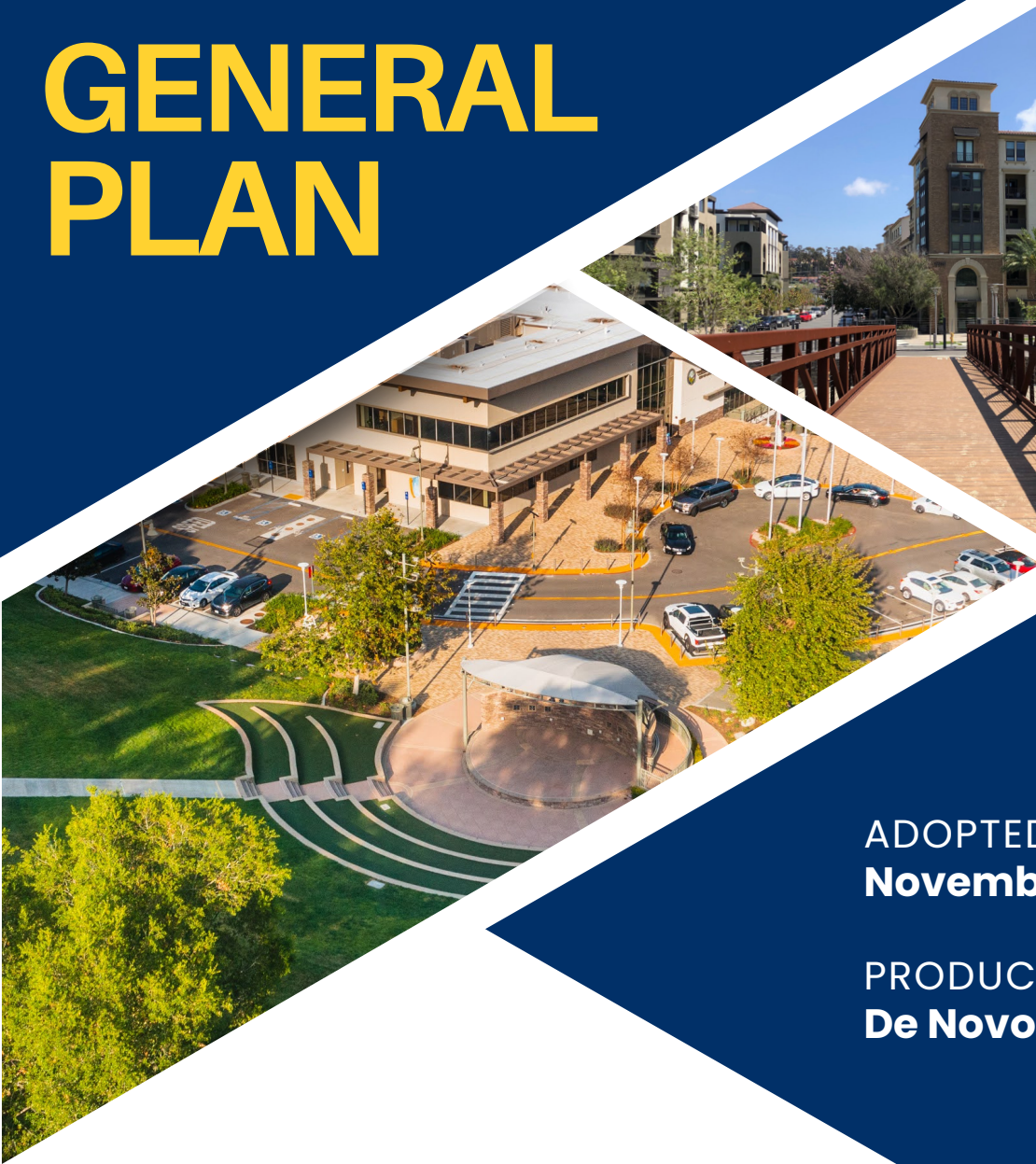


LAGUNA NIGUEL GENERAL PLAN



ADOPTED:
November 2025

PRODUCED BY:
De Novo Planning Group



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INTRODUCTION

01



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INTRODUCTION

Introduction

Laguna Niguel's history is rooted in indigenous heritage, Mexican land grants, ranching traditions, and visionary urban planning, all of which have contributed to the City's modern-day character and landscape.

The area was originally inhabited by the Acjachemen (Juaneño) people, who lived in the region for thousands of years. The name "Niguel" traces back to "Niguili," a native village once located near Aliso Creek. In the late 1700s, Spanish missionaries established Mission San Juan Capistrano, bringing the area under mission control.

Following Mexico's independence from Spain in 1821, the mission lands, including what is now Laguna Niguel, were divided into private land grants. In 1842, Rancho Niguel, encompassing approximately 13,316 acres, was granted to Juan Avila. For decades, the region's rolling hills and valleys supported cattle and sheep ranching. In 1895, Lewis Moulton and Jean Pierre Daguerre purchased Rancho Niguel and surrounding properties, continuing and expanding the area's ranching legacy through the mid-1900s.

The modern development of Laguna Niguel began in 1959, when Cabot, Cabot & Forbes established the Laguna Niguel Corporation and acquired approximately 7,200 acres from the Daguerre family to develop

one of California's first master-planned communities. To achieve their vision, the firm retained Victor Gruen and Associates to design a comprehensive community plan.

The visionary plan incorporated principles of neighborhood clustering, open space preservation, and pedestrian connectivity in a setting of rolling hills and coastal proximity in south Orange County. This approach set the foundation for the City's long-term growth, community character, and high quality of life that residents continue to enjoy today.

Land sales began in 1961 in the Monarch Bay and Laguna Terrace subdivisions. In 1971, the AVCO Community Developers, Inc. acquired the Laguna Niguel Corporation and moved forward with development as originally envisioned.

During the early years of development, the Laguna Niguel Homeowners Association, later to become the Laguna Niguel Community Council, served in an important advisory capacity to the Orange County Board of Supervisors on land use issues. In 1986,



Laguna Niguel residents, looking for local governance, took the first step toward cityhood by forming a Community Services District. Three years later, on November 7, 1989, 89% of the voters favored incorporation and on December 1, 1989, Laguna Niguel became the 29th city in Orange County.

The City adopted its first General Plan in 1992. Except for the Housing and Land Use Elements, most of the Elements have remained largely unchanged since that original adoption.

The City's General Plan Update supersedes and replaces the 1992 General Plan. While the update retains some of the overarching goals and policy frameworks from the original plan, it has been thoroughly revised to address current local conditions and community priorities and goals. The

updated plan has also been reorganized to enhance clarity and usability.

The update process included a two-phased approach:

- **Phase 1 (2021-2023):** A baseline evaluation of the 1992 General Plan and the preparation of focused studies assessing traffic, market trends, and fiscal conditions.
- **Phase 2 (2023-2025):** Analysis of existing conditions not covered in Phase 1 (contained within the Existing Conditions Report (ECR)), community outreach and engagement, development of the General Plan Update itself, and the preparation of a Program Environmental Impact Report (EIR) and associated technical documents evaluating the potential environmental impacts of the General Plan Update.



Scope and Content of the General Plan

California law requires every city and county to adopt a comprehensive, long-term general plan to guide its physical development and to update it periodically. A general plan is a “constitution” or “blueprint” for the future physical and economic development of a city or county. All future planning decisions and project approvals must be consistent with the general plan, including but not limited to: area plans, specific plans, master plans, subdivisions, public works projects, public services, and zoning decisions.

State law (Government Code Section 65302) requires general plans to address specific Elements: Land Use, Mobility (Circulation), Housing, Conservation, Open Space, Noise, and Safety¹. In addition to these mandatory Elements, cities and counties may include optional Elements to address local priorities. Laguna Niguel has chosen to include Economic Development and Public Facilities and Services as optional Elements in its General Plan. The degree of specificity and level of detail of each element need only reflect local conditions and circumstances. All general plans must be consistent with the requirements of State law and address the relevant items addressed in Government Code Section 65300 and related statutes.

A general plan has four defining features:

- **General.** As the name implies, a general plan provides general guidance across several topical areas, such as land use, transportation, infrastructure, public safety, environmental sustainability, and resource management.
- **Comprehensive.** A general plan addresses a wide range of topics, including the state-mandated Elements listed above.
- **Long-Range.** A general plan provides guidance on achieving a long-range vision of the future for a city or county. To reach this envisioned future, the general plan includes goals and policies that address both near-term and long-term objectives, guiding progress over a 20-year horizon or more.
- **Integrated and Coherent.** A general plan provides a unified framework based on a consistent set of assumptions and projections to assess future community needs (e.g., housing, employment, public services, and infrastructure). This cohesive approach helps communicate the vision for the local jurisdiction to the community and provides landowners, businesses, and developers greater clarity and certainty about how planning decisions will be made and implemented.

1. The City of Laguna Niguel is not required to include an environmental justice element because there are no identified disadvantaged communities within the City, and the City's 2021–2029 Housing Element was certified by the Department of Housing and Community Development (HCD) on February 22, 2024, and is provided under separate cover.

The City's General Plan provides a policy document with a 20-year horizon, outlining goals and policies to guide future decisions. It is supported by two key documents: the ECR, which provides a foundation of current data and analysis, and the General Plan EIR, which assesses potential environmental effects of the updated plan. These documents are intended to be used in conjunction with this General Plan and to serve as companions to this policy document. The General Plan addresses all of the Elements required by State law and includes two optional Elements, Economic Development and Public Facilities and Services.

The table below identifies the Elements included in the General Plan and the corresponding requirement in State law.

Table IN-1 Relationship Between General Plan Elements and State Requirements

		STATE REQUIREMENTS							
		LAND USE	CIRCULATION	CONSERVATION	OPEN SPACE	NOISE	SAFETY	HOUSING	OPTIONAL TOPICS
LAGUNA NIGUEL GENERAL PLAN ELEMENTS	Land Use	●							
	Mobility		●						
	Resource Management			●	●				
	Public Facilities and Services			●					●
	Public Safety						●		
	Noise					●			
	Economic Development								●
	Housing (Separate Cover)							●	

Community Engagement

Community outreach and engagement played a significant role in shaping the vision, goals, and policies of the General Plan. This involved a transparent, inclusive, and engaging process designed to encourage public participation. The engagement strategy implemented a multipronged approach to allow community members varied opportunities to participate through surveys, online platforms, and in-person options. Through these efforts, the City connected with thousands of Laguna Niguel residents, business owners, and other stakeholders.

This section summarizes how the General Plan Update process was promoted and publicized, the ways in which the community participated, and the resulting community vision statement shaped by the feedback received.



Outreach and Promotion

Opportunities for the Laguna Niguel community to participate in and learn more about the General Plan Update were promoted through a variety of outreach strategies, including:

- Direct mailer survey sent to all residential addresses in Laguna Niguel
- Social media advertisements on Facebook, Twitter, and Instagram
- Advertisements on the City website
- Dedicated General Plan Update website
- Video advertisement shown as a movie trailer at the Regency Theatres Directors Cut Cinema (November 20, 2023 – December 20, 2023)
- Advertisement in the Winter Recreation Brochure
- Advertisement in the Homeowners Association Newsletter
- Open House flyers at City Facilities
- Advertisement in the Economic Development eNewsletter

Citywide Survey

In October 2023, the City mailed a combined Strategic Plan Update and General Plan Update survey to all Laguna Niguel residents to gather community input. The mailer included a cover letter from the Mayor outlining the purpose of the survey and provided information on the General Plan Update website and upcoming Open House event. Survey questions asked for residents' thoughts on topics such as opportunities, challenges, goals, values, and overall quality of life in Laguna Niguel. In addition, residents were asked about development priorities and

accessibility in taking transit, walking, or biking.

Virtual Engagement

A dedicated General Plan Update website was launched at the beginning of the project. The website provided a one-stop shop for community members to access information about the update, learn about opportunities for public participation, and contact information for comments and/or questions. The website included:

- A project overview
- A General Plan Update video
- Translation options
- Frequently Asked Questions
- A document and map library
- Calendar of events



- Contact information

In-Person Events

To raise public awareness and encourage community input, beginning in Summer 2023 through Winter 2024, the project team and City staff hosted a series of in-person engagement events, as summarized below.

POP-UP EVENTS

Six pop-up events (listed below) were held throughout the City to provide information about the General Plan Update and hear directly from the community. Participants were invited to share what they love about Laguna Niguel, their vision for the City's future, and challenges they believe the community may face over the next 20 years. More than 1,100 visitors stopped by one or more of the pop-up events.

- Sea Country Festival: August 25–27, 2023
- Summer Concert: September 22, 2023
- Laguna Niguel Girls Softball (LNGS) at Niguel Hills Middle School: October 15, 2023
- Laguna Niguel Youth Soccer League (AYSO) at Chapparosa Park: November 4, 2023
- Tree Lighting at City Hall: December 2, 2023
- Holiday Parade: December 9, 2023

OPEN HOUSE

On October 18, 2023, the City hosted a communitywide Open House at City Hall to help inform the public about the General Plan Update and solicit feedback on key topic areas, including short- and long-term strategic planning, land use/development, and mobility priorities. More than 70 participants attended the event.

To facilitate community input, the Open House featured a series of interactive stations staffed by the project team and City staff:

- **Strategic Planning Station:** Attendees shared their input on key community assets, priorities, and potential challenges
- **Land Use/Development Station:** Participants reviewed maps of four opportunity areas (The Marketplace, Town Center, Gateway Specific Plan, and the Chet Holifield Federal Building) and were asked to identify the types of uses, such as shopping/dining, housing, employment/jobs, public spaces, mixed-use development, or other, they would like to see there in the future.
- **Mobility Station:** Attendees were given five coins to spend across seven mobility improvements, allowing them to prioritize their transportation preferences for the City.
- **Support Stations:** Additional stations allowed participants to complete a survey, view and comment on specific areas of the City on a large interactive map, and speak directly to City staff regarding key questions and ideas.

STAKEHOLDER GROUP MEETINGS

In addition to engaging the broader community, the project team and City staff provided updates and sought feedback from several City elected and appointed bodies and stakeholder groups, including:

- Laguna Niguel City Council
- Laguna Niguel City Commissions (Planning Commission, Planning, Traffic and Transportation, Parks and Recreation)
- Laguna Niguel Youth Committee
- Laguna Niguel Chamber of Commerce
- Other general stakeholder meetings

Development of a Community Vision Statement

Based on the extensive public input received, a Community Vision Statement was prepared to serve as the foundation for the General Plan. The Vision Statement and associated Guiding Principles, presented in full on the following pages, was reviewed by the Laguna Niguel City Council on June 25, 2024.



