

3. Project Description

3.1 PROJECT LOCATION

The City of Laguna Niguel (City) is in southern Orange County of southern California. It is bordered by Laguna Hills and Aliso Viejo to the north, San Juan Capistrano and Mission Viejo to the east, Dana Point to the south, and Laguna Beach and unincorporated Orange County (Aliso and Wood Canyons Wilderness Park) to the west.

Figure 3-1, *Regional Location*, provides a visual of the regional access to the City from various freeways. East of Laguna Niguel, Interstate 5 (I-5) runs north-south, connecting the City to the majority of southern California. State Route 73 (San Joaquin Hills Transportation Corridor) runs along the northern City limits and connects with I-5 in the northeastern portion of Laguna Niguel. Highway 1, also known as East/West Coast Highway, runs near the southern boundary of Laguna Niguel and connects the City to the Pacific coast.

The project site (Assessor's Parcel Number 656-242-18) is approximately 25 acres, is owned by the County of Orange, and would be leased to Laguna Niguel Town Center Partners LLC to develop the proposed mixed-use project. The project site consists of the South County Justice Center (closed in 2008), the Orange County Library, a county maintenance yard, Orange County Fire Station No. 5, and undeveloped land. The site is immediately adjacent to City Hall. The site is generally bounded by Pacific Island Drive to the north, Alicia Parkway to the east, Crown Valley Parkway to the south, and multifamily residential communities to the west (e.g., Niguel Summit Apartments, El Niguel Terrace townhomes, and Charter Terrace single-family homes) (see Figures 3-2, *Local Vicinity*, and 3-3, *Aerial Photograph*).

3.2 STATEMENT OF OBJECTIVES

Objectives for the Laguna Niguel City Center Mixed Use Project (proposed project) will aid decision makers in their review of the project and associated environmental impacts:

1. Create a dynamic mix of commercial uses, including retail, restaurant, creative office, health/wellness, and civic uses which will be unique and distinct from other commercial projects in the City and will be complemented by highly amenitized residential apartment buildings culminating in a vibrant city center in the heart of Laguna Niguel.
2. Create a financially feasible project that promotes the City's economic well-being with (i) a commercial core that generates local tax revenue and provides new jobs; and (ii) a residential component that creates housing options for existing and new residents to support local businesses, including dining, shopping, office, and entertainment venues.
3. Replace the existing Laguna Niguel library with a larger, innovative, and architecturally significant library with modern programming and technologies to better serve the residents of Laguna Niguel for decades to

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come. The new library will be an integral part of the project and designed to facilitate connections to and integration with surrounding retail, office, and residential uses.

4. Incorporate a pedestrian-oriented outdoor town green and gathering place for the community connected by an integrated walkable network of passive and active pedestrian-oriented paseos and open spaces weaving through the retail and commercial core.
5. Provide investment and redevelopment of underutilized property within the Town Center Opportunity Area by replacing the vacant South County Justice Center and undeveloped county land with a project that would generate new sources of property and sales tax revenue for the City and County.
6. Create a visually impactful, architecturally distinct design and retailing experience that will attract differentiated retail, restaurant and commercial tenants to the City of Laguna Niguel and provide unique live, work, and play opportunities for residents of Laguna Niguel and surrounding communities.
7. Improve and enhance the City's profile and amenities for residents by providing a unique mixed-use environment not seen elsewhere in South Orange County that will attract differentiated retail and commercial tenants and a unique, high-quality, pedestrian-oriented commercial center including a state-of-the-art library that the community can enjoy.

3.3 PROJECT CHARACTERISTICS

"Project," as defined by the CEQA Guidelines, means

... the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is any of the following: (1)...enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700. (14 Cal. Code of Reg. 15378[a])

3.3.1 Description of the Project

The general vision of the Laguna Niguel City Center Mixed Use Project (proposed project) is to create a "downtown" environment that features specialty retail, restaurants, office, community-oriented event/programmable space, integrated residential apartment homes, a new community library, and extensive walkable open spaces, paseos, and plazas.

Approximately half of the property is currently undeveloped land and the remainder of the site is developed with civic uses owned by the County of Orange, including the County of Orange Vehicle Maintenance Facility along Pacific Island Drive in the northwest corner of the site, the abandoned courthouse and district attorney offices along Alicia Parkway on the east side of the site, and the county library in the southwest corner. The maintenance facility and the courthouse would be demolished as part of the project. The existing library would be demolished and replaced as part of the project. The Laguna Niguel Civic Center (owned by the City) is adjacent to the site and not a part of the proposed project. Orange County Fire Authority (OCFA) Fire Station #5 (owned by OCFA) is part of the proposed project and included on the proposed vesting tentative tract map (VTTM) as a separate lot; site improvements are planned on the OCFA property.

Figure 3-1 - Regional Location
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Note: Unincorporated areas are shown in white.

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Scale (Miles)



Source: USGS, NOAA, 2016

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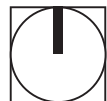
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Figure 3-2 - Local Vicinity
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Scale (Feet)



Source: USGS, NOAA, 2016

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Figure 3-3 - Aerial Photograph
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The proposed project would include the development of approximately 175,000 square feet of commercial and civic uses and 275 multifamily residential units. The commercial component would include approximately 158,581 square feet of commercial space with a wide range of uses, such as restaurants, retail shops, health/wellness-focused retail and medical office, and creative office space. The civic space consists of a new, larger, approximately 16,290-gross-square-foot county library with approximately 13,100 useable square feet plus adjacent outdoor programmable space of approximately 2,600 square feet; this would replace the existing, approximately 14,400-gross-square-foot library, which has approximately 11,100 useable square feet and limited outdoor space. The residential component of the proposed project would consist of two separate and distinct apartment buildings—one 200-unit apartment building and one 75-unit apartment building. On-site parking accommodations for the proposed project would include a combination of surface and structured parking for the commercial/civic uses and a mixture of surface parking; private garage; and on-grade, multilevel garage for the residential component. The development vision includes a focus on creating a landmark project for the City with a distinct architectural design blending traditional styles with modern elements. The project applicant will pursue Leadership in Energy and Environmental Design (LEED) certification for the commercial and residential component of the project. The proposed project's site plan is shown on Figure 3-4.

3.3.1.1 PROPOSED PLAN

As shown on Figure 3-4, *Proposed Site Plan*, the proposed project would include development of approximately 175,000 square feet of new architecturally distinctive commercial space (restaurant, retail, office and library), 275 residential apartments in two separate locations, and extensive outdoor courtyards and community gathering areas. In addition, the existing County of Orange Public Library with approximately 14,400 gross square feet and 11,100 useable square feet would be removed and rebuilt with an approximately 16,290-gross-square-foot library with approximately 13,100 useable square feet and would be located as an integral part of the commercial core of the project. The project embraces the natural topography of the land, which gently slopes upward from Crown Valley Parkway to Pacific Island Drive. The proposed project is organized into the following main development areas, all of which are interconnected by shared pedestrian gardens and walkways.

- **Daily Needs Retail.** The Crown Valley entrance would include approximately 19,920 square feet of daily needs retail and convenient surface parking for uses such as a gourmet market, specialty foods, culinary supplies, and restaurants. All buildings would be single story.
- **Retail Village Core.** The Crown Valley and Alicia Parkway entrances would converge at the main retail village. The overall village comprises approximately 57,210 square feet of single-story retail built around a central open space plaza area (Town Green), all linked by landscaped paseos that would feature shade trees, outdoor lighting, soft seating areas, gardens, and water features. The buildings are designed as single story with patios that open onto the Town Green area. The Town Green would be open to the public and be improved with outdoor performance/event spaces and other spaces to be programmed by the applicant and others for open air farmers markets, art shows, live music, food and wine festivals, yoga in the park, outdoor movie nights, and more. Potential tenant uses in the Retail Village Core include restaurants; markets; wine stores; breweries; cooking schools; independent-chef-driven food concepts and restaurants; hand-crafted coffee house; specialty markets such as wine, cheese stores, and butchery; retail shops; small artisanal food purveyors; kiosks; educational space; and performance/event space. The buildings would be

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architecturally distinctive and designed with a natural material such as wood, stone, and plaster siding; crafted storefronts featuring wood and steel windows with fabric awnings and distinctive handcrafted signage; and gabled roofs with standing-seam metal and cedar-shake roofs. Many of the restaurants would feature exposed beamed ceilings, open kitchens, and exterior patio seating areas with landscaped gardens, herb gardens, wood and steel trellis, canvas awnings or umbrellas, fire pits, water features, and wall-mounted fountains.

