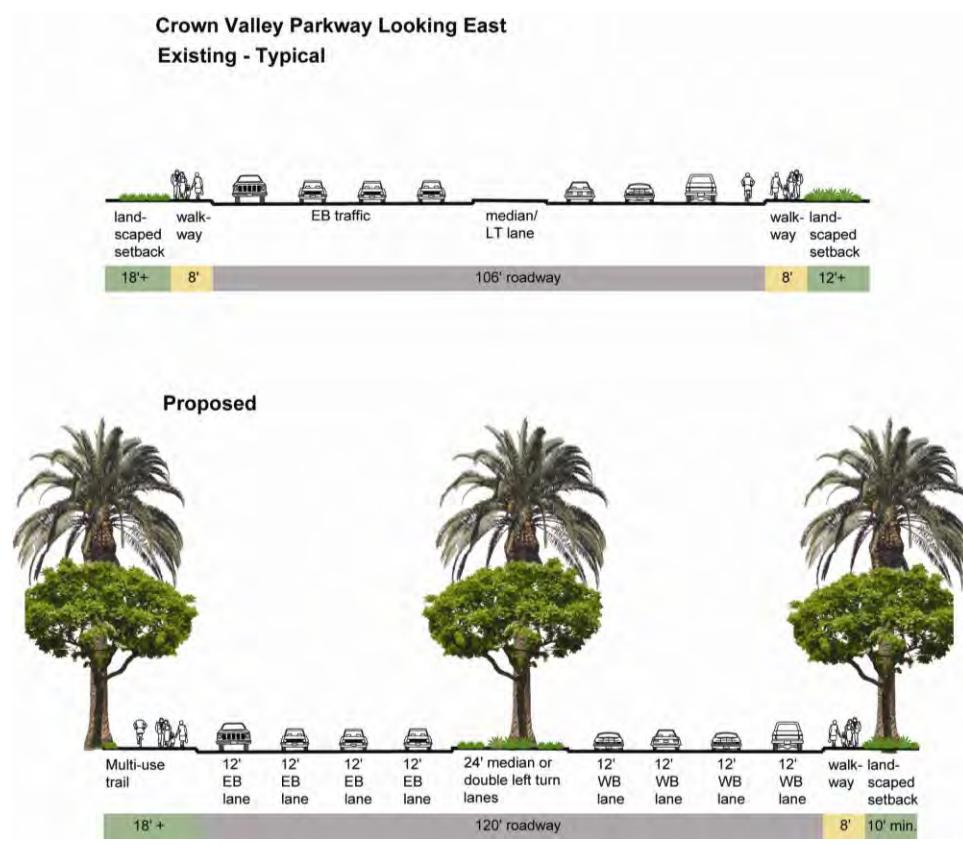


FIGURE 3-5 Crown Valley Parkway Cross Sections

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

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

Forbes Road

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

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

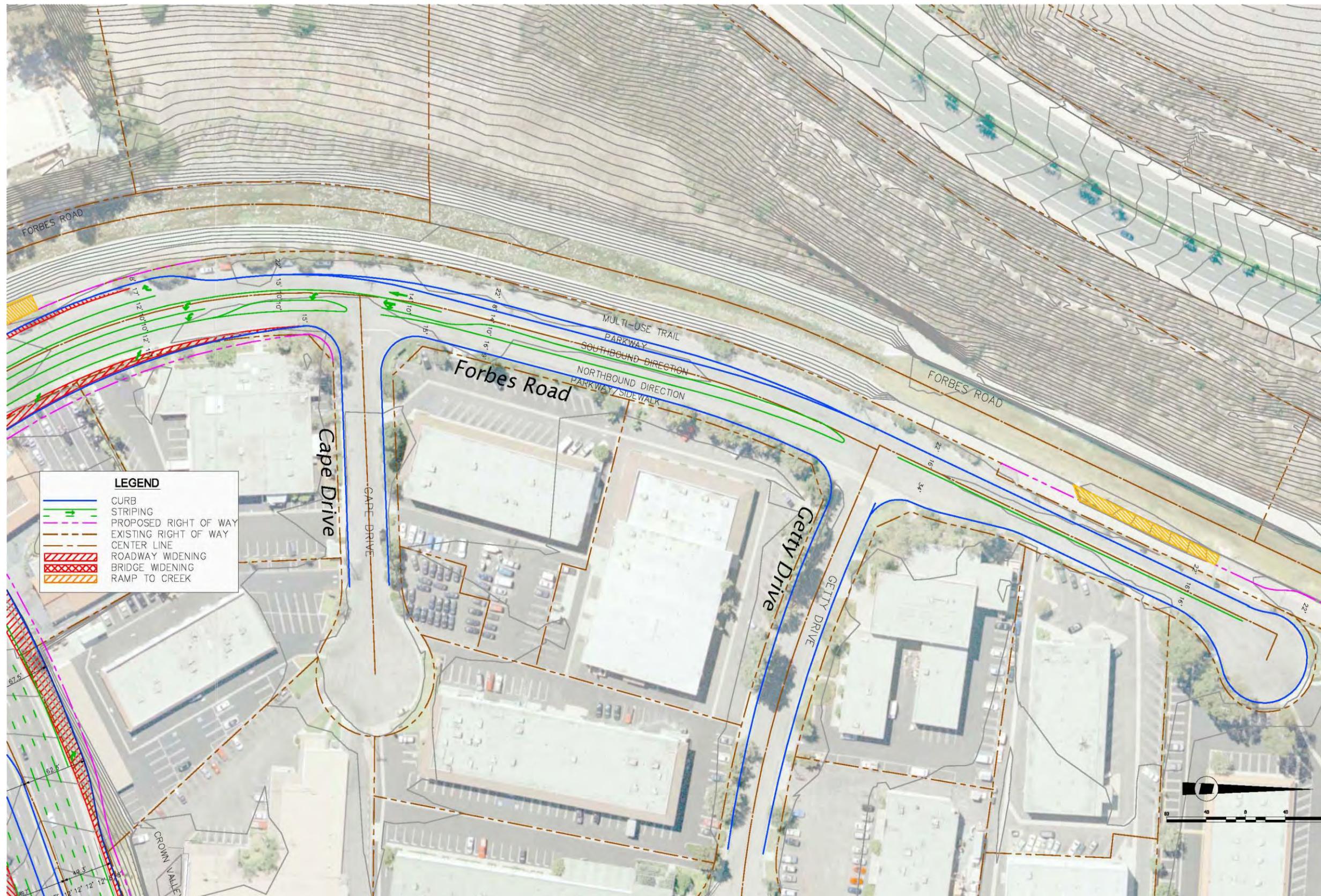


FIGURE 3-6 North Forbes Road Widening

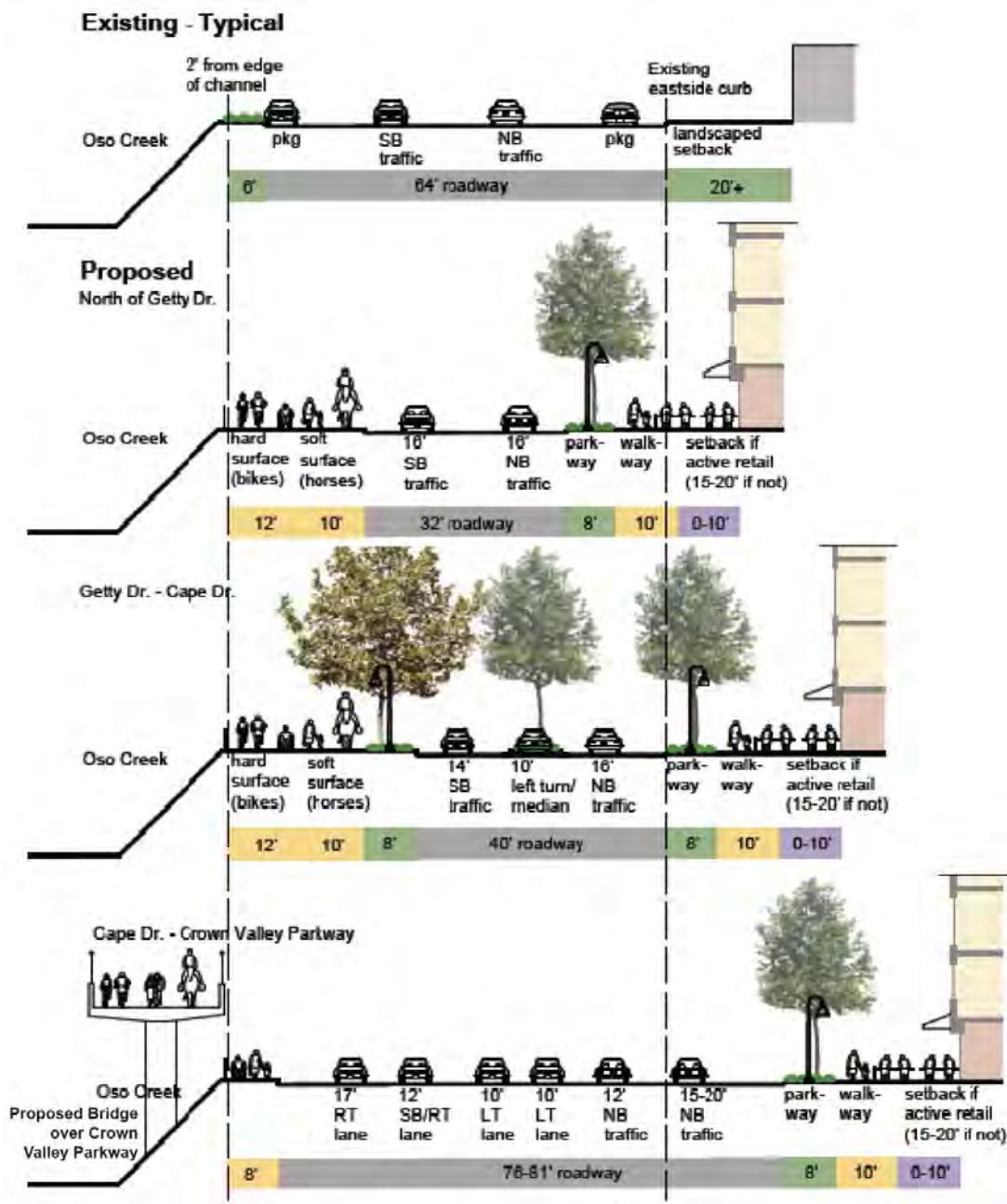


FIGURE 3-7 North Forbes Road Cross Sections

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

Cabot Road

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

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

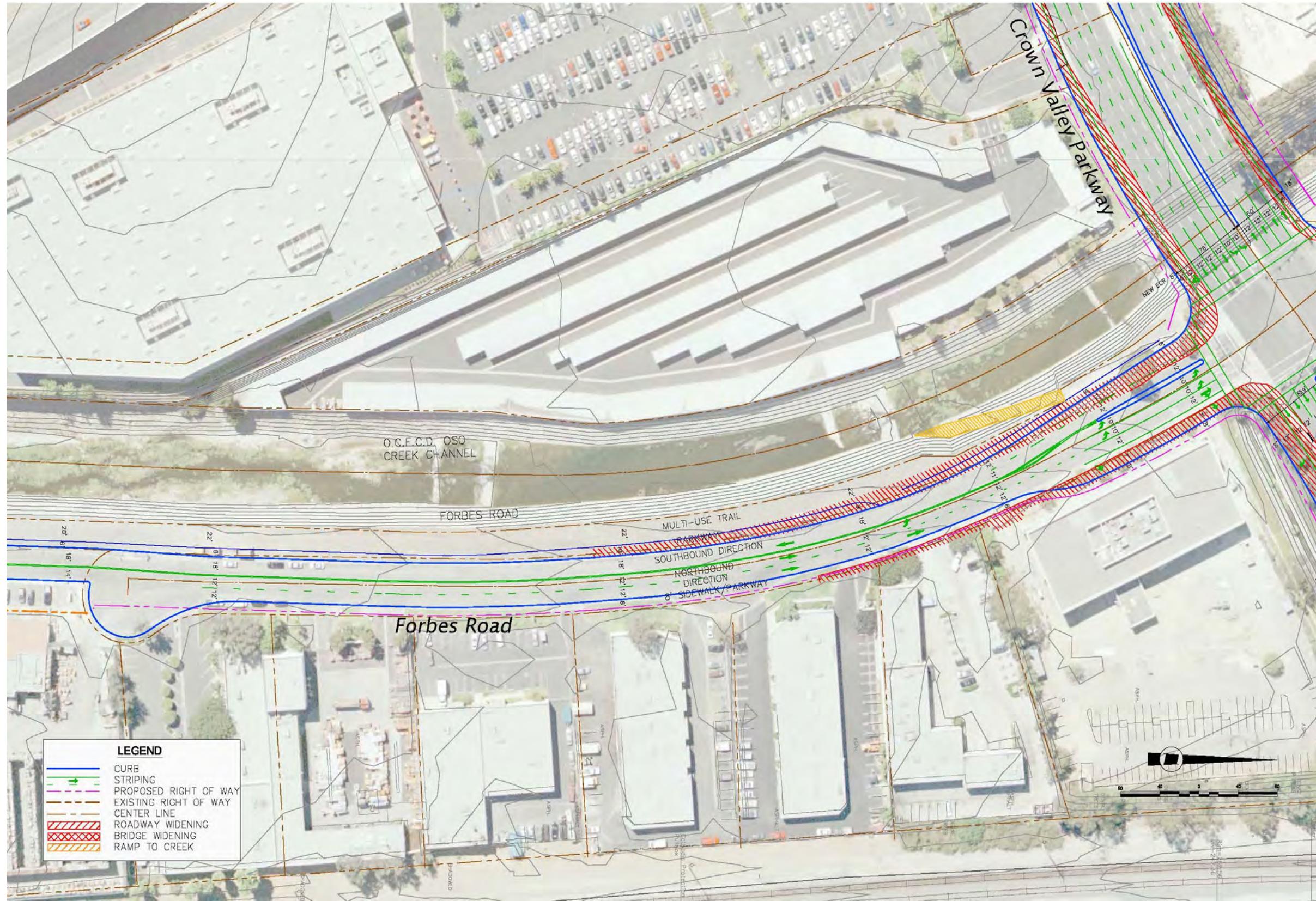


FIGURE 3-8A South Forbes Road Widening

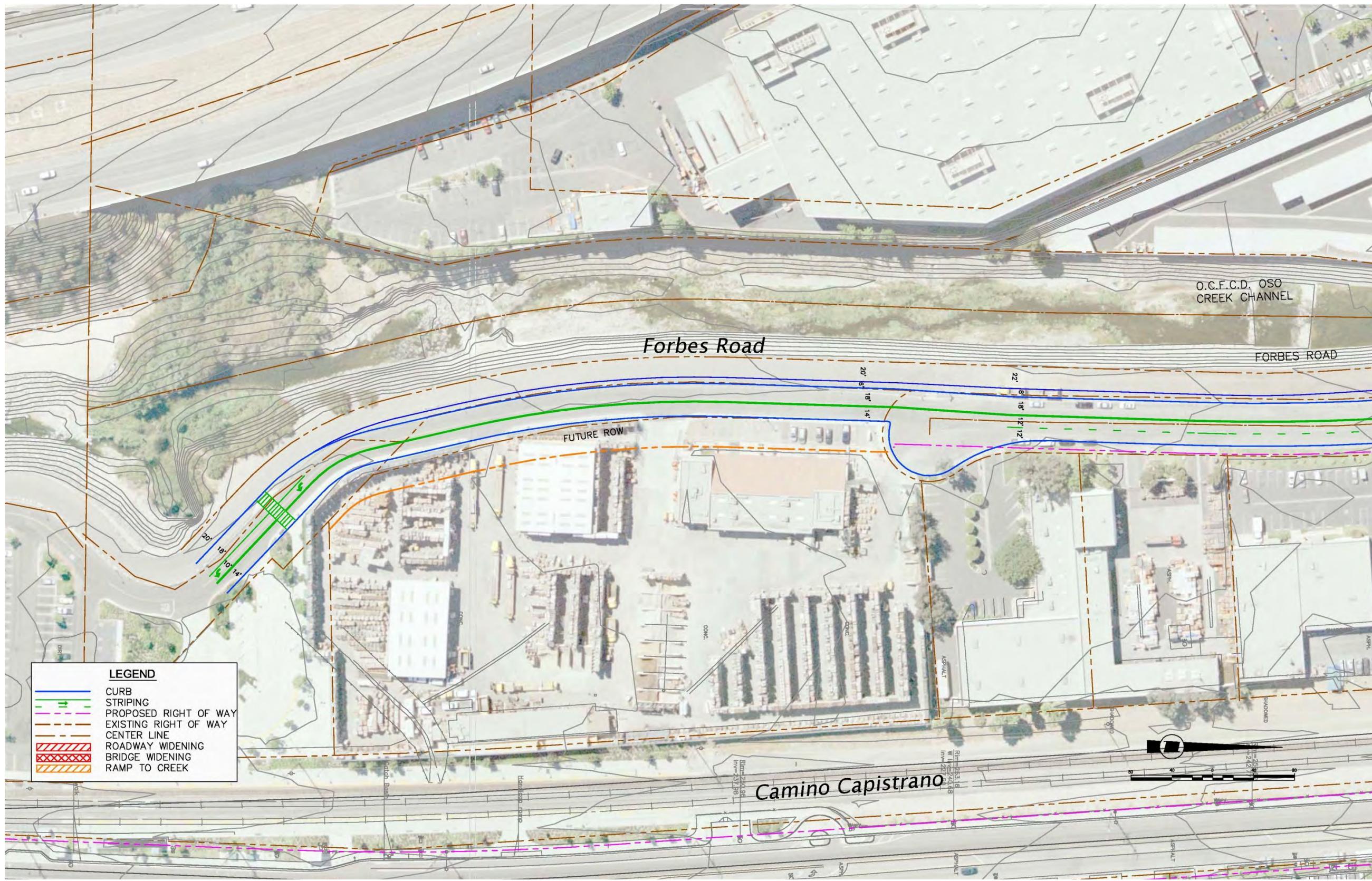


FIGURE 3-8B South Forbes Road Widening

Existing - Typical

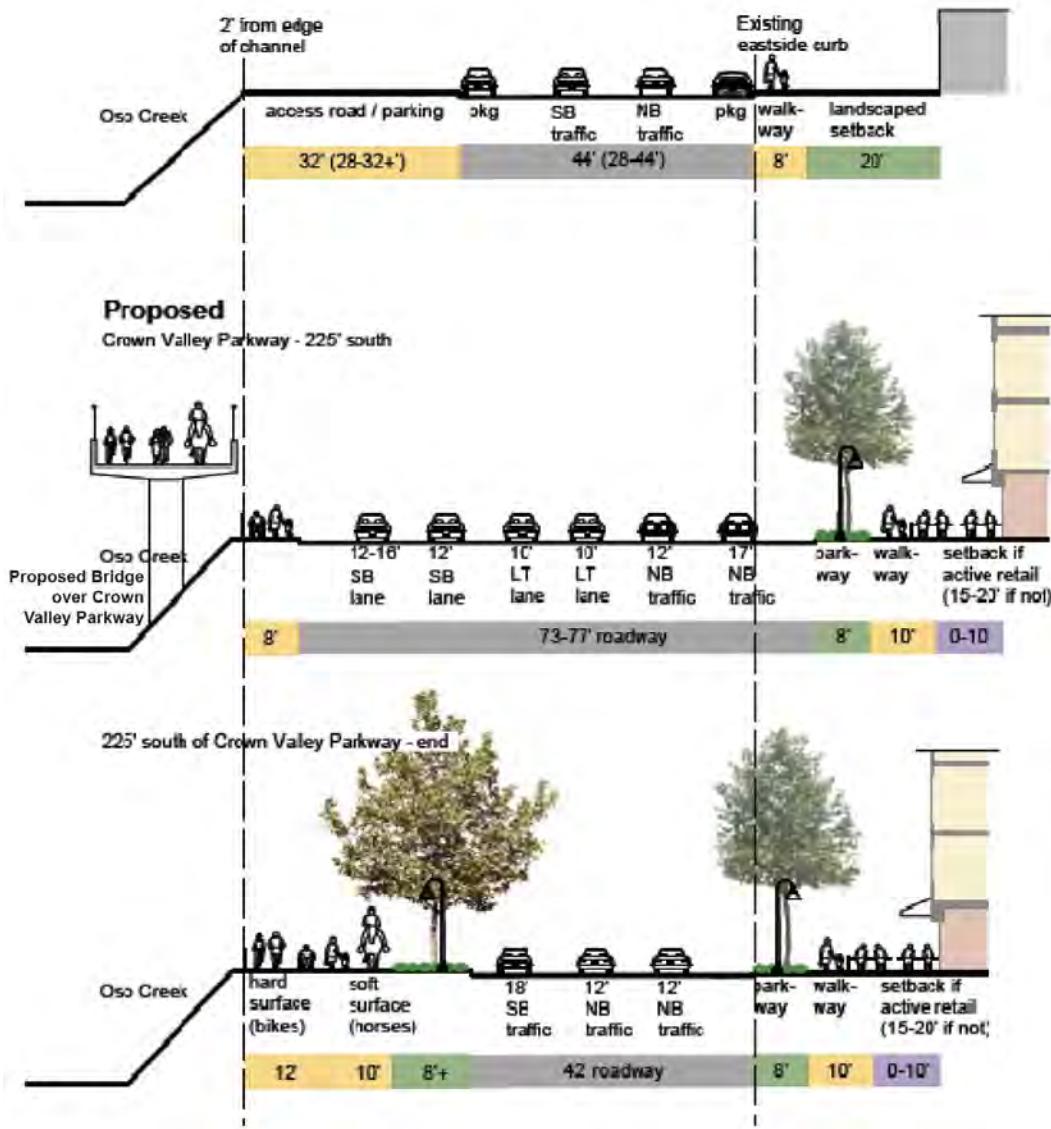


