

APPROACH TO THE WORK PROGRAM

The following describes the EIP Associates team’s approach to the preparation of an amended Specific Plan and Environmental Impact Report (EIR) for the Laguna Niguel Gateway planning area.

1. Placemaking

As envisioned in the ULI TAP, amendments to the Specific Plan are intended to transform an underperforming industrial and commercial corridor into an economically vital mixed use center that serves as the symbolic gateway to the City of Laguna Niguel, oriented to both residents and the region. Currently the area is characterized by independently developed parcels on a discontinuous street network, bisected by rail corridors and the Oso Creek flood control channel. It will be the EIP team’s objective to develop an integrated land use and urban form strategy that knits together projects on individual parcels to create a distinct and cohesive district. The types and mix of uses that are supportable in the marketplace and enhance the area’s economic vitality will be prescribed. Unlike typical parcel-based zoning ordinances, the Plan will establish standards to locate and design buildings to relate to one another and a unifying network of attractive streetscapes, mobility corridors, and open space amenities that cumulatively create a sense of a special place within the City. To this end, we will apply new planning categories that address both the type of use to be accommodated and their urban form, considering how buildings shall be located on properties, their mass and height, relationship to public streetscapes, connectivity to adjoining districts, and the design of the public realm.

2. Economic Realities

Achieving the types and intensities of development envisioned for the Laguna Niguel Gateway is dependent on a viable market for and economically sustainable uses, a profitable project for developers, and adequate revenue to support infrastructure, service, and other public improvements. To ensure that the amended Specific Plan is more than a “paper document,” the EIP team will validate its land use and urban form recommendations by the evaluation of market conditions for a mix of uses including retail, office, housing, and other transit-related uses; preparation of financial pro formas to test the viability of development options; and identification of potential funding sources for public improvements. The types, densities/intensities, and urban form characteristics of uses and public improvements to be prescribed by the amended Plan will be derived from these evaluations.

3. Collaboration and Engagement

An amended Specific Plan that has long term utility for the improvement of the Gateway Planning Area necessitates ownership by the City’s residents, business persons, staff, and elected officials.

a. City Staff

The preparation of the amended Specific Plan and EIR will maximize collaboration between the consultant and City staff. Processes and protocols will be set in place to enable them function as a seamless team. This is essential to assure that:

- The consultant is sensitive to, understands and effectively responds to the Gateway’s development planning issues, visions, and objectives;
- The consultant has access to pertinent data, studies, plans, and other resources that inform the content of the amended Specific Plan and EIR;

- Policy, programmatic, and ordinance recommendations are understood and have the support of staff; and
- The amended Plan and EIR have maximum utility after the consultant's work is complete.

It is proposed that a joint management structure be established, in which the consultant and City Project Managers meet or participate in conference calls every two weeks to review work task responsibilities, schedule, and products. In addition to the designated Project Managers, the meetings may involve pertinent consultant and City staff to focus on specific technical issues or program logistics.

Additionally, it is recommended that meetings be conducted at key benchmarks of the planning process with representatives of all City departments affected by or having responsibility for implementing the Specific Plan. Participants may be structured as a "technical advisory committee" responsible for the review and comment of the principal consultant work products.

It is proposed that a number of these meetings be conducted as interactive workshops/charrettes, to be structured as "brainstorming" sessions in which key issues would be summarized, optional approaches identified, and preliminary directions established to guide the formulation of the development and infrastructure plans, guidelines, standards, and regulations. In comparable programs, we have found that such meetings facilitate staff's ownership and implementation of the amended Specific Plan on completion of the consultant's work. Each workshop will be structured as an intensive half or full day session to be conducted in City offices. An agenda listing the relevant issue(s) and anticipated outcome(s) will be prepared and distributed at least one week in advance. Workshop topics will be defined as the planning program is initiated or in response to issues and directions that emerge during its conduct.

b. City Council and Planning Commission

Study sessions will be conducted with the City Council and Planning Commission at key benchmarks of the planning process to ensure that the defined issues, plan alternatives and recommendations, design guidelines, and development standards are understood, consistent with their objectives, and supported. They may be scheduled as independent or joint sessions between the two bodies. They will also serve as the principal forum for public education and comment on the options under consideration. In advance of the study sessions, discussion papers and preliminary planning documents will be prepared and submitted for the PC/CC review.

c. Developers

Meetings will be conducted with local developers at three stages of the planning process. The initial meeting will provide a forum for their identification of the key issues that should be addressed in developing an implementable and feasible plan for the Gateway planning area. Plan alternatives and the pro forma analyses of the development prototypes will be reviewed at the second, with comments solicited regarding their feasibility from a developer's perspective. Recommended land use, public improvement, and implementation strategies will be reviewed at the final meeting. It is assumed that the City will be responsible for identifying and notifying the developers and providing a venue for the meetings. Each meeting will be scheduled for approximately two hours.

d. The Public

As indicated above, residents, business tenants, and property owners will be invited to participate in the Planning Commission and City Council study sessions and comment on the planning and design concepts and

plans as they are formulated. Additionally, a separate workshop will be conducted to present the draft recommended planning and design concepts to the public and provide the opportunity for comments.

4. Planning Process—Technical Work Scope

The proposed work program will involve a sequential series of technical work tasks for the preparation of the amended Specific Plan and EIR, public hearings, adoption, and implementation. Described in detail in the ensuing Proposed Scope of Services, these would generally include the following:

- a. Orientation.** Initiation of the planning program including introductory meetings with City staff to confirm the City's objectives and expected outcomes and organize the work program structure, logistics, and protocols; obtain and review existing plans, studies, and other resources; define electronic and hard copy formats to be used during the planning process; and thoroughly immerse the consultant team in understanding key planning issues and opportunities.
- b. Discovery.** Preparation of a data base that describes the existing characteristics, planned improvements, and development constraints and opportunities of the Gateway planning area.
- c. Visioning.** Formulation of a shared vision about the functional role, physical character, vitality, uses, economy, environment, and other key attributes for the Gateway planning area and guiding development principles to achieve this vision, building on the framework of the ULI TAP.
- d. Placemaking.** Preparation of alternative concepts and plans for land use development, urban form, streetscapes, open spaces, circulation/mobility, and infrastructure improvements; evaluation of these for their financial feasibility and impacts; review of these options with the public and decision makers; and selection of a preferred plan.
- d. Implementation.** Specification of actions that implement the physical development plan including design guidelines and development standards, financing sources and programs, and administrative functions.
- f. Documentation.** Incorporation of the amended physical plans and implementation actions into an amended Specific Plan document.
- g. Environmental Review.** Evaluation of the environmental impacts of the amended Specific Plan, in accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA).
- h. Ownership.** Participation in Planning Commission and City Council public hearings and adoption of the amended Specific Plan and certification of the EIR.

SCOPE OF WORK

The following describes the work tasks, methodologies, and products to be undertaken by the EIP team for the preparation of an amended Specific Plan for the Laguna Niguel Gateway planning area. The work program will build upon the analyses and planning and design, infrastructure, and implementation recommendations by the Urban Land Institute Orange County Technical Advisory Panel (TAP) in the Final Report published May 2006. In addition to the products specified for each task, reports or memoranda describing preliminary findings, alternatives, and recommendations will be submitted to the City. It is assumed that all work products will be submitted to the City as electronic files and in hard copy formats.

1.0 GETTING STARTED—PROJECT ORGANIZATION

On award of contract, the consultant team will conduct a series of organizational tasks to include the following:

Task 1.1 MEET WITH CITY STAFF

A meeting will be conducted with City of Laguna Niguel staff to:

- Introduce and identify the roles of consultant and City team staff to be involved in the work program, including relevant City departments and agencies;
- Establish a schedule for City team-consultant management meetings and “brainstorming” workshops, and Planning Commission and City Council study sessions and public hearings; and
- Identify and obtain previous studies and plans not previously received by the consultant team, including Urban Land Institute Briefing Report and other documents, resource materials used in the preparation of the existing Specific Plan, and other baseline data (as described below).

The project work program and schedule will be used to monitor project progress, periodically reviewed to assure that they are reflective of the project work needs, and modified where necessary to meet evolving project needs as mutually agreed with the City.

This session will also include a facilitated discussion of the City team’s understanding of the critical issues affecting development of the Gateway planning area and potential opportunities for its future. We will start with the review of the issues raised and recommendations of the ULI TAP Report, including potential re-use/intensification sites, mix of uses, scale of development, their physical form and character, circulation and infrastructure improvements, including Oso Creek, fit/relationship of development to surrounding uses, implementation responsibilities, timing, and other relevant factors. Potential obstacles to the area’s successful re-use (or “critical flaws”) will be identified.

Task 1.2 DEFINE BASE MAP AND WORK PRODUCT FORMATS

EIP will coordinate with the City and its GIS staff to transmit specified GIS data layers for the consultant team’s use. The City will provide a base map for the Gateway planning area and projection files and coordinate system information with the existing GIS layers that are delivered to EIP. Any maps created by the EIP team shall be provided to the City in a shapefile or geodatabase form that will allow City staff to re-create and edit maps and exhibits using the City’s ArcView/ArcInfo software. EIP will create a final template that allows for the best display of data in the documents to be produced for the Specific Plan amendment.

Product

- *Project base map: digital file*

Task 1.3 GATEWAY PLANNING AREA RECONNAISSANCE

A field tour of the Gateway planning area will be conducted with consultant and City staff representatives. It is recommended that a van or bus be used with appropriate stops to observe pertinent land uses, site features, infrastructure improvements, conditions, and relationships to adjoining areas. This should include properties that are likely to be redeveloped or intensified, as specified by the ULI TAP and other possible sites, Oso Creek, and discontinuities in the street network and access. The survey will facilitate the consultant team's understanding of the City staff perspectives of key planning issues and opportunities.

Task 1.4 PLANNING COMMISSION AND CITY COUNCIL "KICKOFF" MEETING

A study session will be conducted with the Planning Commission and City Council to review project objectives, work program, and schedule and provide the opportunity for input regarding how they want to be involved during the planning process and strategies for general public involvement. We will also review the key planning issues and recommendations that have been defined in earlier studies and the ULI TAP Report and receive input regarding the Commission's and Council's general concurrence with these.

Products

- *Memorandum summarizing comments from the Planning Commission and City Council: digital file and twenty-five (25) copies*

Task 1.5 DEVELOPER OPPORTUNITIES AND ISSUES MEETING

A meeting will be conducted with local developers to review the work program, products, and schedule and provide the opportunity for the identification of their perspective of the key issues that need to be addressed in creating a plan that is financially feasible and marketable, as well as opportunities for development in the planning area. This will consider specific uses that can uniquely capitalize on markets created by the MetroLink Rail station. Participants will be identified and invited to the meeting by City staff.

Products

- *Memorandum summarizing developer comments: digital file and twenty-five (25) copies*

2.0 BASELINE DATA

Data will be obtained and documented describing the existing conditions and policies and plans that affect development in the Laguna Niguel Gateway Specific Plan area. The data will serve three purposes: to (1) identify key constraints and opportunities that inform the development of land use, urban form, streetscape, and mobility plans; (2) test the comparative impacts of options under consideration; and (3) serve as the base for the "Existing Setting" section of the EIR. Information will be documented by text, maps, photographs, and illustrations and formatted to facilitate public understanding.