- **Health/Wellness-Focused Retail and Medical Office.** Directly adjacent to the retail village would be a two-story building totaling 37,899 square feet dedicated to health and wellness that provides for uses such as spin classes, yoga, Pilates, cross-training, stretch/meditation classes, medical office, physical therapy, health food cafes, and active lifestyle shops.
- **Creative Office Space.** Directly adjacent to the retail village would be two creative office buildings totaling 43,522 square feet in two- and three-story structures. The buildings would feature creative spaces with high loft ceilings, skylights, exposed plenum mechanical systems, operable windows, and overhead vertical-lift exterior doors that open to outdoor patios offering soft seating areas with indoor-outdoor collaborative workspaces and recreation areas. The office spaces would support daytime workspace that would benefit from walkability to retail, restaurant, and civic spaces as well as residential housing, to complete a fully integrated live-work-play project. The two- and three-story office component is a critical driver in providing an active daytime population to support the proposed commercial uses. The buildings are designed with modern, open floor plans, allowing employees to take a break from their daily work to recharge among open space, shops, and dining options.

Library. The existing Laguna Niguel branch of the Orange County Library system would be replaced with a larger, architecturally significant and modern new library. The existing library is approximately 14,400 gross square feet while the project's proposed library would be approximately 16,290 gross square feet. The total usable square footage would be increased from about 11,100 square feet in the current library to about 13,100 square feet in the new library and would also include approximately 2,600 square feet of outdoor programmable space, expanding the useable area.

The proposed library would be located in the heart of the proposed project's commercial experience. This would provide several benefits to both library patrons and the new commercial uses. By relocating the library, the commercial center would have important drive-by exposure and frontage along Crown Valley Parkway, which is imperative to attracting and maintaining the types of commercial tenants envisioned for the proposed project. Relocating the library within the boundaries of the commercial core would also allow library patrons easier access to the restaurants, retail shops, and community gathering areas, and would enhance library experience and accessibility to community event spaces. Finally, the new library would provide a better designed and more functional library space equipped with modern technologies and improved space planning to support the needs of the broader library community and allow for more programming during the year.

Figure 3-4 - Proposed Site Plan
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- **Residential Village.** The residential component of the proposed project would have 275 apartment units in two separate locations on the property along Alicia Parkway and Pacific Island Drive, with significant pedestrian and architectural connections to the project's commercial, office, and library components. Each residential building would be offered on a for-rent basis at market rates and offer a variety of unit floor plans, including one to three bedrooms in both flats and townhome configurations with surface, structured and direct-access garages to appeal to a broad segment of the renter market. The two buildings would be architecturally distinct and would provide modern finishes and features with best-in-class amenities and enhanced pedestrian connections to the commercial core of the project.
- **Residential 1.** Residential 1 would be at the southwest corner of Alicia Parkway and Pacific Island Drive between the Laguna Niguel City Hall and the OCFA fire station. It would house 200 one-, two-, and three-bedroom apartment units in a three- and four-story building that terraces down the existing slope and entirely wraps a four-story, five-level parking garage. Both the residential and garage structures would be on grade, with the parking entirely screened from view. Building height would not exceed 50 feet above the nearest finished grade. Resident amenities would include a leasing office, clubhouse, co-work area, state-of-the-art fitness center with outdoor workout space, outdoor dining, resort pool and spa, cabanas, bike repair shop, and pet spa. Ground-level units facing the commercial portion of the project would have expanded patios and direct entry to the sidewalk. The gross residential building area would be approximately 290,000 square feet, and the garage would be approximately 160,000 gross square feet. The building would have a contemporary design vernacular and include a mixture of materials such as plaster, metal, and tile.
- **Residential 2.** Residential 2 would be at the northwest corner of the site along Pacific Island Drive just west of the OCFA fire station. It would consist of two 3- and 4-story buildings surrounding a surface parking lot and house 75 apartment units consisting of one-, two-, and three-bedroom flats and two-story townhome-style units, some with private rooftop decks. Building height would not exceed 50 feet above nearest finished grade. Building amenities would include a private lounge adjacent to a resort-style pool and spa area that includes outdoor dining, cabanas, and a fire pit. Residents in Residential 2 would also have access to amenities in Residential 1. A number of the ground-floor units facing the south and east would have direct entry at the street level through private, gated patios. The gross residential building area would be approximately 120,000 square feet. Individual private garage space would occupy approximately 15,000 square feet. The project will include a 1.5 kilowatt/unit solar system on carports in the surface parking lot. The buildings would have a modern take on traditional residential design that complement the commercial buildings and would include a mixture of materials such as plaster, metal, stone, tile, and siding.
- **OCFA Station No.5.** Improvements would include reconstruction and repaving of the drive aprons and parking lots within the southern portion of the fire station property.

Table 3-1 shows a breakdown of the project components.

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Table 3-1 Proposed Land Use Development

Development Area	Total Building Area (Square Feet)
General Office Building	60,597
Medical-Dental Office Building	20,854
Shopping Center	34,340
Fast Casual Restaurant	17,355
Quality Restaurant	8,650
High-Turnover (Sit-Down) Restaurant	16,765
Library	16,290
Subtotal Commercial	174,851
Residential 1	200 dwelling units
Residential 2	75 dwelling units
Subtotal Residential	275 dwelling units

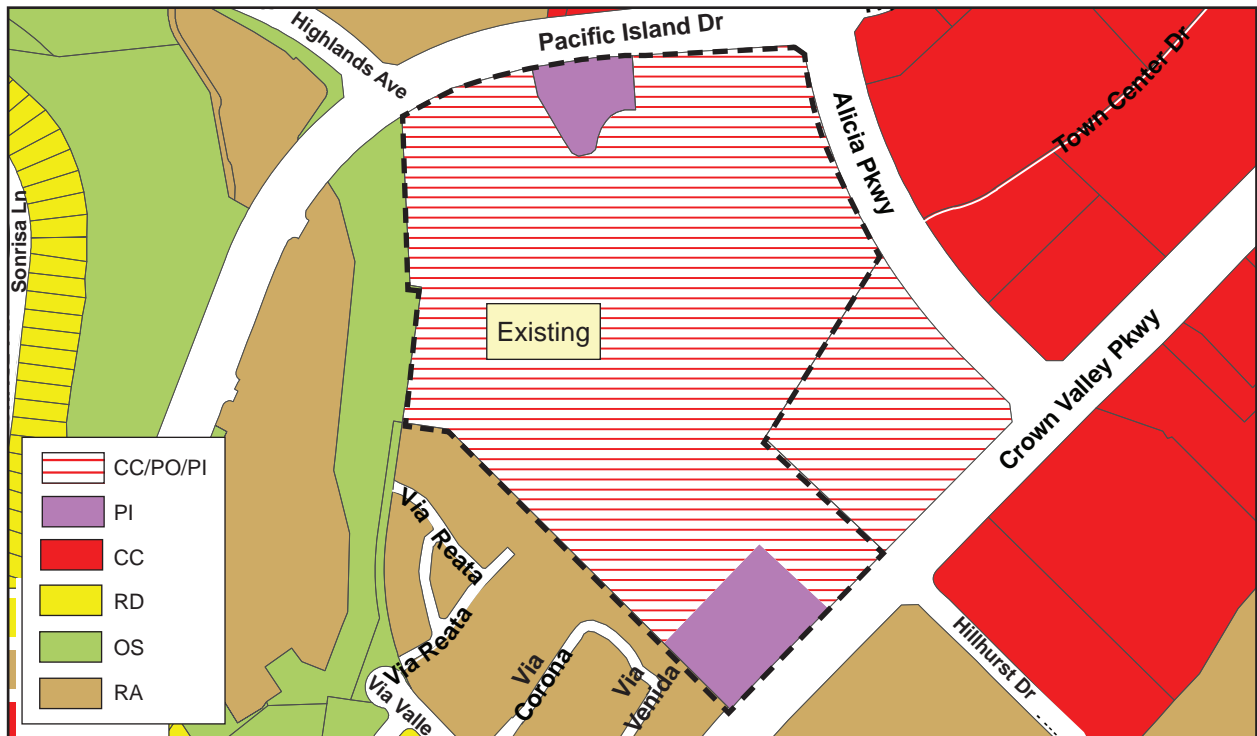
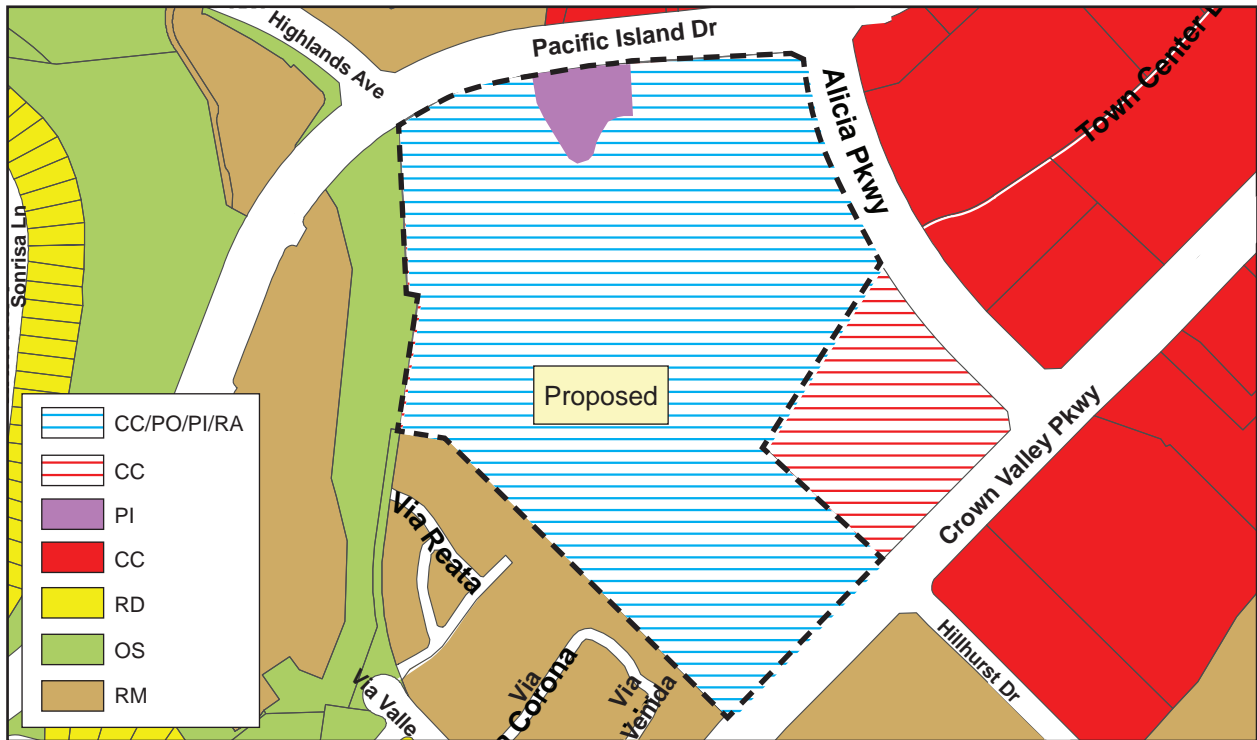
The project would require the following City approvals and adoptions:

- General Plan Amendment GPA 19-01.** The subject property is in Community Profile 14, Sub-profile Area C (Town Center Expansion) of the Laguna Niguel General Plan. The Land Use Element designates the majority of the property as “Community Commercial” “Professional Office,” and “Public/Institutional,” which allows a wide range of nonresidential uses, such as retail, restaurant, office, personal service, hotel and public/institutional. The portion of the project site that includes the library and OCFA Fire Station No. 5 are designated “Public/Institutional,” which allows a wide range of public, quasi-public, and special-purpose private facilities that provide government or social services to the community. The General Plan Amendment proposes to modify the land use designation for the entire property (excluding OCFA Fire Station No. 5) to “Community Commercial, Professional Office, Public/Institutional, and Residential Attached” (see Figure 3-5, *Proposed Land Use Designations*). To accommodate this development program, the General Plan Amendment also includes amending the statistical summary for Sub-profile Area C to account for the proposed project, including residential dwelling units and other modest narrative updates to reflect existing conditions, which have changed since the original adoption of the General Plan in 1992.

The General Plan Amendment also amends the description for Sub-profile Area C (Town Center Expansion, to be retitled Town Center 3) as follows (strikeout: deleted text, underline: new text):

~~This area is designated Community Commercial, Professional Public/Institutional. The area currently includes the County of Orange Civic which encompasses 46,860 sq. ft. If the County Civic Center vacates this area, a maximum of 130,680 sq. ft. of Community Commercial and a maximum of 217,800 sq. ft. of Professional Office uses are envisioned for the site. Future development of the site may also include City Hall facilities. The existing Crown Valley Branch Library and Fire Station #5 will also remain within the sub-area.~~

Figure 3-5 - Proposed Land Use Designations
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Scale (Feet)



Source: City of Laguna Niguel

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Anticipated development of the County-owned property includes up to 159,000 sq. ft. of Community Commercial/Professional Office and a new library (approximately 16,3000 square feet in area), which would replace the existing library. Future redevelopment that achieves the projected sub profile area commercial growth may also include development of additive residential dwelling units at a maximum ratio of one (1) unit per 10,000 sq. ft. of commercial development. Bonus additive residential uses up to a total of 275 dwelling units may be developed provided that specific findings are achieved, as described below:

1. The proposed development substantially advances the General Plan's intent, policies, and actions for Town Center;
2. The proposed development results in substantial public benefit, beyond that required for projects not requesting bonus additive residential uses (e.g., community-serving facilities, public outdoor gathering and event spaces, non-project infrastructure improvements, affordable housing, etc.); and
3. The proposed development results in significant improvements over existing site and building conditions by creating exceptionally high-quality mixed-use development in terms of site planning, architecture, circulation, landscaping, pedestrian amenities, land uses, and other design elements.

Additionally, the proposed General Plan Amendment includes the following policy revisions under Land Use Element Goal 9, "Enhancement of the Town Center" (underline: new text):

- **Policy 9.2.** Enhance pedestrian circulation through the construction of pedestrian walkways and paths. Projects that feature pedestrian activity through street character, plazas, and other outdoor amenities that enhance Town Center's viability are encouraged.
- **Policy 9.3.** Encourage the development of new land uses that provide both daytime and evening activities. This may include mixed-use developments comprised of a variety of integrated commercial and additive residential uses that have well planned public spaces that bring people together and provide opportunities for interaction and active living featuring a range of shopping, restaurant, service, employment, civic, and entertainment and leisure activities and uses.
- **Policy 9.4.** Ensure high quality urban design in the Town Center area with structures of varying scale and function that are visually distinct and complement the City's identity. A focus is also ensuring the appearance of arterials and surrounding streets are significantly enhanced with street trees and other landscaping to improve the visual and spatial experience of drivers and pedestrians.
- **Zone Change ZC 19-01.** The majority of the project site is zoned "Community Commercial" (CC) District, which allows for a variety of retail, restaurant, office, personal service, hotel, and other nonresidential uses. The portion of the project site that includes the library and OCFA Fire Station No. 5 are zoned "Public/Institutional," which allows a wide range of public, semi-public, and special-purpose private facilities to provide a variety of government and social services. The applicant is proposing a change in the property's zoning designation to "Mixed-Use Town Center" (MU-TC) District (see Figure 3-6, *Proposed Zoning Districts*), excluding OCFA Fire Station No. 5.

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- **Zoning Code Amendment ZCA 19-01.** Accompanying Zone Change ZC 19-01, a zoning code amendment is proposed to establish the mix of permissible land uses and development standards for the new MU-TC District.
- **Vesting Tentative Tract Map VTTM 19024.** The applicant is proposing a vesting tentative tract map to subdivide the property into a total of 21 lots, including 17 numbered lots and 4 lettered lots.
- **Site Development Permit SDP 19-03.** A site development permit is required for all projects that involve construction of any structure, except in certain limited circumstances. The project involves construction of multiple structures. The applicant is therefore proposing a site development permit for the project. A site development is also proposed because the project includes over 5,000 cubic yards of earth work and to allow alternative development standards for a reduction in the minimum depth of boundary landscaping at the base of an ascending slope for a property line segment along proposed Residential 2 (Lot 14).
- **Certification of the Environmental Impact Report and Adoption of Findings of Fact and a Mitigation Monitoring and Reporting Program.** An EIR is required by CEQA, and the City must certify the EIR and adopt Findings of Fact and a Mitigation Monitoring and Reporting Program before approving the above-listed project entitlements.