FIGURE 3-9 South Forbes Road Cross Sections

Existing - Typical



Proposed



FIGURE 3-10 Cabot Road Cross Sections

Camino Capistrano

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

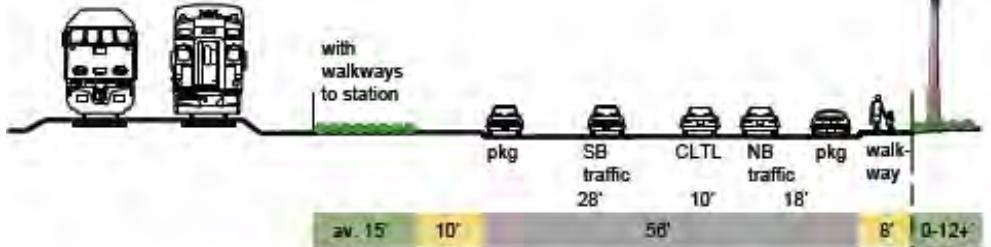
While no capacity improvements are proposed for Camino Capistrano, the reconfiguration of on-street parking and landscape enhancements are proposed north of Avery Parkway. The proposed design was developed to provide screening and reconfigured parking after the completion of the OCTA turn-back facility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

Cape Drive and Getty Drive

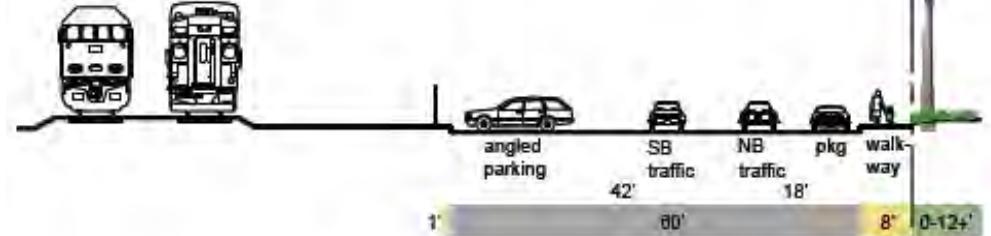
No capacity improvements are proposed along Getty Drive or Cape Drive. However, enhanced landscaping is planned along these streets along with more defined on-street parking where driveways are removed or consolidated.