Task 2.1 LAND USE

Information regarding existing conditions, policy and regulations, and planned developments and improvements in the Gateway planning area will be compiled from available resources from the City of Laguna Niguel and other relevant sources. Among this data, as available, will be:

- Aerial photographs
- Existing parcelization and ownership will be identified and mapped
- Existing land use will be mapped and described by type, density/intensity, size (acres and building square footage), and character

- Pending and approved development projects will be described by the type of use, size (e.g., building square feet), number of stories, parking, and physical characteristics (e.g., location on site, setbacks, height, landscape amenities, and other)
- Existing zoning districts will be mapped and described by type, density/intensity, and potential development capacity (e.g., building square footage)
- Adopted General Plan land use designations will be mapped and described by type, density/intensity, and potential development capacity (e.g., building square footage)
- Changes in land use recommended by the ULI TAP Final Report will be mapped and described

For the purposes of the budget, it is assumed that the baseline data will be provided to the EIP team by the City in formats that can be easily used or modified for documentation and public presentation. A one-day field survey will be conducted by the consultant to verify and update, as necessary, the base information provided by the City.

Additionally, the team will evaluate the character and conditions of existing uses to identify properties that may be subject to redevelopment/re-use and/or intensification based on field observations. These analyses will be correlated with economic studies in subsequent work tasks.

Products

- *Text, tables, maps, photographs, and illustrations documenting existing conditions, planned development, and other salient features: digital file and twenty-five (25) copies*

Task 2.2 URBAN FORM

A descriptive profile of the Gateway planning area’s existing urban structure and form will be prepared based on review of aerial photographs and field observations. Salient characteristics to be studied will include:

- Elements that contribute to urban form including street and pedestrian networks, transit corridor, Oso Creek, I-5 Freeway, open spaces, topography, and parcelization
- Districts within the study area that can be clearly differentiated by their functional role and uses (e.g., manufacturing versus retail) and development character
- Existing building footprints and form (property setbacks, heights, and massing depicted both two and three dimensionally)
- Existing architectural characteristics documented by annotated photo-montages
- Existing landscape types and characteristics on privately developed properties
- Changes in urban form recommended by the ULI TAP Final Report

Based on the data, the quality of the area’s urban form will be described and opportunities for improvement identified.

Products

- *Text, maps, photographs, and illustrations documenting existing urban form conditions: digital file and twenty-five (25) copies*

Task 2.3 HOUSING NEEDS

It is understood that the City of Laguna Niguel is almost fully developed and, consequently, the State-mandated requirement to provide its share of the Regional Housing Needs may be accomplished in the

Gateway Specific Plan area. The City's agreed-upon housing need for the next Housing Element planning cycle will be identified, including the type of units and their affordability as input for the planning of the Gateway area.

Products

- *Table of housing needs: digital file and twenty-five (25) copies*

Task 2.4 STREETSAPES

To understand how the streets and public open space can be enhanced to support transit and pedestrian oriented development and improve connectivity with the Gateway District, we will:

- Survey and document existing street conditions, including lane, median and sidewalk widths and improvements such as raised medians, street trees, parkways, street lights.
- Survey and document the relationship of adjacent development to the streets, including setbacks and setback treatment, ground floor use and ground floor treatment, building street wall height and continuity.
- Survey and document existing open space and unused public land.
- Review existing street classifications and standards and open space standards.

The quality of the street as it relates to the anticipated goal of creating a seamless, attractive environment for pedestrians that relates to adjacent and surrounding land uses will be analyzed.

Opportunities for change that relate to anticipated changes in land use and development pattern will be evaluated, including the following.

- Evaluate opportunities for easy streetscape enhancements, such as existing striped medians that could be converted to raised landscaped medians, curb extensions at corner and midblock curb extensions, and existing paved parkways to which street trees, street lights, landscaping and stormwater treatment facilities would be added.
- Evaluate opportunities for streetscape enhancements that will be more difficult to achieve, such as continuous sidewalk widening by either treatment the private setback as sidewalk or narrowing the roadway, pedestrian access across Oso Creek and/or the railroad right of way.
- Evaluate opportunities for open space appropriate to proposed land uses. For example, the open space required to serve proposed residential development may be used to organize the physical form of that development. It may take the form of a linear open space along Oso Creek and/or a central village or town square with a mix of activities that relate to both residential and commercial uses.

Products

- *Overall plan diagrams, cross sections, detailed analytical plans as required, and photo: digital file and twenty-five (25) copies.*

Task 2.5 MOBILITY

a. Streets and Highways

The goal of the first phase of the circulation analysis is to address specific concerns regarding the circulation system in the vicinity of the Gateway Specific Plan area. These concerns include the connectivity of the internal street network, operations at specific locations within the planning area, as well as global issues related to regional circulation patterns. The first subtask below is intended to document the conditions of concern in order

to provide a common understanding of the issues. Building on this understanding, the subsequent subtasks will identify potential short-term and long-term solutions.

Existing traffic conditions in the area surrounding the Gateway Specific Plan area during the weekday a.m. and p.m. peak periods (7-9 a.m. and 4-6 p.m.) will be evaluated. Turning movement counts and field observations will be conducted at up to 15 locations, including the following locations:

- Avery Parkway/I-5 northbound and southbound ramps
- Avery Parkway/Marguerite Parkway
- Avery Parkway/Camino Capistrano
- Crown Valley Parkway/I-5 northbound and southbound ramps
- Crown Valley Parkway/Forbes Road
- Crown Valley Parkway/Cabot Road
- Crown valley Parkway/Marguerite Parkway
- Crown Valley Parkway/Moulton Parkway
- Paseo De Colinas/Camino Capistrano
- Paseo De Colinas/Cabot Road
- Greenfield Drive/SR-73 northbound and southbound ramps
- Cabot Drive/Rapid Falls Road

Additional locations will be identified in coordination with City staff. In addition, new traffic Average Daily Traffic (ADT) counts will be taken on all key roadways including Crown Valley Parkway, Camino Capistrano, Forbes Road, and Cabot Road. Freeway ramp and corridor counts will be obtained from Caltrans.

A field review will be conducted that will include determination of existing network connectivity and geometric conditions, such as the number and type of lanes, lengths of turn pockets, location of parking and bus stops, and signal phasing. The field review will also include notation of any unusual physical or operational characteristics that affect traffic operations at each location. Traffic signal timing plans will be obtained from the City and Caltrans, if available.

Existing intersection operating conditions will be quantified using the *Highway Capacity Manual (HCM)* operations method of analysis. The Synchro software will be used to analyze traffic operations in order to reflect the effects of traffic signal coordination. The HCM methodologies are preferable to methodologies such as Intersection Capacity Utilization or Circular 212 for purposes of detailed traffic operations analysis because they incorporate more detailed characteristics of intersection operations and allow for evaluation of vehicle progression, queuing and storage conditions, as well as potential issues related to conflicts of passenger vehicles and buses. Any intersections operating at an unsatisfactory level of service will be identified.

To allow for comparison of the study results to previous traffic analyses in the area, all intersections will also be analyzed using the ICU methodology and presented in the report.

For study intersections that are included in the Orange County CMP monitoring program, levels of service will also be calculated using ICU.

Existing traffic conditions on the freeway segments will be evaluated based on traffic volumes available from Caltrans Traffic and Vehicle Data Systems Unit. Level of services analyses will be calculated using HCM methodologies. Field review of detailed roadway characteristics (e.g., lane widths, taper lengths) of the freeway will not be conducted.

MMA will also identify the existing street classifications for all facilities in the study area from the City's General Plan, identify street standards for the area roadways, review the presence or absence of sidewalks and identify transportation linkages to adjacent areas as part of this task. Any other critical transportation issues such as difficulty making appropriate linkages due to topography will be summarized.

b. Transit

Available information on transit routes connecting to the project site will be evaluated, including route name, end points, service levels and ridership data if available. Parking for Metrolink will be summarized and Metrolink and OCTA will be contacted to obtain all available information on existing rail and bus ridership and operations to the Gateway Specific Plan area. Any future planned service changes will also be identified as well as any planned modifications to access or parking for the transit station. All transit stops will be identified and mapped in the project area. The size and usage of park-and-ride and kiss-and-ride facilities will also be documented.

c. Bicycle

Bicycle route system within and connecting to the Gateway study area, including Class I, II and III facilities will be identified and mapped. The City's General Plan and any other available documentation regarding potential planned bicycle improvements in the area will be reviewed.

d. Pedestrian

The team will identify pedestrian amenities, sidewalks and issues associated with pedestrian mobility such as narrow sidewalks or infringement of street furniture on pedestrian paths.

Products

- *Maps, text, and tables describing existing mobility systems: digital file and twenty-five (25) copies*

Task 2.6 INFRASTRUCTURE

a. Field Investigation/Collection of Documents

Our engineering team will initiate the utility research for the subject area. Although, we are aware that water and sewer services are provide by Moulton Niguel Water District, it will be essential to obtain as built plans for the Gateway Specific Plan area. Orange County Resources Development and Management Department will be contacted for the as-built information for the regional flood control facilities. Local drainage facility information will be obtained from the City's Public Works Department. It is recommended that USA Dig Alert be contacted to identify all other dry and wet utilities that serve the planning area as our experience with previous projects tells us when whenever railroads are present, there might be various other utility companies may be utilizing the right-of-way.

b. Existing and Planned Water and Sewer Facilities

The Gateway Specific Plan area's infrastructure profiles both in water and sewer will be investigated. Moulton Niguel Water District (MNWD) is the local purveyor of domestic and recycled water. MNWD also provides collection services for sanitary sewer. MNWD will be contacted and all pertinent information will be collected from them. We will also investigate any information related to the deficiencies and /or planned improvements. Profiles will be developed for both sewer and water systems that will identify current demands along with projected demands in coordination with projected additional development capacities defined by

the planners. Close coordination will be required with the planning team to identify future population forecasts and any resulting deficiencies that may create in the existing backbone system.

We will also investigate existing and possible future opportunities for the recycled water use.

c. Infrastructure Rights-of-Way

All roadway and infrastructure right-of-way information will be identified for the planning area. This will be essential for the development of future right-of-way takes and/or modifications.

Products

- *Letter report providing background on our findings, with exhibits defining topography constraints: digital file and twenty-five (25) copies*

Task 2.7 ENVIRONMENTAL RESOURCES

a. Landforms and Topography

Under this task, all necessary topographic information will be collected from the City or all other involved agencies. Constraints on development and infrastructure improvements will be evaluated.

Product

- *Letter report long with exhibits providing topography constraints.*

b. Water Quality

Existing hydrologic conditions will be analyzed, including the existing watershed, groundwater supply, drainage conditions, and water quality. A description of existing water quality conditions will be compiled based on existing studies or inquiries to local agencies. Applicable water quality requirements will be identified including, but not limited to, the National Pollution Discharge Elimination System (NPDES) permit requirements for construction, local erosion and sedimentation control requirements, and NPDES Phase 2 permits for small municipalities. Relevant regulations that govern water resources will be summarized, including FEMA, NFIA, Orange County Flood Control, water quality, and City of Laguna Niguel regulations and policies.

Products

- *Summary description of water quality: digital file and twenty-five (25) copies*

Task 2.8 MARKET ANALYSIS

Regional, local, and immediate trade area market conditions influencing demand for mixed-use and transit-oriented development in the Gateway Specific Plan area will be reviewed. This will be based on readily available third party data sources and interviews with key stakeholders. The objective of this task is to document both existing and historical market trends and to identify future development potential. In order to meet this objective, the following will be undertaken:

- a. Interview key stakeholders, including business owners, property owners, real estate professionals, and developers.
- b. Review relevant background materials and resource documents/maps.
- c. Profile capital improvement projects planned/proposed within the Gateway Specific Plan area.