Laguna Niguel General Plan Community Vision Statement

Accepted by the City Council | June 25, 2024

Laguna Niguel General Plan Community Vision

The Community Vision is a statement which describes the City of Laguna Niguel now and in the future.

Laguna Niguel is a visually stunning and welcoming Sea Country community recognized for its lush greenery, proximity to the Pacific Ocean, vast open spaces, safe neighborhoods, and fiscal responsibility.

Our park and trail system, variety of recreational programs, restaurants, shopping, school options, location, and climate make Laguna Niguel stand out in South County as a highly desirable place to live, do business, and visit. We have a strong and resilient economy supported by thriving businesses that meet the various needs of our residents. As a defining characteristic of this premiere master planned community, our established residential neighborhoods are valued, preserved, and protected. To promote multi-generational growth and vitality, key opportunity areas throughout the City accommodate a dynamic blend of appealing commercial spaces, entertainment options, and complementary residential offerings. A well-connected mobility network allows people of all ages and abilities to get around the community safely and efficiently using a variety of transportation options, including walking, cycling, driving, and taking transit.

We are committed to preserving and enhancing our natural and open space resources, providing well-maintained infrastructure, promoting community collaboration, and valuing innovation. Using a strategic planning mindset, we are prepared to successfully address any future opportunity or challenge the City may face over time.

The Community Vision is supported by the following Guiding Principles:

- » Thriving community
- » Strong and resilient economy
- » Environmental stewardship
- » Connecting people and places
- » Innovation for a better future



Thriving Community

A thriving community where plentiful park and recreation options intertwine with engaging community events, fostering a deep sense of pride and connection among residents. Safe, clean, and quiet neighborhoods provide a serene backdrop, enhanced by thoughtful community aesthetics and design that reflect the area's character. Strategic integration of mixed-use development transforms opportunity areas into bustling hubs of activity. An informed community that flourishes on open communication and participation, creates space for all voices to be heard. Abundant activities for residents of all ages create a dynamic environment where every generation finds joy and purpose. In Laguna Niguel, every day brings new possibilities for connection and growth.





Strong & Resilient Economy

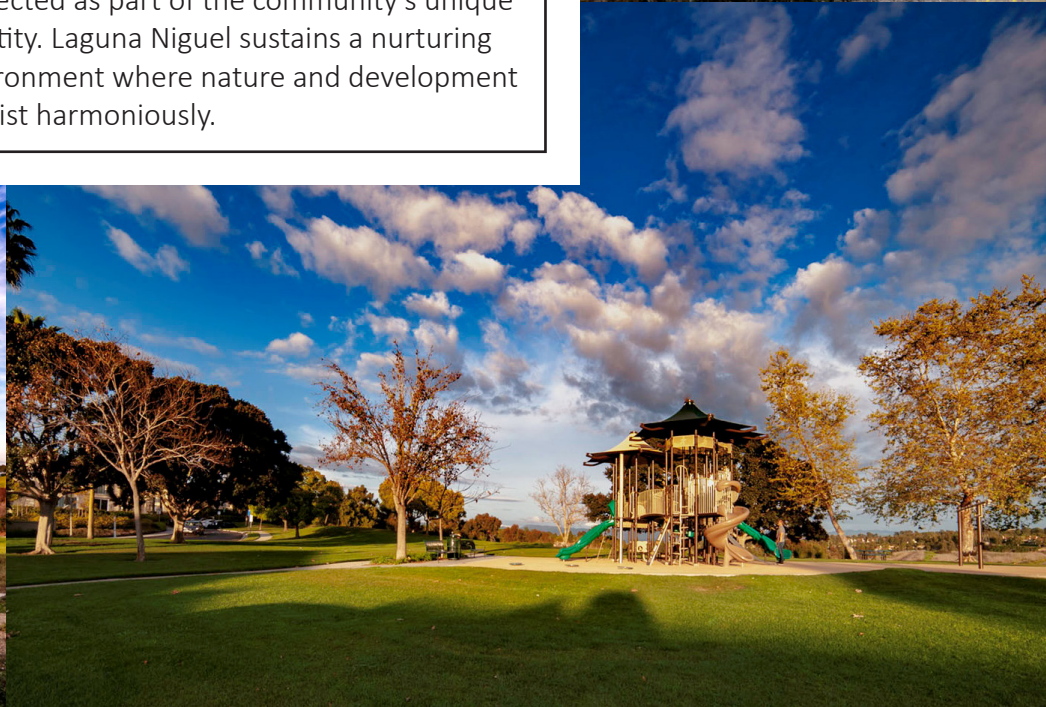
A strong and resilient economy where a diverse range of commercial settings and activities caters to the local community's needs and fosters an adaptable and responsive local job market. High-skill, high-wage jobs attract top talent and drive innovation, while fiscal responsibility and prudence underpin sustainable growth. A thoughtful mix of land uses accommodates a variety of needs, from commercial to residential, enhancing the community's functionality and appeal. Housing choices attainable for Laguna Niguel's next generation, community service providers and professionals, and also transitioning seniors, provide welcoming homes where everyone can thrive. This is a city where economic vitality and inclusive growth go hand in hand, building a prosperous future accessible to every member of the community.





Environmental Stewardship

A community deeply committed to environmental stewardship, where picturesque tree-lined streets, lush medians, and well-maintained public and private landscaping foster a harmonious blend of nature and suburban life. Through mindful conservation efforts, both natural and man-made resources are safeguarded for future generations, advancing sustainability and resilience. Green spaces highlight the landscape, providing not only aesthetic beauty but also sanctuaries for wildlife and places for residents to connect with nature. Scenic resources and panoramic views are cherished treasures, celebrated for their beauty and inspiration. With its rolling hillsides, majestic crests and ridgelines, tranquil valleys, and meandering canyons, the natural topography is embraced and protected as part of the community's unique identity. Laguna Niguel sustains a nurturing environment where nature and development coexist harmoniously.





Connecting People & Places

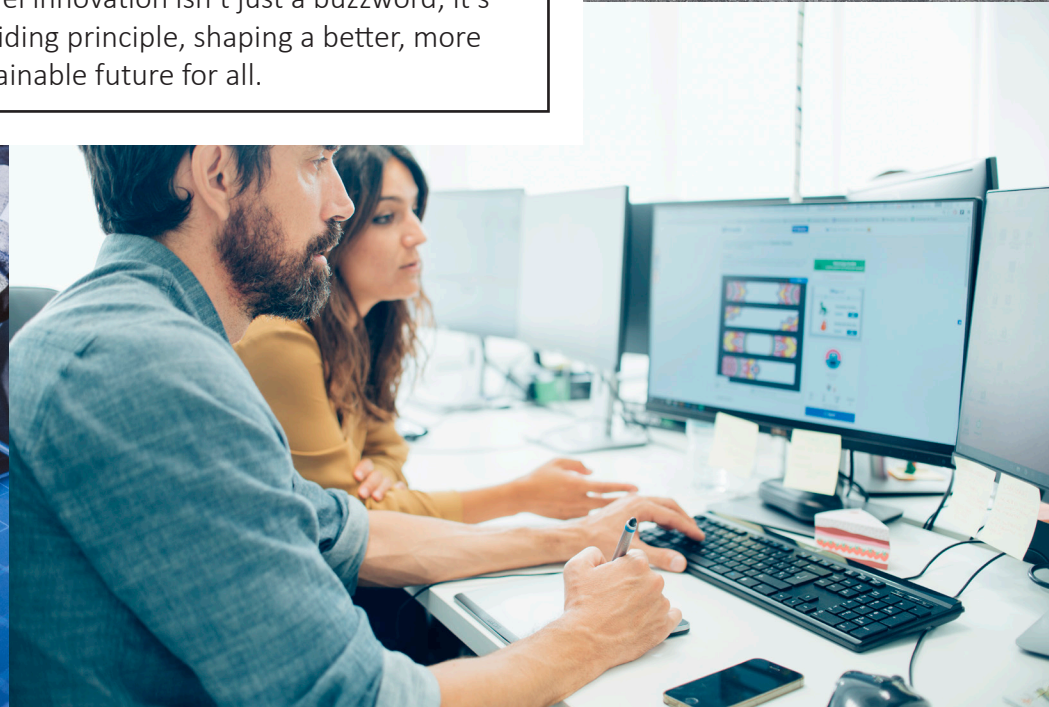
Seamlessly connecting people and places, transportation networks and public spaces weave a lively and accessible tapestry of activity. Mobility is paramount, but it's not just about getting from point A to point B; it's about enriching the journey itself. From the hills to the sea, every voyage through the community is a safe and enjoyable experience. Active transportation initiatives, such as promoting cycling and walking, and developing well-designed bike lanes and pedestrian paths, foster a culture of health and sustainability, while also reducing congestion and pollution. Smart traffic management systems optimize movement, promoting efficient flow and minimizing delays. Community-building events and activities transform public spaces into bustling centers of interaction, further weaving the fabric of social cohesion. Recognizing the profound impact of public spaces on community well-being, every plaza, park, and gathering spot becomes a catalyst for connection. This is a city where every path leads not just to a destination, but to a deeper sense of unity and belonging among its residents.





Innovation for a Better Future

Innovation fuels progress, propelling Laguna Niguel towards a brighter tomorrow. Meticulously maintained and continually updated infrastructure forms the backbone of connectivity, laying the foundation for transformative change. By embracing new technologies, we enhance public services, making them more efficient, accessible, and responsive to the needs of our community members. Emerging businesses, fueled by entrepreneurial spirit and visionary thinking, breathe new life into the local economy, fostering growth and prosperity. Guided by strategic planning, we navigate the complexities of our evolving city with foresight and determination, seeing to it that every step forward brings us closer to realizing our collective potential. In Laguna Niguel innovation isn't just a buzzword; it's a guiding principle, shaping a better, more sustainable future for all.





Applying the General Plan

The General Plan is intended for use by City decision-makers, staff, developers, and community members to:

- Define goals and policies for land use, growth, transportation, environmental sustainability, economic development, and community services and facilities;
- Establish long-range conservation and growth goals and policies;
- Guide both public and private improvements to the City's infrastructure and transportation networks;
- Inform the City's Capital Improvement Program for projects related to transportation, parks, open space, and community facilities;
- Provide a basis for evaluating whether development proposals and public projects align with the City's goals and policies; and,
- Serve as a communication tool for Laguna Niguel's vision, goals, and policies over the next 20 years.

The General Plan applies to all land within the City's incorporated boundaries. Under State law, development projects, specific plans, zoning, subdivisions, and public agency projects must be consistent with the General Plan.

Interpreting the General Plan

In reading the General Plan, it should be inferred that the goals and policies are limited to the extent that it is financially feasible and appropriate for the City to carry the goals and policies out and to the extent legally permitted by law. For example, policies and measures which indicate that the City will “provide,” “support,” “ensure,” or otherwise require or carry out do not indicate an irreversible commitment of City funds or staff resources to those activities, but rather, that the City will support the goals and policies when the City deems that it is financially feasible and appropriate to do so. In some cases, the City will carry out various policies and measures by requiring development, infrastructure, and other projects to be consistent with the policies and actions of the General Plan. In other cases, the City may include General Plan items in the Capital Improvement Program, annual budget, or other implementation mechanisms, as the City deems appropriate.

How to Read Laguna Niguel’s General Plan

As the roadmap for future development and desired conditions, the General Plan is designed to be accessible to the general public, including residents, business owners, and the development community. Each element contains a brief introduction, a set of goals, and supporting policies aligned with the City’s long-term vision.

A “goal” is a broad, aspirational statement of community values. It is a generalized ideal which provides a sense of direction for action. A “policy” is a statement that provides more specific guidance to help achieve these goals. Policies inform City decisions but are not decisions themselves. While policies must be clear to be useful, they may range in terms of commitment of resources, importance, and anticipated outcomes. Recognizing these distinctions will help readers interpret the General Plan more effectively.



Policies contained within the General Plan that incorporate sustainable principles and practices are marked with a leaf symbol.

Amending the General Plan

The General Plan is intended to be a dynamic and evolving document that is responsive to the City's changing needs. It is based on an on-going assessment of current conditions and future projections. City decision-makers are afforded broad discretion in interpreting the General Plan and its purposes and are allowed to weigh and balance its various goals and policies when applying them.

Recognizing the need for a general plan to remain relevant and responsive to local priorities, State law allows periodic amendments. These updates help maintain alignment with the community's values, expectations, and evolving conditions. While specific findings may be applied on a case-by-case basis, the following minimum findings are required for any proposed amendment to a general plan:

- The amendment is deemed to be in the public interest;
- The amendment is consistent and/or compatible with the rest of the General Plan;
- The potential impacts of the amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare; and
- The amendment has been processed in accordance with the applicable provisions of the California Government Code, the California Environmental Quality Act (CEQA), and the City's Municipal Code.

Amendments initiated by the City or proposed by other public agencies are subject to the same process described above to ensure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings, and formal action by the City Council.



Timing

Under State law, the mandatory Elements of the General Plan may be amended up to four times per calendar year. State law further requires that the Housing Element must be reviewed and updated at least once every eight years.

Exemptions

Recognizing that occasions arise which require some flexibility, California Government Code Section 65358, allows certain amendments to be exempt from the four times per-year limitation. These exemptions include:

- Amendments to optional Elements.
- Amendments requested and necessary for affordable housing (Section 65358(c)).
- Amendments necessary to comply with a court decision in a case involving the legal adequacy of the General Plan (Section 65358(d)(1)).
- Amendments to ensure compliance with an airport land use plan (Section 65302.3).

Annual Reporting

Given the long-term nature of the General Plan, it is essential to periodically evaluate its effectiveness and track implementation of its policies. State law provides direction on maintaining the General Plan as a useful policy guide and requires the City to annually report “the status of the plan and progress in its implementation” to the City Council (California Government Code Section 65400(b)).



LAND USE

02



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LAND USE

Introduction

The Land Use Element serves as a comprehensive blueprint for the physical development of Laguna Niguel. It establishes a framework for the location, character, and intensity of both existing development and future strategic growth, shaping where people live, work, play, and shop.

By outlining a long-term vision of the City through the General Plan horizon year (2045), the Land Use Element seeks to ensure thoughtful land use planning and community design that foster vibrant, well-connected places while preserving neighborhood character and ensuring compatibility with Laguna Niguel's distinctive identity. The Land Use Element supports the community's vision of a thriving community and resilient local economy, providing a dynamic land use strategy that reflects the needs of residents, catalyzes targeted growth areas throughout the City, and accommodates a blend of appealing commercial spaces, entertainment options, and complementary residential offerings.

