

5. Environmental Analysis

5.10 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (DEIR) evaluates the potential impacts to land use in the City of Laguna Niguel (City) from implementation of the Laguna Niguel City Center Mixed Use Project (proposed project).

Land use impacts can be either direct or indirect. Direct impacts are those that result in land use incompatibilities; division of neighborhoods or communities; or interference with other land use plans, including habitat or wildlife conservation plans. This section focuses on direct land use impacts. Indirect impacts are secondary effects resulting from land use policy implementation, such as an increase in demand for public utilities or services, or increased traffic on roadways. Indirect impacts are addressed in other sections of this DEIR.

5.10.1 Environmental Setting

5.10.1.1 REGULATORY BACKGROUND

Regional and local laws, regulations, plans, or guidelines potentially applicable to the proposed project are summarized below.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a council of governments representing Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG is the federally recognized metropolitan planning organization (MPO) for this region, which encompasses over 38,000 square miles. SCAG is a regional planning agency and a forum for addressing regional issues concerning transportation, the economy, community development, and the environment. SCAG is also the regional clearinghouse for projects requiring environmental documentation under federal and state law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

The proposed project is considered a project of regionwide significance pursuant to the criteria in SCAG's Intergovernmental Review Procedures Handbook (November 1995) and Section 15206 of the California Environmental Quality Act (CEQA) Guidelines, because it requires an amendment to the 1992 Laguna Niguel General Plan, for which an EIR was prepared. Therefore, this section addresses the project's consistency with the applicable regional planning guidelines and policies.

Regional Transportation Plan/Sustainable Communities Strategy

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was adopted in September 2020 (SCAG 2020). Major themes in the 2020-2045 RTP/SCS include improving mobility, accessibility, reliability, and travel safety for people and goods; striving for sustainability; enhancing the preservation, security, and resilience of existing transportation infrastructure; increasing capacity through improved systems managements; providing more transportation choices; leveraging technology; encouraging

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development of diverse housing types in areas that are supported by multiple transportation options; facilitating regional economic prosperity and global competitiveness; promoting the links between public health, conservation of natural and agricultural lands, and restoration of habitats; and incorporating the principles of social equity and environmental justice into the plan.

The SCS outlines a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement). The SCS is meant to provide growth strategies for land use and transportation that will achieve the regional GHG emissions reduction targets. However, the SCS does not require that local general plans, specific plans, or zoning be consistent with the SCS; instead, it provides incentives to governments and developers for consistency. The proposed project's consistency with the applicable RTP/SCS goals is analyzed in detail in Table 5.7-3, *2020-2045 RTP/SCS Consistency Analysis*.

Local

Laguna Niguel General Plan

The Laguna Niguel General Plan, adopted by the Laguna Niguel City Council on August 4, 1992, provides a source of information and a policy framework for the future; through appropriate goals, policies and programs, it serves as a decision-making tool to guide growth and development.

The General Plan consists of state-mandated and optional elements to direct the City's physical, social, and economic growth. Elements within the Laguna Niguel General Plan include: Land Use, Open Space and Parks, Circulation, Public Facilities, Noise, Seismic/Public Safety, Housing, Growth Management, and Community Service Standards. The Housing Element was prepared in compliance with the 2013-2021 planning cycle for cities within Southern California Association of Governments (SCAG) region. The current Housing Element was adopted on August 20, 2013. The State of California requires that each jurisdiction's housing element be updated every eight years and certified by the State. The City is currently updating its Housing Element for the 2021-2029 period.¹ The policies in each of the elements that are relevant to the proposed project are listed in Table 5.10-2, *General Plan Consistency Analysis*, which analyzes the proposed project's consistency with these policies. Following is a discussion of the various elements.

Land Use. The Land Use Element provides guidance regarding the ultimate pattern of development and provides development allocations for land uses throughout the City. It is based on and correlates the policies from all elements into a set of coherent development policies and is the central organizing element of the general plan. Most importantly, the land use element map delineates the locations of existing and future land uses in the City as a framework for future land use planning and decision making. The Land Use Element also separates the City into 14 community profile areas to create a more manageable approach to community

¹ The City updated the Housing Element for the 2021-2029 planning period. The City's 2021-2029 Housing Element was approved by City Council (Reso 2021-1372) in October 2021. The 2021-2029 Housing Element was forwarded to the California Department of Housing and Community Development (HCD) and is pending certification. The 2021-2029 Housing Element does not include changes that would change the impact analysis conclusions presented in this EIR.

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planning. Each community profile area has a summary of existing and projected buildout statistics for nonresidential square footages and dwelling units. The project site is in Community Profile Area 14.

Open Space/Parks/Conservation. The primary objective of the open space/parks/conservation element is to ensure the continued availability of open land, scenic beauty, recreational opportunities, and natural resources. This element also includes goals and policies related to the maintenance and enhancement of cultural and archaeological heritage sites in the City and designated resource areas.

Circulation. The purpose of the circulation element is to provide a safe, efficient, and sensible circulation system for the City. Circulation improvements needed to relieve traffic congestion due to future land uses are identified, and corresponding goals and policies ensure that all components of the circulation system will meet the needs of the City.

Public Facilities. The public facilities element establishes the planning framework for the provision of public facilities and services necessary to accommodate the existing and future needs of Laguna Niguel. A unique feature of this element is that it addresses service systems that are maintained by the City as well as other entities. As a result, many of the policies are directed at coordination and cooperation between service providers and the City.

Noise. The noise element is a tool for including noise control in the planning process to maintain compatible land uses with similar environmental noise levels. It identifies noise-sensitive land uses and noise sources, defines areas of noise impact, and develops policies to ensure that Laguna Niguel residents will be protected from excessive noise intrusion. The major noise sources in the project area are vehicular traffic along Crown Valley Parkway, Alicia Parkway, and Pacific Island Drive.

Seismic/Public Safety. The seismic/public safety element establishes goals, policies, and implementation programs to guide and direct local government decision-making in safety-related matters. Through investigation of hazardous risks and subsequent land use planning, the potential for disaster can be reduced. In addition, this element includes policies and actions designed to foster coordination among the various local, state, and federal agencies charged with public safety responsibilities.

Housing. Development of housing in Laguna Niguel is guided by the goals, objectives, and policies of the housing element. The 2013–2021 Housing Element is an update and revision of the 2008 element and consists of new technical data, revised goals, updated policies, and a series of programs and implementing measures. The housing element is designed to facilitate attainment of the City's Regional Housing Needs Allocation and to foster the availability of housing affordable to all income levels to the extent possible, given Laguna Niguel's constraints. In 2013, the California Department of Housing and Community Development found the 2013–2021 Housing Element consistent with state housing element law.