Existing - Typical

40+00 to 54+00



56+00 to 61+00



61+00 to 65+80

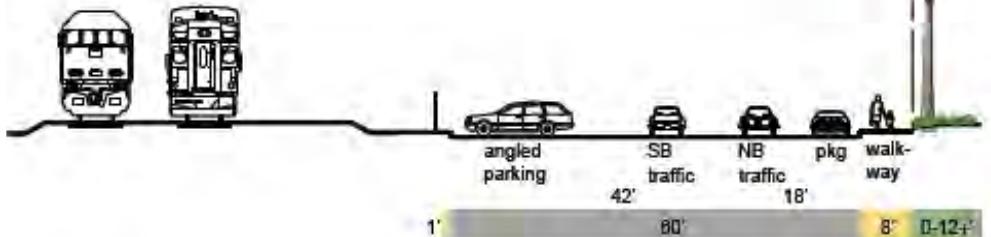


FIGURE 3-11A Camino Capistrano Cross Sections—Looking North

Proposed

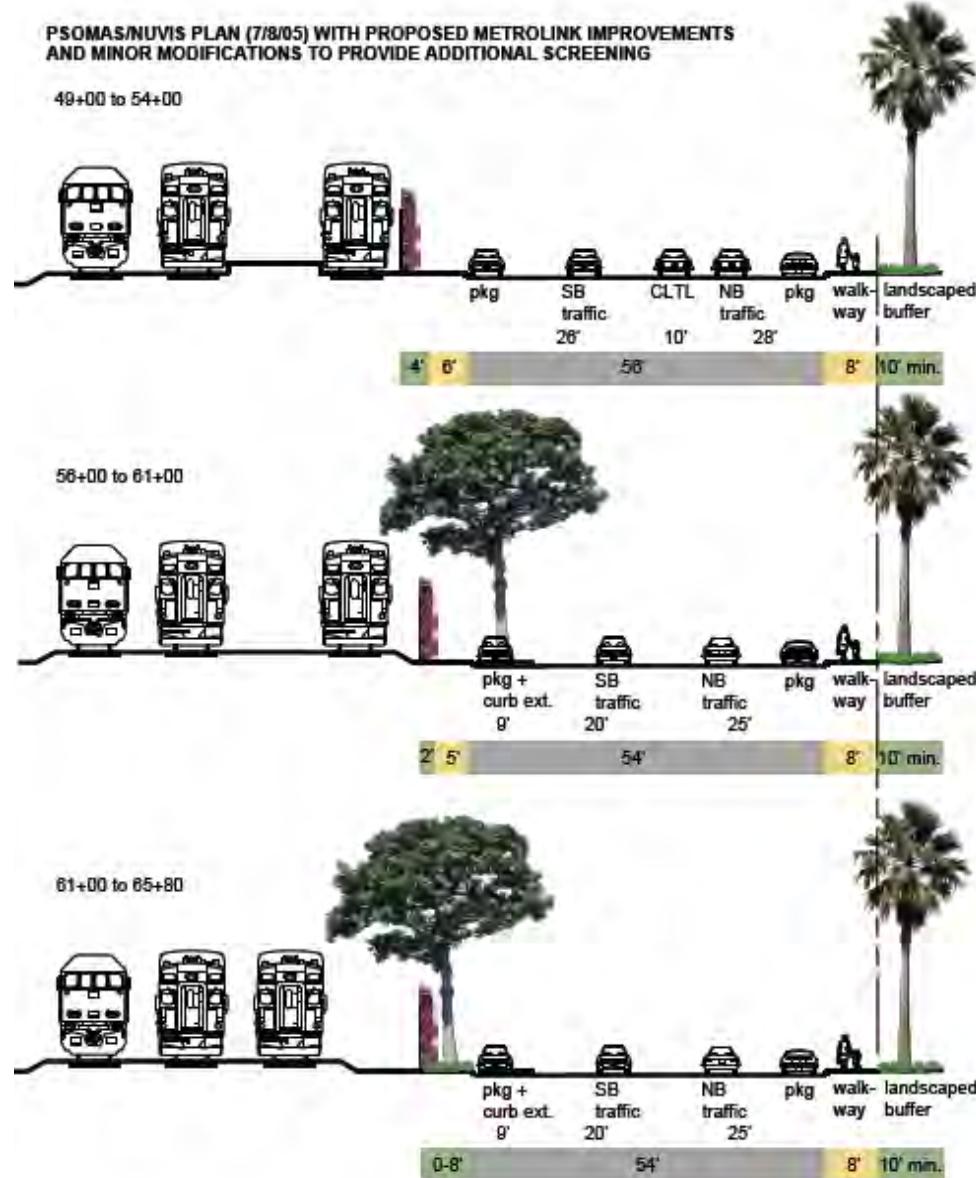


FIGURE 3-11B Camino Capistrano Cross Sections—Looking North

B. EXTERNAL LINKAGES

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

I-5 / Crown Valley Parkway Interchange

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

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

Other Long Range Options

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

Camino Capistrano Connection with Cabot Road

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

Direct Paseo De Colinas Connection with I-5

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

C. SITE ACCESS

Access to Arterial Major and Major Roadways

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

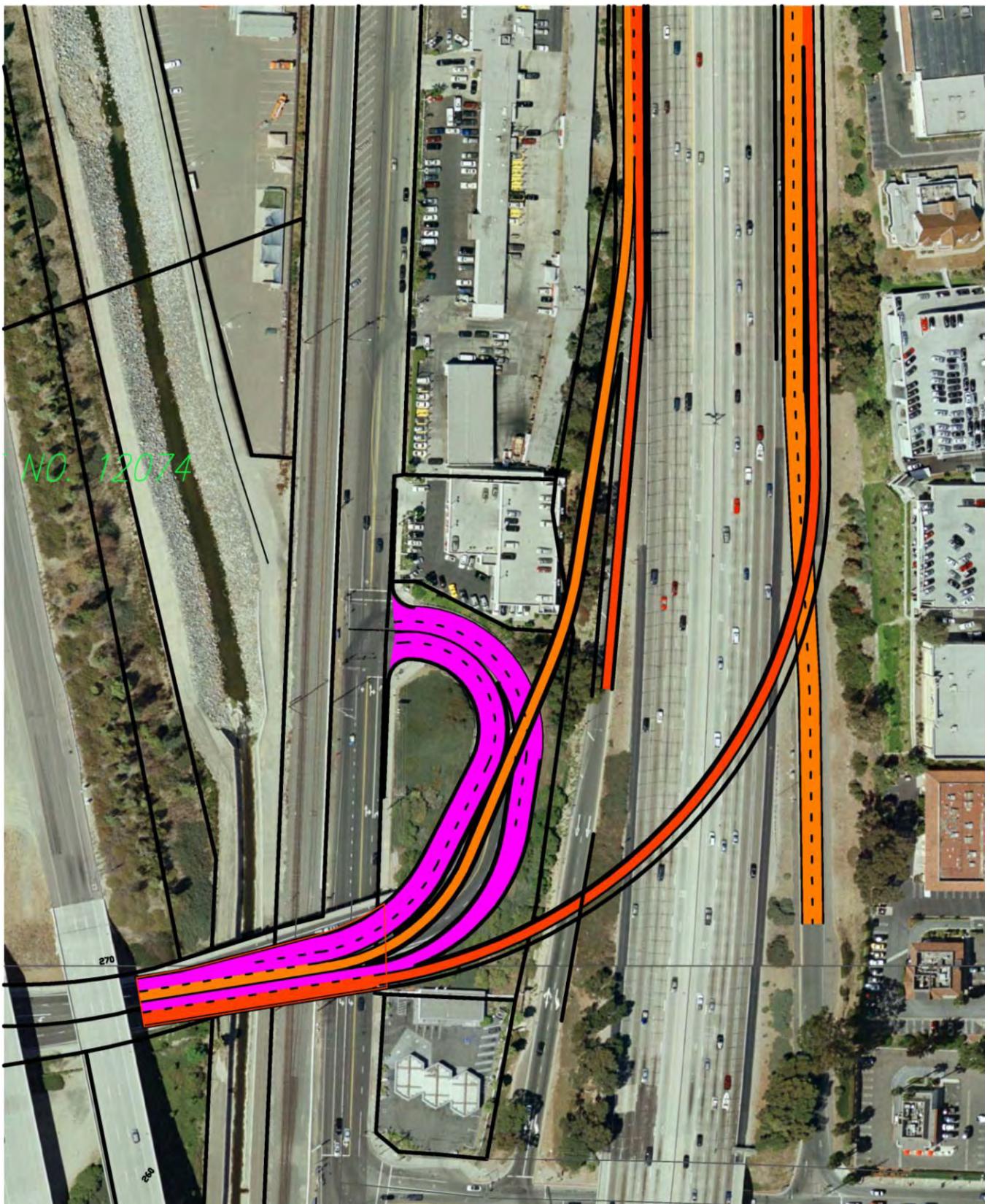


FIGURE 3-12 Direct Paseo De Colinas Connection with I-5

Vehicular Access in Commercial and Mixed-Use Areas

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

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

D. TRANSIT

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

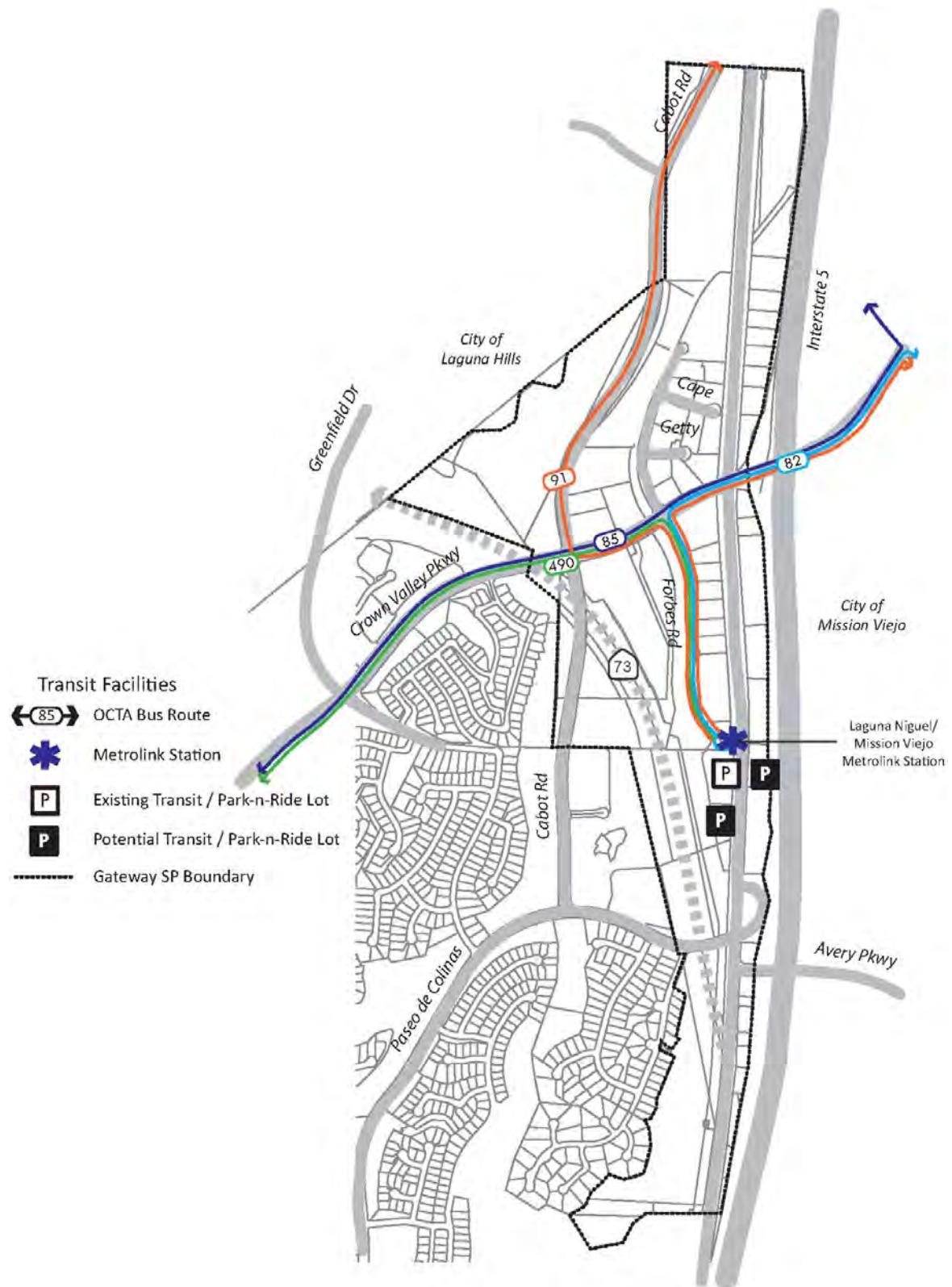


FIGURE 3-13 Laguna Niguel/Mission Viejo Metrolink Station and OCTA Bus Routes

1. Metrolink Train Service

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

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

2. OCTA Bus Service

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

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

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

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

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

No planned service changes are proposed for these routes.