This Land Use Element includes all information required by state law, including California Government Code Section 65302(a), to the extent that these topics exist in Laguna Niguel, except that areas subject to flooding are addressed in the Public Safety Element. The Land Use Element consists of narrative text, goals and policies, a Land Use Map, and

other supporting figures. It also includes land use designations that describe the uses shown on the Land Use Map and sets General Plan buildout limits for residential and non-residential development. These components work in tandem and serve as a key resource for City decision-makers and the public, offering guidance on the types and intensities of development permissible in various parts of the City. For effective implementation, the text, data tables, and maps should be reviewed collectively when evaluating project approvals or considering future amendments.

Organization of Element

The Land Use Element goals and policies address each of the following topics as they relate to Laguna Niguel:

- Land Use Planning
- Community Design and Placemaking
- Opportunity Areas
- Neighborhood Preservation



Background

Laguna Niguel consists of approximately 9,500 acres, or 14.7 square miles, and is located in south Orange County near the Pacific Ocean. The City is bounded by the cities of Dana Point, San Juan Capistrano, Mission Viejo, Laguna Hills, Aliso Viejo, and Laguna Beach. Regional access to the City is mainly provided by Interstate 5 (I-5 Freeway), the San Joaquin Hills Transportation Corridor (State Route 73), and Pacific Coast Highway (State Route 1).

Developed Land Area

Most of Laguna Niguel's existing development occurred between the 1960s and early 2000s. Table LU-1 summarizes the land uses in the City's existing built environment.

Table LU-1 Existing Built Environment

Land Use Type	Acres	Percent of Total Acres
Single Family Residential	2,793.98	29.5%
Multi-Family Residential	704.80	7.4%
Commercial	475.72	5.0%
Industrial	61.07	0.6%
Public and Institutional	175.91	1.9%
Parks and Open Space ¹	3,595.81	38.0%
Right-of-Way ²	1,656.46	17.5%
Total	9,463.77	100%

1. Parks and Open Space includes El Niguel Golf Course and residential common open space areas.

2. Right-of-Way includes major streets, rights-of-way, and other remaining land in the City.



RESIDENTIAL CHARACTERISTICS

The majority of the City's developed land consists of detached single-family homes, although townhomes, condominiums, and apartments also play an important role in the City's housing inventory. Residential uses account for 37% of the City's total land area, with single-family detached homes representing approximately 80% of that share. Most of the residential neighborhoods are concentrated in well-defined areas linked together by parks, greenbelts, and landscape-lined streets. As of January 1, 2025, the City contains a total of approximately 27,660 residential units.

NON-RESIDENTIAL CHARACTERISTICS

The City features over 5.7 million square feet of commercial uses including a mix of restaurant, retail, service, office, and light industrial uses which collectively represent approximately 6% of the total land area. Laguna Niguel currently lacks a traditional "downtown" district. Instead, commercial uses are concentrated along major arterial roads such as Crown Valley Parkway, Golden Lantern, Alicia Parkway, and La Paz Road, as well as within the Gateway Specific Plan area near the I-5 Freeway. Smaller neighborhood-serving centers are also interspersed throughout the City.



Open Space and Parks

A defining characteristic of Laguna Niguel is its dedicated open space and park areas, which make up 38% of the City's land area (3,595.81 acres). This extensive network of open space corridors, local parks, trails, and regional parks, such as Aliso and Wood Canyons Wilderness Park, Laguna Niguel Regional Park, and Salt Creek Corridor Regional Park, offer abundant opportunities for outdoor recreational enjoyment and environmental conservation.

Balancing Preservation and Targeted Growth

Community Profile and Sub-profile Areas

Consistent with the 1992 General Plan, the Land Use Element separates Laguna Niguel into 14 Community Profile Areas, as shown in Figure LU-1. The delineation of the 14 Community Profile Areas was based upon factors such as land use type, planning area boundaries, major street boundaries, natural features, homeowners' association boundaries, and the Orange County Transportation Authority (OCTA) Traffic Analysis Zones (TAZ) regional transportation modeling system.

The 14 Community Profile Areas and their respective Sub-profile Areas (Figures 2.1 through 2.14) establish the baseline General Plan buildout limits, hereafter referred to as Maximum Development Intensities (MDIs). As detailed in Tables LU-2 through LU-15, MDIs are provided by Sub-profile Area, categorizing residential development by

type (maximum detached or attached dwelling units) and maximum density, as well as commercial development by maximum square footage and maximum Floor Area Ratio (FAR). Additional land use specific MDIs are also provided for public institutional, hospitality, and managed care uses. The Community Profile Area totals are for statistical purposes only. MDIs may not be transferred between Sub-profile Areas.

It is important to note that beyond MDIs, various factors influence parcel development. These include, but are not limited to, a parcel's physical characteristics, compatibility with surrounding uses, market conditions, infrastructure and access constraints, and historical development trends.

Table LU-2 Community Profile Area 1

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	0	0.00	0.00	426,000	41.24	0.24
B	0	0.00	0	0.00	0.00	335,921	31.10	0.25
C	0	0.00	0	0.00	0.00	1,050,580	88.28	0.27
D	0	0.00	0	0.00	0.00	491,570	15.03	0.75
E	0	0.00	0	0.00	0.00	161,261	12.83	0.29
F	0	0.00	0	0.00	0.00	228,341	12.52	0.42
G	0	0.00	0	0.00	0.00	133,690	14.56	0.21
H	0	0.00	0	0.00	0.00	0	0.00	0.00
I	0	0.00	0	0.00	0.00	350,626	39.42	0.20
Totals	0	0.00	0	0.00	0.00	3,177,989	254.98	0.29

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:
Sub-profile IC: Chet Holifield Federal Building Mechanical Equipment

Table LU-3 Community Profile Area 2

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	392	19.02	20.61	0	0.00	0.00
B	0	0.00	372	15.19	24.49	0	0.00	0.00
C	0	0.00	243	12.24	19.85	0	0.00	0.00
D	0	0.00	311	29.88	10.41	22,506	3.97	0.13
E	327	37.68	185	15.30	9.66	0	0.00	0.00
F	0	0.00	0	0.00	0.00	0	0.00	0.00
G	113	9.92	0	0.00	11.39	0	0.00	0.00
H	939	119.55	0	0.00	7.85	0	0.00	0.00
I	110	16.44	0	0.00	6.69	0	0.00	0.00
J	303	30.93	0	0.00	9.80	0	0.00	0.00
K	0	0.00	0	0.00	0.00	34,985	3.78	0.21
Totals	1,792	214.52	1,503	91.63	10.76	57,491	7.75	0.17

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile D: Up to 1,440 sf OCFA Fire Station #39; up to 10,111 sf Chabad Jewish Center

Sub-profile E: Up to 21,000 sf AT&T Substation; Laguna Niguel Elementary School Capacity – up to 546 students

Sub-profile F: Up to 21,060 sf Sea Country Senior & Community Center

Sub-profile H: MNWD Water Storage Tank

Table LU-4 Community Profile Area 3

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	0	0.00	0.00	489,111	34.24	0.32
B	320	54.68	0	0.00	5.85	0	0.00	0.00
C	539	118.50	192	29.11	4.95	0	0.00	0.00
D	0	0.00	264	21.87	12.07	0	0.00	0.00
E	174	37.06	30	2.45	5.16	0	0.00	0.00
F	0	0.00	0	0.00	0.00	24,467	3.19	0.18
Totals	1,033	210.24	486	53.43	5.76	513,578	38.43	0.31

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses

Sub-profile A: MNWD Water Storage Tank; Niguel Hills Middle School Capacity – up to 1,499 students

Table LU-5 Community Profile Area 4

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	0	0.00	0.00	76,480	3.10	0.57
B	0	0.00	0	0.00	0.00	323,200	19.65	0.38
C	0	0.00	220	36.02	6.11	121,968	*	0.08
D	0	0.00	709	9.87	71.83	0	0.00	0.00
E	0	0.00	1,118	18.48	60.50	126,463	*	0.00
F	0	0.00	142	2.14	66.36	173,900	5.24	0.76
G	0	0.00	142	15.28	9.29	247,639	*	0.37
H	0	0.00	663	38.53	17.21	404,400	*	0.24
I	0	0.00	0	0.00	0.00	138,740	16.90	0.19
J	0	0.00	0	0.00	0.00	141,860	25.81	0.13
K	0	0.00	0	0.00	0.00	58,150	3.07	0.43
Totals	0	0.00	2,994	120.32	24.88	1,812,800	73.78	0.56

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile B: SDGE Substation

Sub-profile D: Watermark Laguna Niguel Managed Care Facility – up to 110 units

Sub-profile H: Laguna Niguel/Mission Viejo Metrolink Transit Station; up to 200-room hotel

Sub-profile K: Up to 150 hotel rooms, including 33-room existing hotel

*Acreage is recorded under “Residential Attached”; commercial uses are allowed and the FAR is calculated based on the “Residential Attached” acreage identified

Table LU-6 Community Profile Area 5

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	423	19.98	21.17	0	0.00	0.00
B	0	0.00	1,090	56.97	19.13	0	0.00	0.00
C	233	31.87	0	0.00	7.31	17,082	1.70	0.23
D	151	13.25	92	0.00	18.34	0	0.00	0.00
E	0	0.00	176	15.80	11.14	0	0.00	0.00
F	488	55.42	0	0.00	8.81	12,100	1.80	0.15
G	210	27.89	0	0.00	7.53	0	0.00	0.00
H	280	49.54	29	1.32	6.08	0	0.00	0.00
Totals	1,362	177.97	1,810	94.07	11.66	29,182	3.50	0.19

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile C: Up to 27,662 sf Mission Lutheran Church

Sub-profile F: Marian Bergeson Elementary School Capacity – up to 698 students

Sub-profile H: SDG&E Metering Station

Table LU-7 Community Profile Area 6

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	0	0.00	0.00	0	0.00	0.00
B	629	120.02	0	0.00	5.24	0	0.00	0.00
C	94	5.28	0	0.00	17.80	0	0.00	0.00
D	200	23.70	0	0.00	8.44	0	0.00	0.00
E	0	0.00	77	15.97	4.82	0	0.00	0.00
F	0	0.00	0	0.00	0.00	0	0.00	0.00
G	204	46.25	0	0.00	4.41	0	0.00	0.00
Totals	1,127	195.25	77	15.97	5.70	0	0.00	0.00

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile A: MNWD Regional Sewage Treatment Plant

Sub-profile F: Up to 48,000 sf Crown Valley Park – Community Center; up to 30,460 sf Crown Valley Park – YMCA

Table LU-8 Community Profile Area 7

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	186	33.38	0	0.00	5.57	0	0.00	0.00
B	322	48.71	48	4.75	6.92	0	0.00	0.00
C	0	0.00	358	35.16	10.18	0	0.00	0.00
D	0	0.00	416	29.88	13.92	0	0.00	0.00
E	374	67.54	170	0.00	8.05	0	0.00	0.00
F	126	18.30	0	0.00	6.89	0	0.00	0.00
Totals	1,008	167.93	992	69.80	8.41	0	0.00	0.00

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile A: Up to 27,600 sf Church of Jesus Christ of Latter-day Saints

Sub-profile E: Up to 24,388 sf Laguna Niguel Seventh-Day Adventist Church

Sub-profile F: Moulton Elementary School Capacity – up to 788 students

Table LU-9 Community Profile Area 8

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	255	17.02	14.98	0	0.00	0.00
B	138	21.43	0	0.00	0.00	0	0.00	0.00
C	150	39.57	0	0.00	3.79	0	0.00	0.00
D	11	2.66	165	8.04	16.45	0	0.00	0.00
E	441	67.71	0	0.00	6.51	0	0.00	0.00
F	40	7.36	389	31.11	11.15	0	0.00	0.00
G	0	0.00	0	0.00	0.00	0	0.00	0.00
Totals	780	138.73	809	56.17	8.15	0	0	0.00

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile A: MNWD Storage Tank

Table LU-10 Community Profile Area 9

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	263	72.29	130	9.18	4.82	0	0.00	0.00
B	30	7.96	0	0.00	3.77	0	0.00	0.00
C	251	61.06	0	0.00	4.11	0	0.00	0.00
D	0	0.00	0	0.00	0.00	18,144	2.95	0.14
E	66	10.55	319	30.48	9.38	0	0.00	0.00
F	311	63.26	0	0.00	4.92	0	0.07	0.00
G	0	0.00	0	0.00	0.00	51,587	9.90	0.12
Totals	921	215.11	449	39.66	5.38	69,731	12.92	0.12

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile A: Crestavilla Managed Care Facility – up to 224 units

Sub-profile B: Includes portions of the 18-hole El Niguel Country Club

Sub-profile E: Includes portions of the 18-hole El Niguel Country Club

Sub-profile E: Includes portions of the El Niguel Racquet Club

Table LU-11 Community Profile Area 10

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	910	212.54	34	2.20	4.44	0	0.00	0.00
B	0	0.00	0	0.00	0.00	45,562	6.97	0.15
C	120	16.97	176	10.17	10.90	0	0.00	0.00
D	751	92.23	0	0.00	8.14	0	0.00	0.00
E	316	71.24	0	0.00	4.44	0	0.00	0.00
F	90	7.46	189	10.78	15.29	0	0.00	0.00
G	0	0.00	344	18.16	18.95	0	0.00	0.00
Totals	2,187	400.45	743	41.31	6.63	45,562	6.97	0.15

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile A: Up to 42,270 sf Saint Timothy's Church; up to 11,312 sf Grace Church; Crown Valley Elementary School Capacity - up to 1,288 students (leased by Community Roots Academy Charter School; OCASA Charter School); Griffin Managed Care Facility - up to 108 units; Childcare Preschool - up to 72 students

Sub-profile B: Up to 8,286 sf Christian Science Church & Reading Room; McDowell Elementary Private School Capacity - up to 90 students

Sub-profile G: Hidden Hills Elementary School Capacity - up to 607 students

Table LU-12 Community Profile Area 11

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	1,287	51.42	25.03	0	0.00	0.00
B	200	40.99	128	18.07	5.55	0	0.00	0.00
C	617	141.19	144	65.13	3.69	0	0.00	0.00
D	0	0.00	192	8.97	21.40	166,992	15.22	0.25
E	30	10.75	950	52.46	15.50	0	0.00	0.00
F	206	48.05	0	0.00	4.29	0	0.00	0.00
G	707	93.76	647	13.15	12.66	0	0.00	0.00
H	0	0.00	0	0.00	0.00	0	0.00	0.00
I	0	0.00	0	0.00	0.00	11,607	1.70	0.16
Totals	1,760	334.73	3,348	209.20	9.39	178,599	16.92	0.24

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile E: Up to 10,000 sf OCFA Fire Station #49; George White Elementary School Capacity - up to 728 students