The City is currently preparing a Housing Element update for the 2021–2029 planning period, which is referred to as the “6th Housing Element cycle” in reference to the six required updates that have occurred since the comprehensive revision to State Housing Element law in 1980. The 6th Cycle Final RHNA Allocation Plan was adopted by SCAG on March 4, 2021 and Updated July 1, 2021. The City has received a final allocation of 1,207 new units for this upcoming planning period.

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Growth Management. The growth management element promotes orderly growth and development based on the City's ability to provide an adequate circulation system to serve the land uses established pursuant to the General Plan.

Laguna Niguel Municipal Code

Title 9 of the Laguna Niguel Municipal Code, "Planning and Zoning," functions as the City's Zoning Code. The zoning code was created to carry out the policies of the Laguna Niguel General Plan; to provide guidance for the development and use of land in the City; to classify different land uses and structures in appropriate places; and to regulate such land uses in order to serve the needs of residential neighborhoods, commerce, industry, recreation, open space and other purposes.

5.10.1.2 EXISTING CONDITIONS

Project Site

The project site consists of the South County Justice Center (closed in 2008), the Orange County Library, a county maintenance yard, and undeveloped land. The site is immediately adjacent to City Hall and Orange County Fire Station No. 5. It 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*).

Based on the Laguna Niguel General Plan Land Use Element, the project site is in Community Profile Area 14, which is generally bounded by the intersections of Crown Valley Parkway/Niguel Road, Alicia Parkway/Niguel Road, and Alicia Parkway/Crown Valley Parkway. The area is subdivided into four subprofiles—the Town Center, Crown Valley Center, Town Center Expansion, and Alicia Parkway Center. The project site is in Subprofile C (Town Center Expansion). Table 5.10-1 is reproduced from the City's Land Use Element and details the statistical summary for Community Profile Area 14, as of the original adoption of the General Plan in 1992.

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Table 5.10-1 Community Profile Area 14 Statistical Summary

Subprofile Area	Residential (units)			Commercial (square feet)		
	As of 1/1/92	General Plan Projection	Projected Growth	As of 1/1/92	General Plan Projection	Projected Growth
A – Town Center ^{1,2}	0	0	0	325,010	325,010	0
B – Crown Valley Center ³	0	0	0	163,610	187,680	24,070
C – Town Center Expansion ⁴	0	0	0	46,860	348,480	301,620
D – Alicia Parkway Center ⁵	0	0	0	82,230	82,230	0
TOTAL	0	0	0	943,400	641,780	325,690
Population			Employment			
TOTAL	0	0	0	1,905	2,946	1,041

¹ The Town Center area includes two gas stations with car washes.

² The Town Center area includes the Laguna Niguel Presbyterian Church, which is permitted a maximum development of 38,814 square feet. The church is not included in the commercial square footage.

³ The Crown Valley Center area includes one gas station.

⁴ The Town Center Expansion area includes a gas facility to service County vehicles.

⁵ The Alicia Parkway Center includes a gas station and a preschool with 130 students.

The project site is also located in the Town Center Area, which was identified in the General Plan's Land Use Element as an Opportunity area. An Opportunity Area is defined as an area within which further development or intensification is either imminent or desirable and which could benefit from focused policy direction in the General Plan. The 1992 General Plan Land Use Element anticipated redevelopment of The Town Center area, including development of the Laguna Niguel City Hall in this Opportunity Area, when the County's Justice Center ceased operation. The County's Justice Center ceased operation in 2008 and the Laguna Niguel City Hall was completed in 2011. The Town Center Area is envisioned as a special focal point of the City.

Existing and Proposed General Plan and Zoning Designations

The project site General Plan land use designation is currently "Community Commercial; Professional Office; Public/Institutional." The portions of the project site that encompasses the Laguna Niguel Branch Library and Orange County Fire Authority (OCFA) Fire Station No. 5 have a land use designation of "Public/Institutional." The General Plan Amendment proposes to expand the land use designation for the project site (excluding OCFA Fire Station No. 5, existing land use designation to remain) to include "Residential Attached." Collectively, a land use designation of "Community Commercial; Professional Office; Public/Institutional, and Residential Attached." The project site is located in Community Profile Area 14 and Sub Profile Area C ("Town Center Expansion" to be retitled "Town Center 3"). The existing and proposed land use designations are shown on Figure 3-6, *Existing and Proposed Land Use Designations*. The proposed General Plan Amendment also amends the description of the Town Center 3 Sub Profile Area by stating:

"Anticipated development of the County-owned property includes up to 159,000 sq. ft. of Community Commercial/Professional Office and a new library (approximately 16,300 square feet

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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 policies under Goal 9, which is the “Enhancement of the Town Center.”

- **Policy 9.1.** Allow for the reuse of existing developed properties.
- **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. Development design should focus on human-scale massing and architecture. 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.

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The project site is currently zoned “Community Commercial” (CC) District. The portions of the project site that encompasses the Laguna Niguel Branch Library and OCFA Fire Station No. 5 are zoned “Public/Institution” (PI) District. The CC District is intended for medium- and large-scale commercial areas near arterial highways and serving a greater trade area. Goods and services include retail, office, service, lodging, and entertainment uses. The PI District allows a wide range of public, semipublic, and special-purpose private facilities. To accommodate mixed use development and provide consistency with the proposed General Plan designation, a Zone Change and Zoning Code Amendment are also proposed for the project site. The proposed zoning district is Mixed Use Town Center (MU-TC) (please see Figure 3-6, Existing and Proposed Zoning Districts). This zoning district establishes a mix of permitted uses, including residential, and development standards specific to the MU-TC zone

Surrounding Land Uses

Surrounding land uses adjacent to the project site include City Hall to the east; OCFA Fire Station No. 5 to the north (within the project site); and Niguel Summit Apartments, El Niguel Terrace townhomes, and Charter Terrace single-family homes to the west. Directly across from Pacific Island Drive, Alicia Parkway, and Crown Valley Parkway are the Pacific Island shopping center, Town Center, and Crown Valley Mall, respectively (see Figure 3-3, *Aerial Photograph*). The property is at the convergence of commercial properties to the south, east, and north, and higher density residential and single-family residential to the west.