- d. Prepare an overview of key demographic trends (population, households, household income, and age and ethnic distribution) for concentric trade rings around the Plan area.
- e. Gather and analyze information pertaining to regional and local commercial and residential market conditions, including rents/prices, occupancy, historical absorption, product type, and parking ratios.
- f. Prepare an overview of regional and local demand for senior, affordable, and handicap accessible housing in proximity to transit stations.
- g. Profile existing and proposed competitive developments within the trade area.

Based on this research, the demand for various land uses and product types within the Plan area will be defined. This will include: summary of key assets and constraints to development; market strengths and weaknesses by land use; projections of achievable sales prices, rental rates, and/or absorption potential; and identification of key catalyst sites within the Specific Plan area for assemblage opportunities.

Products

- *Market report: digital file and twenty-five (25) copies*

Task 2.9 SYNTHESIS: PLANNING AND DESIGN ISSUES

Based on review of the ULI TAP Final Report and the preceding research, the key issues and opportunities affecting development in the Gateway Specific Plan area will be identified and documented in a summary report to be distributed to City staff. A meeting will be conducted to review and confirm salient findings, as well as to jointly identify and map the properties and public improvements that offer the most significant opportunity for change in the future. These will be summarized in a report to be forwarded to the Planning Commission and City Council.

Products

- *Summary Report of Planning Issue and Opportunities: digital file and twenty-five (25) copies*
- *Map depicting opportunity development sites and public improvements: digital file*

3.0 FRAMEWORK FOR PLANNING: VISION AND GUIDING PRINCIPLES

The ULI TAP Final Report defines a vision for the transformation of the Gateway Specific Plan area as a mixed-use, transit-oriented, and commercial center of Laguna Niguel. In this task series, the EIP team will re-visit and confirm this vision, with any modifications to reflect the additional research conducted in the preceding task and input from the City’s decision-makers.

Task 3.1 CASE STUDIES

Transit-Oriented Confirmation of the vision for the Gateway Specific Plan area will be initiated by the exploration of transit-oriented development projects in other communities. We will focus on the lessons learned that may be applicable to the Laguna Niguel Gateway. A descriptive profile of transit-oriented projects for areas with a comparable mix of land uses and conditions will be prepared. We will document each area’s pre-existing conditions, development objectives, revitalization processes, and results, commenting on the factors that contributed to success and/or failures.

Additionally, state-of-the-art planning and urban design practices being used by communities that can enhance the revitalization opportunities for the Gateway Specific Plan area will be described. These may include approaches for the re-use of flood control channels, integration of housing with retail and industrial uses, and sustainable building and site design practices.

The case studies will be compiled in a work book to be distributed to City staff, for public review, and study sessions with the Planning Commission and City Council. Descriptive text, plan maps, and photographs will be used to document the projects and planning/design approaches. The work book will be placed on the City's Gateway project Web Page to facilitate public review.

Products

- *Development and Planning-Urban Design Case Study Workbook: digital file and twenty-five (25) copies*

Task 3.2 REVIEW FINDINGS WITH CITY STAFF, PLANNING COMMISSION, AND CITY COUNCIL

The transit-oriented development and planning-design practices case studies will be reviewed with City staff and potential applications for the Gateway will be discussed. Similarly, a study session will be conducted with the Planning Commission and City Council to review the studies and identify potential concepts that may be considered for further evaluation for the Gateway Specific Plan area.

Products

- *Summary of City staff, Planning Commission, and City Council comments: digital file and twenty-five (25) copies*

Task 3.3 PREPARE DRAFT VISION AND GUIDING PRINCIPLES

Based on the meetings with City staff, Planning Commission, and City Council, we will draft a draft Vision Statement and Guiding Principles for Development. These will articulate the area's intended functional role, land uses to be accommodated, physical form and character, connectivity to adjoining land uses, and potential catalytic projects. These will be submitted to City staff, Planning Commission, and the City Council and posted on the City's Web Page.

Products

- *Draft Vision and Guiding Principles: digital file and twenty-five (25) copies*

Task 3.4 REVIEW DRAFT VISION AND GUIDING PRINCIPLES WITH PLANNING COMMISSION AND CITY COUNCIL

A study session will be conducted with the Planning Commission and City Council to review and receive comments on the draft Vision Statement and Guiding Principles. A final version will be prepared incorporating any revisions to reflect the input received, published, and placed on the City's Webpage.

Products

- *Final Vision and Guiding Principles: digital file and twenty-five (25) copies*

4.0 PRELIMINARY PLAN CONCEPTS AND ALTERNATIVES

Concept plans defined by the ULI TAP for the Gateway will be refined based on the technical studies completed in Task 2.0 and Vision and Guiding Principles developed in Task 3.0. These will specify land use, urban form, streetscape, mobility, infrastructure, and open space plans and pertinent design guidelines and development standards.

Task 4.1 PLANNING FRAMEWORK: LAND USE MIX

A critical component of the plan will be to provide for an appropriately configured and sufficient amount of retail development that can be supported in the Gateway area. This will create a basis for consideration of

minimum amounts of retail space and preserve commercial opportunities and aid in managing strictly residential development. KMA will participate in brainstorming teleconferences to determine the optimal balance of commercial and residential development in the plan area and how to achieve it in an equitable manner. Following the preparation of the land alternatives (Task 4.3.1, below), KMA will review and comment on their land use mix and provide input for the selection of a final land use plan.

Task 4.2 PLANNING AND DESIGN CHARRETTE

A one-day charrette will be conducted, with City staff's participation, to conceptualize preliminary development plans for the Gateway, building upon and refining the ULI TAP recommendations. These will specify one or more options that will be more fully delineated and evaluated in subsequent work tasks and will address:

- a. Areawide land use and urban form strategy,
- b. Potential development projects targeted for parcels subject to re-use and/or intensification,
- c. Street, transit, pedestrian, bikeway, and other mobility improvements,
- d. Streetscape improvements,
- e. Oso Creek improvements, and
- f. Other infrastructure improvements

Products

- *Preliminary development and design concepts: working draft plan maps, sketches, and other graphics*

Task 4.3 PLAN DEVELOPMENT

Task 4.3.1 Land Use and Urban Form

a. Planning and Design

Land use and urban form plans will be prepared for the concepts defined in Task 4.2. These will integrate traditional specifications of the types of uses to be accommodated with intentions regarding the form and character of development that contribute to making a distinct district or "place." For example, in locations where it is desirable to enhance pedestrian activity along retail or mixed-use street frontages, standards may be defined for establishing a "build to" line along the sidewalk, locating parking to the rear or below the building, and requiring street elevations to be visually transparent and architecturally interesting. Categories will be established that link land uses with urban form considering the following:

- (1) Areawide land use plan indicating the distribution of land uses by type, density, and urban form; streets, pedestrian paths, and other mobility corridors; open spaces; and other uses;
- (2) Development density/intensity (floor area ratio and/or units per acre);
- (3) Urban form characteristics
 - Building setbacks including relationship to street frontages and side and rear property lines;
 - Building massing and volume—horizontal and vertical;
 - Architectural characteristics including elements contributing to pedestrian activity, where appropriate; and

- Parking location and access.

(4) Potential development prototypes for parcels subject to re-use and/or intensification, specifying use, density/intensity and buildout capacity (number of housing units, non-residential square feet, parking, and other).

Land use and urban form plans will be depicted on base maps, textually described, and illustrated by photographs of comparable development projects, sketches, and/or visual simulations depicting before and after conditions.

Products

- *Areawide land use designations—plan map: digital file*
- *Opportunity development site concepts—plan map, development capacity table, and illustrative sketches: digital file*
- *Urban form characteristics—plan map and illustrations: digital file*

b. Evaluation of Financial Feasibility

A maximum of four (4) development prototypes that respond to market conditions identified in previous tasks will be evaluated for their financial feasibility. KMA will prepare financial pro formas to test the viability of their development economics. Each financial pro forma will include estimates of development costs, sales prices or rental rates, developer return, and supportable land value. Based on the pro formas, the relative financial feasibility of each prototype development will be determined.

A matrix of comparable districts and mixed-use developments will be prepared for purposes of comparative evaluation with the Gateway Specific Plan. The matrix will include land area/site sizes, mix of uses, market factors, and public agency role(s).

Products

- *Development Pro Formas Report: digital file and twenty-five (25) copies*

Task 4.3.2 Mobility

a. Mobility Plan

MMA will work with the team to design an internal circulation system for the Gateway planning area that minimizes conflicts between modes, reduces internal congestion, and maximizes mobility options. This effort will also include a detailed evaluation of all site access points to determine the number of inbound and outbound lanes to reduce queuing and delays to persons accessing the site. This will be particularly important to the visitors to the commercial uses on site, who expect minimal delays at such facilities or they will go elsewhere.

The access and circulation system will also be coordinated with the assumptions used in the shared parking analysis, so that parking that is to be shared can easily be accessed by all the users assumed to be able to use it. Pedestrian circulation patterns and the connections to parking and the transit center will be reviewed to avoid any circuitous connections that might discourage walking. Locations of bicycle storage facilities will also be reviewed to determine their accessibility to visitors that may ride bicycles to the project site.

b. Evaluation

Mobility system alternatives will be evaluated for their impacts on the local and sub-regional traffic and the findings used to inform the refinement of the recommended roadway, operational, and other improvements. This task will involve the modeling of trips generated, allocation of these to the highway network, and

assessment in changes in levels of service. This will also serve as the basis for the Traffic Study for the Specific Plan PEIR and is described more fully in Task 8.4.3(m).

Products

- *Mobility plan—map and textual description: digital file and twenty-five (25) copies*
- *Traffic impact analyses for PEIR*

Task 4.3.3 Streetscape

- a. Streetscape and open space design is integral to land use, development pattern and urban form. Thus, streetscape and open space alternatives will be developed together with the land use and urban form alternatives. It is anticipated that both streets and open space will be used as organizing elements for the physical urban form of the Gateway District.

For example, at the districtwide scale, one approach may be to reinforce the linear north-south sub-districts created by Oso Creek, the railroad right-of-way and the boundary freeways, with enhanced pedestrian corridors and local jitney service to connect them. In this alternative, residential and mixed use development may be oriented along Oso Creek. Another approach may provide a series of east-west sub-districts by spanning the creek and railroad right-of-way. A variety of such district-wide approaches will be considered in the context of developing the overall pattern and form of development in the Gateway District.

Within sub-districts, streetscape and open space will support land use and development form; and the character of the street will vary with the type and form of development. At the same time, streets and open space will provide the organizing structure for development. For example, pedestrian-oriented development with ground floor retail, especially in the vicinity of the transit stations is typically oriented along the street with the sidewalk as the focus of activity. As another example, medium to high density residential development is often organized around a central open space that provides recreational activities as well as light, air and visual amenities. As with the district-wide alternatives, a series of streetscape and open space options appropriate to the land use/urban form alternatives will be explored.

- b. As the land use/urban form alternatives develop and development prototypes are tested, more detailed options for the design character of streets and open spaces adjacent to the plan prototypes will be developed and tested. For example, one alternative may emphasize sustainability, including reduced water use and a strong relationship to the natural ecosystem, which would suggest a mostly native and/or mostly drought-tolerant landscape palette.