Sub-profile H: MNWD Water Storage Tank

Table LU-13 Community Profile Area 12

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	135	207.96	0	0.00	0.65	0	0.00	0.00
B	54	7.01	114	8.20	11.05	0	0.00	0.00
C	266	45.89	0	0.00	5.80	0	0.00	0.00
D	412	116.32	0	0.00	3.54	0	0.00	0.00
E	574	107.16	290	41.43	5.81	0	0.00	0.00
F	36	5.54	136	0.00	31.07	0	0.00	0.00
G	0	0.00	0	0.00	0.00	0	0.00	0.00
H	317	47.21	105	10.57	7.30	0	0.00	0.00
I	0	0.00	371	34.04	10.90	0	0.00	0.00
J	0	0.00	0	0.00	0.00	205,620	17.13	0.28
Totals	1,794	537.08	1,016	94.24	4.45	205,620	17.13	0.28

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile F: Malcolm Elementary School Capacity – up to 728 students

Sub-profile G: Aegis Managed Care Facility – up to 78 units

Sub-profile I: Electrical Substation; Saint Anne's Catholic Private School Capacity – up to 790 students, including 104 preschool students

Sub-profile J: The Hospitality Overlay facilitates the potential development of a high-quality hotel at Ocean Ranch Village, subject to a General Plan Amendment (including update of the Sub-profile MDI), a Zone Change, and a Specific Plan

Table LU-14 Community Profile Area 13

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	172	47.82	253	33.84	5.20	0	0.00	0.00
B	114	14.34	626	73.99	8.38	0	0.00	0.00
C	192	35.04	0	0.00	5.48	0	0.00	0.00
D	1	4.50	0	0.00	0.22	0	0.00	0.00
Totals	479	101.70	879	107.83	6.48	0	0.00	0.00

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile A: MNWD Storage Tank

Sub-profile B: MNWD Storage Tanks (2)

Sub-profile D: The Hospitality Overlay facilitates the potential development of up to a 120-room high-quality hotel, subject to a General Plan Amendment, a Zone Change, and a Specific Plan

Table LU-15 Community Profile Area 14

Subprofile	Maximum Development Intensities							
	Residential Detached Units	Acreage	Residential Attached Units	Acreage	Density	Commercial SF	Acreage	FAR
A	0	0.00	0	0.00	0.00	296,430	29.10	0.23
B	0	0.00	0	0.00	0.00	164,727	20.57	0.18
C	0	0.00	275	*	9.73	160,590	28.27	0.00
D	0	0.00	0	0.00	0.00	92,596	11.60	0.18
Totals	0	0.00	275	0.00	9.73	714,343	89.54	0.18

Maximum Development Intensities for Public Institutional, Hospitality, & Managed Care Land Uses:

Sub-profile A: Up to 14,400 sf South County Post Office; up to 38,814 sf Laguna Niguel Presbyterian Church

Sub-profile C: Up to 41,000 sf Laguna Niguel City Hall; up to 16,300 sf Laguna Niguel Library; up to 7,555 sf OCFA Fire Station #5

*Acreage is recorded under "Commercial Square Footage," which includes City Hall (4.15 acres) and OCFA Fire Station #5

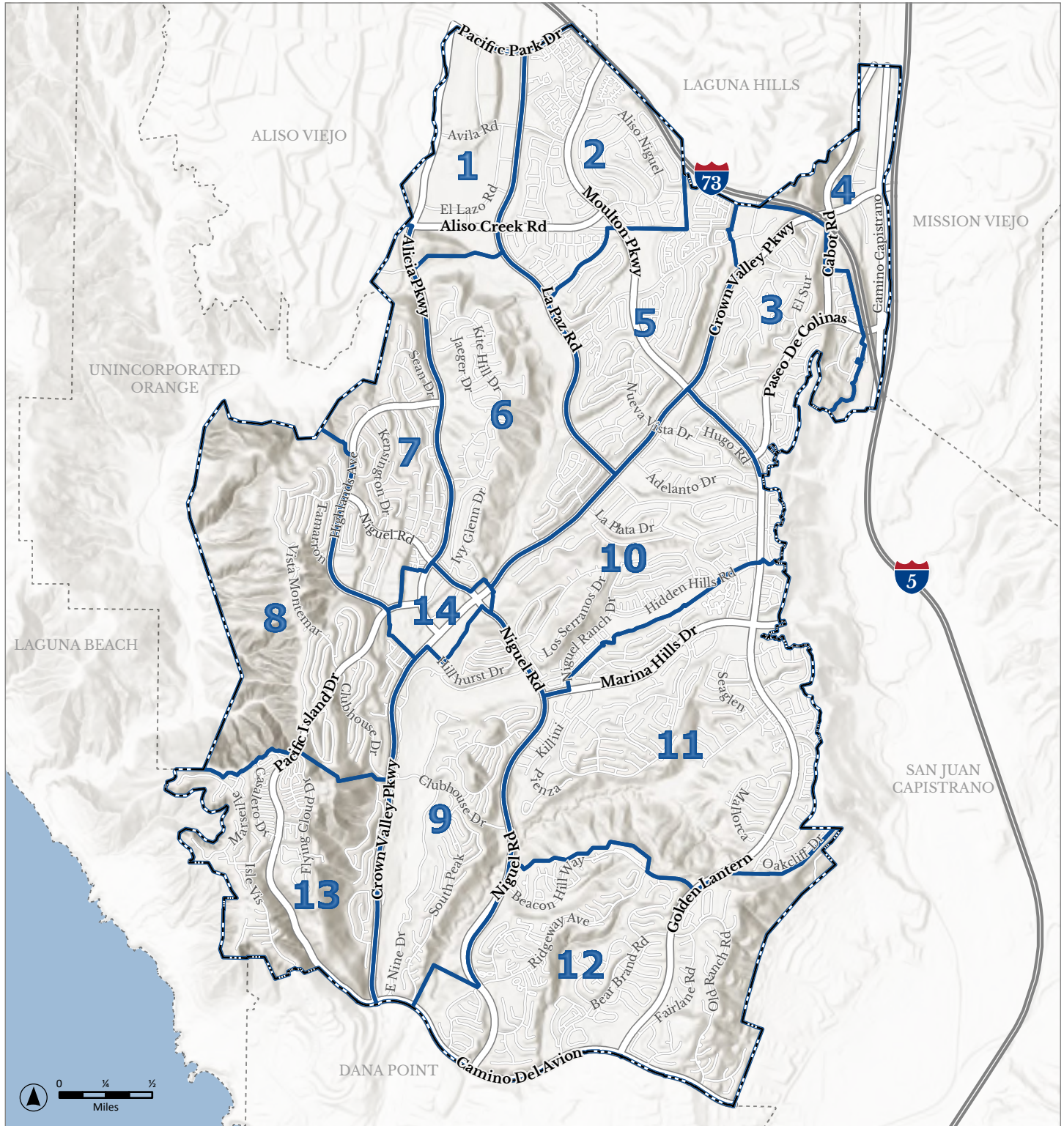
Opportunity Areas and Overlays

Laguna Niguel is predominantly built-out, with limited vacant developable land remaining, which primarily focuses future growth through the redevelopment of certain areas of the City. The Land Use Element emphasizes preserving Laguna Niguel's established neighborhoods while accommodating the residual baseline growth permitted in accordance with Sub-profile Area MDIs. Additionally, three "Opportunity Areas" (Figure LU-4) are targeted for considerable growth through the establishment of area-specific overlays. These "Opportunity Area Overlays," which may be applied through separate legislative action, provide a pathway for potential redevelopment flexibility in exceedance of applicable MDIs. As envisioned, such redevelopment would address evolving community priorities, market dynamics, and demographic changes. Geographically, the noted Opportunity Areas are similar to those designated in the 1992 General Plan with a few exceptions.¹

Hospitality Overlay

The Hospitality Overlay encourages the development of high-quality hotels in key areas of the City. The Hospitality Overlay supports economic growth goals by supporting development that would generate increased tax revenues (e.g., transient occupancy, property, and sales taxes from guest spending) and serve as a draw for tourists, business travelers, and attendees for regional youth sporting events, elevating Laguna Niguel's profile as a desirable destination.

1. As part of the 2025 comprehensive General Plan update, the Opportunity Area for Community Profile Area No. 1 was reduced in geographic area and bifurcated. This adjustment is an outgrowth of the development that has occurred since 1992 and the unique development potential for two distinct sites, The Marketplace at Laguna Niguel and Chet Holifield Federal Building site. Additionally, adoption of the Laguna Niguel Gateway Specific Plan and subsequent redevelopment rendered the Opportunity Area designation for Community Profile Area No. 4 unnecessary. Lastly, the Opportunity Area for Community Profile Area No. 14 remains largely intact, except for the exclusion of Sub-Profile Area C where application of the Civic Center land use designation sufficiently defines the land use plan.

Figure LU-1 Community Profile Areas

Data sources: City of Laguna Niguel; Orange County GIS.

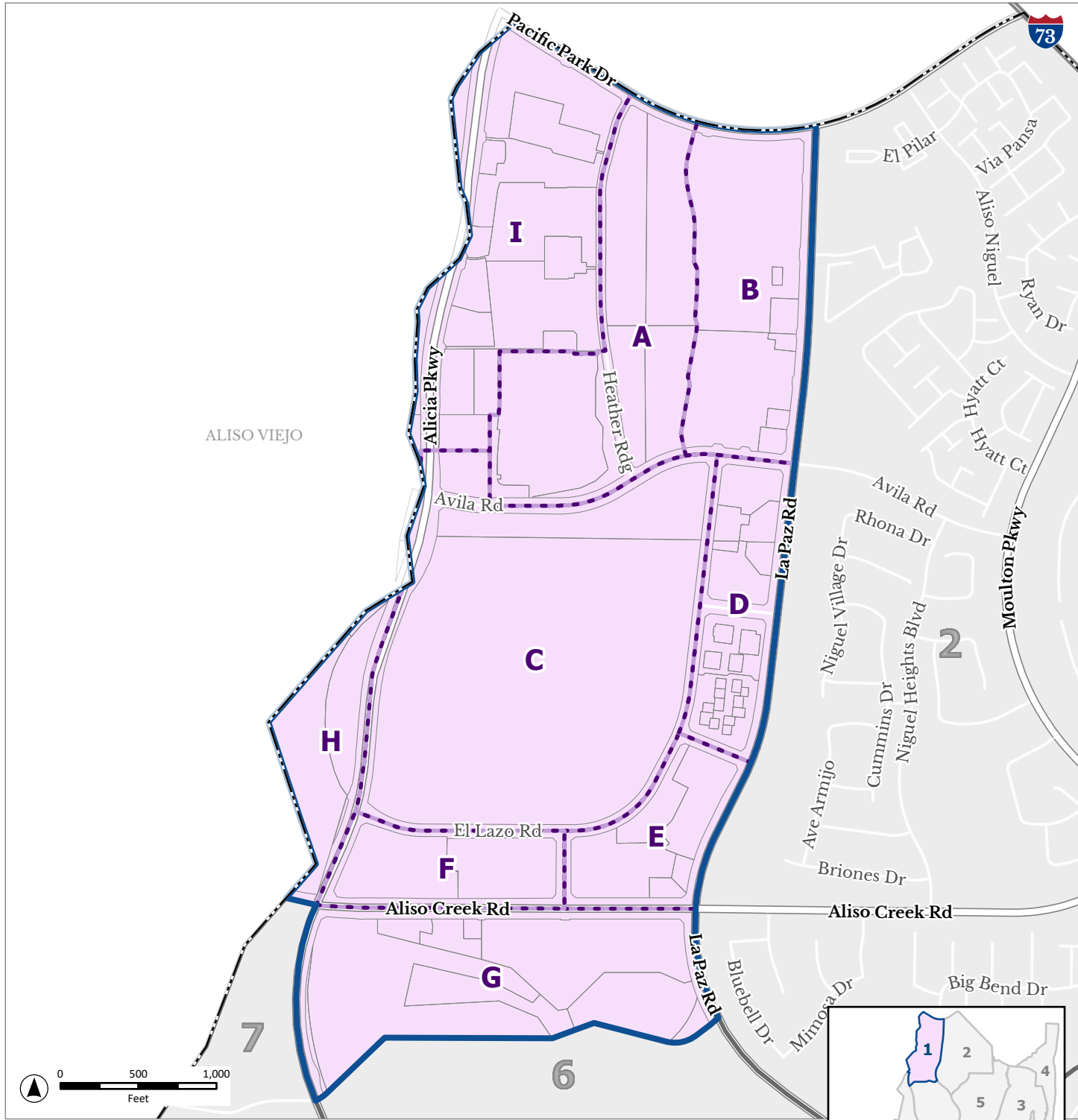
Prepared for the City of Laguna Niguel by De Novo Planning Group
May 5, 2025.