5.10.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines and the City’s CEQA Manual, a project would normally have a significant effect on the environment if the project would:

- LU-1 Physically divide an established community.
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.10.3 Plans, Programs, and Policies

- PPP LU-1 The proposed project will be designed and constructed in accordance with the applicable provisions of Title 9 (Planning and Zoning) of the Laguna Niguel Municipal Code.

5.10.4 Environmental Impacts

5.10.4.1 IMPACT ANALYSIS

The following impact analysis addresses thresholds of significance. The applicable thresholds are identified in brackets after the impact statement.

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Impact 5.10-1: Project implementation would not divide an established community. [Threshold LU-1]

The closest established residential communities are the adjacent condominium neighborhoods west of the site. As shown on Figure 3, *Aerial Photograph*, these neighborhoods are physically separated from the project site by a downhill slope covered with vegetation and large trees. The remaining sides of the project boundary are bounded by Pacific Island Drive, Alicia Parkway, and Crown Valley Parkway. Other neighboring uses are restaurant and retail shopping plazas to the north and east. Overall, the proposed project would not divide any established communities.

Level of Significance Before Mitigation: No Impact.

Impact 5.10-2: The project would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]

The proposed project is under the jurisdiction of the City and SCAG and their land use plans and policies. The following analysis will determine the project's consistency with the goals and policies of the City of Laguna Niguel General Plan and SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategies.

Laguna Niguel General Plan Consistency

Proposed Land Use Designations

The project site General Plan land use designation is currently “Community Commercial; Professional Office; Public/Institutional.” The portions of the project site that encompasses the Laguna Niguel Branch Library and Orange County Fire Authority (OCFA) Fire Station No. 5 have a land use designation of “Public/Institutional.” The General Plan Amendment proposes to expand the land use designation for the project site (excluding OCFA Fire Station No. 5, existing land use designation to remain) to include “Residential Attached.” Collectively, a land use designation of “Community Commercial; Professional Office; Public/Institutional, and Residential Attached.” The project site is located in Community Profile Area 14 and Sub Profile Area C (“Town Center Expansion” to be retitled “Town Center 3”). The existing and proposed land use designations are shown on Figure 3-6, *Existing and Proposed Land Use Designations*. As detailed in Table 5.10-1, the Community Profile Area 14 statistical summary identifies 348,480 square feet of total projected commercial square footage for Subprofile Area C and no projected residential units. Subprofile Area C consists exclusively of the courthouse property (to be demolished) and noncommercial public facilities (City Hall, the Orange County Library, and OCFA Station No. 5).

The proposed project consists of 158,581 square feet of commercial development, consisting of restaurant, retail, health/wellness-focused retail and medical office, and creative office space, and 275 multifamily residential units. The civic space consists of a new, approximately 16,290-square-foot County library, which will replace the existing approximately 14,400-square-foot library. With approval of the proposed General Plan Amendment to allow 275 multifamily residential units in Community Profile Area 14, Subprofile Area C (Town Center Expansion) and updating the statistical summary to reflect the buildout of the proposed project's development program, the proposed project would be consistent with the Laguna Niguel General Plan and impacts would be less than significant (see Section 3.8, *Intended Uses of the EIR*).

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Proposed Zoning Districts

The project site is currently zoned “Community Commercial” (CC) District. The portions of the project site that encompasses the Laguna Niguel Branch Library and OCFA Fire Station No. 5 are zoned “Public/Institution” (PI) District. The CC District is intended for medium- and large-scale commercial areas near arterial highways and serving a greater trade area. Goods and services include retail, office, service, lodging, and entertainment uses. The PI District allows a wide range of public, semipublic, and special-purpose private facilities. To accommodate mixed use development and provide consistency with the proposed General Plan designation, a Zone Change and Zoning Code Amendment are also proposed for the project site. The proposed zoning district is Mixed Use Town Center (MU-TC) (please see Figure 3-6, *Existing and Proposed Zoning Districts*). This zoning district establishes a mix of permitted uses, including residential, and development standards specific to the MU-TC zone, which allows for a mix of commercial uses and permits additive residential dwelling units at a maximum ratio of one (1) unit per 10,000 sq. ft. of commercial development, or up to a total of 275 dwelling units if specific findings are achieved. Therefore, provided the decision-making body makes the specific findings included in the MU-TC zone, the project would be consistent with the MU-TC zone and impacts would be less than significant.

General Plan Goals and Policies

The Laguna Niguel General Plan’s stated goals are intended to establish a broad vision of a desired condition the City wants to achieve, and its policies set a course of action to achieve the overall goal. A review of the proposed project’s consistency with the applicable goals and policies of the various elements of the General Plan is provided in Table 5.10-2, *General Plan Consistency Analysis*.

Table 5.10-2 General Plan Consistency Analysis

Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
Land Use Element	
GOAL LU1 A well-balanced mixture of land uses that meet the residential, commercial, open space and public service needs of residents.	
Policy 1.1. Encourage the development of land uses that contribute to the goal of a well-balanced community.	Consistent: The proposed project would provide a mixed-use development with residential, commercial, civic services, office uses, and open space within a walkable community. The proposed project would also provide common areas, landscaping, and performance spaces for community events/performances, shows, private events, etc. The mix of uses and common areas would benefit the City and contribute to its goal of a well-balanced community.
GOAL LU2 A sufficient amount of commercial and industrial uses which provide jobs and revenue to the City without compromising environmental quality.	
Policy 2.1. Allow a wide range of uses in the City that will be beneficial in terms of employment and revenue generation, but without undue impacts on public services and facilities.	Consistent: The project would include nonresidential uses, featuring retail, restaurants, and offices, event/performance space and civic services. These would provide long-term employment and generate revenue in the City. And, as concluded in Sections 5.13, <i>Public Services</i> , and 5.14, <i>Recreation</i> , the proposed project would not adversely impact public services (i.e., fire, police, library, school, and park services).
Policy 2.2. Enhance the quality and competitive advantage of commercial centers and business parks within the City.	Consistent: The proposed project would develop a new commercial center in the city center of Laguna Niguel and provide a wide range of uses that would generate employment and revenue. The residential and nonresidential uses centered around a walkable and integrated environment would enhance the quality and competitive edge

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Table 5.10-2 General Plan Consistency Analysis

Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
	of the proposed project compared to other commercial centers because it provides a pedestrian-oriented area for living, shopping, and working. Further, the proposed common areas and performance space could be used for different kinds of events—farmer's markets, yoga, movie screenings, performance, etc. that enhance the quality of the City.
GOAL LU3 Compatible relationships between land uses in the community.	
Policy 3.1. Ensure that effective buffers between residential and non-residential uses are established and maintained.	<p>Consistent: While the proposed project integrates residential and nonresidential uses on one project site, the proposed residential uses and nonresidential uses are in separate buildings. The proposed project includes two residential buildings: (1) a 200-unit, three- to four-story residential core near the intersection of Alicia Parkway and Pacific Island Drive and (2) a 75-unit, two- to four-story residential development near the intersection of Pacific Island Drive and Highland Avenue. The nonresidential uses include office, restaurant, commercial, and civic space and are in the center and south sides of the project site.</p> <p>The residential and nonresidential uses are further separated by on-site roadways, landscaping, and on-street parking that create a buffer between the residential uses and the nonresidential use on-site and off-site, including the existing Fire Station No. 5 and City Hall. Existing residential uses are to the north, west, and south of the project site. On-site uses would be separated from existing residential uses to the west by setbacks and landscaping. On-site uses would be separated from existing residential uses to the north and south by setbacks, landscaping, and existing roadways (Pacific Island Drive and Crown Valley Parkway).</p>
Policy 3.3. Reduce land use conflicts between residential and non-residential uses.	<p>Consistent: The separation of land uses, as described under the response for Policy 3.1 under Goal LU3, would reduce land use conflicts between residential and nonresidential uses.</p>
Policy 3.4. Ensure that residential densities are compatible with the surrounding land uses and buildings are in scale with the neighborhood character.	<p>Consistent: The project site is largely undeveloped, and the proposed project would not be placing new residential buildings in an existing, established community. The proposed project would develop a mixed-use community adjacent to existing residential, commercial, and civic/public uses.</p> <p>The proposed project would develop 275 residential units in two buildings on the northern and northwestern portions of the project site. The 200-unit residential building near the intersection of Alicia Parkway and Pacific Island Drive would consist of a three- and four-story residential building wrapped around a parking structure. The 75-unit residential building consists of two three and four story buildings surrounding a surface parking lot.</p> <p>The proposed project's residential component would be located near two existing residential communities to the north and west of the project site, the Niguel Summit Apartment Homes (to the west) and the Pointe Niguel Apartment Homes (to the north). These existing communities have apartment buildings that range in height from two to three stories. The proposed project's lower-density residential component would be directly adjacent to and across the street from these existing communities. The proposed project's residential buildings and density would be compatible with the adjacent neighborhoods.</p>
GOAL LU4 Urban design that provides community gathering areas and other pedestrian spaces.	
Policy 4.1. Emphasize attractive and functional urban design in new development.	<p>Consistent: The proposed project would be designed in an attractive and functional manner to encourage people to use the common open space areas, pedestrian-oriented courtyards, and promenade and to visit the shops, kiosks, and restaurants. The proposed project provides a walkable environment that allows residents and</p>

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Table 5.10-2 General Plan Consistency Analysis

Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
	visitors to visit multiple places and uses. The proposed project would incorporate an attractive landscape palette and architectural design and materials.
Policy 4.3. Require, where feasible, the development of open spaces and places for people to gather within commercial and office complexes.	Consistent: The proposed project includes the development of 174,871 square feet of office and commercial space, including a new library. In addition, the retail village component of the proposed project would include a town green area, which would be improved with mature trees, water features, soft seating areas, outdoor performance/event spaces, and other programmable space for open air farmers markets, art shows, live music, food and wine festivals, yoga in the park, outdoor movie nights, etc. The proposed project includes walking paths and landscaping throughout the site. The open spaces on-site would support the proposed retail, commercial, civic, and residential uses.
Policy 4.4. Provide, where feasible, pedestrian walkways and linkages between residential, commercial, office, open space/recreation facilities and other public places.	
Policy 5.2. Ensure that adequate recreational and open space areas are provided.	Consistent: The proposed project residential and nonresidential uses, including office, retail, restaurant, open space, and civic uses, that would be connected by pedestrian walkways with landscaping, including a pedestrian promenade and paseos that would guide residents and visitors to a commercial core. Residents in the proposed buildings on-site and in the surrounding areas would be able to access the on-site open space and commercial and public facilities without using an automobile.
GOAL LU5 Preservation and enhancement of the natural setting of the City.	
Policy 5.2. Ensure that adequate recreational and open space areas are provided.	Consistent: The City's local park code, in Section 9-1-522 of the Laguna Niguel Municipal Code, specifies parkland requirements for all development projects pursuant to the Quimby Act. The project would provide extensive landscaping and common gathering areas throughout the project site, and the project applicant would be required to pay in-lieu park fees for the project's fair share impact on existing parks and recreational facilities per the Municipal Code.
	Proposed Zoning Code Amendment ZCA 19-01 includes modifying Laguna Niguel Zoning Code Section 9-1-45.3 to 5.10-11 to include a common open area and active/passive recreation requirement for the new MU-TC District. The proposed project would comply with the amended Section 9-1-45.3 and provide required common open area and active/passive recreation space.
GOAL LU6 Enhanced community identity for residents, visitors and commuters.	
Policy 6.1. Provide for the development of pedestrian gathering areas to promote social interaction.	Consistent: The proposed project supports this policy by developing a pedestrian-oriented development with gathering spaces. The proposed project incorporates a variety of uses, including residential, retail, restaurant, office, and civic/public uses connected by landscaped pedestrian walkways, paseos, open space, and communal seating areas, which encourages walking between uses. Additionally, the proposed project includes a grand plaza/town green at the main entrance to the retail village core. The town green will be improved with mature trees, water features, seating areas, outdoor performance/event spaces, and other programmable space for open air farmers markets, art shows, live music, festivals, yoga, outdoor movie nights, etc. The proposed project would also replace the approximately 14,400-square-foot public library with an approximately 16,290-square-foot public library on-site and place it in the center of the site in the retail village core. The library would include over 13,000 square feet of usable/programmable public space and approximately 2,600 of outdoor programmable space.
GOAL LU9 Enhancement of the town center (note that proposed policy changes for this goal as proposed in the General Plan Amendment for this project are shown in bold and strikeout text)	
Policy 9.1 Allow for the reuse of existing developed properties.	Consistent. The proposed project constitutes reuse of the property that has been previously disturbed and partially developed.