Product

- *Alternatives will be depicted through overall plan diagrams, cross sections, prototypic plan details, photo renderings and sketches: digital file*

Task 4.3.4 Oso Creek Alternatives

a. Planning and Design

Alternatives for enhancement of Oso creek, like streetscape alternatives, are linked to the land use/urban form alternatives. At this preliminary point in the design process, we have identified three basic levels of enhancements:

- (1) Maintain existing channel configuration (i.e., trapezoidal channel with riprap banks) and share the channel edge with required flood control access. This option may require use of adjacent street right-of-way to accommodate trees and landscaping to soften the edge.
- (2) Soften the edge by altering the slope and surface of the bank to allow for vegetation.
- (3) Covering the channel and developing open space over it.

Each of these alternatives (or others that we may identify) will be evaluated in the context of the land use/urban form alternatives. It may turn out that a combination of these approaches is most appropriate to the selected land use/urban form alternative; for example, the existing channel edge could be maintained in most locations, with softened edges adjacent to key open space or developments and a covered channel to allow for connections across the creek in other locations.

Product

- *Alternatives will be depicted through overall plan diagrams, cross sections, prototypic plan details, photo renderings and sketches: digital file*

b. Evaluation

Existing studies, plans, and reports for Oso Creek will be reviewed; including on-going water resource planning within the region including that would provide insightful and innovative ideas for urban river open space, recreation, and habitat planning. In addition, we will consult and coordinate with State and federal resource agencies and Staff from the County of Orange RDMD/Harbors Beaches & Parks, Watershed & Coastal Resources, OC Flood Control Division, and OCTA to discuss potential opportunities, needs, and potential constraints of the Oso Creek alternatives.

Each channel alternative will be evaluated in the context of current watershed planning that includes applicable Integrated Regional Water Management Plans, watershed/creek management plans, and Integrated Resources Plans. To accomplish this PBS&J/EIP Staff will identify and compile key issues, concerns, and opportunities for each of the Oso Creek alternatives and discuss how these relate to the overall goals of the proposed project and regional water resources planning objectives and goals. These recommendations will be included in a concise Oso Creek Alternatives Opportunities and Constraints Technical Memorandum (OCTM) and will be limited to programmatic issues that relate to:

- (1) Potential programmatic hydrological and flooding impacts of creek alternatives
- (2) Restoration strategies, opportunities, and constraints
- (3) Physical and hydrological opportunities and constraints.
- (4) Infrastructure integrity opportunities and constraints
- (5) Access and mobility opportunities and constraints

- (6) Project integration opportunities that would involve an evaluation and discussion of potential synergies and linkages between the proposed land uses and the channel alternatives to form the basis for development/integration of project elements that would provide multiple benefits.
- (7) Potential water quality improvement concepts and the benefits that would result from implementation and incorporation of these improvements
- (8) Relative implementation feasibility
- (9) Potential funding partners and opportunities (i.e., Propositions 50 and 84)

The end result will be a concise report that will allow an easy comparison between each Alternative Design Concept and will identify improvement/enhancement opportunities for each Alternative that could be incorporated into the final concept design and integrated with the overall land uses proposed for the project area.

It is important to note that more specific tasks may be required to address hydrologic and hydraulic constraints resulting from the project alternatives. These are presented in the optional Engineering Design and Feasibility Study at the conclusion of the Proposed Scope of Services (See “Optional Task A”).

Products

- *Report-Evaluation of Oso Creek Improvements, General Feasibility: digital file and twenty-five (25) copies*

Task 4.3.5 Station Area and Parking Plan Alternatives

a. Parking Structure and Metrolink Station Concept Access and Circulation Design

Potential locations and preliminary functional designs will be identified for a new parking structure(s) that would serve the Metrolink station and vehicle access between the station and Camino Capistrano. The City is contemplating developing additional structured parking for up to 1,200 cars (demand to be confirmed by OCTA) that would be developed on one or more sites adjacent to the existing station. Sites could include property east of Camino Capistrano and/or south of the station on the west side of the tracks.

The feasibility of locating parking structures on Camino Capistrano, across the street from the current station ticketing and loading ramp areas and on the area currently occupied by the station’s surface parking lot will be studied. A functional design study for the garages would include identifying the number of parking spaces that would be provided, garage footprint dimensions, number of floors, and general access and vehicle circulation requirements. Up to four preliminary alternatives will be developed for City review and comment and more detailed analysis prepared for up to two “preferred” options. We will rely on the City and OCTA to provide the design and performance criteria for the parking structures.

The feasibility of bridging Camino Capistrano, providing a vehicle link from Camino Capistrano to the Metrolink station, will also be studied. This could include connections using a parking structure as part of the circulation system and options for direct ramping. Up to four concept alternatives will be developed for review by the City and more detailed analysis prepared for up to two “preferred” options.

The study results for this task will include a summary of the land area required to develop each alternative concept, general costs for development (excluding land and other property acquisition costs), ingress and egress operations (locations, revenue collections, and driveway operations), and functional efficiency for users. Order of magnitude cost estimates will be developed by the team’s civil engineers for the four concept

alternatives to allow for comparative analysis. After selection of the “preferred” options, more refined cost estimates will be developed to a level that will allow for further project programming.

b. Transit Station Design Criteria

The transit station is a key public facility and public space in and a gateway to planning area and its design should reflect the vision for entire district. It should be pedestrian-oriented, linked to Oso Creek and surrounding neighborhoods, and a visual amenity.

If it includes surface parking, parking lots can be designed as landscaped spaces (for example, as a grove of trees or a riparian adjacent grassland) in which cars are parked, rather than as a paved parking lot into which a few trees are squeezed between parked cars. Parking lots can be designed to collect and treat stormwater runoff.

Site-specific urban design criteria will be developed as input into the engineer’s design of the station, including the following:

- Pedestrian access routes/paths – location, dimensions and treatment.
- Drainage pattern and stormwater treatment (permeable paving, landscaped swales that treat runoff before it is discharged into the creek and retain stormwater during peak runoff, etc.).
- Parking lot landscaping – planting area dimensions, tree planting pattern.

c. Transit Station Area Plan

Although, this is a planning level study, engineering components of the railroad station area and parking will need to be investigated in detail. Because of the unusual configuration of the subject area, any modifications to the roadway and the station parking area will require detailed development of layouts.

While investigating different parking layout alternatives, following details need to be addressed;

- Designing a community integrated facility
- Providing for design needs of pedestrians and bicyclists
- Compliance with ADA requirements
- Considerations for convenient, efficient and cost effective maintenance
- Safety and security
- Access, circulation and storage
- Structural design
- Pavement marking and signage
- Lighting and electrical
- Better access that improves community integration
- Parking layout and stall marking
- Pavement design
- Grading and drainage design
- Incorporating storm water quality measures such as porous pavement

Once all these questions are addressed, we propose to utilize services of land surveyor professional for the development of base maps. Accurate base map is needed to develop alternative layouts as accurately as possible. After the completion of base map, in coordination with the traffic engineers and landscape

architects, we will develop layouts that show all elements of facilities, parking lots, driveways, and other access points. We will determine vehicle dimensions, turning radii, and develop templates to demonstrate turning movements and access. We will then determine the proposed angle of parking stalls. Typically 90 degree parking layouts are preferable but depending on site limitations 45-degree and 60-degree stalls will be considered.

At minimum, we will develop three (3) alternative layouts for the City's and OCTA review.

Products

- *Exhibits of layouts: digital file*

Task 4.3.6 Landform Modifications

As the uniqueness of Gateway planning area presents a challenge, it will be essential to develop schemes that can be implemented. A close coordination with topographic and geotechnical considerations will be necessary when developing alternative land use and urban form plans. The project site is sandwiched between Caltrans, Railroad, the City and Orange County Flood Control District (OCFCD) right-of-way. Any proposed modifications to the land use requiring substantial grading will need to be addressed in early stages of the project.

Products

- *Letter report with exhibits to demonstrate grading alternatives: digital file and twenty-five (25) copies*

Task 4.4 REVIEW ALTERNATIVES WITH CITY STAFF

During the preparation of the plan alternatives and analyses, meetings will be periodically conducted with City staff to review concepts, recommendations, and key findings. Plans will be refined in consideration of staff's comments.

Task 4.5 PREPARE ALTERNATIVES REPORT

Land use, urban form, streetscape, mobility, and infrastructure alternatives and plans and analyses prepared in the preceding work tasks will be compiled into a summary report and distributed for City staff and decision-maker review and comment. A screencheck draft document will be submitted for City staff comment and a final version prepared in response to the comments received and placed on the City's Web Page.

Products

- *Screencheck draft Alternatives Report: one digital file and ten (10) copies*
- *Final Alternatives Report: digital file and twenty-five (25) copies*

Task 4.6 REVIEW ALTERNATIVES WITH DEVELOPERS

A meeting will be conducted with local developers to review land use and public improvement alternatives for the Gateway planning area and the pro forma analyses of the development prototypes. Participants will be invited to comment on the appropriateness of the plans' configuration of land uses and improvements, mix and density/intensity of development, urban form and quality of development, pro forma findings of developer feasibility, and strength of market place support.

Products

- *Memorandum summarizing developer comments: digital file and twenty-five (25) copies*

Task 4.7 REVIEW ALTERNATIVES WITH PLANNING COMMISSION AND CITY COUNCIL

A study session will be conducted with the Planning Commission and City Council to review the land use, urban form, streetscape, mobility, and infrastructure concepts and alternatives. The Commission and Council will be requested to provide input regarding preferred plan elements to be incorporated into the amended Gateway Specific Plan.

Products

- *Summary of Planning Commission and City Council recommendations: digital file and twenty-five (25) copies*

5.0 AMENDED SPECIFIC PLAN

Preferred land use, urban form, streetscape, mobility, and infrastructure concepts and plans identified by the City Council will be incorporated into a draft Amended Gateway Specific Plan.

Task 5.1 DEVELOPMENT PLANS

Task 5.1.1 Land Use and Urban Form Plan

The land use and urban form plan will elaborate upon the concepts developed in Task 4.3.1 and include:

- a. Land use and urban form categories, combining the traditional definitions of permitted uses and density/intensity with salient urban form characteristics (as described for Task 4.3.1).
- b. Land use and urban form plan diagram/map, depicting the geographic distribution of the categories within the Gateway Specific Plan area.
- c. Calculation of maximum development buildout capacity for each land use.
- d. Policies pertaining to each land use/urban form category. These may include strategies that facilitate desired development, such as bonus densities, expedited processing, and fee waivers, and principles for flexibility to accommodate market conditions as they evolve in the future.
- e. Policies regarding the phasing and design of buildings and properties to assure land use compatibility over an extended development period.

Task 5.1.2 Mobility Plan

a. Internal Elements

A mobility master plan for the Gateway Specific Plan area will define the elements addressed by Task 4.3.2, including:

- (1) Streets and highways classifications, network, standards, and requirements for right-of-way dedication and/or acquisition.
- (2) Rail and rubber wheel transit corridors, facilities, and improvements
- (3) Bicycle network and standards
- (4) Pedestrian network and sidewalk standards

b. External Linkages

Improvements in the circulation and parking systems that could be implemented to accommodate existing and future traffic will be identified. These would include projects that would address near-term traffic and parking conditions, as well as projects that could result in substantial changes in traffic patterns and an overall improvement in traffic operations in the area. Such changes might include new or modified access to the Freeway, additional roadway connections internally and access to and from Forbes Road to surrounding land uses, additional connections or elimination of some existing circulation connections and replacement with improved connections. This effort will be coordinated with plans for improvements on adjacent transportation links including the arterial system and the freeway system. Any improvements to internal facilities will be coordinated to ensure they match up with adjacent facility cross-sections and also that the internal improvements do not create any secondary impacts on the external transportation system, such as at the freeway ramps or nearby arterial segments outside of the study area.