Operations

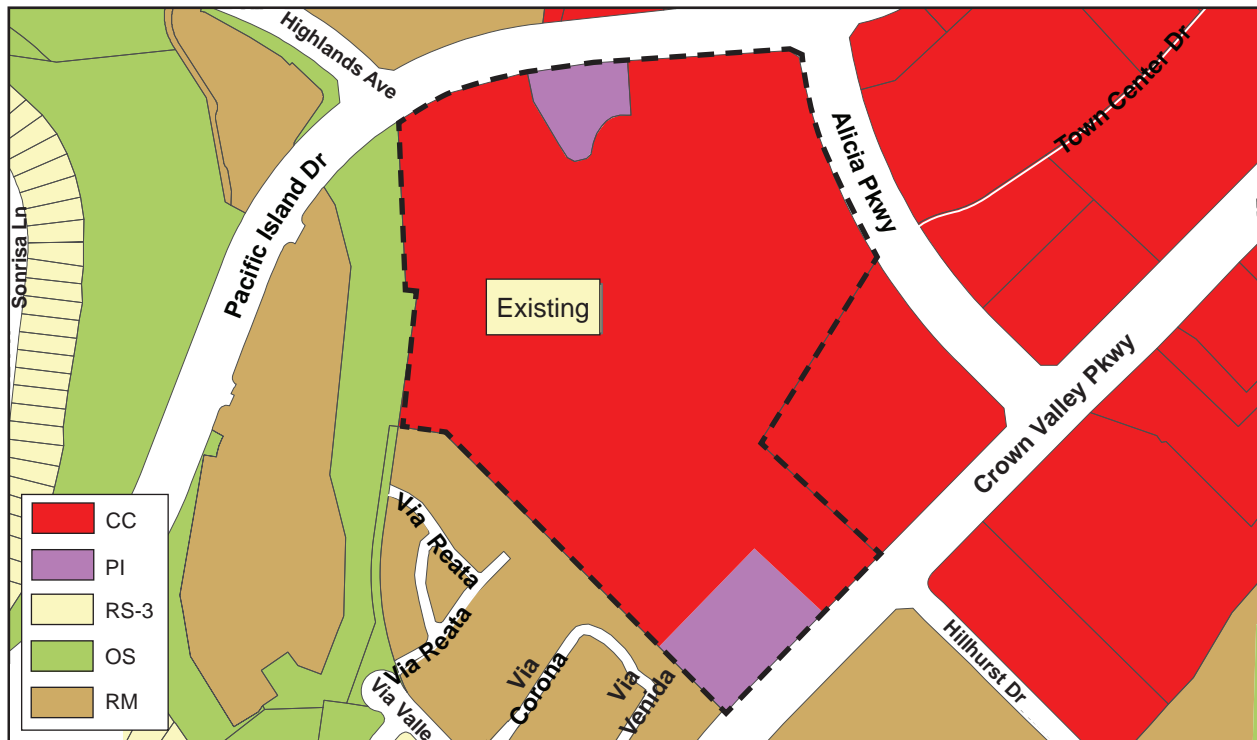
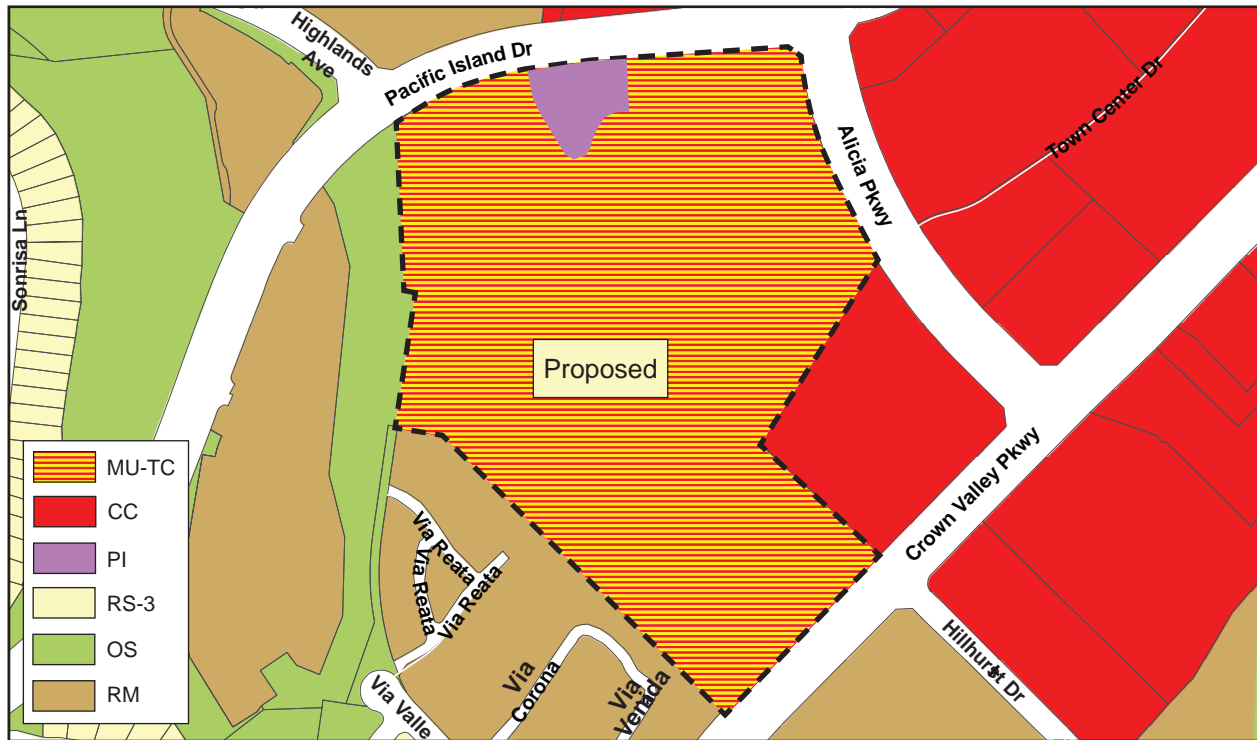
General hours of operations for the retail/restaurant component would be from 10:00 am to 9:00 pm, seven days a week, for all commercial uses. Some exceptions include coffee and breakfast cafes that may be open as early as 6:00 am, restaurants and bars that may be open until 12:00 am, and selected restaurants that may be open until 11:00 pm on weekends. Many service uses would close earlier than 9:00 pm.. Individual specific uses may require a conditional use permit, which could establish other hours of operation.

Special events, including festivals, movie screenings, performances, and farmers markets, would typically be held on weekends. Small events held weekly could include yoga in the park with approximately 20 people; medium events held monthly could include movies in the park with approximately 100 people; and larger events held quarterly could include craft festivals, larger-scale food and wine events, or even community-based seasonal events. Temporary use permits will be sought as required under the municipal code.

The primary hours of deliveries would be between 8:00 am and 11:00 am.

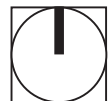
A garbage compactor would be on the project site in a loading dock area near Buildings 1 and 2 off of Crown Valley Parkway. It would be hidden by a screen wall to minimize visual impacts and noise. Building 3 would have a trash enclosure in the parking lot adjacent to the building. Buildings 4, 7, and 8 would have compactors inside trash rooms or trash enclosures. The compactors would accommodate trash, recycling, and compost collection for Buildings 4 through 9. Building 12 would share the trash room of Building 4. The rooms and enclosures would have designated pick-up areas at each building. Buildings 10 and 11 would have a trash enclosure west of the parking garage.

Figure 3-6 - Proposed Zoning Districts
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Scale (Feet)



Source: City of Laguna Niguel

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At the residential buildings, residents would bring trash, recycling, and compost materials to central trash enclosures or trash chute rooms. At Building 15 (Residential 1), residents would bring trash, recycling, and compost to two outdoor trash enclosures in the central surface parking lot. On service days, trash haulers would enter the parking lot through gates and service the enclosures. At Building 17 (Residential 2), residents would bring trash, recycling, and compost to one of two trash chute rooms on each floor; the trash chute rooms lead to two termination rooms on the ground floor of the parking structure. On service days, management would open the security gate to the trash staging area under the west side of the building, tow the bins from the termination rooms in the parking structure to the trash staging area, and leave the gate open. Trash haulers would enter the trash staging area, service the bins, back out of the area, and exit the site. Management would tow the bins back to the termination rooms on the ground floor of the parking structure and close the gate.

Site Circulation and Parking

Parking

Parking for the commercial uses would be provided in a combination of surface parking spaces adjacent to the commercial uses and within a multilevel parking structure on the west side of the property. Parking structure height would not exceed 50 feet. The number of parking spaces provided would exceed the City's minimum parking code standard, with a total parking count of approximately 1,066 surface and garage spaces to serve both the commercial uses and the library. Dedicated and convenient parking would be provided for the library patrons close to the library. In addition, a valet/drop-off area would be established at the major entrance to the village retail area.

Residential 1 (200 units) would provide a minimum of 406 parking spaces for residents and guests, which is consistent with the City's minimum parking code standard. All stalls are in a subterranean and above-grade garage internal to the building.

Residential 2 (75 units) would provide a minimum of 157 parking spaces for residents and guests, which is consistent with the City's minimum parking code standard. Resident parking would be on the Residential 2 parcel and consist of 20 tuck-under private garages directly connected to units, 15 tuck-under private garages not connected to units, 59 open surface stalls, and 40 surface stalls with carports, for a total of 134 stalls. A total of 23 guest stalls would be in the adjacent parking structure.

Vehicular Circulation

The site would be accessible via four existing entries: one entry off of Crown Valley Parkway, one entry off of Alicia Parkway, and two entries off of Pacific Island Drive. Primary vehicular access to the site would be from the existing signalized intersection at Crown Valley Parkway and Hillhurst Drive/Civic Center Plaza. A signal is proposed as a project feature at the existing unsignalized intersection of Alicia Parkway and Town Center Drive. Two secondary access points would be off Pacific Island Drive, east and west of the OCFA fire station (two access driveways exist off Pacific Island Drive). Additionally, pedestrian and vehicular connectivity is provided throughout the site, giving access to all parking areas and various points of entry into the Retail Village Core itself.

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Pedestrian Circulation

Primary pedestrian access into the site would be from the same four points of vehicular entrance—Crown Valley Parkway, Alicia Parkway, and both entrances from Pacific Island Drive. All sidewalks from these streets would provide safe pedestrian access into a “Main Street” style auto/pedestrian promenade that would circulate around the commercial core and offer multiple points of access into the Retail Village Core between buildings and patios from wide, landscaped pedestrian greens. Once into the project, all commercial and residential buildings would be linked via pedestrian walkways, greens, and landscaped gardens to facilitate interactions and connections between all onsite uses, community gathering, and ease of access to the commercial core.