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Table 5.10-2 General Plan Consistency Analysis

Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
<p>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.</p>	<p>Consistent: See response to Policy 4.4 under Goal LU4 and Policy 6.1 under Goal LU6. The project site is in the center of the city and would help transform it into a community center for residents and visitors of Laguna Niguel. The project is designed with pedestrian walkways within the development area, including plazas and paseos that lead to outdoor open space and recreation areas. Furthermore, pedestrian connections are planned to surrounding communities and the landscaping and architectural massing have been designed to enhance the pedestrian experience.</p>
<p>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.</p>	<p>Consistent: The proposed project would provide daytime and evening activities. The mix of uses for the proposed project would include restaurants, specialty retail shops and markets, office space, kiosks, and a performance/event space that would attract day and evening visitors. Further, the proposed project would provide areas for offices, restaurants, arts and education, and health and wellness space, which would attract daytime visitors.</p>
<p>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. Development design should focus on human-scale massing and architecture. 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.</p>	<p>Consistent: See response to Policy 4.1 under Goal LU4.</p>
Open Space/Parks/Conservation Element	
<p>GOAL OS5 Conservation of natural resource areas of community and regional significance.</p>	
<p>Policy 5.1. Conserve sensitive species and plant communities and wildlife habitats to the maximum extent feasible through open space dedication and easements, creative site design and other workable mitigation actions.</p>	<p>Consistent: According to Section 5.3, <i>Biological Resources</i>, one sensitive wildlife species (the Cooper's hawk) was identified on-site during the August 2019 site visit. No other sensitive wildlife or plants were identified on-site. As discussed in Section 5.3, with implementation of Mitigation Measures BIO-1 and BIO-2, the proposed project's impact to nesting birds and the Cooper's hawk would be less than significant. All sensitive plant and wildlife species identified in the California Natural Diversity Database as occurring within two miles of the site are considered to have very low potential to occur on-site due to lack of suitable habitat. Therefore, with incorporation of Mitigation Measure BIO-1, development of the proposed project would not adversely impact sensitive habitat, plant communities, or wildlife species.</p>
<p>GOAL OS7 Recognize significant cultural sites or features within the community.</p>	
<p>Policy 7.1. Review the technical data on sensitive cultural resources for all new development proposals.</p>	<p>Consistent: A records search was conducted by Cogstone to determine whether the proposed project would impact any cultural resources on-site. This included searching archaeological and historical records at the South Central Coast Information Center, California State University, Fullerton, and searching paleontological records at the Natural History Museum of Los Angeles County. Archaeological resources were</p>

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Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
	<p>previously recorded within the project site but either no longer exist or are completely covered by hardscape improvements. No paleontological resources were discovered.</p> <p>However, grading activities associated with the proposed project could uncover previously undiscovered resources. Therefore, mitigation is provided to ensure proper procedures are followed if cultural resources are found. Mitigation Measures CUL-1 requires stopping work if buried cultural resources are found and having a qualified archaeologist assess the significance of the find and develop appropriate treatment measures. Mitigation Measure GEO-1 requires a qualified paleontological monitor to monitor excavation activity and be equipped to salvage fossils or sediment samples that are identified as significant. A paleontological resources findings report shall also be prepared.</p>
Policy 7.2. Require mitigation of impacts to significant areas of archaeological and paleontological resources.	Consistent: See response to Policy 7.1 under Goal OS7.
Policy 7.3. Preserve uncovered resources in their natural state, as much as feasible to assure their preservation and availability for later study. Require that uncovered resources are documented and retained in an appropriate museum or other institution.	Consistent: See response to Policy 7.2 under Goal OS7.

GOAL OS10 Effective utilization and management of water resources.

Policy 10.1. Require appropriate water conservation and mitigation measures on all development projects.	<p>Consistent: A water supply assessment was prepared for the proposed project to determine whether MNWD has adequate water supplies to support the proposed development in addition to all other existing and planned developments in its service area. As concluded in Section 5.17, <i>Utilities and Service Systems</i>, buildup of the project is estimated to generate a water demand of 97,025 gallons per day. MNWD forecasts that it will have sufficient water supplies to satisfy the demands of the project as well as existing and planned future uses.</p> <p>Additionally, the project would implement landscaping with drought-tolerant and native ornamental trees, shrubs, gardens, and lawns. The proposed water features on-site would use recycled water and comply with the City's Water Efficient Landscape Ordinance.</p>
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Circulation Element

GOAL C1 An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M) (Growth Management Element [GME] Goal 1).	
Policy 1.2. Make all feasible transportation improvements in order to meet a target level of service (LOS) standard of "C" and a threshold standard of LOS "D". The City recognizes that not all intersections within the City can meet this target LOS. Therefore, the City will establish a critical intersection list which consists of intersections which do not meet the target WS of "C", at peak periods only, but do not exceed the City's threshold LOS standard of II D". In order for an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet target LOS "C" are not feasible because of one or more of the following reasons: 1)	<p>Consistent: Although automobile delay and Level of Service (LOS) impacts are no longer considered significant impacts under CEQA, project consistency with the City's General Plan, including this policy, is required. A traffic impact analysis (TIA) was prepared by Linscott, Law & Greenspan to determine transportation impacts of the proposed project on existing roadways. As concluded in the TIA, Appendix L, project-generated traffic, in conjunction with other cumulative projects, would not exceed the General Plan's LOS standards for area intersections.</p> <p>The proposed project would also be required to implement several site access improvements, including installing traffic signals at one intersection and modifying existing inbound/outbound lanes to ensure acceptable LOS.</p>

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Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies (GME Policy 1.1).	
Policy 1.3. Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines that the unacceptable level of service is a direct result of regional traffic and that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design of the improvements is contrary to other established City policies (GME Policy 1.2).	Consistent: See response to Policy 1.2 under Goal C1.
Policy 1.6. Measure traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority (GME Policy 1.5).	Consistent: The TIA prepared by Linscott, Law & Greenspan was prepared in accordance with the City of Laguna Niguel Draft Transportation Assessment Guidelines dated November 2020, and the methodology in Chapters 20 and 21 of the <i>Highway Capacity Manual (HCM 6)</i> was applied in the analysis of the unsignalized intersections.
Policy 1.7. Require necessary conditions of approval on development projects to achieve traffic LOS standards prescribed in this Element (GME Policy 2.1).	Consistent: See response to Policy 1.2 under Goal C1.
Policy 1.8. All new development shall be required to participate in the City's transportation fee program(s). These fee programs shall be designed to ensure that all development projects fund their pro rata share of the necessary long-term transportation improvements identified in this Element or its Technical Appendix.	Consistent: See response to Policies 1.2 and 1.6 under Goal C1.
As part of the City's transportation fee program(s), criteria will be developed to establish funding priorities. This program will also establish phasing guidelines to be consistent with the Comprehensive Phasing Plan (GME Policy 2.2).	
Policy 1.9. All development projects contributing one percent or more to the critical movement at an intersection that is either projected to operate, or currently operates below the target level of service as a result of project implementation, shall fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project approval. Even for intersections where the target LOS is "D", in the interim, prior to buildout, the City may require mitigation to maintain a LOS of "C".	Consistent: See response to Policies 1.2 and 1.6 under Goal C1.