Each of the analyzed intersections will be reviewed to identify critical traffic operations issues, such as insufficient queuing capacity or suboptimal signal timing and/or phasing. MMA will make recommendations for local intersection improvements that could be implemented to improve traffic operations. Such improvements might include additional turn lanes, modifications to signal timing and lane allocations, or restriction of selected vehicle or pedestrian movement.

The improvement projects will be stratified in the report to identify likely implementation timelines (e.g., projects that could be implemented in one to three years, four to ten years, more than ten years), order of magnitude costs, and projects directly and not directly related to the Gateway (e.g., project-related versus cumulative impacts).

c. Engineering Layout and Design

Conceptual improvement drawings will be prepared for City review of all identified improvements, superimposed on aerial photos provided by the City for clear demonstration of constraints and impacts. After review and comment by the City on the concept improvements, refined project designs will be prepared in sufficient detail to prepare preliminary order-of-magnitude cost estimates and to identify the design elements of the project and additional right-of-way, if needed, to develop each project. It is anticipated that the uniqueness of the area provides some challenges to engineering design of circulation elements, such as radii, right-of-way, existing utilities and access to private properties and future planned improvements. We will need to develop viable alternatives that will result in realistic planning cost estimates and propose to therefore develop engineering documents at 30% level design.

The cost estimates will be provided for all identified improvements using industry standard unit cost factors or other data provided by the City. The cost estimates will be of sufficient detail to allow for inclusion of the improvement projects in the City's Capital Improvement Plan. The cost estimates will include allocations for planning, design, and construction costs; but, may not include costs for right-of-way acquisition and some underground utilities unless data can be provided by the City on these items.

d. Mass Transit Resources and Linkages

The MMA team will work with Metrolink and OCTA to identify the future availability of mass transit resources to support the Laguna Niguel Gateway. An analysis of service frequencies and approaches to the Metrolink Station will assess the role of transit circulation in the project area. In addition, the existing and future transit services provided by all local and regional transit providers will be examined, including OCTA, Metrolink and others.

We will coordinate with the applicable transit providers for future service plans, including the OCTA Long Range Plan. Based on our understanding of the mass transit resources currently and potentially available to the site, including the operational characteristics of these resources, the team will review the project site plan to ensure compatibility with the needs of transit providers and users. The MMA team will work with the team to incorporate any changes to the site plan that may be necessary to accommodate the needs of transit, as well as to facilitate its use by employees, residents of and visitors to the project area.

Task 5.1.3 Parking Plan

Potential project impacts on parking supply will also be evaluated. If a potential parking deficiency is identified, MMA will work with the development team to determine methods to increase parking supply and/or reduce parking demand. This will be in addition to the parking structure design and preliminary costs developed in the previous tasks.

A shared parking analysis of the station area will be developed. This will be based on a spreadsheet parking demand model developed by MMA that is used to assess peak hour parking demand for each use and the combined area-wide shared parking demand considering the overlap of parking demand by use. For example, Metrolink parking demand peaks late morning and mid afternoon while restaurant parking demand peaks at lunch and evenings and office parking demand peaks mid-day. Using the spreadsheet model, MMA will identify the peak parking needs considering the use of shared parking concepts and based on the land use plan and quantities of each land use in the project area. Access to and from major parking entrance locations will also be studied and recommendations made regarding required improvements to access, changes in access locations, additional or deletion of planned driveways.

Task 5.1.4 Streetscape Plan

The selected streetscape and open space alternatives will be developed in conjunction with the selected land use/urban form alternative. The selected alternatives will be illustrated in greater detail the concepts developed in Task 4.3.3, using the same techniques as for the alternatives: plan diagram, detailed plan prototypes, cross sections and illustrative photo renderings and sketches.

Task 5.1.5 Station Area and Parking Plan

A final layout that shows all elements of facilities, parking lots, driveways, and other access points for the MetroLink transit station area will be prepared. At this stage, selection of curbs, painted delineators end of stall controls will be chosen.

Task 5.1.6 Oso Creek Plan

The selected alternative(s) for Oso Creek will be developed in conjunction with the selected land use/urban form alternative. The plan will be illustrated in greater detail building on the concept defined by Task 4.3.4, using the same techniques as for the alternatives: plan diagram, detailed plan prototypes, cross sections and illustrative photo renderings and sketches.

Task 5.1.7 Infrastructure Improvements Plan

Once the present demands and future demands are determined, it will be essential to layout possible scenarios for the areas where any water and sewer deficiencies may be identified. The preliminary layouts will not be engineering drawings but more in line as planning documents where feasibilities are investigated. Any planning document should identify sources of future demand and identify possible solutions to it.

Task 5.2 DEVELOPMENT DESIGN GUIDELINES AND STANDARDS

Task 5.2.1 Development and Urban Form Guidelines/Standards

Development guidelines and standards will be specified to supplement those of the City’s Municipal Codes to address characteristics uniquely applicable to the Gateway Specific Plan Area. These will address such elements as:

- a. Permitted land uses by right, ministerial review, and discretionary review
- b. Conditional and/or prohibited uses
- c. Development intensity (floor area ratio) and/or density (units per acre), which may include minimums as well as maximum limits
- d. Minimum parcel size and development area
- e. Parking
- f. Signage
- g. Building location—“build to” lines, street frontage characteristics, and property setbacks
- h. Building height
- i. Landscape
- j. Open space and amenity
- k. Lighting
- l. Other

Development guidelines and standards will be extensively illustrated to facilitate their understanding by developers, City staff, decision-makers, and residents.

Task 5.2.2 Building Design and Architecture

Design guidelines for buildings will be specified to address characteristics uniquely applicable to the Gateway Specific Plan Area. Among the guidelines to be considered will be the treatment of ground floor and street facing elevations in areas targeted for an active pedestrian environment, the design of residential units that promote a high level of livability and promote compatibility with adjoining non-residential uses, and internal compatibility of residential and non-residential uses in mixed-use buildings.

In addition, we will consider standards for building design, construction, and materials that achieve a higher level of environmental sustainability (Green Building principles), as expressed by the U.S Green Building Council in the LEED certification program. These may be administered as general guidelines, regulations, and/or by incentives program such as bonus densities, expedited entitlement, or fee waivers. A “white paper” will be prepared discussing the use of Green Building standards by California communities, issues associated with their implementation, and the pros and cons of the optional approaches for administration. Meetings will be conducted with City staff to determine the appropriateness of their inclusion in the amended Specific Plan.

Building design and architectural guidelines and standards may address:

- a. Building mass and volume, including possible modulation and vertical setbacks to reduce impacts on streets and adjoining uses.

- b. Design of street- and sidewalk facing building elevations particularly for pedestrian-oriented areas, which will be correlated with streetscape improvements specified by Task 5.1.4.
- c. Architectural design characteristics (e.g., window treatment, fenestration, and so on).
- d. Sustainable building design such as energy conservation (e.g., daylighting of interiors, operable windows, solar energy, window coverings and louvers, insulation, and other); pollution (e.g., non-toxic paints, air exhaust, and other); water conservation (e.g., waste or graywater recycling, stormwater capture on-site, low consumption fixtures, and other); and recycled materials for building materials, fixtures, and furniture.

Building design and architecture guidelines and standards will be extensively illustrated.

Task 5.2.3 Mobility Element Standards

It is assumed that Laguna Niguel's standards for streets and highways, bicycle lanes, and transit corridors will be applicable for implementation of the amended Specific Plan. Any changes to these identified during the planning process, as well as for pedestrian-oriented sidewalks and pathways will be specified and cross-sections incorporated into the Plan.

Task 5.2.4 Streetscape Design Guidelines/Standards

The streetscape concept plan will be translated into a series of guidelines and standards applicable to individual development projects, so that over time, as development occurs adjacent streets will be improved. The guidelines and standards will also guide the design of publicly funded capital improvement projects that affect the streets.

Task 5.2.5 Oso Creek Design Guidelines/Standards

The plan for Oso Creek and other open space will also be translated into a series of guidelines and standards. These improvements are more likely to be undertaken as capital improvement projects.

Task 5.2.6 Review Development and Design Guidelines and Standards with the Planning Commission and City Council

A study session will be conducted with the Planning Commission and City Council to review the development and design guidelines and standards and comments received during the Public Workshop. The Commission and Council will be requested to provide input regarding preferred guidelines and standard to be incorporated into the amended Gateway Specific Plan.

Products

- *Summary of Planning Commission and City Council recommendations: digital file and twenty-five (25) copies*

Task 5.3 IMPLEMENTATION PLAN

An action-oriented plan will be prepared that details the administrative, regulatory, procedural, and financial steps necessary to realize the land uses and public improvements defined by the updated Gateway Specific Plan. Where appropriate, a discussion paper will be prepared that identifies optional implementation strategies that may be considered by the City, their pros and cons, and a recommended course of action. Confirmed implementation actions will be incorporated into the updated Specific Plan.

Task 5.3.1 Plan Administration

Procedures of the existing Specific Plan for its administration and development processing will be reviewed and the need for any modifications discussed with City staff. Any changes will be prepared and incorporated in the amended Plan.

Task 5.3.2 Development Capacity, Phasing, and Concurrency

Procedures for the management of the amount and timing of residential development will be specified to assure the retention of an appropriate mix of housing with retail and other non-residential uses in the planning area. This will be correlated with KMA's recommendations for land use mix, as defined in Task 4.1, and may include such techniques as unit limits correlated with non-residential building square footage and procedures for the allocation of these to development applications.

Task 5.3.3 Infrastructure Financing

A menu of potential funding sources/mechanisms available to fund the backbone infrastructure improvements required to serve the Plan area under the preferred land use alternative will be prepared. Potential sources of funding may include:

- Orange County Transit Authority funding for MetroLink station improvements as a result of the abandonment of the planned Central Line
- Infrastructure Financing District
- Developer exactions
- Developer impact fees
- Community Facilities District or Special Assessment District
- State Transportation Improvement Program (STIP) and Regional Improvement Program (RIP)
- Federal Transportation Equity Act (TEA-21)
- Infrastructure State Revolving Fund (ISRF) Program
- Dedicated monies from Proposition 42 (2002), Proposition 1A (2006), and State general obligation bonds authorized by voters under Proposition 1B (2006)

KMA will recommend specific methods or programs available to fund particular categories of infrastructure improvements. A matrix evaluating each option will be prepared, assessing its applicability to the infrastructure needs of the Plan area and identifying any issues or constraints associated with a particular option. KMA will also update our 1996 cost/benefit assessment measuring the allocation of proposed infrastructure improvement costs against existing property ownerships and/or potential developable building area or units.