Off-Site Traffic Improvements

The following project-specific off-site traffic improvements are proposed to be completed in conjunction with the project development:

- **Alicia Parkway at Pacific Island Drive/Ivy Glenn Drive.** Extend the northbound left-turn pocket 65 feet to provide a minimum total storage of 225 feet. This would require the removal of 65 feet of the existing raised median.
- **Intersection of Alicia Parkway and the proposed project’s driveway at Town Center Drive.** Install a five-phase traffic signal with protective left-turn phasing on Alicia Parkway, and stripe crosswalks on all four legs, inclusive of preemption for emergency vehicles and interconnection to adjacent signal. Restripe the eastbound approach (internal to project site) to provide an exclusive eastbound left-turn lane.
- **Crown Valley Parkway at Alicia Parkway.** Extend the dual northbound left-turn lanes 30 feet each to provide a minimum total storage of 205 feet per lane (410 feet total for both lanes). This would require the removal of 30 feet of the existing raised median.
- **Intersection of Crown Valley Parkway and the proposed project’s driveway at Hillhurst Drive.** Widen and restripe Crown Valley Parkway to provide an exclusive southbound right-turn deceleration lane. Modify the existing traffic signal to convert the five-phase traffic signal to a six-phase traffic signal in order to provide split phasing in the east-west direction along Project Driveway No. 2/Hillhurst Drive. Extend the northbound left-turn pocket 100 feet to provide a minimum total storage of 190 feet. This would require the removal of 100 feet of the existing raised median.
- **Pacific Island Drive.** Modify Pacific Island Drive at the Project Driveway No. 4 to restrict northbound (outbound) left turn movements onto Pacific Island Drive from the project site and to restrict southbound (outbound) left turn movements onto Pacific Island Drive from the commercial center across from Driveway No. 4.
- **Bicycle lane and crosswalk enhancements.** The project includes enhancements to the bicycle lane network and crosswalks in the area surrounding the project site.

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Landscaping

As shown in Figure 3.7, *Proposed Landscape Plan*, the entire proposed project would be landscaped with drought-tolerant native and ornamental trees, shrubs, gardens, and lawns, all of which would be privately owned spaces available to the public and maintained by the applicant. In particular, the approximately one-acre Town Green at the main entrance to the Retail Village Core and at the convergence of entrance roads from Crown Valley and Alicia Parkways would act as the main gathering place and outdoor event programming area. This area would be landscaped with a large, central, terraced event lawn as well as drought-tolerant native and ornamental trees, shrubs, and gardens and stone walkways. Surrounding the Town Green would be various soft seating areas, decomposed granite walkways, outdoor dining areas, herb gardens, and a central water feature. The landscaping would be carried throughout the project, linking all areas with pedestrian walkways, paseos, and communal seating areas. The project would also incorporate new landscaping and entry signage along the perimeter streets (Crown Valley Parkway, Alicia Parkway, and Pacific Island Drive) that would complement and enhance surrounding street scenes and help establish a new identity for the city center area. The apartment homes would feature decorative landscaping, outdoor dining, enhanced hardscape, resort-quality furnishings, and features in each courtyard. Additionally, all interior streets and pedestrian pathways would be lined with ornamental trees.

Infrastructure

Water

The project site is within the service area of the Moulton Niguel Water District for both potable water and recycled water. Potable water transmission mains are in Alicia Parkway and Crown Valley Parkway. The project would connect to and extend water pipes into the project area to serve future on-site uses. No additional off-site water infrastructure work is required for potable water other than making connections to the nearby main lines in adjacent streets. Additionally, the project would use recycled water for landscaping, which requires minimal off-site work other than connecting to existing recycled water lines in Crown Valley Parkway.

Wastewater

The Moulton Niguel Water District also provides wastewater services to the project site. A main sewer line is in Crown Valley Parkway. The project would require limited off-site work other than connecting to the existing sewer line and extending pipes into the project area to the proposed residential and nonresidential uses. No additional off-site wastewater infrastructure work would be required.

Drainage

The existing topography of the site varies but generally slopes downward from north to south. The existing public 66-inch RCP storm drain (J03P07) runs from Pacific Island Drive through the site to Crown Valley Parkway. The project proposes creating a new drainage alignment starting off-site in Pacific Island Drive, continuing through the site beneath the proposed interior roadways, and reconnecting to the existing storm drain on-site and near Crown Valley Parkway. A portion of the storm drain off-site in Pacific Island Drive immediately adjacent to the property would be removed and replaced, and the on-site storm drain would be replaced up until the proposed connection near Crown Valley Parkway. The existing storm drain on-site would

3. Project Description

then be either demolished, abandoned, or a combination thereof, as determined prior to construction. On-site drainage improvements would include catch basins, drain inlets, gutters, storm drainpipes, and bio-treatment modular wetlands that connect to a private storm drain system leading to the proposed hydromodification detention vault(s). The detention vault discharges to the public storm drain system. Additional detail is provided in the project's Preliminary Water Quality Management Plan and conceptual grading and drainage plan.

Dry Utilities

Public infrastructure and utility facilities, including but not limited to electrical, telephone, cable television, and natural gas, would have to be upgraded and/or extended to the project site. No off-site dry utility work is required beyond upgrades and/or extensions in adjacent streets and existing, nearby facilities. All new dry utilities would be placed underground within the project area except for new connections to nearby off-site facilities. Dry utility providers for the project would be the same as for the current City Hall and library buildings—San Diego Gas & Electric for electricity, Southern California Gas Company for natural gas, AT&T for telephone service, and Cox Communications for cable television and data transmission.

3.3.2 Project Phasing and Construction

It is anticipated that the project would be built in a single phase spanning approximately 36 months. Construction sequencing is shown in Figures 3-8, *Demolition and Grading*, and 3-9, *Foundations and Buildings*.

3.3.2.1 DEMOLITION / SITE PREPARATION

Development of the project would require demolishing the South County Justice Center, the county maintenance yard, and the library. Temporary off-site facilities would be secured for the library to continue operations during construction. The location of the temporary off-site library facility and its operational details are not currently known and cannot be ascertained with the exercise of reasonable diligence. Prior to demolition, the existing structures would be surveyed, and any hazardous building materials, such as asbestos, would be properly removed and disposed. The demolition plan includes crushing concrete and asphalt material (using a Powerscreen Trakpactor 320SR or similar impact crusher) and stockpiling it for use as engineered fill or pavement base. The crushing operation and accompanying stockpile of material are anticipated to be located in the center of the site. Total demolition and site preparation activities are projected to occur over four months.

3.3.2.2 CONSTRUCTION

Construction activities include grading and excavation; installing utilities and interior roads; construction of foundations and structures; installation of exterior and interior finishes; installation of mechanical, electrical, and plumbing; installation of landscape and irrigation; and installation of furniture and equipment.

Construction Schedule

It is anticipated that construction activities will take approximately 36 months, with approximately 4 months of site preparation and demolition and 32 months of sitework and vertical construction.

Figure 3-7 - Proposed Landscape Plan
3. Project Description



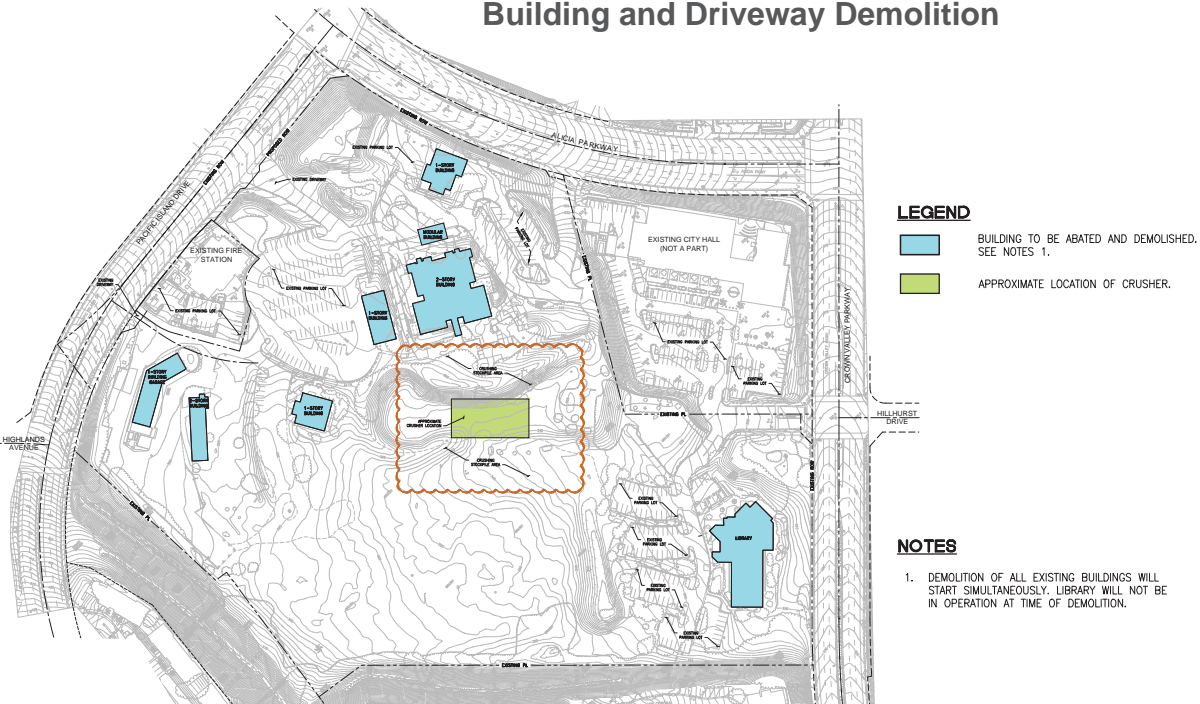
Source: OJB Landscape Architecture, 2021