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Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
<p>Necessary feasible improvements to mitigate an intersection to its level of operation prior to project approval shall be targeted for completion prior to issuance of Certificates of Use and Occupancy for the approved project. If the City determines that the cost of the improvement(s) is not feasible, the City shall require that any feasible short-term improvements be made prior to Certificates of Use and Occupancy and all permanent transportation improvements made within three years of the issuance of the first building permit, or within five years of the first grading permit.</p> <p>Any project which has complied with this policy by funding a specific transportation improvement project, which is included in the City's transportation fee program, shall be given credit for the fees required as part of the transportation fee program as established in Policy 1.8 (GME Policy 2.3).</p>	
GOAL C3 A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.	
<p>Policy 3.1. Encourage new development which facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.</p>	<p>Consistent: It is the intent of the proposed project that future residents and visitors of the project area would park and visit a number of offices, retail, and/or restaurants before leaving the area. The mix of uses would minimize vehicle miles traveled compared to a single-use development and would also attract different types of users, including residents and guests, shoppers, workers, artists, diners, etc.</p>
GOAL C7 Well-designed and convenient parking facilities.	
<p>Policy 7.1. Provide sufficient on- and off-street parking.</p>	<p>Consistent: Parking is not under the purview of CEQA and will be evaluated under separate project-specific entitlement(s) by the City of Laguna Niguel Community Development Department. As shown on Figure 3-4, <i>Proposed Site Plan</i>, parking for the commercial uses would be provided in a combination of surface parking spaces adjacent to the commercial uses and within two- and three-story (i.e., three and four level) parking structures on the west side of the property. The number of parking spaces provided would exceed the City's code, with a total parking count of 1,066 surface and garage spaces to serve both the commercial uses and the library needs. Residential building 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 would be located in a subterranean and above grade garage internal to the building.</p> <p>Residential building 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 located on the Residential building 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 located in the adjacent parking structure.</p>
<p>Policy 7.4. Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms.</p>	<p>Consistent: See response to Policy 7.1 under Goal C7.</p>

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Table 5.10-2 General Plan Consistency Analysis

Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
Public Facilities Element	
GOAL PF1 A water and wastewater infrastructure system that supports existing and future development in the City of Laguna Niguel.	
Policy 1.1. Encourage water conservation practices.	Consistent: See response to Policy 10.1 under Goal OS10.
Policy 1.2. Cooperate with Moulton Niguel Water District in analyzing capacity and supply requirements.	Consistent: See response to Policy 10.1 under Goal OS10.
GOAL PF2 An effective and efficient drainage and flood control system.	
Policy 2.4. Drainage facilities shall be sized to accommodate projected flows and to minimize potential impacts on downstream areas.	Consistent: As detailed in Section 5.9, <i>Hydrology and Water Quality</i> , the existing 60-inch diameter storm drain that runs through the site would be demolished, abandoned, or a combination of the two, as determined prior to construction. A new drainage route alignment for a 60-inch diameter storm drain would be constructed off-site in Pacific Island Drive that continues through the project site beneath the proposed interior roadways and reconnected to the existing storm drain on-site and near Crown Valley Parkway. In order to achieve predevelopment runoff conditions, on-site drainage improvements to help reduce stormwater runoff volumes would include catch basins, drain inlets, gutters, storm drain 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 would discharge to the public storm drain system.
GOAL PF4 A community that is protected from the hazards of fire.	
Policy 4.1. Cooperate with the County of Orange to ensure that adequate facilities and fire service personnel are maintained to provide acceptable levels of service.	Consistent: In Section 5.13, <i>Public Services</i> , the OCFA stated that there are no existing deficiencies in the level of fire protection service, and development of the project would not have an adverse impact on OCFA's ability to serve the project area. All developments in the City are required to enter into a Secured Fire Protection Agreement with OCFA, which requires project developers to pay development impact fees. Funds from the agreement are used to improve and enhance OCFA's infrastructure and resources to maintain adequate levels of service.
Policy 4.2. Require all buildings located within the City to adhere to fire safety codes.	Consistent: Per Section 11-3-1 of Laguna Niguel's Municipal Code, the City has adopted the 2019 California Fire Code (CFC) and requires all new developments adhere to the fire safety regulations in the 2019 CFC.
GOAL PF5 A community that is well protected from criminal activity and achieves reduced crime rates.	
Policy 5.1. Assure that adequate sheriff service is available in the City.	Consistent: As concluded in Section 5.13, <i>Public Services</i> , the Orange County Sheriff's Department's (OCSD) existing resources are adequately serving the City, and there are no service deficiencies. The project site is directly adjacent to the Laguna Niguel Police Station; therefore police officers would be able to quickly respond to calls for service from the project site.
GOAL PF6 A range of community services and cultural facilities that meet the needs of Laguna Niguel residents and enhance their quality of life.	
Policy 6.2. Cooperate with the County of Orange to provide for library facilities and services that are consistent with community needs.	Consistent: The Laguna Niguel Public Library (an Orange County Public Library) is on the project site. The proposed project would replace the approximately 14,400-square-foot library with a new, 16,290-square-foot upgraded library in the central portion of the project site. Additionally, approximately 2,600 square feet of outdoor space will be programmable for the library. The proposed redeveloped library would adequately serve the community. Future residents of the proposed project would also have access to all 33 libraries in the Orange County Public Library (OCPL) system. Therefore, OCPL would be able to accommodate the project's increase in library demand.