Laguna Niguel City Boundary

Other Jurisdictions

Community Profile Areas

Figure LU-2.1 Community Profile Area 1 Sub-Profile Areas



Data sources: City of Laguna Niguel; Orange County GIS.
Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Community Profile Area 1
- Other Jurisdictions
- Community Sub-Profile Areas
- Adjacent Community Profile Areas

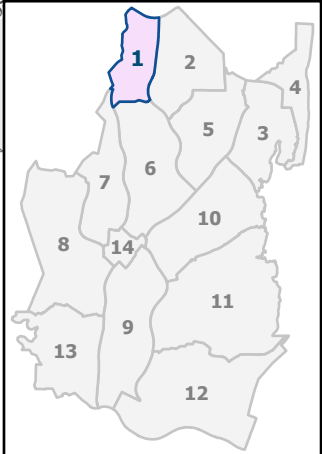
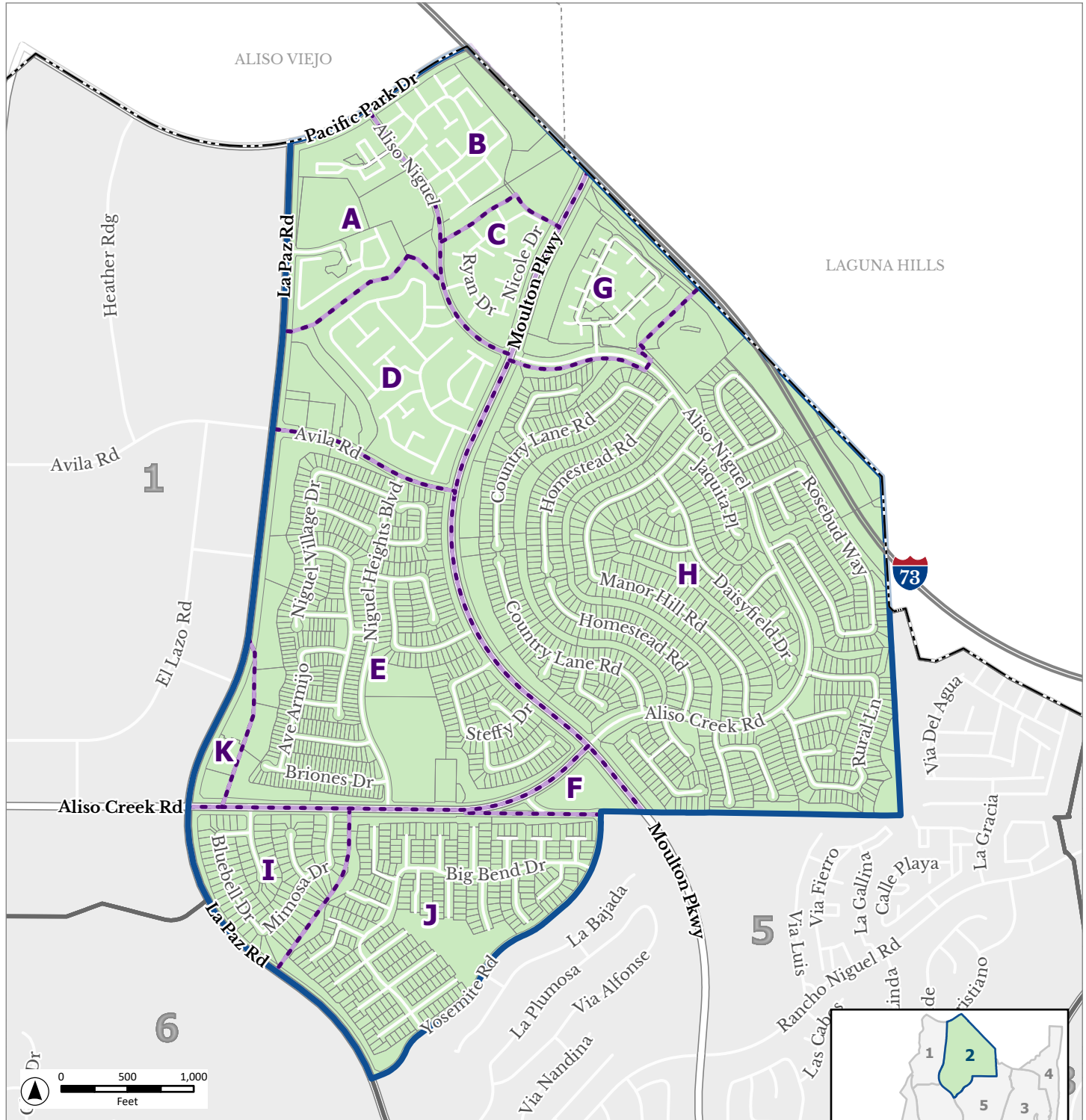


Figure LU-2.2 Community Profile Area 2 Sub-Profile Areas

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Other Jurisdictions
- Adjacent Community Profile Areas
- Community Profile Area 2
- Community Sub-Profile Areas

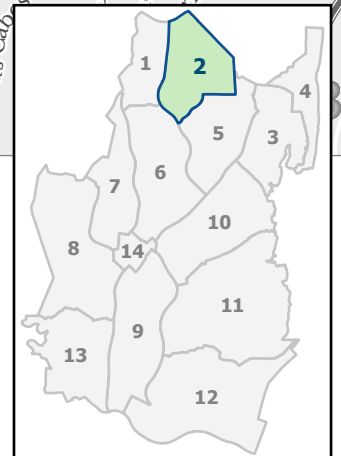
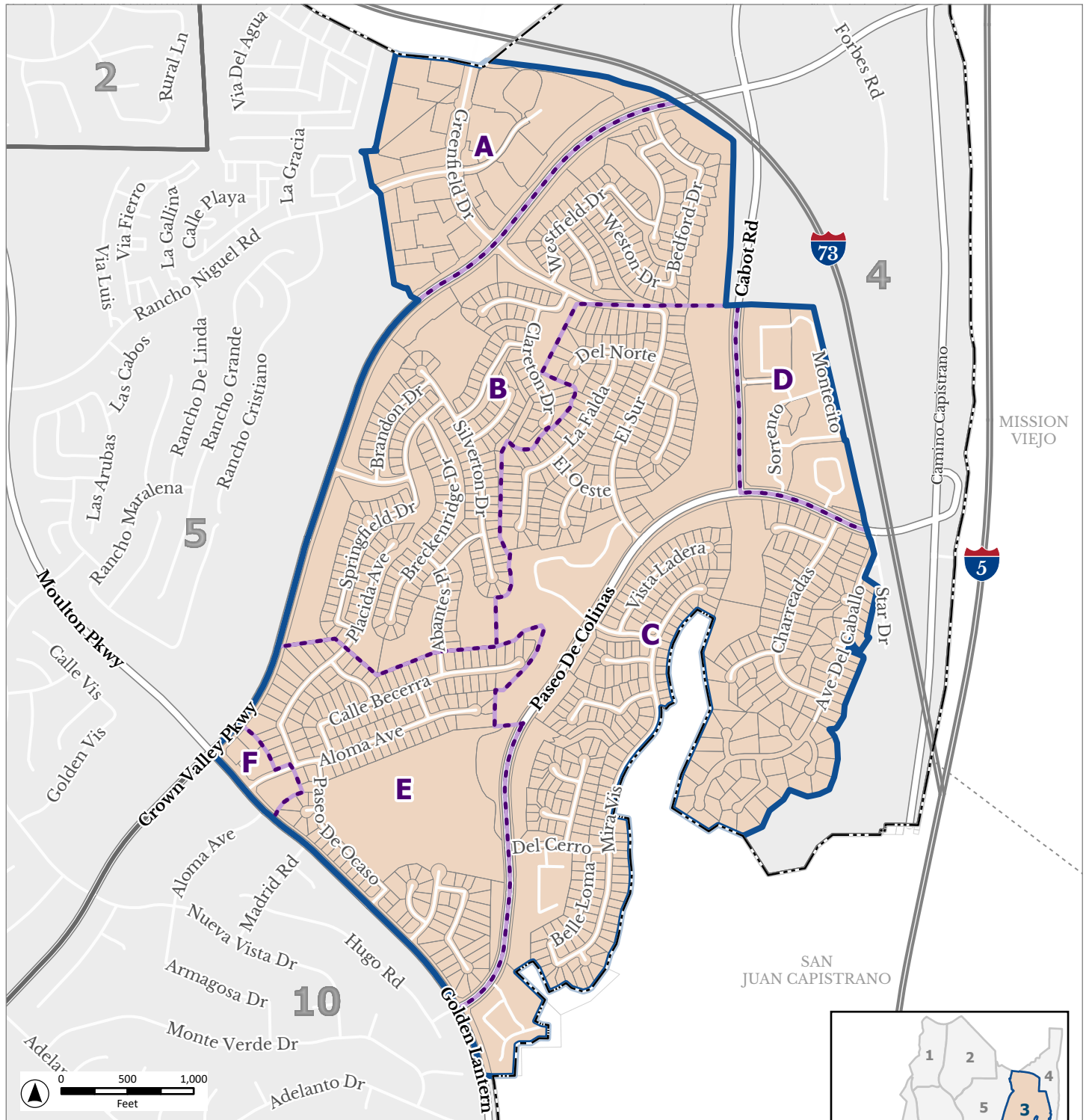


Figure LU-2.3 Community Profile Area 3 Sub-Profile Areas



Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Other Jurisdictions
- Adjacent Community Profile Areas
- Community Profile Area 3
- Community Sub-Profile Areas

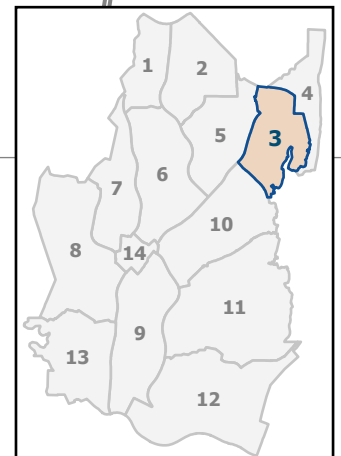


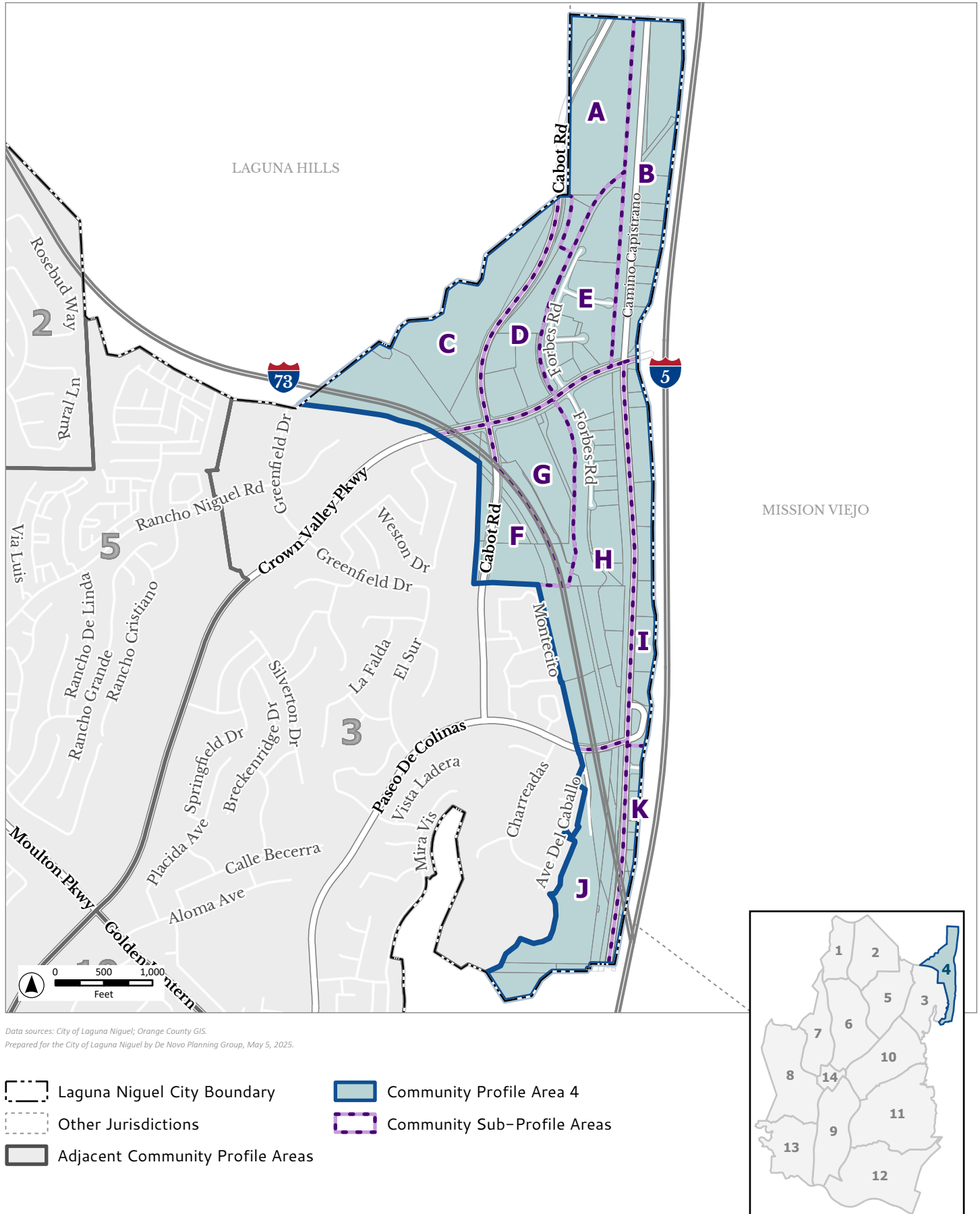
Figure LU-2.4 Community Profile Area 4 Sub-Profile Areas