3. Project Description

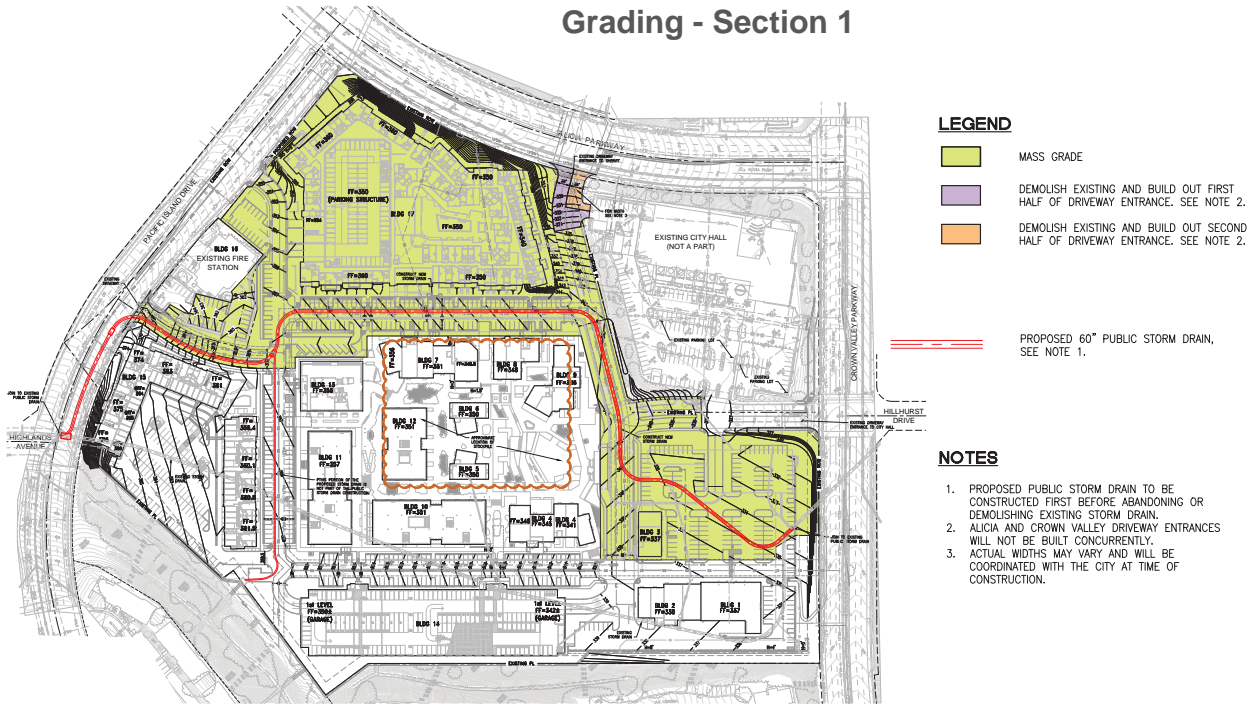
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Figure 3-8 - Construction Sequencing - Demolition and Grading
3. Project Description

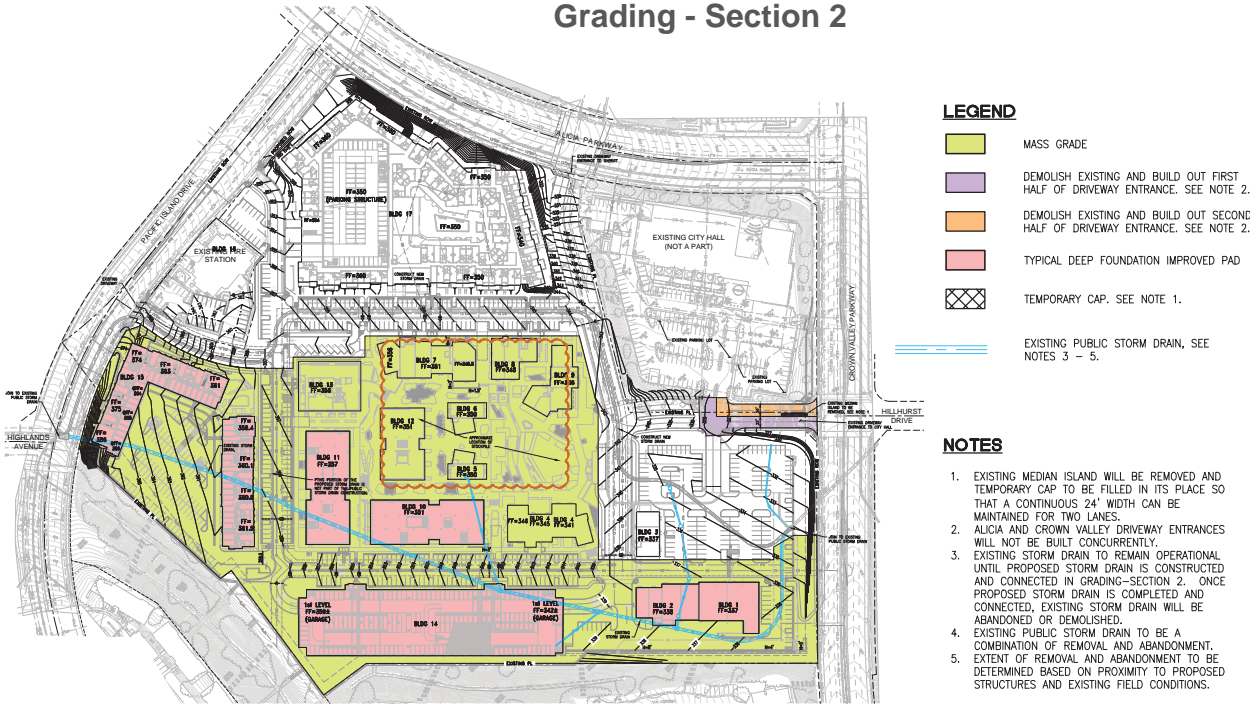
Building and Driveway Demolition



Grading - Section 1



Grading - Section 2



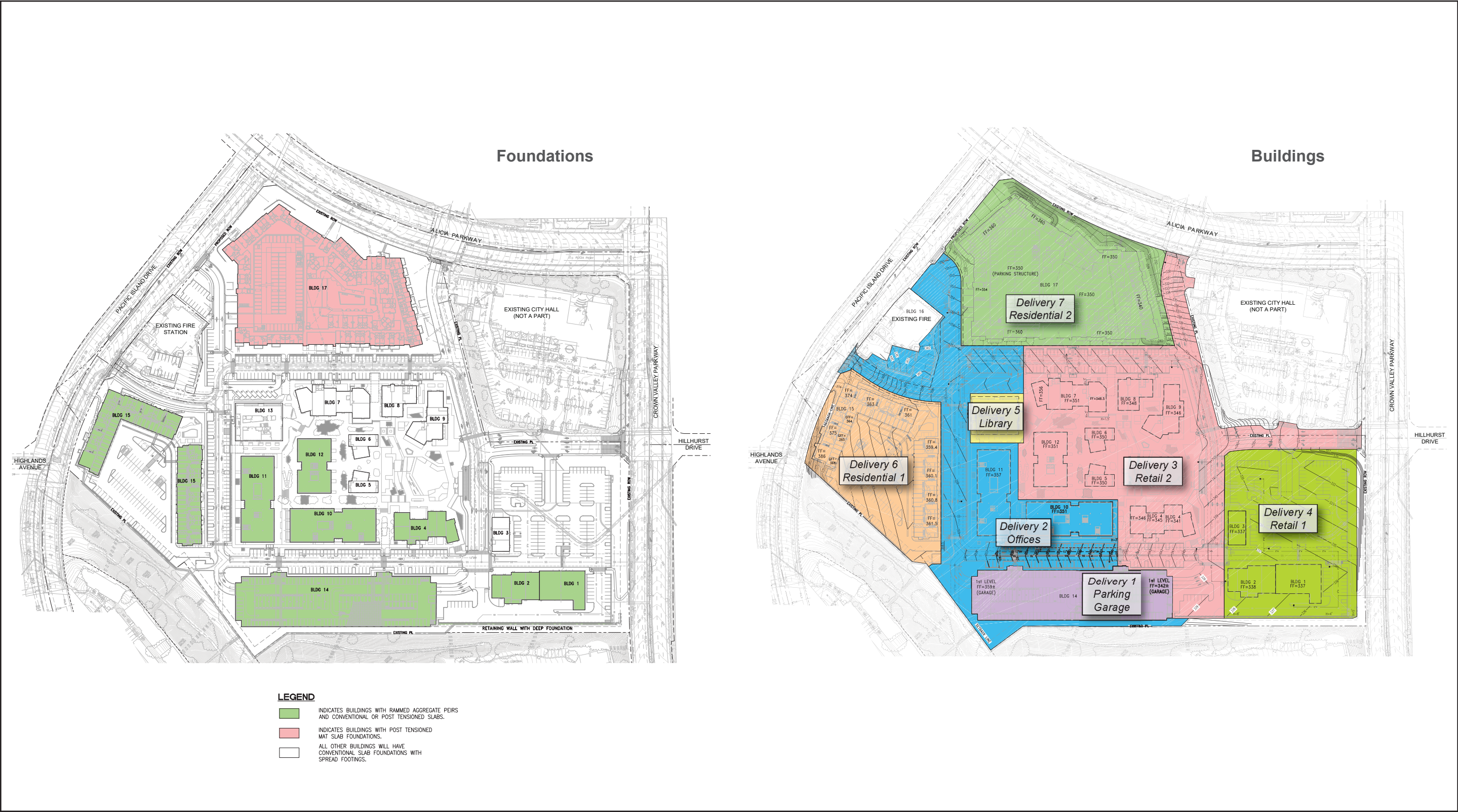
0 400
Scale (Feet)