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Table 5.10-2 General Plan Consistency Analysis

Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
GOAL PF7 A quality school system with adequate facilities and funding to educate the youth of Laguna Niguel.	
Policy 7.1. Work with the Capistrano Unified School District to ensure adequate educational facilities are provided and maintained.	Consistent: Project impacts on Capistrano Unified School District (CUSD) services are analyzed in Section 5.13, <i>Public Services</i> . The project would generate approximately 75 additional students who would impact the school enrollment capacities at Moulton Elementary School, Niguel Hills Middle School, and Dana Hills High School. There is adequate student capacity and facilities to accommodate the additional students, and impacts would be less than significant. Further, the project would pay school facility impact fees in accordance with Senate Bill 50.
Noise Element	
GOAL N1 Establishment of exterior and interior noise environments for land uses that will protect citizens from excessive noise.	
Policy 1.1. Discourage noise sensitive land uses in noisy exterior environments unless measures can be implemented to reduce exterior and interior noise to acceptable levels. Alternatively, encourage less sensitive uses in areas adjacent to major noise generators but require appropriate interior working environments.	Consistent: Noise-sensitive land uses proposed in the project include the 275 residential units, which are at the north and northwestern sides of the project site. Existing and proposed noise sources are typical of suburban environments, such as traffic and commercial uses. Mitigation measures outlined in Section 5.11, <i>Noise</i> , would be implemented to reduce project noise levels. As shown in Section 5.11, operational noise would be less than significant with the incorporation of mitigation measure N-1.
GOAL N3 Promote the control of noise between land uses.	
Policy 3.1. Limit the maximum permitted noise levels which cross property lines and impact adjacent land uses.	Consistent: The City regulates noise through Division 6 of Title 6 of the Laguna Niguel Municipal Code. Section 6-6-5, Exterior Noise Standards, of the municipal code limits the exterior noise levels at residential properties to 55 dBA between 7 am and 10 pm and to 50 dBA from 10 pm to 7 am. In addition to the exterior noise standards, the noise ordinance limits the interior noise levels at residential properties to 55 dBA between 7 am and 10 pm and to 45 dBA from 10 pm to 7 am. As analyzed in Section 5.11, construction and operation of the proposed project would result in a less than significant impact to noise with the incorporation of Mitigation Measures N-1 and N-2.
GOAL N4 The control of noise from significant noise generators in the community.	
Policy 4.1. Regulate noise from construction activities.	Consistent: Section 6-6-5, Exterior Noise Standards, of the Laguna Niguel Municipal Code limits the exterior noise levels at residential properties to 55 dBA between 7 am and 10 pm and to 50 dBA from 10 pm to 7 am. The section also includes noise standards and thresholds to determine significance of noise impacts. As detailed in Section 5.11, with the incorporation of Mitigation Measure N-2, the project's construction noise would be less than significant. Additionally, construction equipment operates intermittently at varying power settings and at different areas of the project site. Therefore, construction noise would be both intermittent and temporary. Moreover, some sensitive residential receptors nearby are already exposed to relatively high ambient noise levels due to nearby traffic and commercial sources. As analyzed in Section 5.11, construction-related noise impacts would be less than significant.
GOAL N5 The consideration of noise issues in the planning process.	
Policy 5.1. Evaluate potential noise conflicts for individual sites and projects.	Consistent: Section 5.11, <i>Noise</i> , analyzes potential construction and operational noise impacts of the proposed project on adjacent sensitive uses. With the incorporation of Mitigation Measures N-1 and N-2, the proposed project would result in a less than significant impact with regard to noise. Thus, the project would not have noise conflicts with adjacent uses.

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Table 5.10-2 General Plan Consistency Analysis

Applicable City of Laguna Niguel General Plan Goals and Policies	Project Consistency
Policy 5.2. Require mitigation of all significant noise impacts as a condition of project approval.	Consistent: As concluded in Section 5.11, Noise, the proposed project would not result in significant noise impacts and would not require mitigation. Without mitigation, potential special event could result in significant impacts to the closest residences surrounding the project site. With mitigation, however, this impact would be less than significant. The proposed project would result in a less than significant impact relating to ground-borne vibration prior to mitigation. The project site is also not within two miles of an airport or airstrip.
Seismic/Public Safety Element	
<i>Seismic/Public Safety Element policies applicable to the proposed project have already been addressed under the Public Facilities Element.</i>	
Housing Element	
GOAL H1	Provide a diversity of housing opportunities that satisfy the physical, social, and economic needs of existing and future residents of Laguna Niguel.
Policy 1.3. Promote a variety of housing opportunities that accommodate the needs of all income levels of the population.	Consistent: The proposed project includes residential apartment units with primarily flats and a smaller percentage of two-story units configured into one, two and three bedroom apartments. The proposed project would add 275 residential units to the housing stock in the City of Laguna Niguel, which increases the variety of housing opportunities. The mix of unit types would allow the proposed project to accommodate a greater range of income levels and household sizes.
Growth Management Element	
<i>Applicable Growth Management Element policies are referenced and analyzed under the Circulation Element.</i>	

SCAG 2020-2045 RTP/SCS Consistency

Table 5.10-3 provides an assessment of the proposed project's relationship to pertinent 2020-2045 SCAG RTP/SCS goals.

Table 5.10-3 SCAG 2020-2045 RTP/SCS Goals Consistency Analysis

RTP/SCS Goal	Project Compliance with Goal
RTP/SCS G1: Encourage regional economic prosperity and global competitiveness	Consistent: The proposed project would develop a new, mixed-use center with commercial uses and residential units in the center of Laguna Niguel and provide a wide range of uses that would generate housing opportunities, employment and revenue. The mix of uses would improve the City's economic development and competitiveness compared to other commercial centers in southern Orange County. The project would provide a pedestrian-oriented area for living, shopping, and working. Further, the proposed common areas and performance space could be used for multiple event types—concerts in the park, shows, yoga, movie screenings, etc. Overall, the project would bolster the city's economic competitiveness.
RTP/SCS G2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	Consistent: The project site would be located near regional transportation systems including Interstate 5 freeway and the Orange County Transportation Authority bus stop at the corner of Alicia Parkway and Pacific Island Drive. The Laguna Niguel / Mission Viejo Metrolink station is on Forbes Road just south of Crown Valley Parkway. The station is about three miles northeast of the project site and can be accessed by using OCTA Route 85 from the bus stop at the Crown Valley Parkway and Alicia Parkway intersection to the bus stop at the Crown Valley Parkway and Forbes Road intersection, followed by a half-mile walk to the Metrolink station. Each of the roadways surrounding the project site (Pacific Island Drive, Crown Valley Parkway, and Alicia Parkway) is configured with Class II bike lanes. Class II is

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Table 5.10-3 SCAG 2020-2045 RTP/SCS Goals Consistency Analysis