Task 5.3.4 Community Services Financing

KMA will review methods of financing available to offset General Fund operating expenditures for maintenance and repairs for facilities such as public streets, parks and plazas, public parking, landscaping and lighting, and/or other public amenities. These may include, among others, the following mechanisms: (a) assessment districts, (b) community service districts, (c) landscaping and lighting districts, (d) property owner or business-based business improvement districts, and/or (e) privatization (HOA maintenance agreements). KMA will recommend specific methods or programs available to fund particular expenditure categories, and identify any issues or feasibility constraints associated with each approach.

Task 5.3.5 Development Incentives System

The appropriateness of establishing incentives to achieve development project priorities of the amended Specific Plan will be considered. Potentially, these may be applicable for the development of amenitized housing projects, mixed-use buildings, and building and site designs that comply with Green Building standards. Techniques such as bonus densities, fee waivers, expedited entitlement processing, and reduced parking requirements, particularly for higher density transit-related uses, will be evaluated. The use of these for comparable projects in other communities and their pros and cons will be documented and reviewed with City staff. Our recent work in the City of San Gabriel has demonstrated the effectiveness of such incentives in achieving transit-oriented and sustainable development.

Task 5.3.6 Implementation Actions and Responsibilities

Methods of implementation appropriate for the preferred land use alternative will be reviewed. This will focus broadly on the major land uses and public improvements proposed throughout the Plan area. An “Action Plan” will be prepared containing the following key components:

- Recommended activities and programs
- Potential funding sources
- Responsible parties (public, private, non-profit)
- Suggested priorities
- Probable timetable

Task 5.4 REVIEW PLANS AND IMPLEMENTATION PROGRAMS WITH DEVELOPERS

During the preparation of the updated Specific Plan, a meeting will be conducted with local developers to review and solicit comments regarding the land use and public improvements plans, development standards and design guidelines, and implementation programs. Input will be solicited regarding how the plan and implementation strategies can be refined to heighten feasible development that meets the City’s objectives.

Products

- *Memorandum summarizing developer comments: digital file and twenty-five (25) copies*

Task 5.5 PUBLIC WORKSHOP

During the preparation of the plans, design guidelines, development standards, and implementation programs for the Specific Plan, a workshop will be conducted to enable the public to review and comment on preliminary recommendations. This will be structured as a one-day open house format and extensively use illustrations and other graphics to convey the physical changes in use, urban form, landscape, and character that can be achieved in the Gateway planning area. Formal presentations may be scheduled at periodic intervals to facilitate the public’s understanding of the recommendations and provide the opportunity for questions and comments. Additionally, comment cards, flip charts, or other methods will be used for the recording of individual input.

EIP will work with City staff in designing an outreach and communications program to solicit the participation of a broad cross section of Laguna Niguel’s residents. It is assumed that EIP will prepare the artwork for notices and flyers, with distribution the responsibility of the City.

It is anticipated that City staff would support the EIP team as facilitators of the workshop. A session will be conducted to train staff regarding the workshop’s objectives and facilitation of public comment. A summary

report will be prepared documenting the input received, which will be distributed to the Planning Commission and City Council

Products

- *Outreach flyers, notices, and other media: digital file*
- *Workshop media (maps, illustrations, visual simulations, and other)*
- *Summary of Workshop input: digital file and twenty-five (25) copies*

6.0 DOCUMENTATION

An amended Gateway Specific Plan will be prepared incorporating the development plans, development and design guidelines and standards, and administrative procedures formulated during the preceding tasks. Documents will include:

- a. An administrative draft will be submitted for City staff review and comment,
- b. Screencheck incorporating revisions to reflect City comments submitted for staff review, and
- c. Final public hearing draft incorporating revisions of the staff's second review.

Products

- *Administrative Draft Amended Specific Plan: digital file and ten (10) copies*
- *Screencheck Draft Amended Specific Plan: digital file and ten (10) copies*
- *Final/Public Hearing Amended Specific Plan: digital file and fifty(50) copies*

7.0 FISCAL IMPACT ANALYSIS

A preliminary assessment of the fiscal impacts for the preferred land use plan will be prepared.

a. Recurring General Fund Revenues

To the extent possible, KMA will rely on per capita and/or per “resident equivalent” revenue and cost factors corroborated by the City Finance Department. If necessary, further review of existing City (General Fund) revenue and cost factors will be conducted, including:

- Distribution of the 1% property tax
- Trends in sales tax receipts
- Trends in TOT tax receipts
- Distribution of administrative and service costs in relation to service populations

The outcome of the fiscal impact methodology will yield preliminary estimates of stabilized annual fiscal impact on the City's General Fund at build-out of the preferred land use alternative in 2007 dollars.

b. Recurring General Fund Expenditures

The annual operating expenditures generated by the preferred land use alternative at build-out/stabilization (2007 dollars) will be analyzed. KMA will review existing General Fund budget allocations, and express these cost factors on a per capita and/or per “resident equivalent” basis (including residents and employees together). The major service categories to be analyzed include the following:

- Police/emergency services
- Fire protection
- Public works

- Community services
- General government
- Other City services

Products

- *Fiscal Impact Report: digital file and fifty (50) copies*

8.0 ENVIRONMENTAL IMPACT REPORT

The EIP team’s approach to the Laguna Niguel Gateway EIR is intended to: (1) complement the Specific Plan public outreach and involvement process by informing the public of alternative specific plan or strategies; (2) inform and educate the City’s Laguna Niguel Gateway consulting and staff team so as to provide the basis for an environmentally sound and “self-mitigating” Specific Plan; (3) provide an effective Laguna Niguel Gateway implementation tool by providing the basis for streamlined environmental review for the project that is consistent with the City’s General Plan goals, policies, and designations; and (4) achieve the highest standards for legal defensibility.

The consultant team agrees that a Program EIR (PEIR) would be the most effective tool under CEQA to allow the City to achieve the goals identified above. Consistent with the requirements of Section 15168 of the State CEQA Guidelines, a PEIR may be prepared on a series of actions that can be characterized as one large project and are related either (1) geographically, (2) as logical parts in the chain of contemplated actions, (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways. A PEIR avoids duplicative reconsideration of basic policy considerations, and allows the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts. A PEIR is similar to a Master EIR and accomplishes the same goals (e.g., streamlining later environmental review), except that the PEIR does not require recertification every five years.

Task 8.1 PROJECT INITIATION AND ORGANIZATION

EIP will work with the City to augment relevant background information necessary to prepare the PEIR. A detailed and comprehensive review of the updated elements will also be undertaken to assure complete understanding of the components, and any associated potential environmental impacts. A Kick-Off meeting will be held to discuss the scope, content and schedule of the PEIR.

Task 8.2 PREPARE PROJECT DESCRIPTION

The Consultant will submit a project description for the PEIR to the City for review and approval prior to public distribution of the NOP. The Project Description must include all of the elements required under Section 15124 of the CEQA Guidelines. This task will require close coordination among the planners preparing the Specific Plan, City staff, and the authors of the PEIR to assure an integrated effort toward a final product and consistency between the Laguna Niguel Gateway Specific Plan Amendment and the Laguna Niguel Gateway PEIR. The project description for the PEIR will be submitted to the City for review and approval prior to public distribution of the IS/NOP. The finalized project description will serve as the basis for all environmental analyses in the PEIR. Internal consistency is paramount to a legally defensible PEIR.

Products

- *Project Description: digital file and ten (10) copies*

Task 8.3 PREPARE NOTICE OF PREPARATION / INITIAL STUDY

The consultant team believes publication of the Notice of Preparation (NOP) should fulfill two goals: (1) to provide agencies and the public an early notification of the City's intent to prepare an PEIR for the Specific Plan and (2) to provide the public and agencies sufficient information about the project so that they may provide informed comments on the scope of the PEIR.

The finalized project description will then be used to refine the IS so that a NOP can be sent out for public review and comment. The Initial Study and comments received on the initial study will help EIP and the City of Laguna Niguel determine the scope of the analysis to be included in the PEIR. The IS/NOP will include the project description, and would be distributed for a 30-day public review and comment period (per CEQA Guideline requirements).

Products

- *Notice of Preparation and Initial Study: digital file and fifty (50) copies*

Scoping Session: The PEIR CEQA Project Manager will present an overview of CEQA, the updated Specific Plan, and the preliminary identification of issues to be addressed by the PEIR and provide the opportunity for public comments on the issues to be addressed at a PEIR scoping session following the publication of the NOP and Initial Study. It is assumed that this will be conducted as a meeting of the Environmental Review Board (ERB) and that the City will be responsible for scheduling, and noticing of the scoping meeting.

Task 8.4 PREPARE ADMINISTRATIVE DRAFT PEIR

Task 8.4.1 Existing Setting

EIP staff will compile a description of existing conditions (or setting) information from the Laguna Niguel Gateway Specific Plan Baseline Data and Analysis and other existing City documents, maps, and other available resources as needed.

Task 8.4.2 Establish Levels of Significance

Levels of significance are those environmental thresholds above which impacts are considered significant, and as such require mitigation and potentially trigger the requirement for subsequent CEQA analysis. As a separate task, EIP environmental staff will work with City staff to develop appropriate standards of significance that can be utilized in all subsequent environmental documentation for City projects. Every effort will be made to establish standards of significance that are quantifiable because this is the easiest and least subjective method of determining levels of impact. Some environmental issues do not readily translate into quantifiable results. As such, where non-quantifiable standards are established a clear definition of those standards will be achieved and a method of evaluation will be identified. In this manner, subsequent users of the Gateway Specific Plan PEIR (including City staff, project applicants, and the public) will be able to clearly tell if a project has a significant impact, if a mitigation measure has reduced the level of impact to a less-than-significant level, and if additional environmental analysis is required.

Task 8.4.3 Identify Impacts and Mitigation Measures

EIP staff will conduct the impact analysis in compliance with the requirements of Section 15126 of the CEQA Guidelines. The standards of significance will be used to clearly identify the significance of environmental effects and determine the need for mitigation measures.

To reduce or eliminate any significant adverse impacts identified during the analysis, the Draft PEIR will recommend appropriate mitigation measures. It is intended that the mitigation measures will be specified early in the planning process as alternatives are identified and evaluated and as policies are formulated in response to key issues that have been identified. In this manner, the Gateway Specific Plan can function as “self-mitigating” documents. However, EIP staff recognizes that residual impacts may remain and further mitigation may be warranted.

The Administrative Draft PEIR will include the following technical sections:

a. Aesthetics and Visual Resources

EIP will describe, with photographs and text, the character of Laguna Niguel, including any areas within the Specific Plan area that are targeted for redevelopment that could alter the physical appearance of the area, and provide an indexed map that illustrates scenic areas, scenic routes or trails, open space, ridgelines, and hillside areas within the Specific Plan area. Based on the characterization of the Specific Plan area’s urban form, the PEIR will identify physical and visual features that contribute significantly to community character and key design elements and characteristics that define the range of development patterns. The PEIR will evaluate any potential changes to these key physical and visual features.

b. Air Quality

EIP will perform the air quality analysis for the PEIR. Existing air quality data will be obtained from the South Coast Air Quality Management District (SCAQMD) and existing air quality within the community will be described. Based on the evaluation of existing land uses to be undertaken as part of the Specific Plan, existing air pollutant emissions for criteria pollutants will be estimated to serve as a baseline for evaluating the air quality impacts of the proposed Specific Plan. A summary of the most recent air quality data from monitoring stations within and/or near Laguna Niguel will be included. A summary of current air quality management efforts that may be related to the Specific Plan will be provided. The air quality analysis will consider the future emissions scenarios from mobile and stationary sources that could occur with and without implementation of the Specific Plan and then evaluate the changes in emissions using the URBEMIS2002 model with trip generation data and size estimates for the different land uses. The simplified CALINE4 screening procedure for carbon monoxide dispersion developed by the Bay Area Air Quality Management District will be used to calculate CO concentrations near intersections that may be substantially affected by the proposed Laguna Niguel Gateway Specific Plan; the full CALINE4 model will be used to calculate CO concentrations at selected representative sensitive land uses (e.g., residential, schools, hospitals, etc.) in/near the Specific Plan area.