Figure LU-2.5 Community Profile Area 5 Sub-Profile Areas

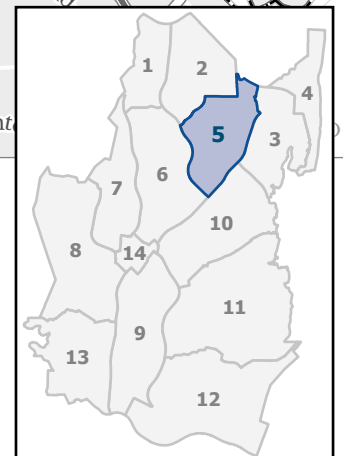
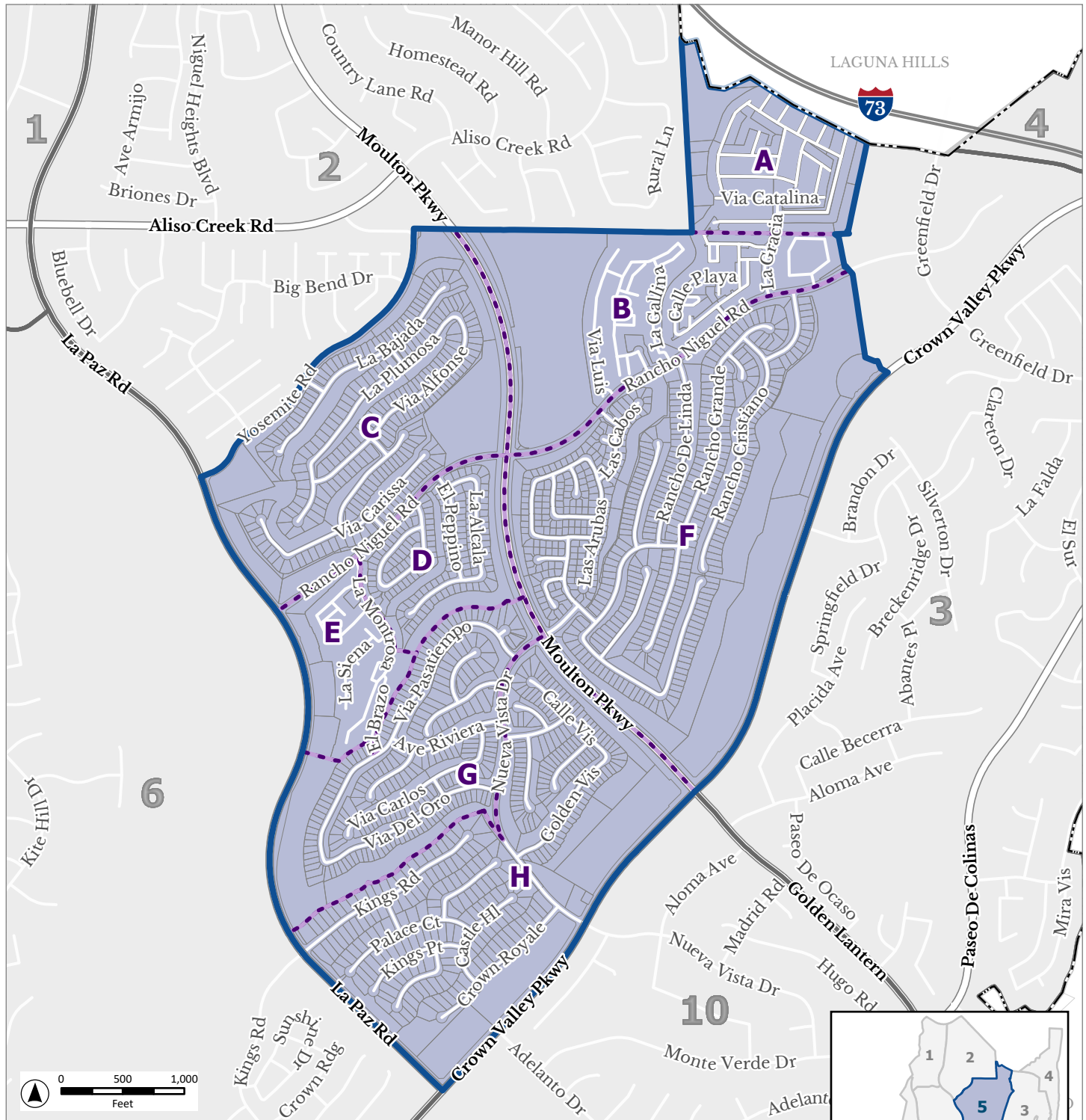
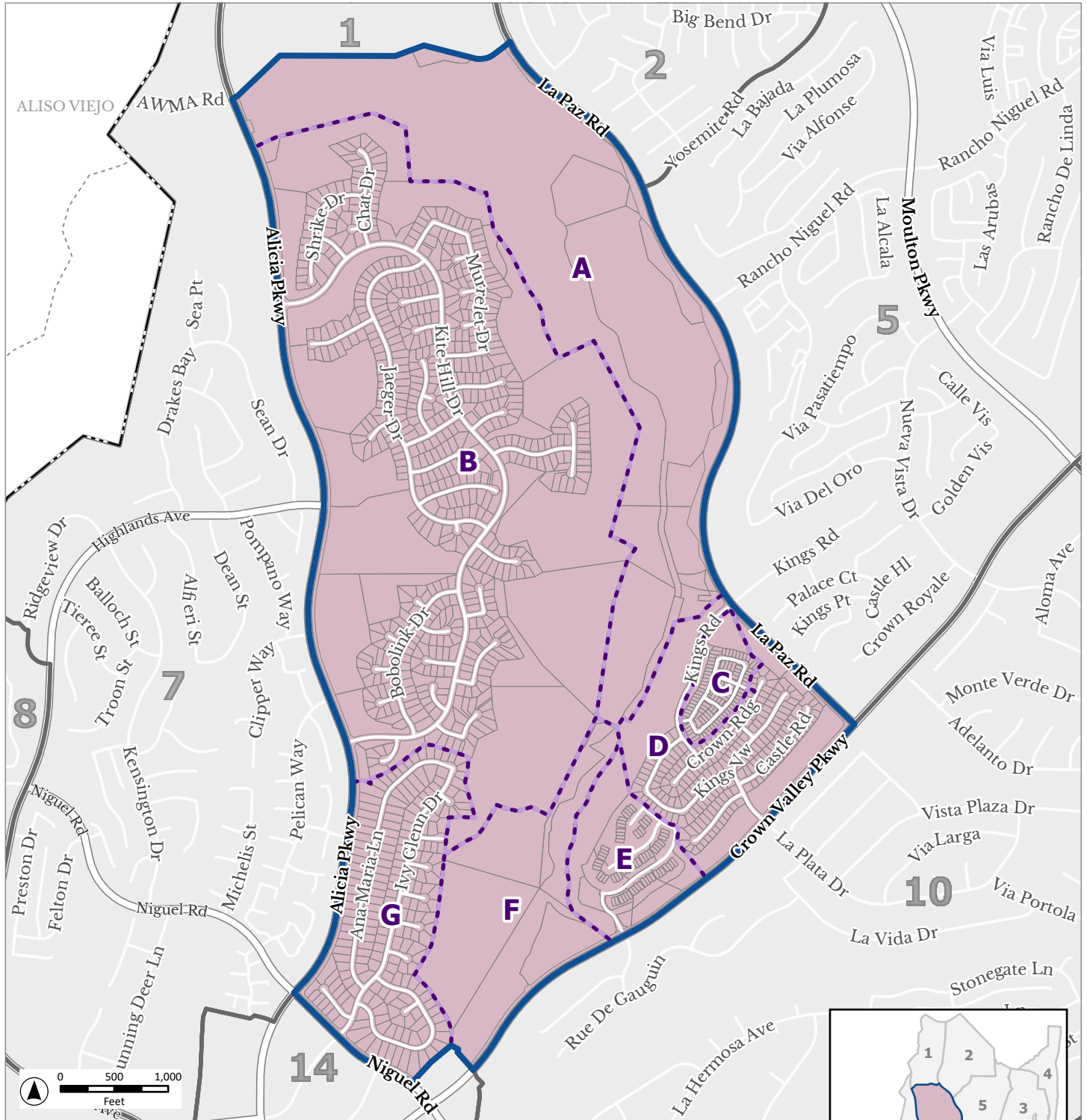


Figure LU-2.6 Community Profile Area 6 Sub-Profile Areas

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Other Jurisdictions
- Adjacent Community Profile Areas
- Community Profile Area 6
- Community Sub-Profile Areas

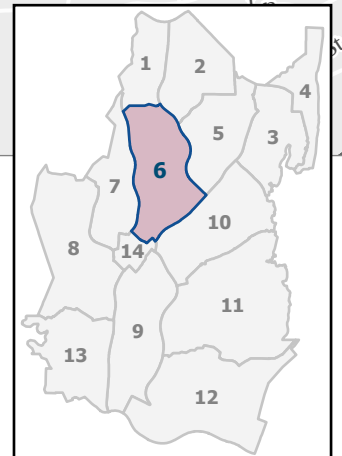
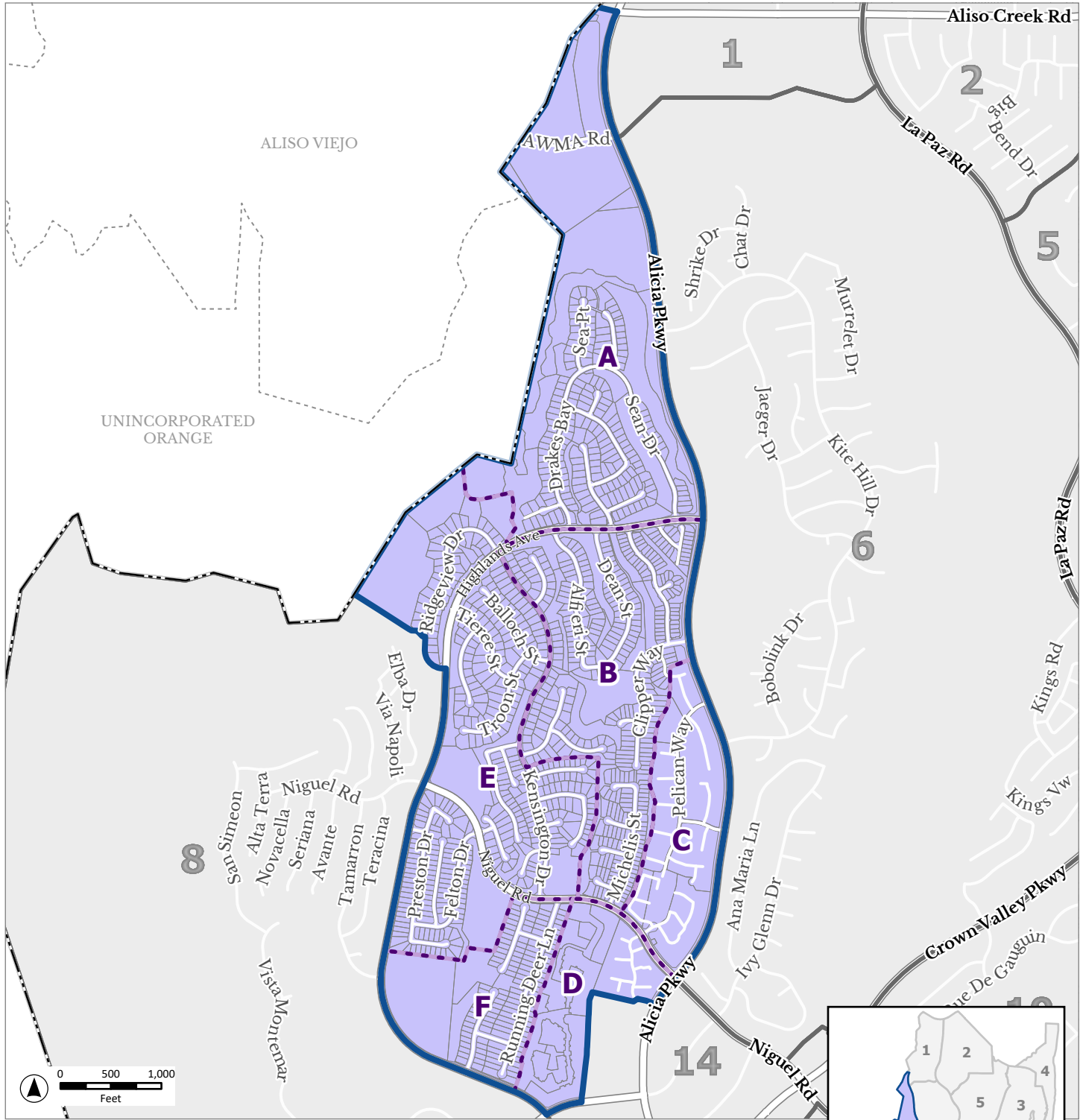


Figure LU-2.7 Community Profile Area 7 Sub-Profile Areas



Data sources: City of Laguna Niguel; Orange County GIS.
Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Other Jurisdictions
- Community Profile Area 7
- Community Sub-Profile Areas
- Adjacent Community Profile Areas

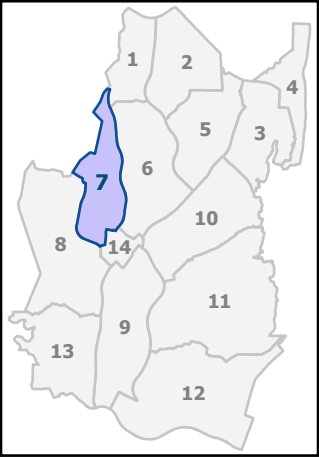
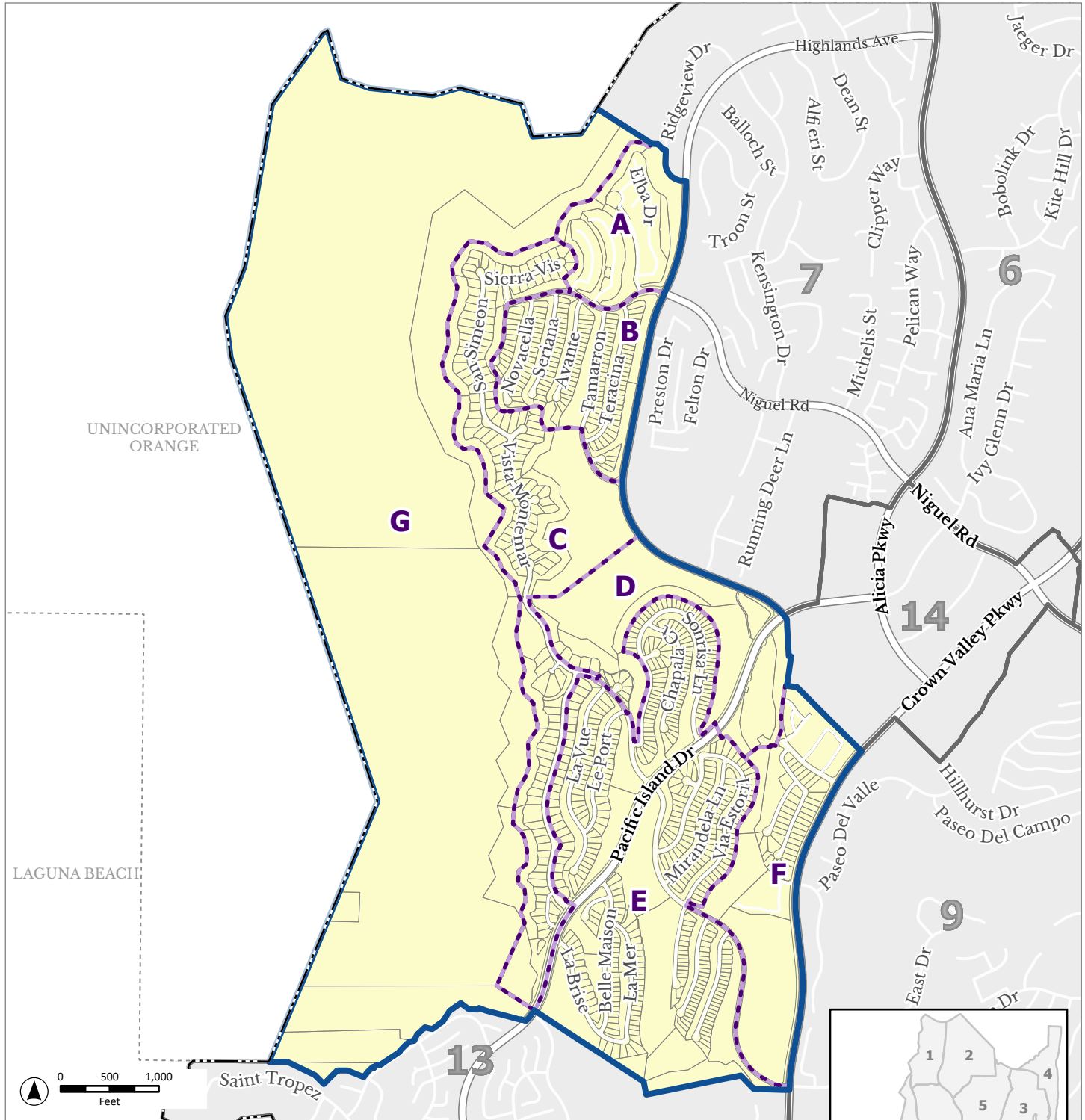


Figure LU-2.8 Community Profile Area 8 Sub-Profile Areas

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, April 9, 2025.