3. Project Description

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Figure 3-9 - Construction Sequencing - Foundations and Buildings
3. Project Description



Source: FUSCOE, 2021

3. Project Description

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3. Project Description

Construction Hours

Based on the Laguna Niguel Noise Ordinance (Division 6.6 of the Laguna Niguel Municipal Code), construction noise would be limited to 7:00 am to 8:00 pm on weekdays and Saturdays. No construction is allowed by the City on Sundays or federal holidays. Construction activities associated with the proposed project would occur during these designated hours, although workers may be on-site conducting non-noise-generating activities, such as office tasks, outside of those hours.

Access During Construction

Construction ingress and egress would occur at existing points of entry along Crown Valley Parkway, Alicia Parkway, and Pacific Island Drive as well as temporary access points as needed along those perimeter streets. Access to City Hall off Crown Valley Parkway and to the sheriff's station off Alicia Parkway would be maintained throughout construction. Each entry would be rebuilt during construction with widening and repaving, but the primary objective, public access, would always be maintained. Half of each entranceway would be kept open while the other half is under construction. At Crown Valley Parkway, there is currently one inbound lane and two outbound lanes. This would be reduced to one inbound and one outbound lane while the entry is being rebuilt, and since the library would be closed, capacity needs would be reduced. At Alicia Parkway, there is currently one inbound lane and one outbound lane, and this would stay the same during construction. Lanes would be a minimum of 10 feet wide. Entranceway construction would take about three to four months.

Earthwork

The project estimates approximately 305,600 cubic yards of cut and approximately 207,600 cubic yards of fill, which results in approximately 98,000 cubic yards of export from the site. Figure 3-10, *Cut/Fill Map*, shows the depths of cut and fill throughout the site and a table with preliminary earthwork volumes. The cut/fill calculation assumes a conservative 10 percent shrinkage factor.

Utilities

Utilities for the project would include water, sewer, storm drain, gas, and electrical work. Water, sewer, storm drain, gas, and electrical utility work would occur concurrently with rough grading. Off-site wet utilities would include the installation of approximately 40 feet of sewer pipe in Crown Valley Parkway, approximately 275 feet of 66-inch reinforced concrete storm drain pipe in Pacific Island Drive, approximately 1000 feet of 4-inch water line in Pacific Island Drive, and approximately 500 feet of 12-inch water main in Alicia Parkway. The on-site water main would consist of approximately 6,000 feet of C900 PVC pipe, including gate valves, hydrants, and meter boxes, as required by code. The storm drain design includes a catch basin and inlet structures that would divert stormwater runoff via approximately 5,200 feet of 8-inch PVC to 66-inch reinforced concrete pipe with 218 large storm detention chamber units at the end of the run. The new on-site sewer would include approximately 5,500 linear feet of 6-inch to 8-inch PVC sewer with manholes spaced as necessary. Dry utilities would be run through an on-site joint trench. The joint trench would be encased with concrete per Southern California Edison standards, and the site would incorporate vaults and transformer pads as required.

3. Project Description

Foundation Construction

Building foundations would vary per building and may include: 1) conventional slab design with spread footings; 2) post-tensioned mat slab; 3) conventional slab with deep foundations or; 4) post-tensioned slab with deep foundations. Buildings 1, 2, 4, 10, 11, 12, and 14 are anticipated to require conventional slabs with deep foundations such as rammed aggregate piers. Building 15 is anticipated to require post-tensioned slabs with deep foundations. Rammed aggregate piers are constructed using a track-mounted auger to drill out unsuitable soils and a track-mounted tamper to compress aggregate and impart lateral soil pressure. Approximately 2,900 piers of 24 inches in diameter are anticipated, at depths ranging from 10 to 30 feet. Conventional slabs with spread footings are anticipated at Buildings 3, 5, 6, 7, 8, 9, and 13. Post-tensioned mat slabs are anticipated at Building 17. Digging and construction of the rammed aggregate piers would take approximately four to five months within an overall foundation work period of eight to twelve months for all buildings.

An approximately 450-foot long, 6 to 8-foot-high soldier pile retaining wall running north-south is anticipated at the southwest corner of the site behind Buildings 1 and 2. The retaining wall would consist of approximately 65 piles extending from 10 to 25 feet below the proposed grade. An auger (MC-28 HD drill rig or similar) would be used to dig open shafts for steel columns that would be dropped in and slurried in place. Formwork would attach to the steel columns, drainage mat would be installed, and the wall would be shotcrete into place. Work would take approximately two to three months.

Vertical Construction

Vertical construction would begin when foundations are completed.

Residential

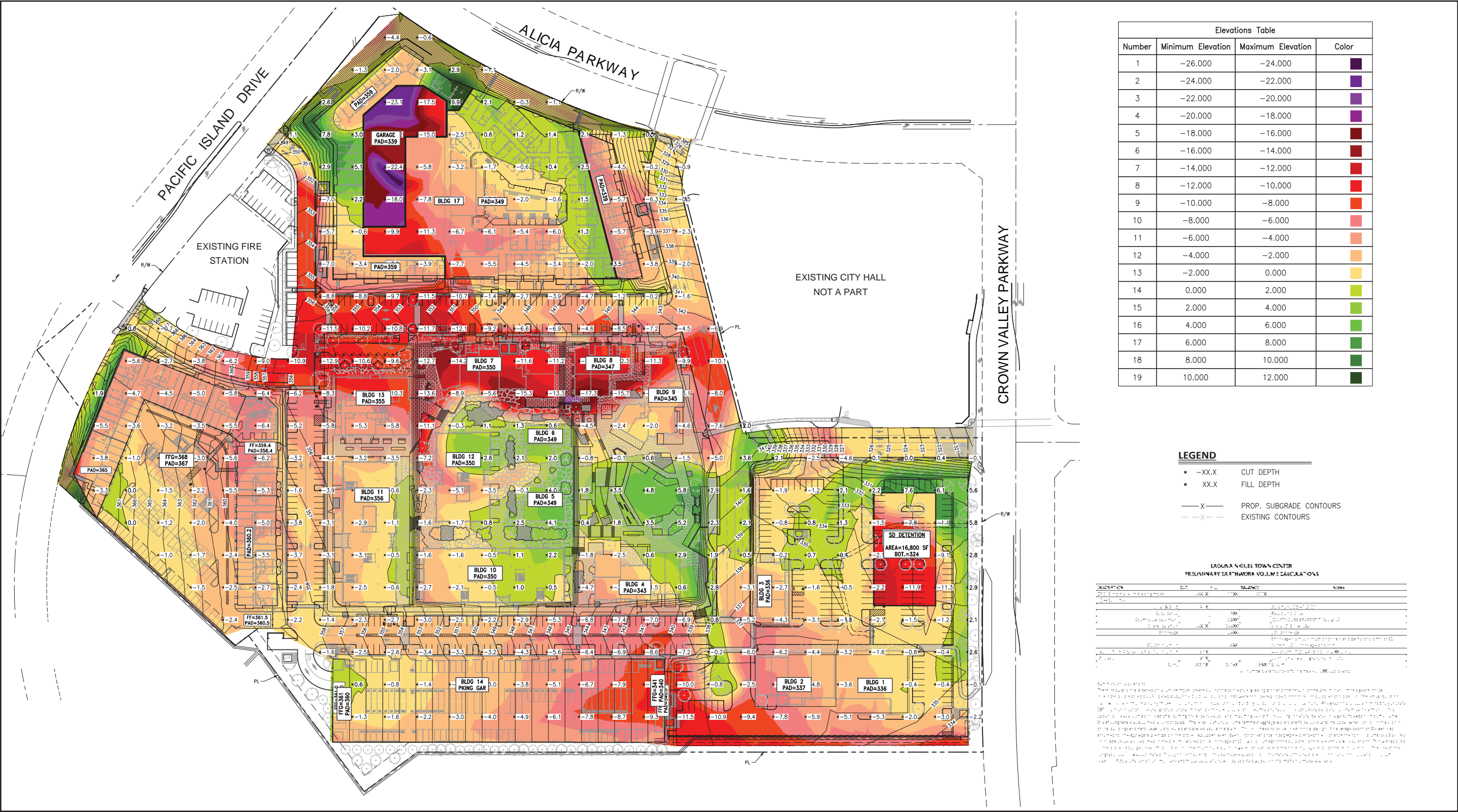
Residential 1 is wood-framed, Type-V construction, with three- and four-story elements. Residential 1 would contain 200 apartments that wrap around a Type I, short-span reinforced concrete parking structure. The residential foundations would start shortly after the garage begins construction. Wood framing, mechanical, electrical, plumbing, drywall, cabinets, and finishes would follow thereafter. Temporary scaffolding would follow along as the building is framed to support work on the exterior skin and coating.