Busy freeways have been identified as major sources of small-diameter particulate matter generated by the large number of diesel trucks that use the freeways; exposure to diesel particulate matter (DPM) is associated with elevated health risk. EIP will quantitatively assess the health risk to proposed residential uses in the Specific Plan area by using the CAL3QHCR model.

Based on the findings of the previous tasks, EIP will assess the consistency of the Specific Plan with the attainment objectives of the Air Quality Management Plan (AQMP). EIP will determine whether there will be an increase in the number and severity of air quality violations within the City. EIP will also determine whether the land use and socioeconomic assumptions of the Specific Plan are consistent with the land use and socioeconomic assumptions of the AQMP.

c. Biological Resources

The PEIR will describe the overall types of vegetative and wildlife habitats that exist in and around Laguna Niguel, and the relative biological value of such habitats. EIP will identify species that are listed for protection by various federal, state, and local agencies for the long-term productivity of the environment and protection of the ecosystem. The PEIR will discuss the any existing General Plan policies and programs that serve to protect or enhance the habitat value of any special habitat areas. The PEIR will describe the potential impacts on vegetative and wildlife species and their habitats of land use patterns resulting from the Specific Plan.

d. Cultural Resources

The PEIR will discuss the known existing cultural resources in the Specific Plan area, and will identify resources that are currently listed on, or are potentially eligible for listing on, the National Register of Historic Places. The PEIR will describe important archaeological resource types and the potential for finding additional cultural resources during development of undeveloped and underutilized parcels. EIP staff will describe the policies and programs in the existing General Plan that serve to protect the City's cultural resources, along with any other programs through regional, state, or federal agencies. The PEIR will examine the impacts of proposed Specific Plan buildout on cultural resources in the Specific Plan area.

e. Geology & Soils

The PEIR will describe the existing geology, geologic hazards, and mineral resources in the City based on existing information available from the existing General Plan, the State Division of Mining and Geology, and other existing published reports. EIP staff will assess the potential geologic hazards impacts of implementation of the Specific Plan on population, development, and infrastructure form.

f. Hazards and Hazardous Materials

The Hazardous Materials section will characterize the type and level of known hazardous materials sites in the Specific Plan area through searches of the relevant regulatory agency databases. Particular attention would be paid to the San Diego Gas and Electric's Trabuco Substation and potential pollution that may affect the City and its residents. The PEIR will summarize relevant current laws, regulations, and standards relating to hazardous materials. Issues related to airport hazards and emergency response routes will also be addressed.

g. Hydrology/Water Quality

The PEIR will describe and map areas subject to flood hazards, based on information developed for the Laguna Niguel Gateway Specific Plan, the Army Corps of Engineers, and FEMA. The PEIR will describe the potential land use flood hazard and other drainage impacts that could be expected as a result of the Specific Plan implementation. We will assess the potential for existing, new (i.e., any potential amended flood protection policies and regulations as a result of the Specific Plan) flood protection policies and regulations to affect public safety and to decrease the flood damage in the Specific Plan area. PBS&J staff will describe the water quality setting for surface water and groundwater resources using information developed as part of the Specific Plan process (i.e., water, sewer, and storm infrastructure technical documents) We will supplement that information with available data from the Regional Water Quality Control Board and other relevant sources. We will also include a discussion of the existing regulations for protection of water resources. Impacts to water quality that may result from the proposed Specific Plan update will be evaluated.

h. Land Use

The PEIR will describe the existing land use patterns throughout the Specific Plan area based on the analysis completed in the Specific Plan work program. As the Laguna Niguel Gateway proposes significant new development, EIP will describe in detail the amounts and distribution of land uses by type, where the information is available. The PEIR will establish the context for cumulative changes in land use in the future by identifying levels of growth projected in General Plans in the area, including Orange County and other Orange County cities. These levels of growth will be added to the growth anticipated under the Specific to provide the context for cumulative land use changes in the region. Particular attention will be paid to the expansion of the Transit Overlay and the associated land use conflicts/impacts that may arise as a result.

i. Noise/Vibration

The noise and groundborne vibration analysis will assess potential noise and vibration impacts at existing and future noise sensitive areas on and near the Specific Plan area. EIP will characterize the existing noise environment in the Specific Plan area by a comprehensive survey of the project site and vicinity, which will include short-term noise measurements at selected noise-sensitive locations and an inventory of major noise sources in and near the Specific Plan area. EIP will estimate noise impacts from on-road motor vehicle traffic and stationary noise sources. Traffic noise levels will be estimated by using the Federal Highway Administration's Traffic Noise Model (TNM). Stationary source noise levels will be estimated by using well-accepted point-source modeling techniques. Construction noise and vibration levels will be estimated at selected residential areas within and near the project area using standard equipment/activity noise and vibration reference levels.

EIP will evaluate noise impacts under "no project" and "project" conditions to determine whether the implementation of the Specific Plan will affect sensitive receptor locations on and near the Specific Plan area. Noise increments will be compared to the City of Laguna Niguel noise standards and other applicable standards to determine impact significance. Appropriate mitigation measures and/or site design changes will be proposed to reduce noise impacts to acceptable levels.

j. Population, Housing, and Employment

The PEIR will describe the existing population, employment, and housing setting and recent trends for the City based on the population and demographics information prepared during the Specific Plan process, as well as other City documents, including the existing General Plan. The PEIR will describe the potential "holding capacity," or ultimate population, under the Specific Plan. The analysis will consider implications for growth in future housing supply and demand based on the availability of land and the designated densities on the Draft Specific Plan Land Use Map. The results of this analysis will be compared to the findings contained in the housing needs assessment. EIP staff will assess the potential growth in employment under the Specific Plan, and will place this growth within the context of total employment growth in the region. A brief analysis of the potential impacts on housing and the City's jobs/housing balance under the Specific Plan and Alternatives will be included in the PEIR.

k. Public Services

The PEIR setting will describe the existing provision of police, fire protection, school, library, and emergency services to the City. The PEIR will assess the potential impacts of any proposed land use changes and the changes in the description of land use categories on the provision of police, fire, school, and library services within the City.

I. Recreation and Open Space

As an extension to the analysis of Land Use impacts, the PEIR will document the existing parks, open space, and recreational resources in the City. Policies of the existing General Plan will be described. The projected provision of parks on a per capita basis will be presented. The impacts of the Specific Plan and Alternatives on parks, open space, and recreational resources will be evaluated. Standards for the provision of such resources, as established in the existing General Plan and as provided for in the Laguna Niguel Gateway Specific Plan and in the Quimby Act, will be compared and evaluated.

m. Transportation and Circulation

The impacts generated by the proposed project and alternatives on traffic conditions in the Gateway vicinity will be evaluated. The traffic impact study will be prepared in compliance with the California Environmental Quality Act (CEQA), using methodologies and thresholds established by the City of Laguna Niguel requirements for traffic impact reports, the Orange County Congestion Management Program, and Caltrans' *Guide for the Preparation of Traffic Impact Studies*. The traffic impact study will also assess the adequacy of the project's proposed internal multi-modal circulation system.

Project Trip Characteristics

Because of the mixed-use nature of the proposed project, it will be necessary to develop adjustment factors to standard ITE trip generation rates appropriate to the project, as well as to conduct a shared parking analysis. MMA will develop trip generation and parking analyses based on our experience with other mixed-use projects, and taking into account the transit component of the project.

For CEQA purposes, the trip generation of the proposed project alternatives is the increase in the number of trips that will be generated by the site over the number of trips that it currently generates. Therefore, it is important to establish the level of existing trip generation of the site. It is anticipated that the existing trip generation will be calculated using a combination of standard ITE rates and original field data collection. Standard national average ITE trip generation rates are applicable to the existing retail and office buildings and to the auto dealership; however, standard rates are not applicable to the Metrolink Station. Therefore, trip generation of the transit station will be developed either by means of new data collection, or by use of data provided by Metrolink or Caltrans, if available. MMA will also draw upon our extensive prior experience and data related to other major Metrolink system EIR/EIS efforts for heavy and light rail as well as busway projects, for which we developed detailed kiss/park-and-ride, transit transfer and mode of access data at all stations and stops along the planned transit routes.

Study Area Determination

The study area for the proposed project alternatives analysis will be determined based on a "select zone" run of a regional travel demand model, and in consultation with the City Engineer. A select zone model run identifies the local and regional distribution of trips generated by a single traffic analysis zone. At this time, it is anticipated that the study area will include up to 15 intersections and 6 freeway segments during the weekday a.m. and p.m. peak hours. For the freeway analysis, each direction and each ramp is considered a separate segment. If traffic counts or analysis of additional intersections is required, the scope and budget will need to be modified accordingly.

Opening Year Without Project Conditions

Future traffic volumes will be developed for the opening year by adjusting existing traffic volumes as follows:

- An ambient growth factor appropriate to the area will be applied, consistent with the City of Laguna Niguel traffic model data and based on other local data from the City, if available. MMA will work with Austin Foust Associates (AFA) to obtain future without project traffic conditions.
- It is assumed that the model contains local related projects, but this will be verified before proceeding. Traffic generated by related projects will be reviewed and provided to AFA to be added to the model to generate background traffic volumes. The City of Laguna Niguel and adjacent Cities will be contacted to identify approved and pending projects in the vicinity, as well as their anticipated years of completion. It is assumed that AFA will provide the post-processed ADT link volumes and peak hour intersection turn movement volumes for study intersections. Future volumes for any intersections for which model data is not available will be estimated using the AFA model results at adjacent intersections.

Opening year without project intersection operating conditions will be quantified using the HCM operations method of analysis and the Synchro software for each project phase. For study intersections that are included in the Orange County CMP monitoring program, levels of service will also be calculated using one of the methodologies specified in the CMP. Any intersections projected to operate at an unsatisfactory level of service will be identified.

Level of services analyses for freeway segments will be calculated using HCM methodologies. Any segments projected to operate at an unsatisfactory level of service will be identified.

Opening Years With Project Conditions

Traffic generated by each phase of the proposed project will be added to the appropriate opening year without project condition to develop opening year with project traffic conditions. MMA will provide data to AFA for each alternative, and AFA will produce model results for each alternative. It is assumed that up to four model runs will be needed, including two land use scenarios and up to two network scenarios. Opening year with project intersection operating conditions will be quantified using the HCM operations method of analysis and the Synchro software for each project phase. For study intersections that are included in the Orange County CMP monitoring program, levels of service will also be calculated using one of the methodologies specified in the CMP. Any intersections projected to operate at an unsatisfactory level of service will be identified.

For the analysis an alternative will be evaluated under which the Metrolink station is expanded and transit use is enhanced. Project traffic volumes will be adjusted using modeling and/or manual methodologies to reflect the impact of transit system enhancements, such as a higher project transit mode split and additional Metrolink park-and-ride and kiss-and-ride trips at project driveways. The resulting intersection operations will be quantified using HCM methodologies.