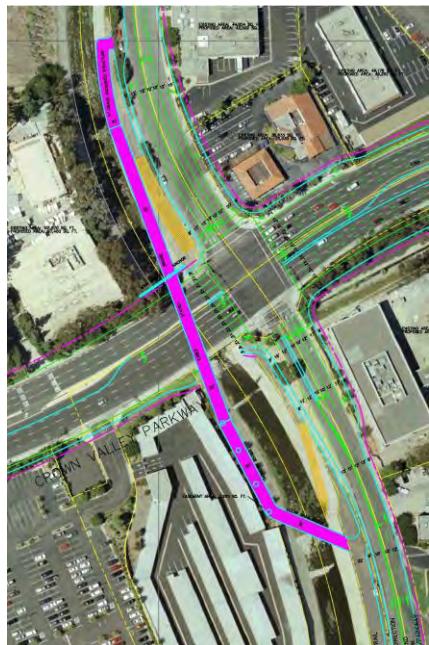
Crown Valley Parkway may include bus turnouts, as determined necessary by the City and/or OCTA, along the street segment that traverses the Specific Plan area. Bus routes, if provided along other streets within the project area, will be marked by appropriate signage. The Metrolink station on Forbes Road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

E. PEDESTRIAN CIRCULATION

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

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

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



Proposed multi-use trail bridge diagram over Crown Valley Parkway

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

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

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

F. BICYCLE CIRCULATION

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

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

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

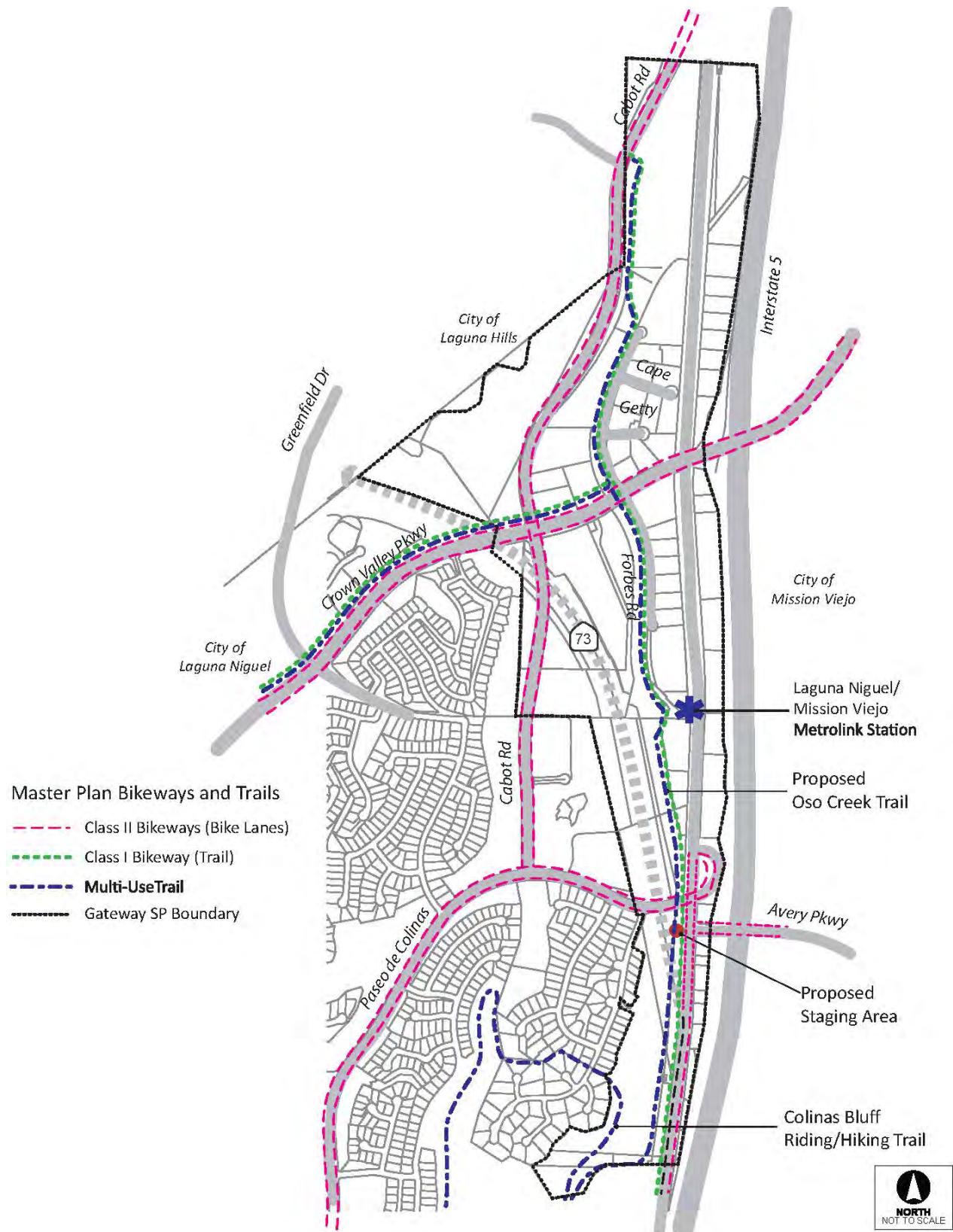


FIGURE 3-14 Trail System

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

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

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

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

G. PARKING

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

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

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