LEGEND

- Laguna Niguel City Boundary
- Other Jurisdictions
- Adjacent Community Profile Areas
- Community Profile Area 8
- Community Sub-Profile Areas

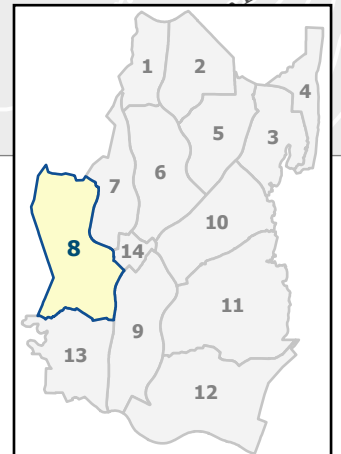
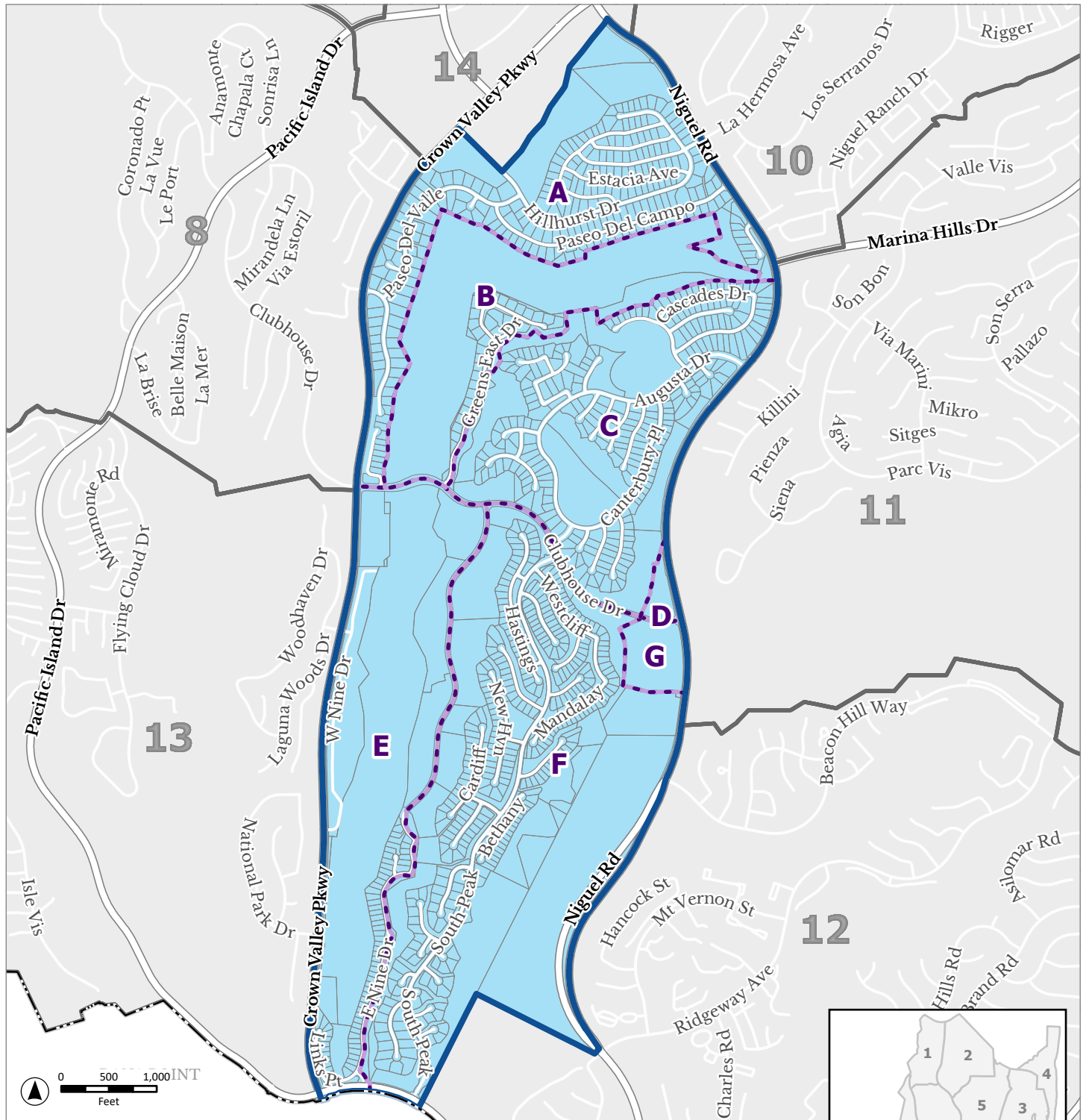


Figure LU-2.9 Community Profile Area 9 Sub-Profile Areas



Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Community Profile Area 9
- Other Jurisdictions
- Community Sub-Profile Areas
- Adjacent Community Profile Areas

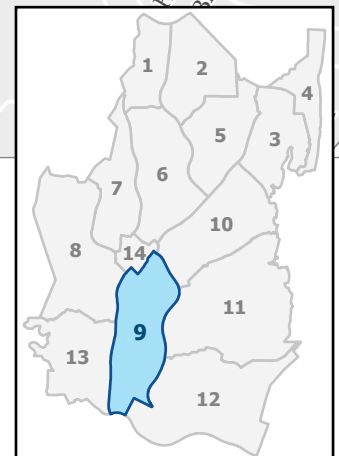
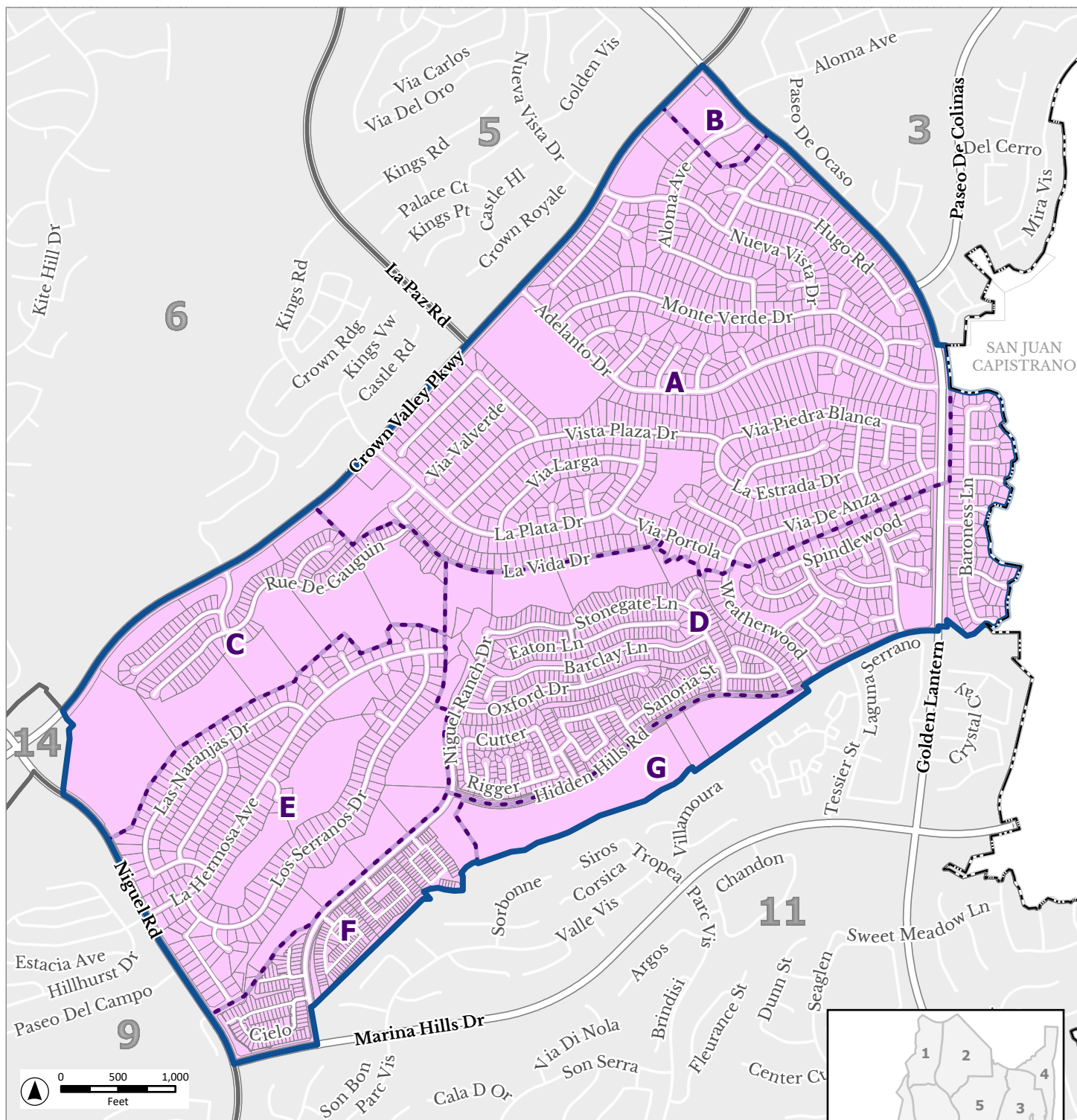


Figure LU-2.10 Community Profile Area 10 Sub-Profile Areas



Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

-  Laguna Niguel City Boundary
 Other Jurisdictions
 Adjacent Community Profile Areas

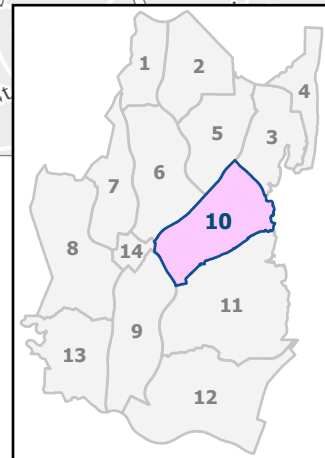
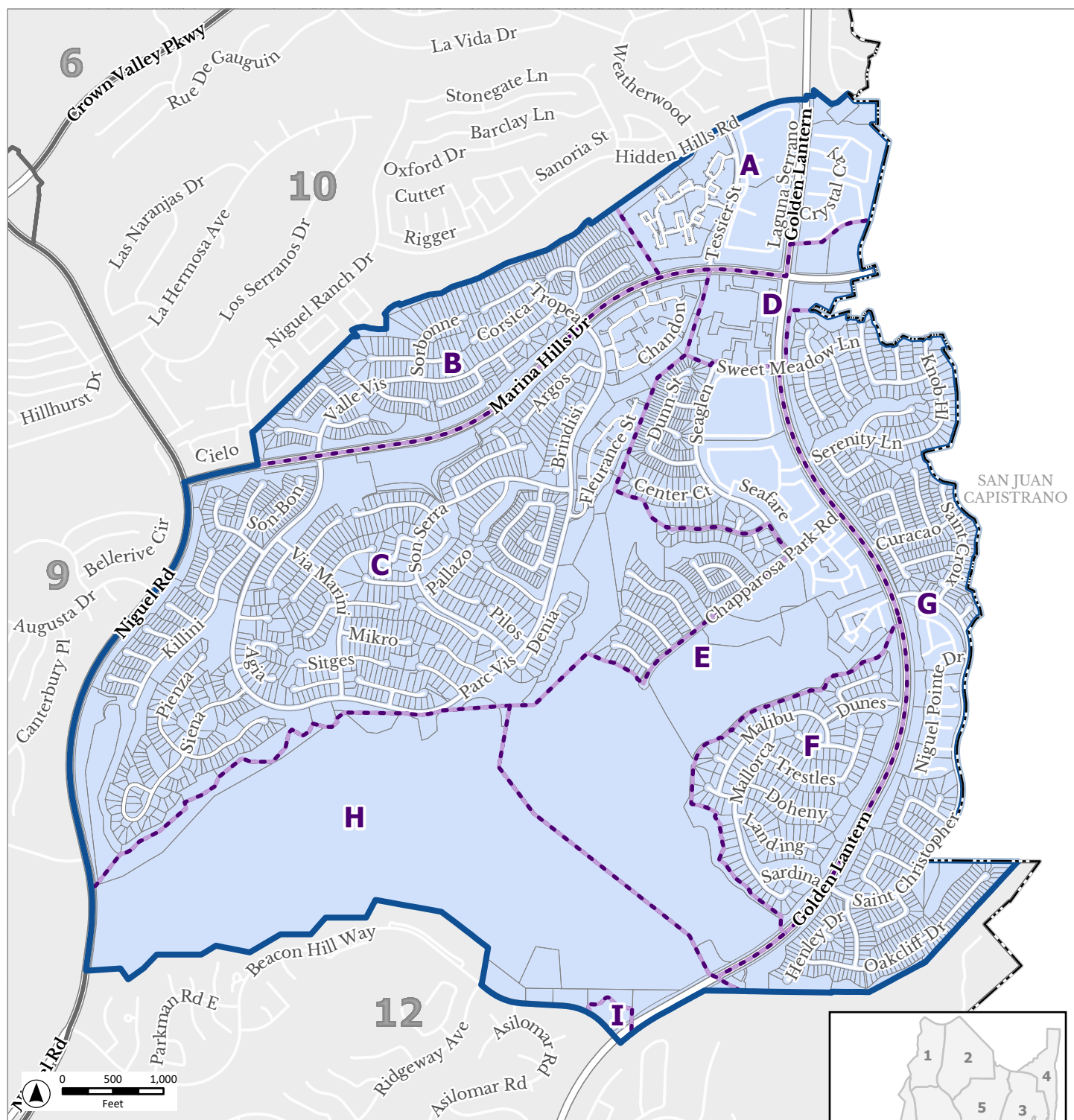


Figure LU-2.11 Community Profile Area 11 Sub-Profile Areas



Data sources: City of Laguna Niguel; Orange County GIS.
Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Community Profile Area 11
- Other Jurisdictions
- Community Sub-Profile Areas
- Adjacent Community Profile Areas