Level of services analyses for freeway segments will be calculated using HCM methodologies. Any segments projected to operate at an unsatisfactory level of service will be identified.

Up to two network alternatives will be evaluated that may include new connections to Forbes Road and other internal and external circulation system modifications.

Project Impacts and Mitigation Measures

“With-project” intersection and freeway segment levels of service will be compared to the corresponding without-project levels of service to identify project impacts. Project impacts will be determined based on City of Laguna Niguel and Orange County CMP thresholds.

For any location at which the project is expected to have a significant impact, MMA will identify mitigation measures to reduce the impact to a less than significant level. The evaluation of mitigation measures will include feasible roadway improvements, as well as plausible measures that might ordinarily be deemed infeasible due to their expense. Levels of service with the mitigation measures will be calculated to determine if all project impacts are reduced to less-than-significant levels.

n. Utilities and Service Systems

The PEIR will evaluate potential impacts of the Laguna Niguel Gateway Specific Plan on water supply in the City. Senate Bill (SB) 610 requires that water supply assessments identify existing water supply entitlements, water rights, or water service contracts relevant to the supply of water for a proposed project. As such, EIP staff recommends that the City complete the process of preparing a Water Supply Assessment (WSA) or similar document that will address new development allowed under the Specific Plan. In this case, EIP staff would request that the City conduct an analysis equivalent to SB 610 to demonstrate the availability of supplies to meet cumulative water demand over a 20-year period under average, dry, and multiple-dry year scenarios. Alternatively, EIP's Water Resources Group can prepare a WSA as an optional task, subject to a separate scope of work and cost proposal.

The PEIR will evaluate potential impacts of growth allowed under the Specific Plan on wastewater generation and treatment capacity. The PEIR will qualitatively describe the increased demand for storm water drainage and sewer facilities that could result from implementation of new growth areas and areas of opportunity for reuse within the service area. EIP staff will identify potential impacts of growth under the Specific Plan on solid waste generation and disposal capacity. EIP staff will examine the relation of projected land uses and growth under the Specific Plan to the capacity and expected lifespan of the local landfills.

o. Other CEQA-Required Sections

The PEIR will also include other CEQA-required sections, including growth-inducing impacts, irreversible environmental effects, cumulative impacts and a summary of significant and unavoidable impacts.

p. Alternatives

EIP will work with City staff to develop a range of project alternatives that will satisfy CEQA requirements and respond to public interest and concerns. EIP recommends that the alternatives be identified in the NOP. The final alternatives to be considered will be determined in consultation with City staff. The PEIR will include a separate chapter that will analyze up to four alternatives, including the No-Project Alternative and identify an environmentally superior alternative.

Task 8.5 PREPARE SCREENCHECK DRAFT PEIR

EIP staff will prepare and submit twenty (20) copies of the Screencheck Draft PEIR for City review. EIP staff will then meet with the City to discuss comments and make revisions to the document as appropriate.

Task 8.6 PREPARE AND PUBLISH DRAFT PEIR

After City review of the Screencheck, EIP staff will prepare the Draft PEIR, based on one set of consolidated comments on the Screencheck Draft PEIR, and submit eighty (80) hardcopies and one (1) electronic copy of the Draft PEIR to the City. It is assumed that preparation of the Draft PEIR will not result in any new technical analyses or substantial text revisions, and can be accomplished within the allocated budget. EIP staff will also prepare the Notice of Completion (NOC), Notice of Availability (NOA) and file fifteen (15) copies of the Draft PEIR and NOC with the State Clearinghouse. If desired, EIP staff will submit an electronic version of the

document to the State Clearinghouse and to the City for posting on the City web page, as encouraged by the State CEQA Guidelines. This scope of work assumes the City will mail notices to interested parties, and advertise the document's availability in the local newspaper.

Attend Public Hearings: The EIR CEQA Project Manager will attend four (4) public hearings with the Planning Commission and/or City Council to take comments on the Draft PEIR. EIP will be available to present the findings of the Draft PEIR, answer technical questions regarding the Draft PEIR, answer general questions regarding the environmental review process, and make note of significant comments raised by the interested public. If additional public hearings are held on the Draft PEIR, consultants will be available to attend additional meetings on a time-and-materials basis.

Task 8.7 PREPARE RESPONSES TO COMMENTS AND ADMINISTRATIVE FINAL PEIR

EIP staff will prepare responses to comments and an Administrative Final PEIR (AFPEIR) for City review. It is assumed that preparation of the AFPEIR will not result in any technical analyses utilizing differing impact or modeling methodologies or substantial text revisions. EIP staff will prepare written responses to oral comments received during the DPEIR public hearings and written comments received on the Draft PEIR and will prepare the Final PEIR. It is recommended that the services of a professional transcriber be retained by the City for the public hearing. The budget provided herein for this task assumes the receipt of 150 distinct comments on the Draft PEIR. Where necessary, the text of the Draft PEIR will be revised in a format to indicate text that has been deleted (by strike-out) or new text has been inserted (by double underline). A chapter on text changes will note any revisions to the DEIR made in response to comments. Twenty-five (25) copies of the AFPEIR will be submitted to the City for review and comment.

Task 8.8 PREPARE FINAL PEIR AND MMP

Task 8.8.1 Prepare Final PEIR

EIP staff will, based on one set of consolidated comments on the AFPEIR, incorporate all final City comments and prepare the Final PEIR. Once revisions have been made to the AFPEIR, two (2) preliminary copies of the Final PEIR will be submitted to the City. It is assumed that preparation of the Final PEIR will not result in any technical analyses requiring differing impact or modeling methodologies or substantial text revisions. If such is determined to be necessary to fully respond to public or agency comments, we will prepare a scope of work and estimate costs for this task. It is assumed that the Final PEIR will be distributed at least ten (10) days prior to the PEIR certification hearings. EIP will prepare and file the Notice of Determination (NOD), with any appropriate filing fee to be paid by the City. Once the Final PEIR is deemed complete by the City, fifty (50) bound hardcopies, one (1) unbound copy, one (1) PDF copy, and one (1) MS Word version of the Final PEIR will be submitted to the City.

Task 8.8.2 Prepare Mitigation Monitoring Program (MMP)

Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon a mitigated negative declaration or an environmental impact report. The monitoring or reporting program must ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the PEIR. In conjunction with the PEIR, EIP staff will prepare a MMP that clearly identifies mitigation measures identified in the Draft PEIR, mitigation implementation responsibility, implementation timing, and reporting procedures in a format effectively and efficiently implemented and monitored by the team. The MMP will follow standard City format and will be bound separately.

Task 8.8.3 Findings and Statement of Overriding Considerations

EIP staff will prepare findings for each significant effect identified in the PEIR, and a statement of overriding considerations, if unavoidable significant impacts occur.

8.0 PUBLIC HEARINGS AND ADOPTION

Members of the EIP team will participate in the review of the Draft PEIR with the ERB and public hearings for the Draft Amended Gateway Specific Plan and Draft PEIR conducted by the Planning Commission and City Council. At the direction of staff, we will prepare presentations (written, verbal, and/or Power Point) and respond to comments and questions by the Commission and Council. Following the Planning Commission's deliberations, a strikeout and underline version of the Draft Amended Gateway Specific Plan will be prepared indicating any recommended changes by the Commission to the original text and diagrams. This will be submitted to the Council for its hearings. For the purposes of the budget, it is assumed that the consultant will attend a maximum of four (4) public hearings, two (2) each with the Commission and Council.

On adoption, the final Amended Specific Plan will be prepared incorporating changes approved by the Council, published, and placed on the City's Web Page.

Products

- *Presentations (Power Point or written): Assume maximum of one for each Planning Commission and City Council public hearing*
- *Strikeout and underline Draft Amended Specific Plan: digital file and twenty-five (25) copies*
- *Adopted Amended Gateway Specific Plan: digital file and fifty (50) copies*

TASK OPTION A: OSO CREEK ENGINEERING DESIGN AND FEASIBILITY STUDY

In collaboration with the conceptual planning for the improvement of Oso Creek (Task 4.2.4), PBS&J/EIP technical staff prepare an *Engineering Design and Feasibility Study* including potential programmatic hydrologic and flooding impacts of channel alternatives based upon findings in the hydrologic and hydraulic analysis. A cost estimate will be developed for each of the three alternatives and will be included in the deliverable.

a. Hydrologic Analysis

The project area lies within the San Juan Creek watershed and has been studied previously by United States Army Corps of Engineers (USACE). The basis for the design flow rates to be used in the hydraulic analysis will be based upon the USACE studies. The area also falls within a mapped FEMA flood zone and additional background information may be obtained from this source where USACE data is not readily available.

Onsite, existing and developed condition hydrology will be performed to determine how changes in land use alter the imperviousness of the soils and result in either an increase or decrease to onsite flows.

Existing condition hydrology will be developed based on information provided by the client. Previously completed hydrology for offsite and onsite areas will be utilized to the fullest extent possible. The existing and proposed onsite drainage will be developed for the 100 year storm event following the County of Orange methodology. Onsite developed condition hydrology will be based on the client provided site and land use plan.

b. Hydraulic Analysis

Data Collection

PBS&J will coordinate with the Orange County Resources & Development Management Department (OC RDMD) and personnel at USACE familiar with the San Juan Creek watershed. Hydraulic data for the Oso Creek channel is to be provided by the agencies. Base data to include aerial photos, topography, utility information; and any as-built drawings for the project area are to be provided by the client. Plans and the model for the detention basin located immediately upstream of the study area will need to be acquired.

Field Review

A field visit will be completed to familiarize the team with the project and review Manning's "n" values and cross sections from the existing physical model. Documentation through field notes and photographs will be completed.

Preliminary Hydraulic Model Existing Conditions

Prepare, compile, and review a preliminary existing hydraulic model to include additional cross sections as needed and any changes to the floodplain such as Manning's "n" values and new topography. The approximate upstream limit of the study will be at the upstream detention basin and the downstream limit at the confluence of Oso and Trabuco Creeks. The 100-year storm event will be compiled.

Channel Alternatives

Perform preliminary hydraulics for three channel alternatives using a HEC-RAS model or other model agreed upon with the OC RDMD for the study reach. The channel geometry for each alternative will be based on the 100-year storm.

- a. Maintain Existing Channel: The channel in its current condition will be analyzed.
- b. Channel Softening: A channel lined with a soil stabilizer that promotes vegetation growth within the channel, such as Armor Flex will be analyzed.
- c. Channel Bridging: An alternative providing crossing over portions of the channel will be analyzed.

Conceptual Facility Plan—Develop three conceptual plans for drainage facilities within the site boundaries. The purpose of this plan is to identify conceptual alignments, sizes and types of facilities needed to convey 100-year frequency floods through the site and recommended water quality facilities.

c. County Review

PBS&J/EIP Staff will consult and coordinate County of Orange Flood Control Division to discuss the findings of the *Oso Creek Alternatives Opportunities and Constraints Technical Memorandum and Engineering Design and Feasibility Study*. The purpose of this review will be to review proposed alternatives and assess potential issues with the proposed design alternatives as they relate to flooding and floodway infrastructure, and incorporate feedback from the County into the revised alternative design development.

d. Revised Alternative

Using feedback provided from the County of Orange Flood Control Division and stakeholders, PBS&J/EIP Associates Staff will revise the alternatives accordingly and advise on the production of the final Design development.