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

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

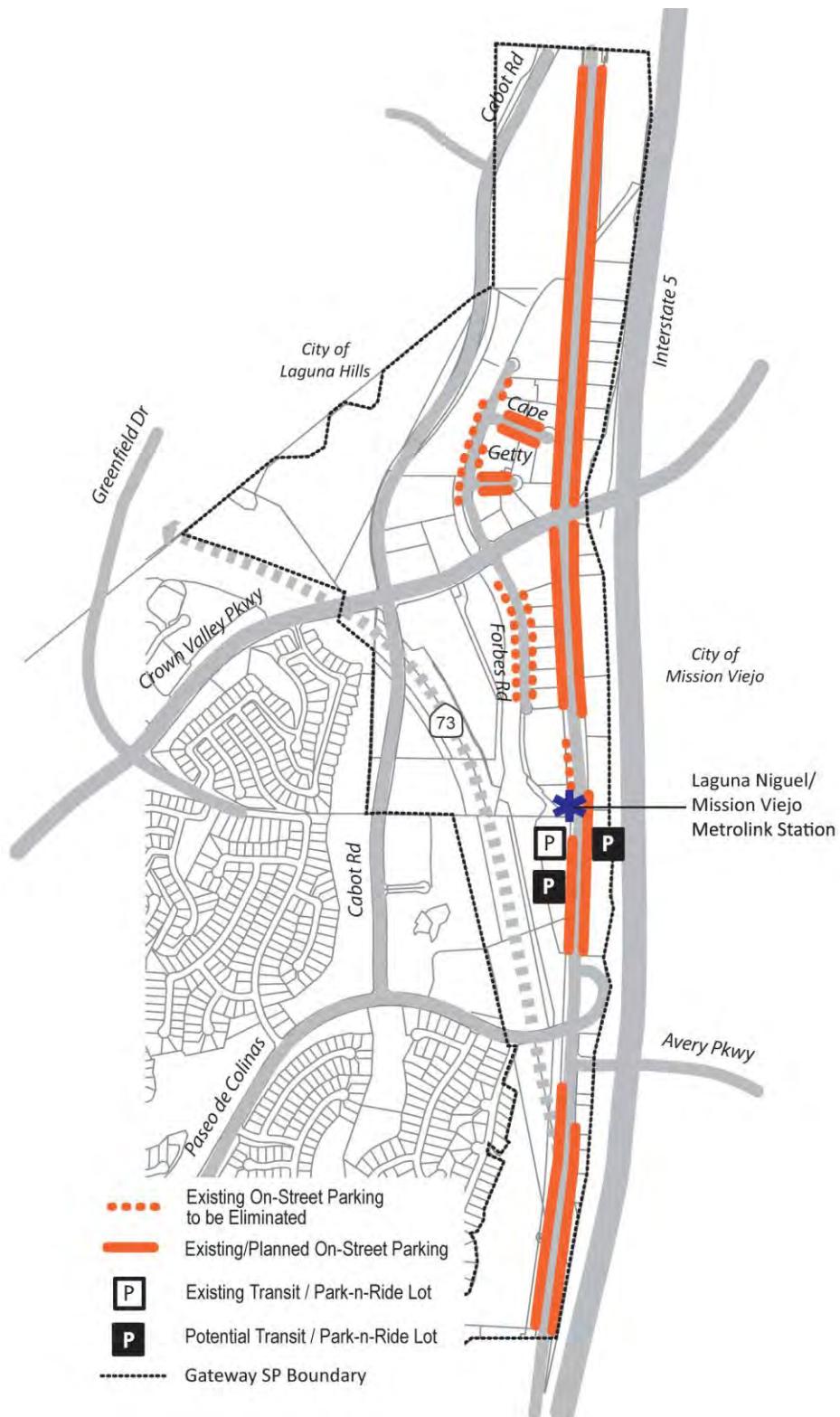


FIGURE 3-15 Existing and Planned On-Street Parking Locations

3.5 OPEN SPACE AND STREETSCAPE IMPROVEMENT PLAN

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

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

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

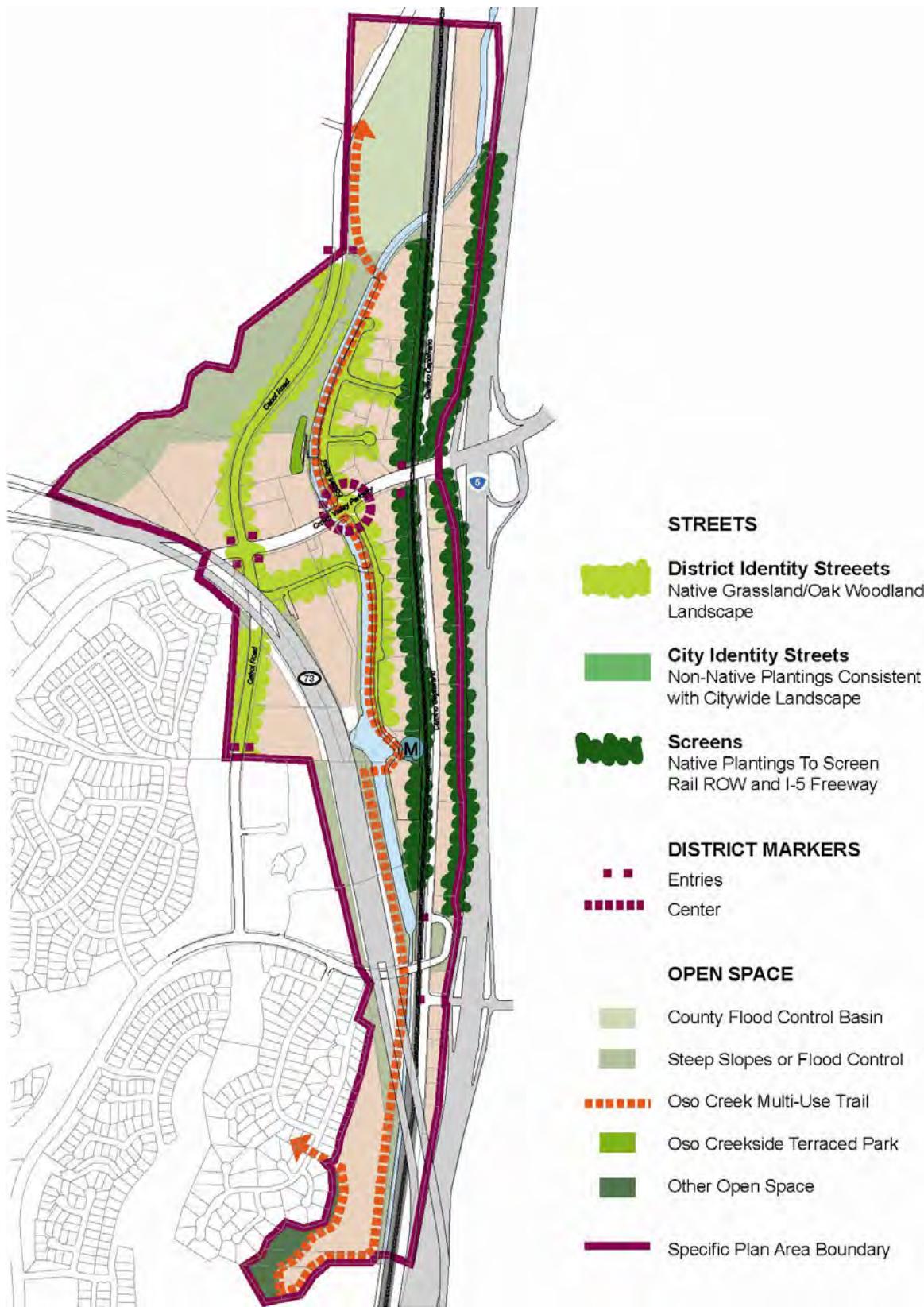


FIGURE 3-16 Areawide Streets and Open Space Concept

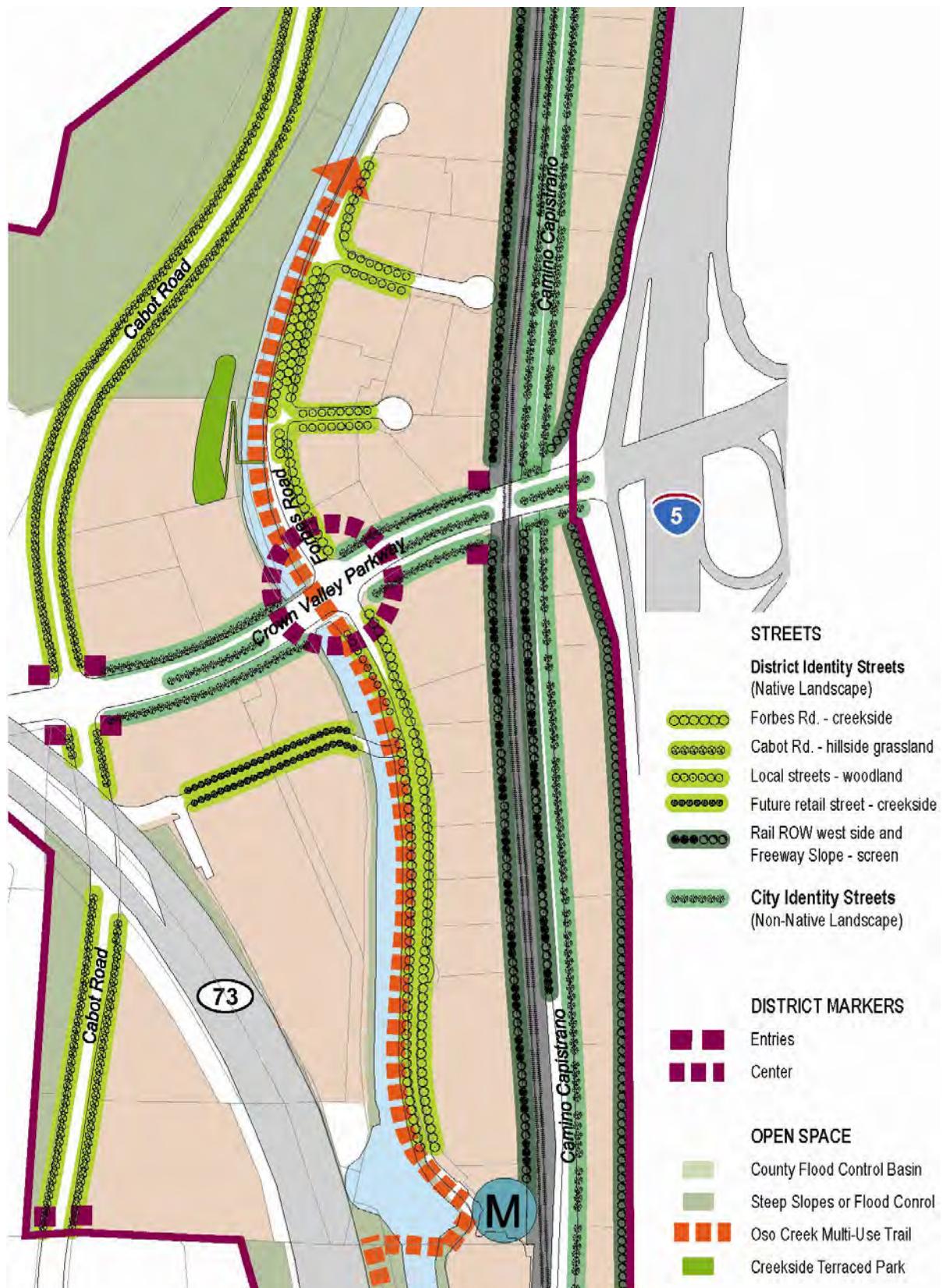


FIGURE 3-17 Core Area Streets and Open Space Concept

3.5.1 Forbes Road

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

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

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

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

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

Tree Palette

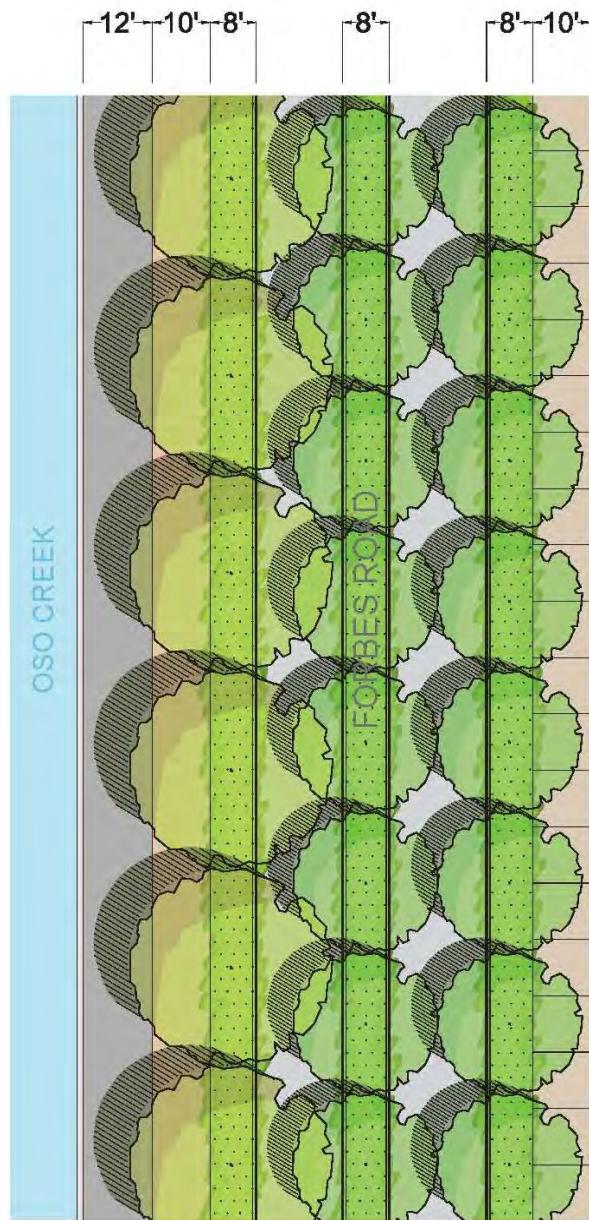
Street Trees

West side adjacent to Oso Creek:

California Sycamore (*Platanus racemosa*)
average spacing 35' on center

East side:

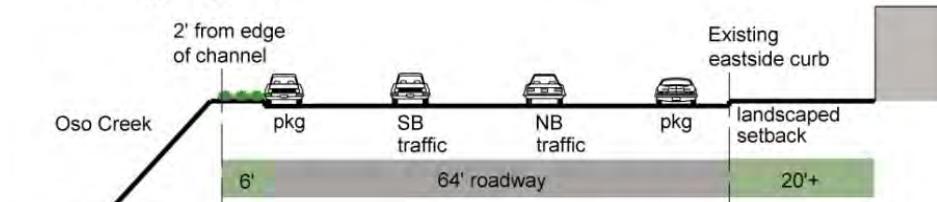
Columbia London Plane (*Platanus acerifolia ‘Columbia’*)
average spacing 25' on center



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

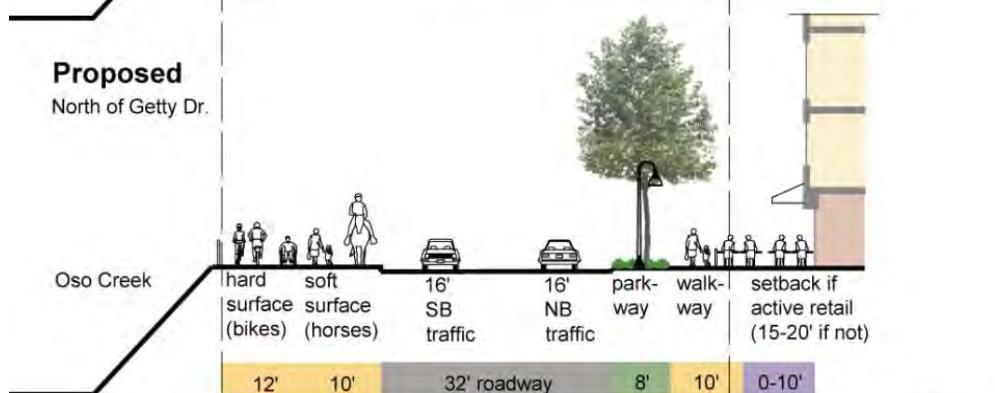
Forbes Road/Oso Creek North of Crown Valley Parkway Looking North

Existing - Typical

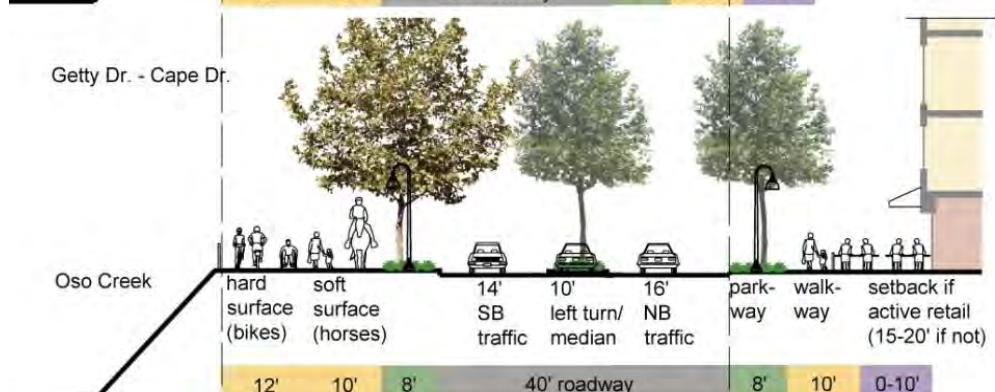


Proposed

North of Getty Dr.



Getty Dr. - Cape Dr.