Residential 2 consists of wood-framed buildings that contain 75 units. Residential 2 would be wood-framed, Type-V construction, and the buildings would be three and four stories and sit over ground-level, tuck-under garages. Construction sequencing would be similar to Residential 1, but without a concrete garage structure.

Commercial: Garage, Office, Library

The commercial parking structure would be designed and built as a long span reinforced concrete garage. The three commercial/office buildings and the library would be Type I steel buildings. Once the steel structure is complete and the metal decks and concrete have been placed, workers would clad and seal the buildings. Mechanical, electrical, plumbing, elevator, and fire protection would occur once the building is sealed. Tenant improvements would vary according to the individual needs of each tenant.

Figure 3-10 - Cut/Fill Map
3. Project Description



Source: FUSCOE, 2021

3. Project Description

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3. Project Description

Commercial: Retail

The retail component of the project would consist of nine wood-framed, Type-V buildings with some structural steel. All the retail buildings would be one-story, slab-on-grade construction. The buildings would be framed, and scaffolding would be erected to install the exterior skin and coatings. After the structures are skinned, workers would add the mechanical, electrical, plumbing, insulation, fire protection, and interior finishes. Tenant improvements would vary according to the individual needs of each tenant.

Construction Worker and Truck Traffic

For purposes of analysis, construction activities are assumed five days per week (Monday through Friday) from 7 am to 4 pm, but extended workdays (10 hours) and work weeks (Monday through Saturday) may be necessary for certain construction trades to maintain the schedule and will comply with the City's noise ordinance and time constraints. Phase-specific construction traffic factors are identified for each phase of construction.

Site Abatement

Site abatement is anticipated to last approximately one- month. A total of 18 workers would be on-site each day, on average.

Demolition

Demolition is anticipated to last approximately three months. A total of 18 workers would be on-site each day, on average. A total of four water trucks would be on-site each day on average. There would be approximately 2,700 tons demolished, which would necessitate a total of approximately 169 round-trip truck trips with 16-ton truck-carrying capacity for noncrushed material. There would be approximately 20 daily round-trip truck trips, assuming a duration of approximately 8.5 days.

Site Preparation, Grading, and Utilities

Site preparation, rough grading, and utilities work are anticipated to last approximately seven months. A total of 30 workers would be on-site each day on average. A total of four water trucks would be on-site each day on average. Site preparation and rough grading would require approximately 83,000 cubic yards of exported fill.¹ This phase would result in a total of 5,929 truck round-trips with 14 cubic yards of carrying capacity. Assuming a maximum of 3,626 miles/day and 35 miles to the land fill, truck trips would be approximately 51 daily round-trips for 116 days.

Fine Grading and Street Paving

Fine grading and street paving work is anticipated to last approximately three months starting the same time as building construction. A total of 23 workers would be on-site each day on average. A total of four water trucks would be on-site each day on average. This phase would require an average of 10 daily round-trip paving truck

¹ The project requires a total of approximately 98,000 cubic yards of export. Approximately 83,000 cubic yards of export would occur during the site preparation and rough grading phase, and the remaining 15,000 cubic yards would occur during the fine grading and street paving phase.

3. Project Description

trips for an approximately 20-day duration for asphalt deliveries. Hauling would include approximately 10,000 cubic yards of imported fill and 15,000 cubic yards of exported fill. Hauling would require a total of 1,786 truck round-trips with 14 cubic yards truck-carrying capacity. Truck trips would be approximately 27 daily round-trips, assuming 66 days of hauling.

Building Construction, Architectural Coating, and Landscaping

Building construction, architectural coating, and landscaping work is anticipated to last approximately 29 months. On average, this phase would require 150 workers on-site every day and an average of two water trucks every day. An average of 40 daily round-trip truck trips would be required.

The following assumptions were made for truck trips and employee trips:

- Each worker would make two trips per day, one during the AM peak hour and one during the PM peak hour. This assumption provides a conservative estimate of impacts because the vast majority of workers would arrive and leave during nonpeak hours (i.e., arrival between 6:30 am and 7:00 am and departure between 4:00 pm and 4:30 pm).
- Each water truck would be brought to the site and would remain on-site during the duration of construction phases requiring the water truck. They would be refilled via a hydrant on the site.
- Each truckload would require an inbound and outbound trip. The daily number of truck trips was averaged over the 8-hour workday to obtain the number of peak hour truck trips (50 percent entering and 50 percent exiting).
- All construction truck trips were converted to PCE (passenger car equivalents) using a PCE factor of 3.0.

Construction Equipment

It is expected that large construction equipment, such as excavators, cranes, and pavers, would be used during project construction and would be staged on the project site. Table 3-2 details anticipated construction equipment for project demolition and construction.

3. Project Description

Table 3-2 Construction Equipment

Equipment	Quantity	Hours/Day	Horsepower
Site Abatement			
Backhoe Loaders	1	8	108
Building Demolition			
Concrete Saw	1	8	81
Excavator	3	8	400
Rubber Tired Dozer	2	8	255
Crushing/Processing Equipment	1	8	350
Site Preparation			
Rubber Tired Dozer	3	8	255
Tractors/Loaders/Backhoes	4	8	97
Rough Grading			
Excavators	2	8	162
Graders	1	8	174
Rubber Tired Dozers	2	8	255
Scrapers	4	8	361
Tractors/Loaders/Backhoes	2	8	97
Rollers/Sheepsfoot	1	8	400
Rollers/Sheepsfoot	1	8	150
Road Reclaimers	1	8	550
Scrapers	4	8	361
Utility Trenching			
Backhoe Loader	2	8	150
Building Construction (Nonresidential and Parking Garage)			
Crane	1	7	226
Forklift	3	8	89
Generator Set	1	8	84
Tractors/Loaders/Backhoes	3	7	97
Welders	1	8	46
Building Construction (Residential)			
Crane	1	7	226
Forklift	3	8	89
Generator Set	1	8	84
Tractors/Loaders/Backhoes	3	7	97
Welders	1	8	46
Fine Grading			
Graders	1	8	174
Tractors/Loaders/Backhoes	2	8	97
Rollers	1	8	150
Asphalt Paving			
Pavers	2	8	125
Paving Equipment	2	8	130
Rollers	2	8	80

3. Project Description

Table 3-2 Construction Equipment

Equipment	Quantity	Hours/Day	Horsepower
Retaining Wall			
Excavator with Auger/Drill	1	8	270
Excavator with Compactor	1	8	270
Rubber Tired Dozers	1	8	255
Shot-Crete Pump	1	8	100
Deep Foundations			
Excavator with Auger/Drill	1	8	270
Excavator with Compactor	1	8	270
Rubber Tired Dozers	1	8	255
Architectural Coating			
Air Compressors	1	6	78
Finishing/Landscaping			
Skip Tractor	1	8	98

3.4 INTENDED USES OF THE EIR

This DEIR examines the environmental impacts of the proposed project and various actions by the City and others to adopt and implement the proposed project, thereby enabling the City, other responsible agencies, and interested parties to make informed decisions with respect to the requested entitlements. The anticipated approvals required for this project are:

Lead Agency	Action
City of Laguna Niguel	<ul style="list-style-type: none"> Approval of General Plan Amendment GPA 19-01 Approval of Zone Change ZC 19-01 Approval of Zoning Code Amendment ZCA 19-01 Approval of Site Development Permit SDP 19-03 Approval of Vesting Tentative Tract Map VTTM 19024 Certification of the Laguna Niguel City Center Mixed Use Project EIR Adoption of Findings of Fact (and Statement of Overrides, if required) Adoption of a Mitigation Monitoring and Reporting Program
Responsible Agencies	Action
County of Orange	<ul style="list-style-type: none"> Lease agreement with Laguna Niguel Town Center Partners LLC
San Diego Regional Water Quality Control Board	<ul style="list-style-type: none"> Issuance of National Pollution Discharge Elimination System (NPDES) Permit Issuance of Construction General Permit