RTP/SCS Goal	Project Compliance with Goal
	defined as a restricted lane within the right-of-way of a paved roadway for the exclusive or semi-exclusive use of bicycles. Each of these roadways is also fully improved with sidewalks and has marked crosswalks and pedestrian signals at each of the signalized intersections. These features would provide safe and reliable accessibility and mobility for people and goods to and within the project site.
RTP/SCS G3: Enhance the preservation, security, and resilience of the regional transportation system	Not Applicable: The proposed project is not a transportation project and would not have a direct impact on the preservation and sustainability of the regional transportation system. As concluded in the TIA prepared by Linscott, Law & Greenspan, the proposed project is not forecast to significantly impact the intersections in the traffic analysis study area for either weekday or weekend peak conditions. The project is located in an area with easy accessibility to transit, which promotes the success of transit.
RTP/SCS G4: Increase person and goods movement and travel choices within the transportation system.	Consistent: See response to RTP/SCS G5.
RTP/SCS G5: Reduce greenhouse gas emissions and improve air quality	Consistent: The proposed project would provide a mixed use development with residential, open space, civic services, commercial, and offices uses connected by pedestrian walkways, paseos, and a promenade. The project would also incorporate roadways and parking for vehicle mobility through the project site. The overall development would be a pedestrian-oriented area with living, shopping, and working opportunities. The range of land uses would encourage people to go to the site and walk around the development to visit a number of these uses in one visit. There are also Orange County Transportation Authority bus stops along Crown Valley Parkway and Alicia Parkway. The proposed project is also locally serving in that it provides more options for residents to live and work locally and encourages diverse housing and transportation options that reduce VMT. The residential and nonresidential components of the proposed project would result in a lower rate of vehicle miles traveled than the citywide average. The project will include a 1.5 kilowatt/unit solar system on carports in the surface parking lot.
RTP/SCS G6: Support healthy and equitable communities	Consistent: See response to RTP/SCS G5.
RTP/SCS G7: Adapt to a changing climate and support an integrated regional development pattern and transportation network	Consistent: The proposed project incorporates multifamily residential units within walking distance of new commercial and office uses in addition to civic services, including the Laguna Niguel Branch Library and City Hall. The proposed project would be required to comply with the California Green Building Code, as adopted and amended by the City of Laguna Niguel, including Title 24 (Building Energy Efficiency Standards). Compliance with these standards would ensure that the proposed project provides an energy efficient development. Additionally, the proposed project's combination of uses and proposed pedestrian paths throughout the site encourage active mobility.
RTP/SCS G8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	Not Applicable: This is not a project-specific goal and is therefore not applicable.
RTP/SCS G9: Encourage development of diverse housing types in areas that are supported by multiple transportation options	Applicable: The proposed project would provide a mixed use development with residential, open space, civic services, commercial, and offices uses connected by pedestrian walkways, paseos, and a promenade. The project would also incorporate roadways and parking for vehicle mobility through the project site. The overall development would be a pedestrian-oriented area with living, shopping, and working

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Table 5.10-3 SCAG 2020-2045 RTP/SCS Goals Consistency Analysis

RTP/SCS Goal	Project Compliance with Goal
	opportunities. There are also Orange County Transportation Authority bus stops along Crown Valley Parkway and Alicia Parkway. The proposed project is locally serving in that it provides more options for residents to live and work locally. The project would connect to existing Class II bikeways on Pacific Island Drive and Alicia Parkway. Bicycle parking would be located on the project site.
Promote conservation of natural and agricultural lands and restoration of habitats	Consistent: The project site is not within agricultural lands and would not conflict with a habitat conservation plan.

Source: 2020-2045 SCAG Regional Transportation Plan/Sustainable Communities Strategy.

The analysis concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land use impacts related to relevant RTP/SCS goals.

Level of Significance Before Mitigation: Less than Significant Impact.

Impact 5.10-3: Project Implementation would not conflict with any applicable habitat conservation plan or natural community conservation plan. [Threshold LU-3]

The project site is within the boundaries of the Orange County Central and Coastal Natural Community Conservation Plan (NCCP)/Habitat Conservation Plan (HCP). However, the City is not a participant or permittee to this NCCP/HCP, and development within the City is not subject to the requirements of the NCCP/HCP. Thus, the proposed project would not conflict with any provisions related to such plans.

Level of Significance Before Mitigation: No Impact.

5.10.5 Cumulative Impacts

The proposed project includes a General Plan Amendment and Zone Change to allow a combination of commercial and residential development (up to 275 multifamily residential units) on the project site. The project site is surrounded by compatible land uses, including multifamily residential communities and shopping centers. Development of the proposed project would be consistent with the applicable plans, goals, policies, and regulations of the City's general plan and zoning code and the surrounding land uses, as demonstrated in detail above. It is reasonable to assume that the cumulative projects would implement and support local and regional planning goals and policies. Cumulative projects would be subject to the applicable permit approval process for the City of Laguna Niguel and would incorporate any mitigation measures necessary to reduce potential land use impacts.

Further, the proposed project would be functionally compatible with land uses currently in the project vicinity. Given the location of the proposed project and the cumulative projects, such developments are not expected to fundamentally alter the existing land use relationships in the immediate area, but rather would concentrate development on particular sites. This concentration of mixed land uses in the City, specifically the Town Center

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Expansion subarea, and in proximity to walkable spaces and transit, within areas of existing infrastructure and services, would further area-wide and regional goals for smart growth, resulting in a land use pattern that would not conflict with policies for reducing air pollution, greenhouse gas emissions, and vehicle miles traveled. In addition, as discussed above, because the proposed project would not conflict with General Plan policies or relevant goals in other applicable plans, the proposed project would not incrementally contribute to cumulative inconsistencies with respect to land use plans and relevant environmental policies. Therefore, cumulative impacts of the proposed project with regard to land use consistency would be less than significant and would not be cumulatively considerable.

5.10.6 Level of Significance Before Mitigation

With adherence with regulatory requirements and the plans, programs, and policies in Section 5.10.3, Impact 5.10-1, Impact 5.10-2, and Impact 5.10-3 would be less than significant.

5.10.7 Mitigation Measures

No mitigation measures are required.

5.10.8 Level of Significance After Mitigation

Impacts are less than significant.

5.10.9 References

Laguna Niguel, City of. 1992. General Plan. <https://www.cityoflagunaniguel.org/132/General-Plan>.

Southern California Association of Governments (SCAG). 2020, September. The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) of the Southern California Association of Governments, Connect SoCal. <https://scag.ca.gov/read-plan-adopted-final-plan>.

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