Cape Dr. - Crown Valley Parkway

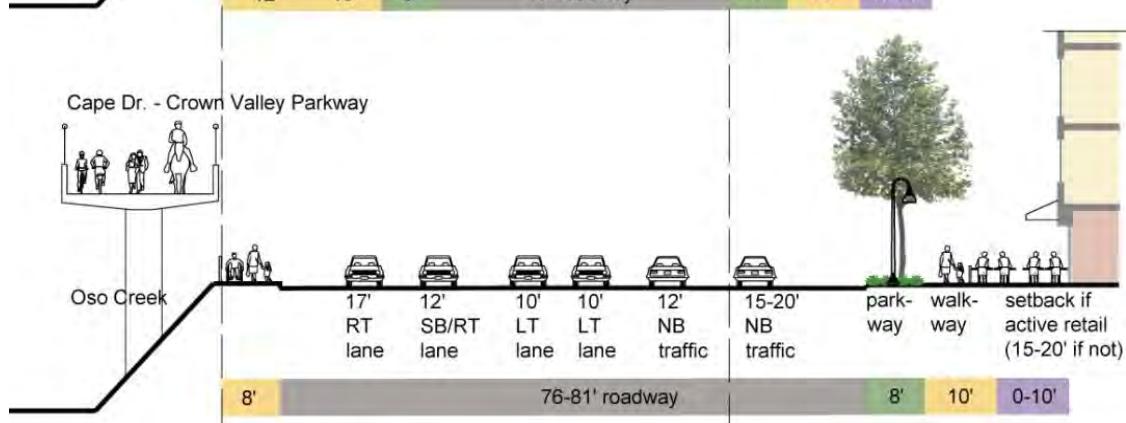


FIGURE 3-18B Forbes Road, North of Crown Valley Parkway: Cross Sections—Looking North



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

Forbes Road/Oso Creek South of Crown Valley Parkway Looking North

Existing - Typical

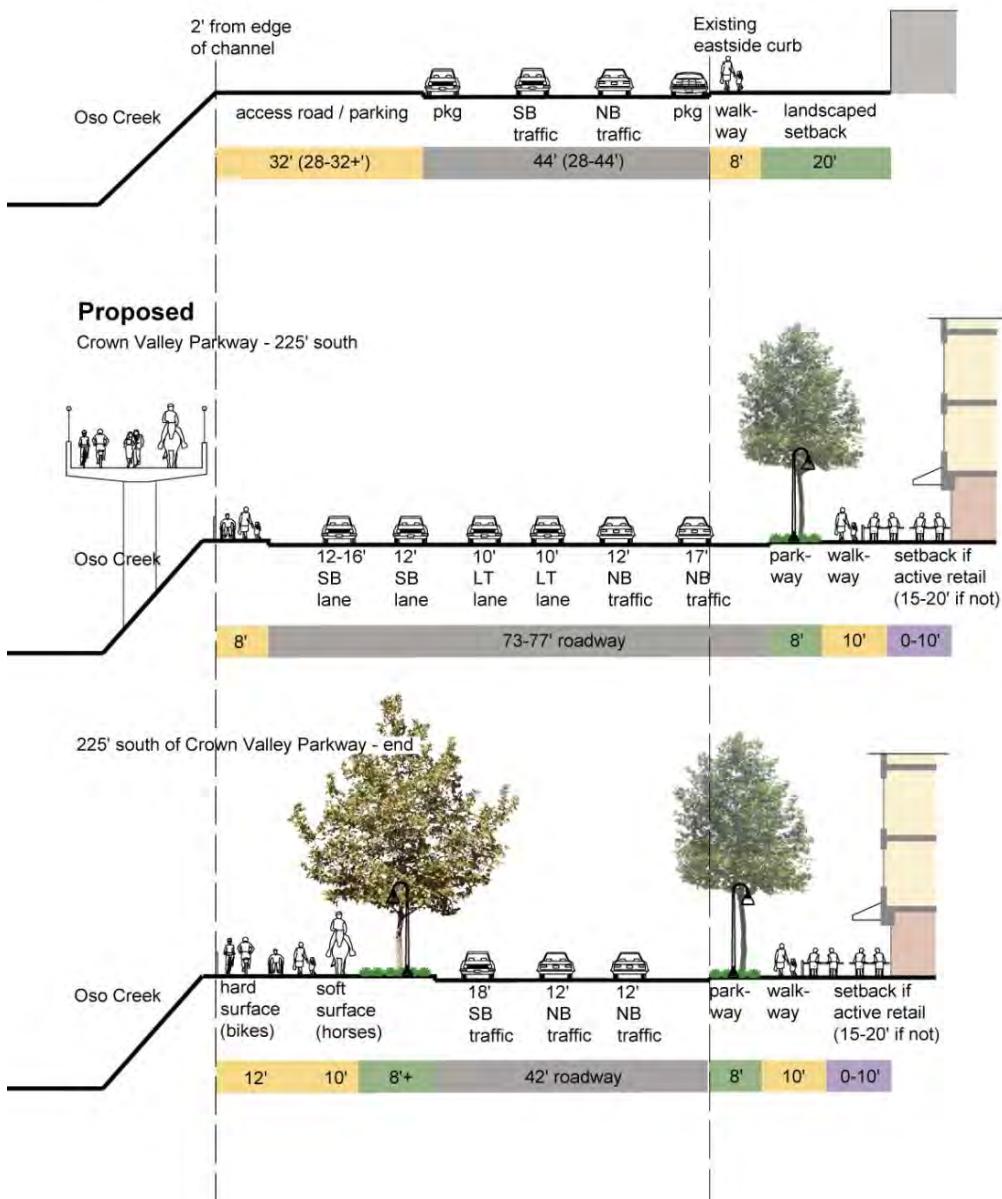


FIGURE 3-19B **Forbes Road, South of Crown Valley Parkway: Cross Sections—Looking North**

3.5.2 Cabot Road

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

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

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

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

Tree Palette

Street Trees

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

Setback Trees

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

Focal Element Trees

California Fan Palm (*Washingtonia filifera*)

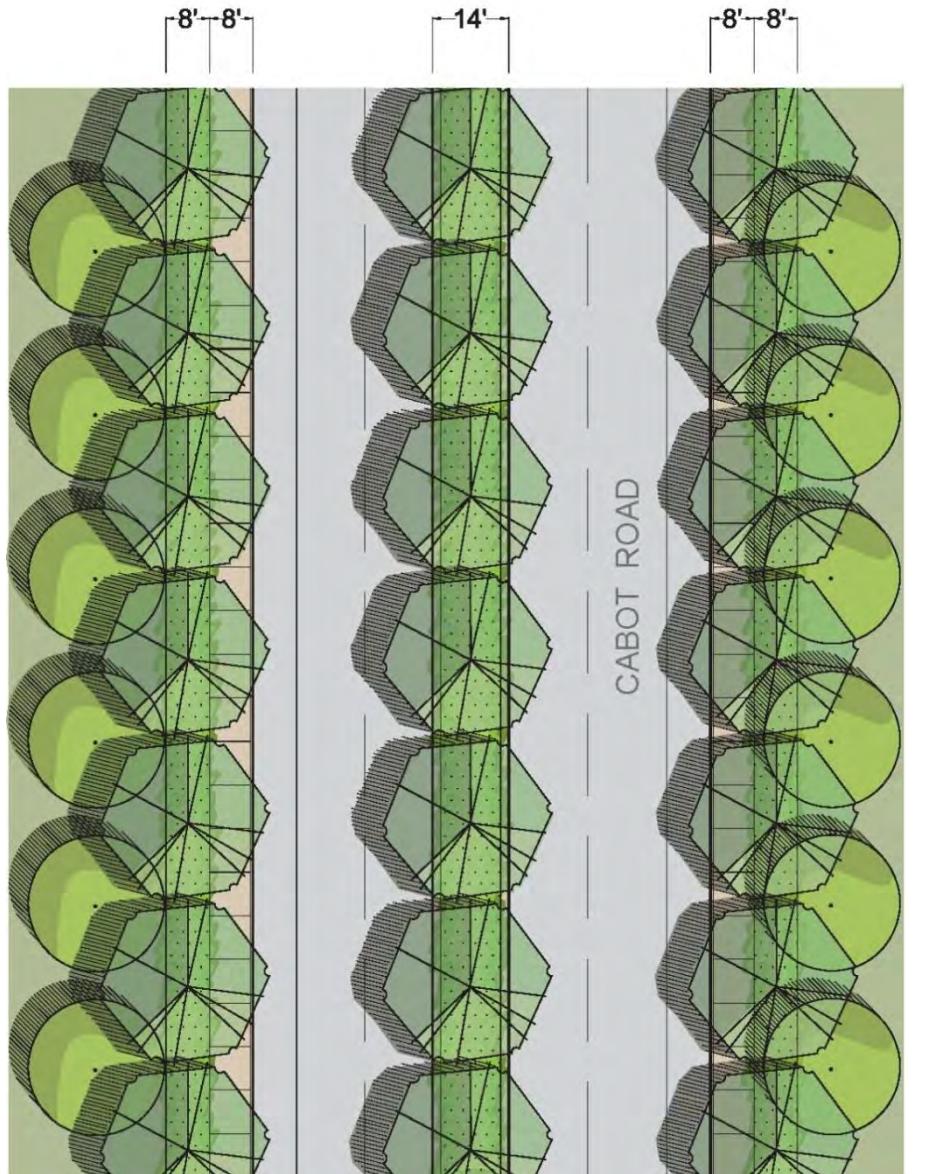


FIGURE 3-20A Cabot Road: Typical Plan View, Character, and Plant Palette



Cabot Road provides a sweeping view of the Specific Plan area

Existing - Typical



Proposed

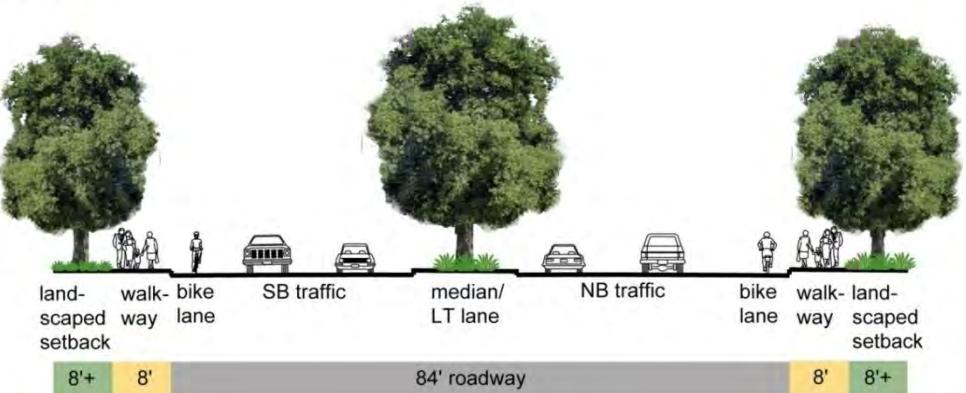


FIGURE 3-20B Cabot Road: Cross Sections—Looking North

3.5.3 Getty Drive and Cape Drive

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

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

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

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

Tree Palette

Street Trees

Island Oak (*Quercus tomentilla*)

average spacing 25' on center

alternating with:

Setback Trees

Desert Museum Palo Verde (*X Parkinsidium 'Desert Museum'*)

or

Western Redbud (*Cercis occidentalis*)

average spacing 25' on center

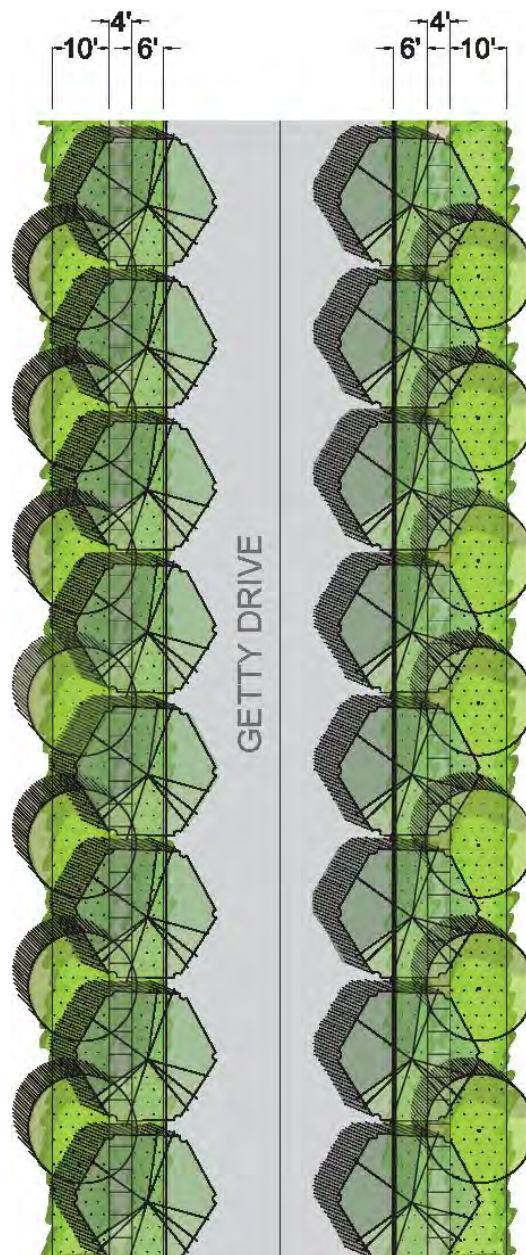
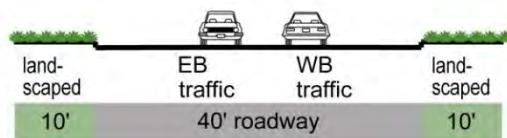
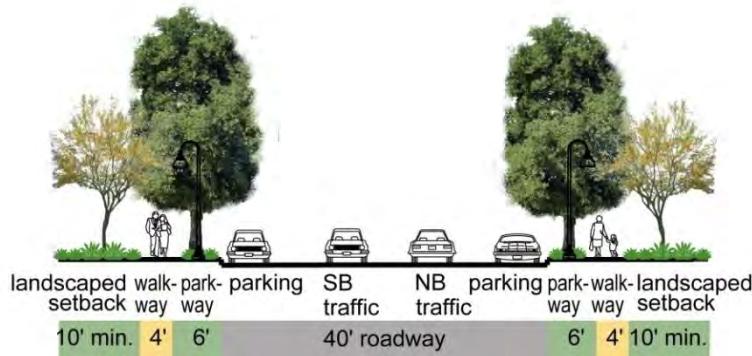


FIGURE 3-21A Getty Drive and Cape Drive: Typical Plan View, Character, and Plant Palette

Existing - Typical



Proposed



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

3.5.4 Crown Valley Parkway

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

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

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

Complementary flowering trees will add emphasis to the entries.

Tree Palette

Street Trees

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

Vertical Accent Trees

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

Focal Trees

Jacaranda (*Jacaranda mimosifolia*)

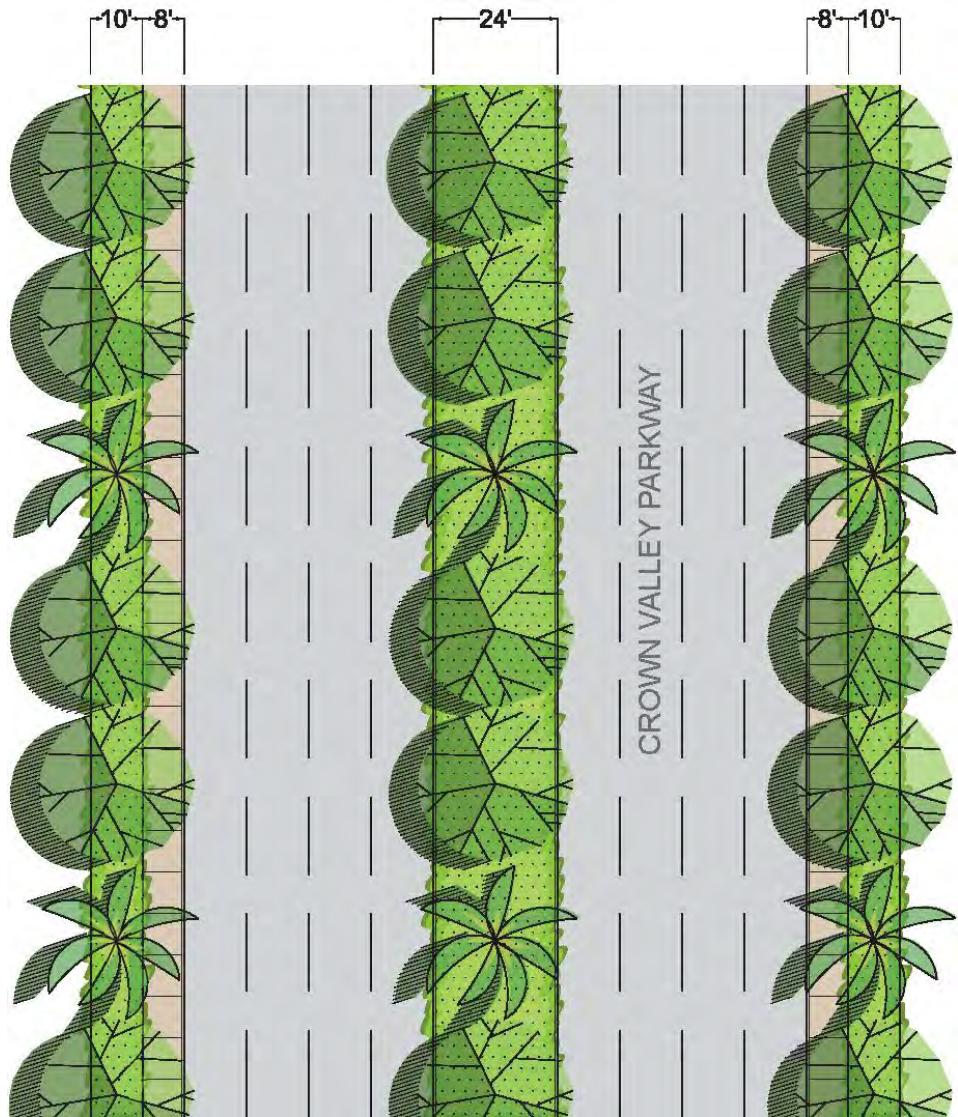


FIGURE 3-22A Crown Valley Parkway: Typical Plan View, Character, and Plant Palette

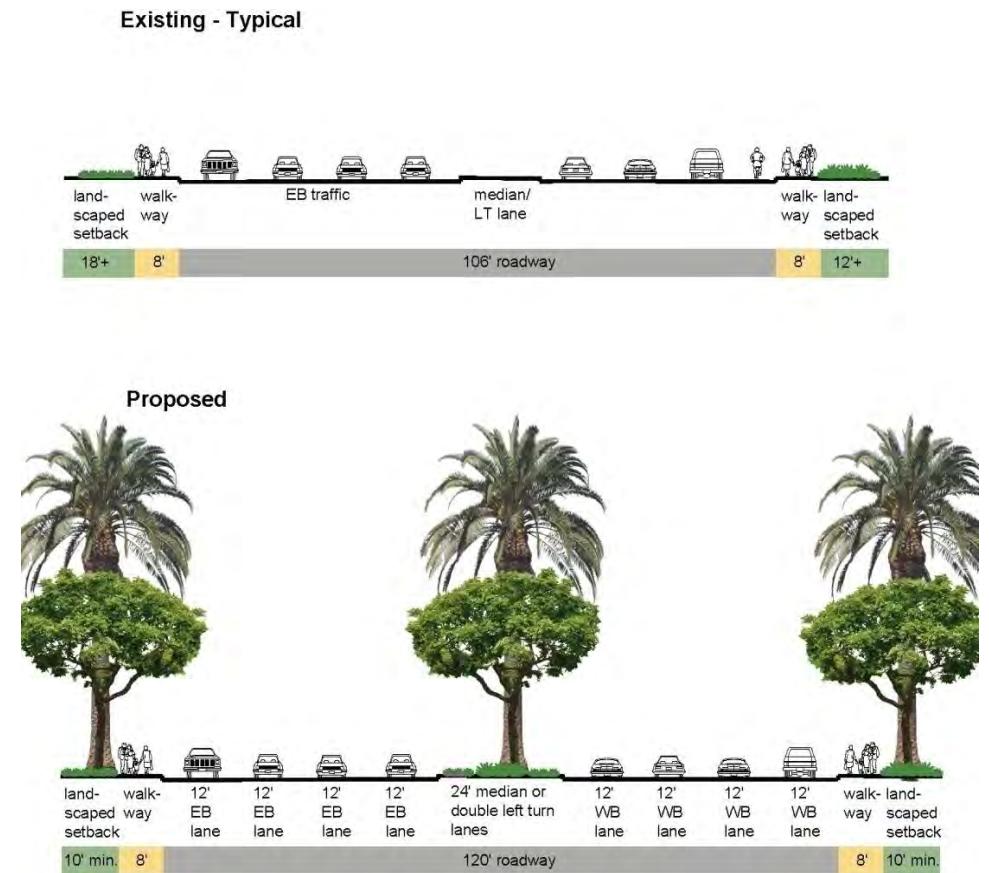


FIGURE 3-22B Crown Valley Parkway: Cross Sections—Looking West

3.5.5 Camino Capistrano

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

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

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

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

Tree Palette

Street Trees

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

Vertical Accent Trees

Mexican Fan Palm (*Washingtonia robusta*)

Focal Trees

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

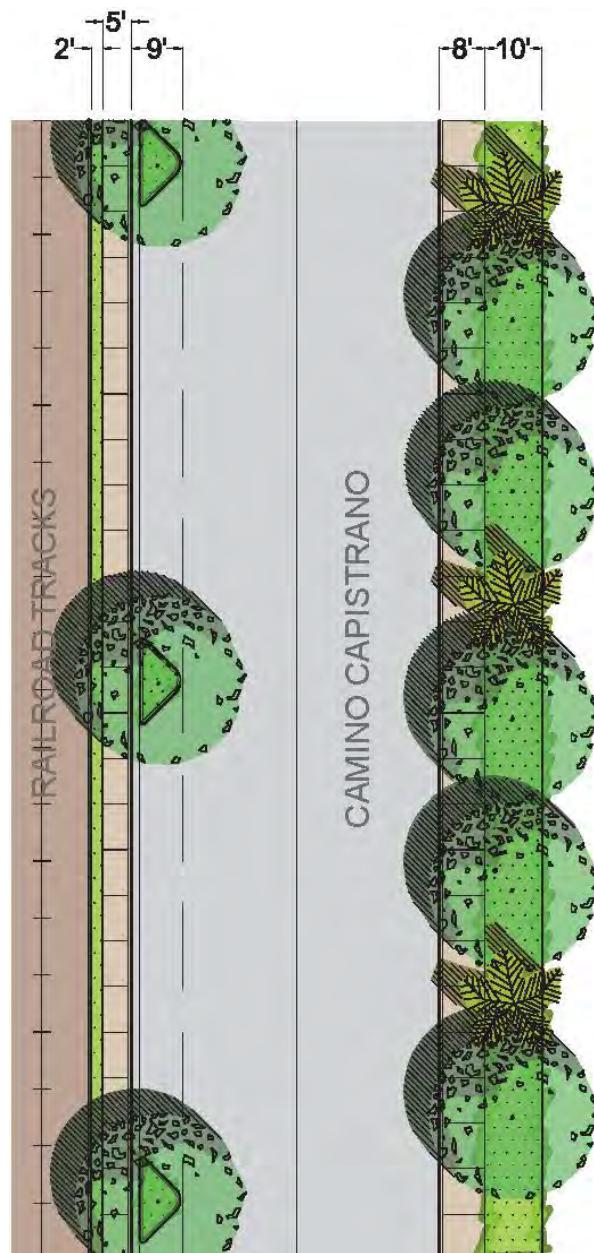


FIGURE 3-23A Camino Capistrano: Typical Plan View, Character, and Plant Palette

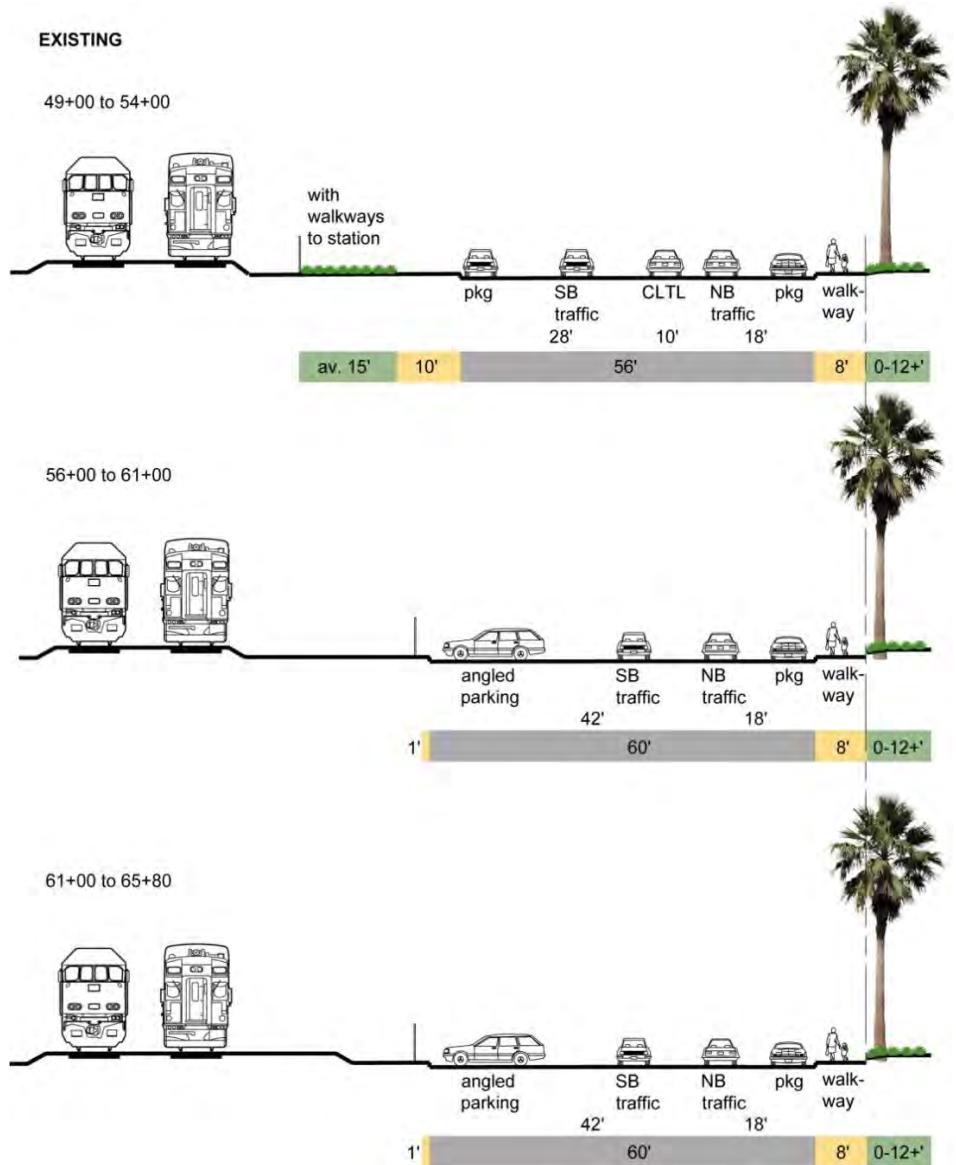
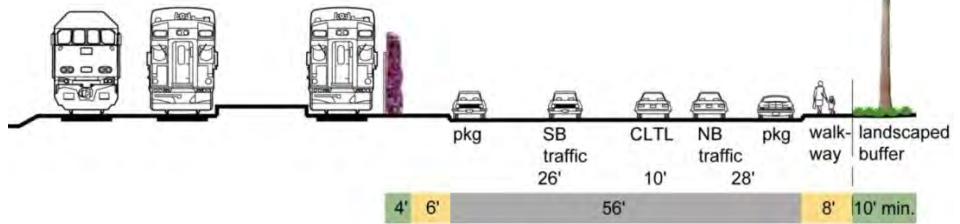


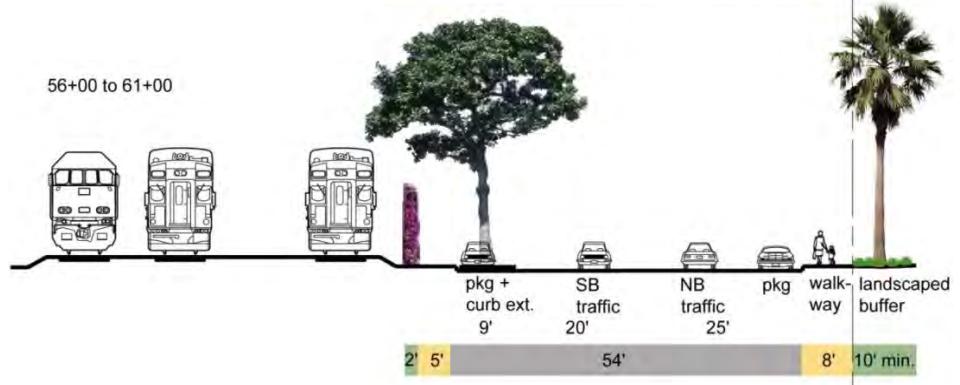
FIGURE 3-23B Camino Capistrano: Cross Sections—Looking North

PSOMAS/NUVIS PLAN (7/8/05) WITH PROPOSED METROLINK IMPROVEMENTS
AND MINOR MODIFICATIONS TO PROVIDE ADDITIONAL SCREENING

49+00 to 54+00



56+00 to 61+00



61+00 to 65+80

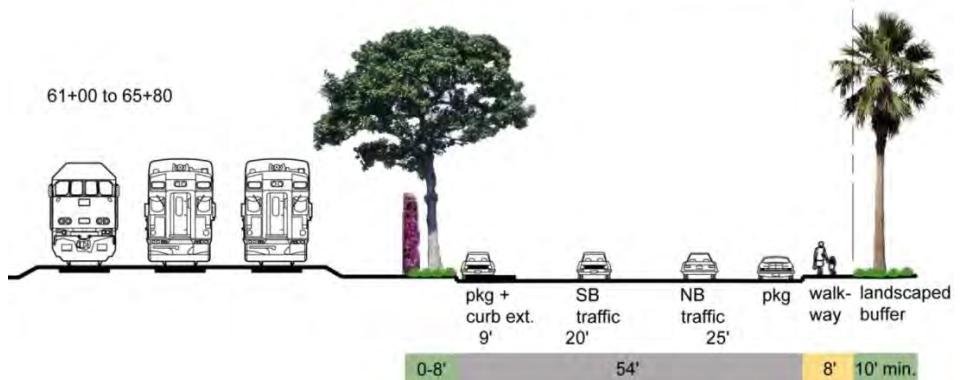


FIGURE 3-23C Camino Capistrano: Cross Sections—Looking North

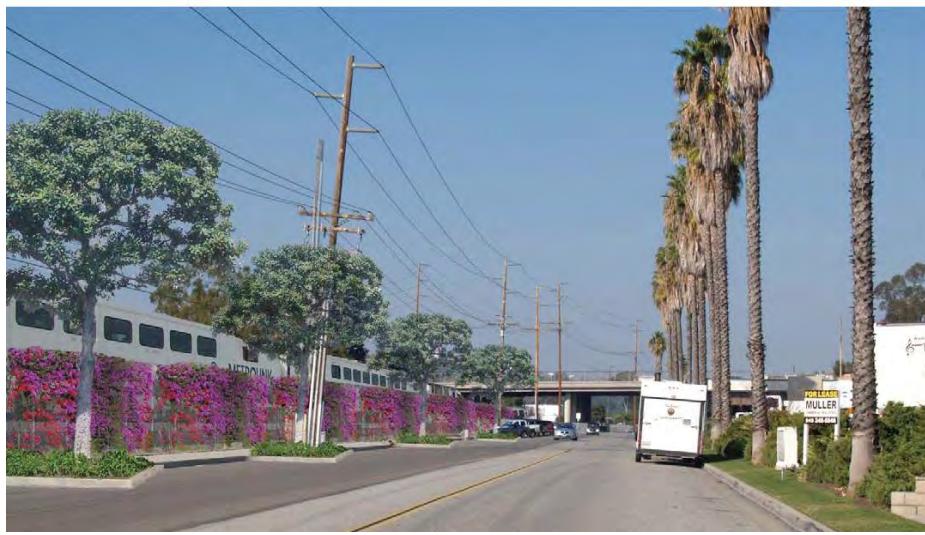


FIGURE 3-24 Camino Capistrano: Existing (upper) and Future with Street Trees and Landscape Screen on Fence (lower)

3.5.6 Avery Parkway

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

The short street segment will be lined with Queen Palms.

Tree Palette

Street Trees

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

average spacing 25' on center

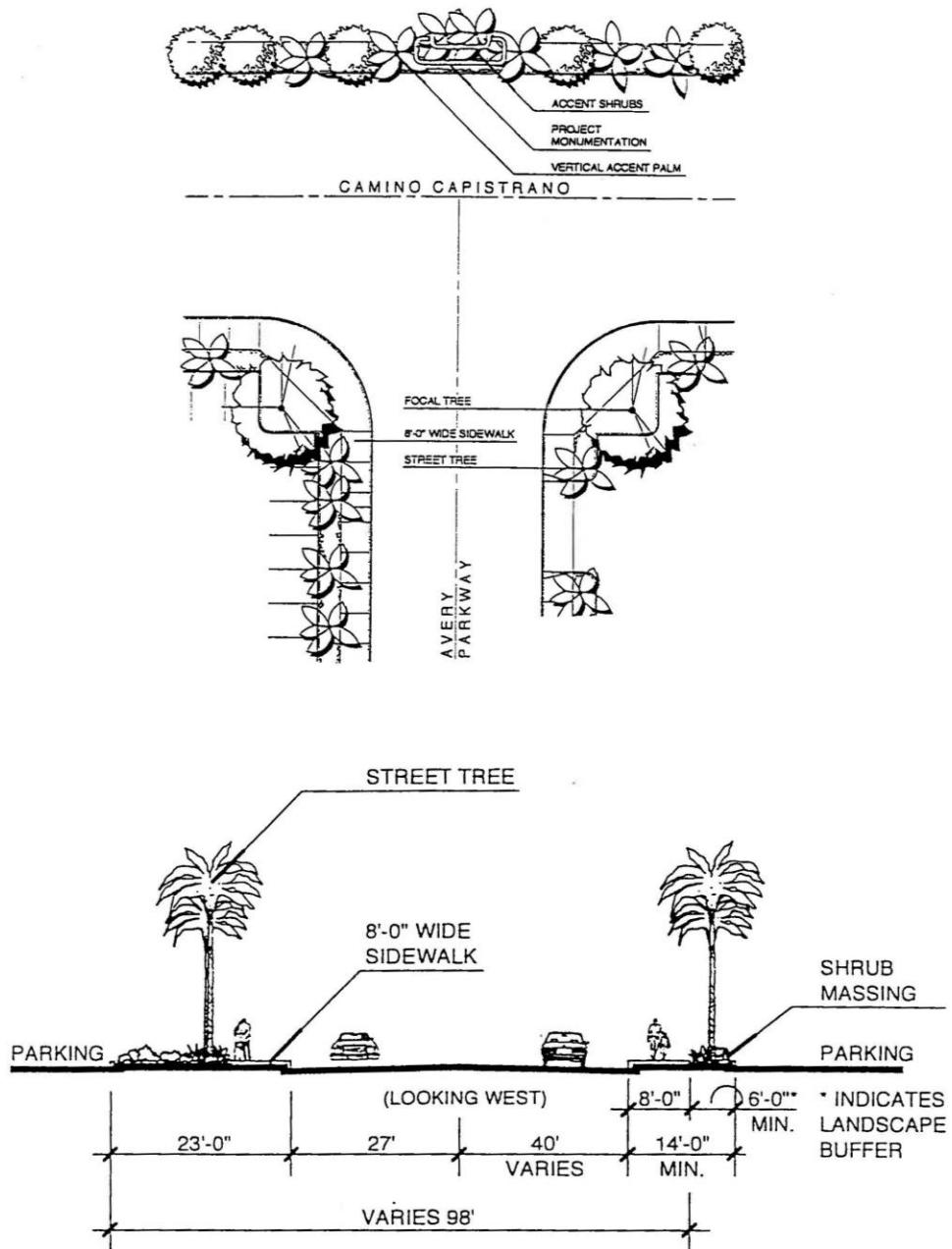


FIGURE 3-25 Avery Parkway: Typical Plan View, Character, Plant Palette, and Cross Sections

3.5.7 New Pedestrian-Oriented Internal Streets

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

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

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

Tree Palette

Street Trees

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

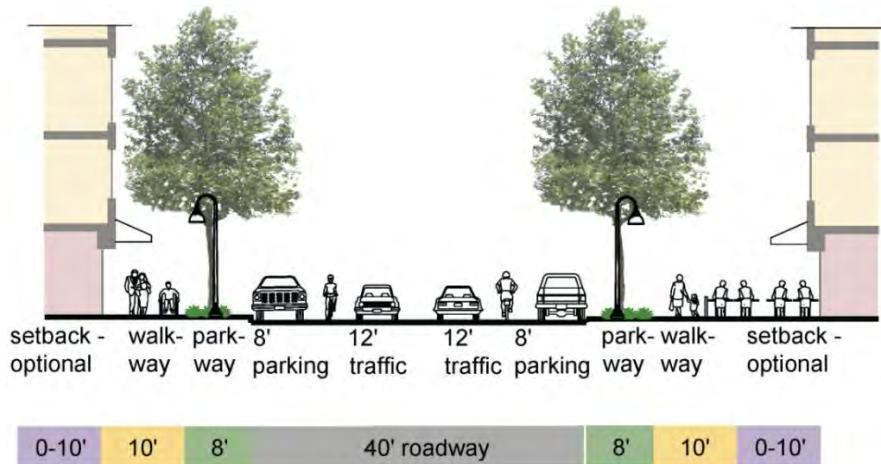


FIGURE 3-26 New Pedestrian-Oriented Retail Street: Typical Plan View, Character, Plant Palette, and Cross Sections

3.6 INFRASTRUCTURE IMPROVEMENT PLAN

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

3.6.1 Drainage / Oso Creek

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

3.6.2 Sanitary Sewer

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

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

3.6.3 Domestic Water

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