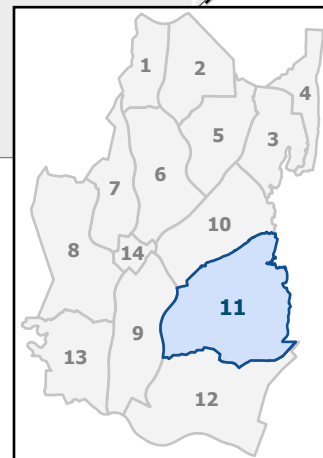
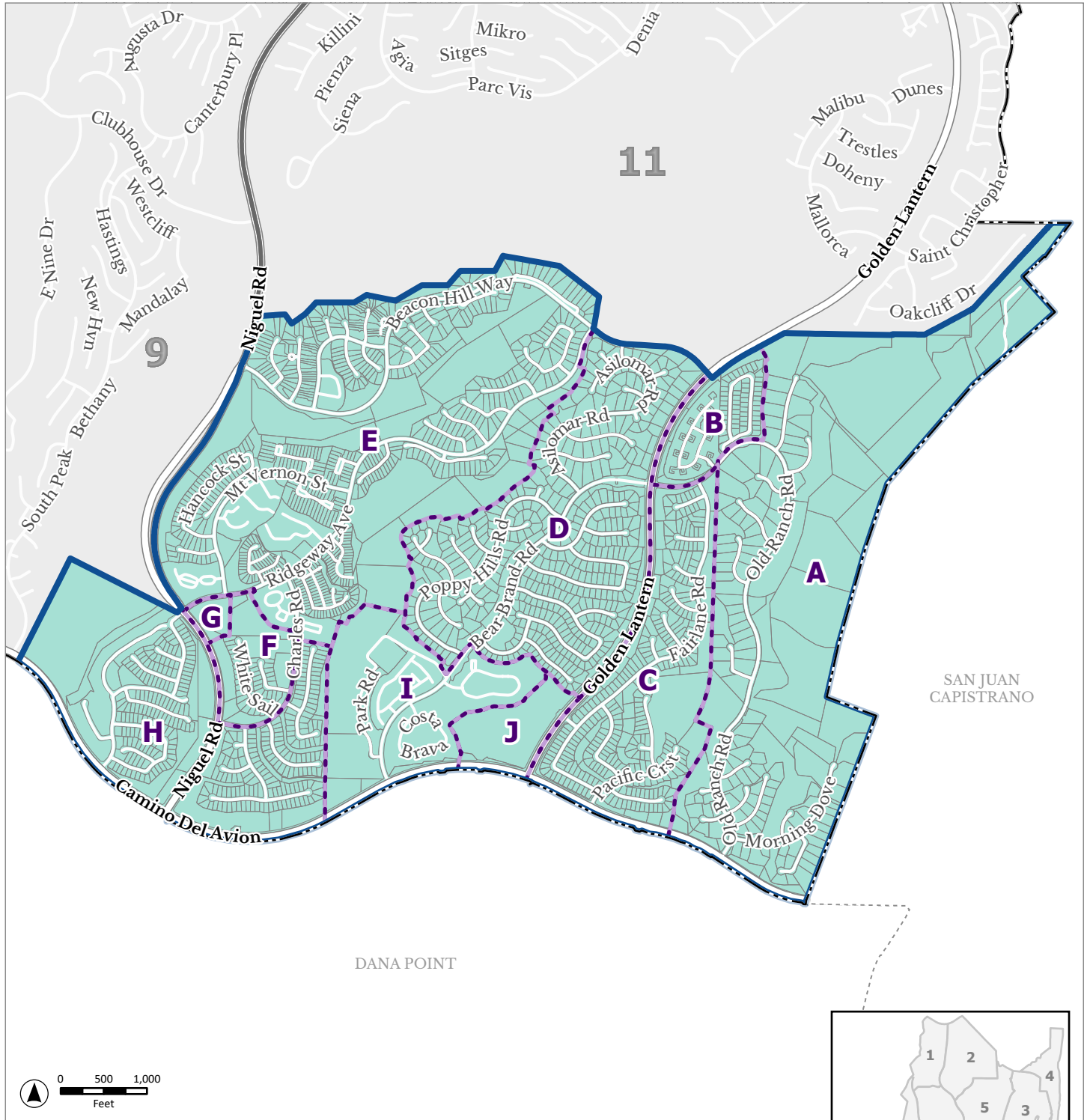


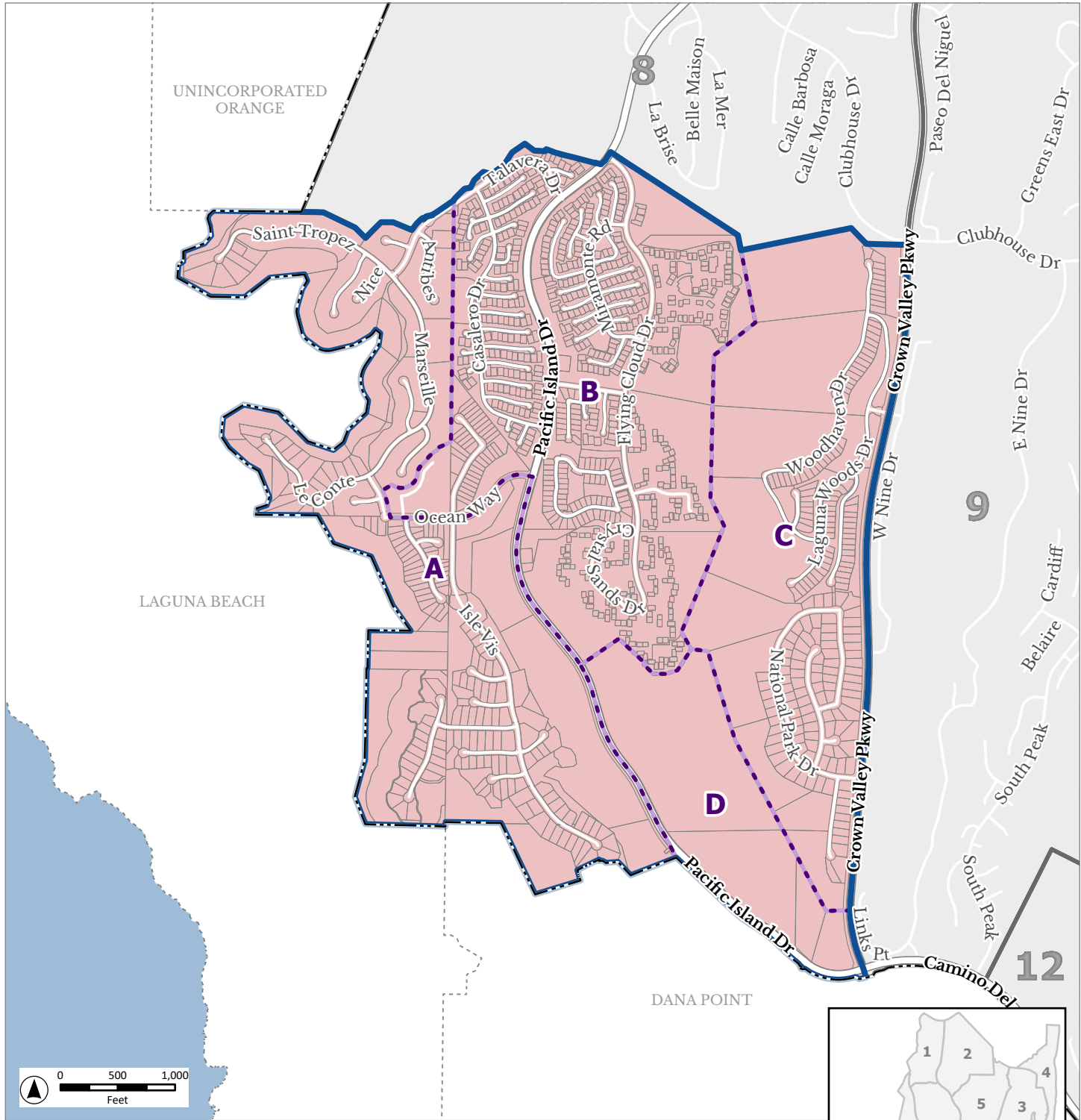
Figure LU-2.12 Community Profile Area 12 Sub-Profile Areas

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Community Profile Area 12
- Other Jurisdictions
- Community Sub-Profile Areas
- Adjacent Community Profile Areas

Figure LU-2.13 Community Profile Area 13 Sub-Profile Areas



Data sources: City of Laguna Niguel; Orange County GIS.
Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Community Profile Area 13
- Other Jurisdictions
- Community Sub-Profile Areas
- Adjacent Community Profile Areas

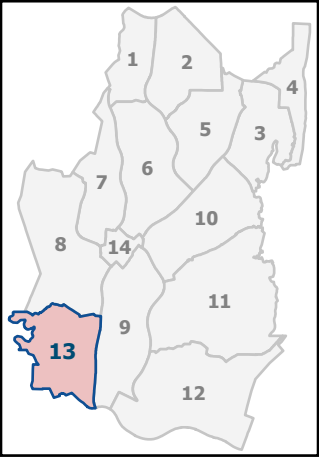
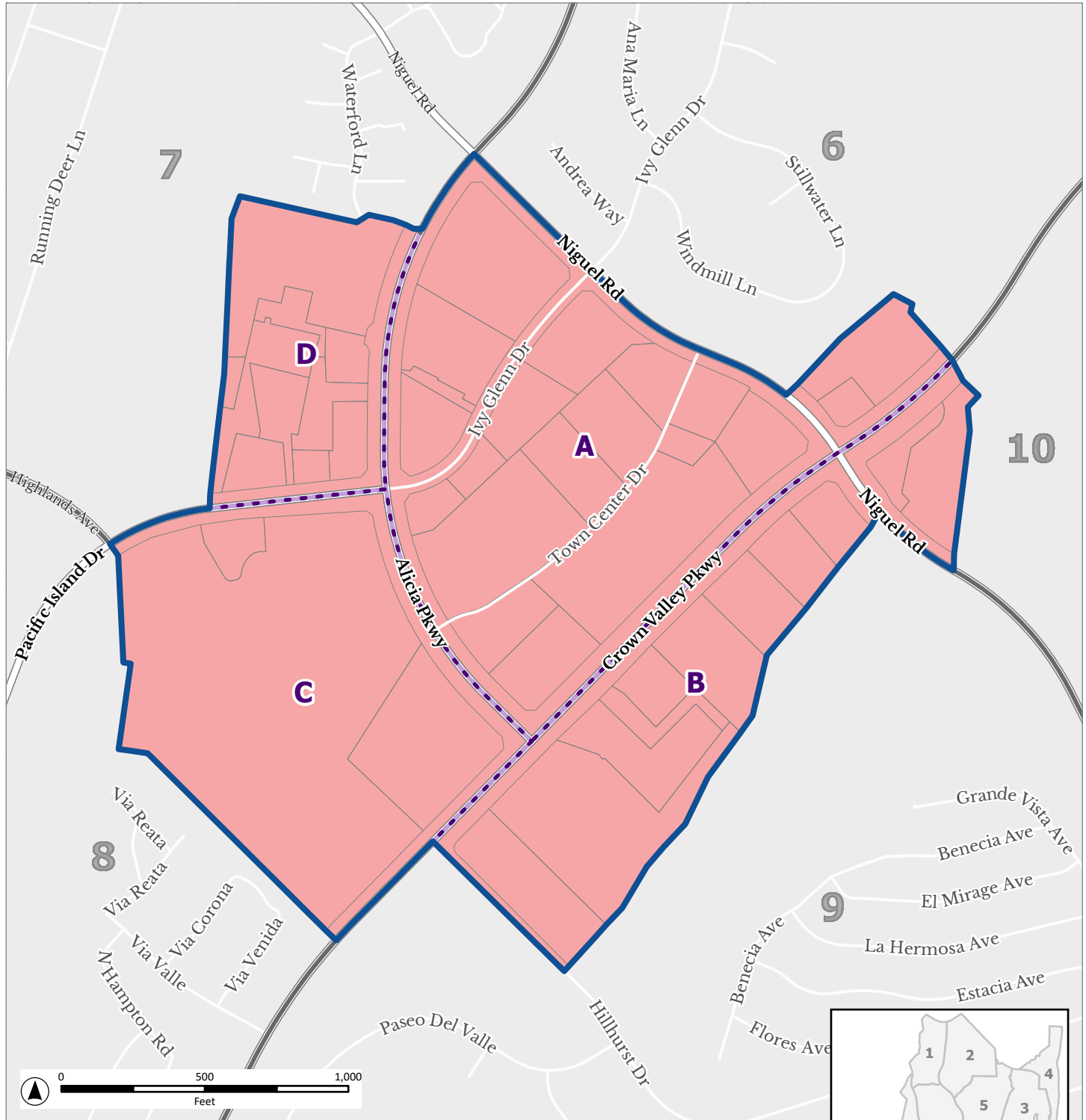
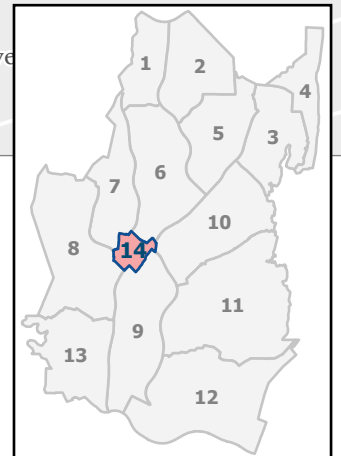


Figure LU-2.14 Community Profile Area 14 Sub-Profile Areas

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group, May 5, 2025.

- Laguna Niguel City Boundary
- Other Jurisdictions
- Adjacent Community Profile Areas
- Community Profile Area 14
- Community Sub-Profile Areas



Special Planning Areas

Laguna Niguel Gateway Specific Plan

The Laguna Niguel Gateway Area is located in the northeast corner of the City near the I-5 Freeway and includes the Laguna Niguel/Mission Viejo Metrolink transit station. This area is governed by the Gateway Specific Plan, originally adopted in 1999. At the time of the Specific Plan's original adoption, the area allowed a combination of commercial, business park, light industrial, and public institutional uses. In November 2011, to spur redevelopment, the Gateway Specific Plan was updated to additionally allow transit-oriented multi-family residential and mixed use development.

Local Coastal Programs/ Specific Plans

Laguna Niguel's Local Coastal Program (LCP) is comprised of two Orange County adopted Local Coastal Programs, the South Laguna Specific Plan and the Aliso Creek Specific Plan. Presently, Laguna Niguel's corporate boundaries include portions of these two specific plan areas. Additionally, the Aliso Creek Specific Plan incorporates by reference policies from the Country Village Planned Community and the Laguna Niguel Planned Community for the portions of these two planned communities that are located within the coastal zone.

After incorporation, the City requested that the California Coastal Commission certify those applicable portions of the previously certified South Laguna and Aliso Creek Specific Plans/Local Coastal Programs, as a single City LCP. No changes to the policies, land use designations, implementation actions or maps of the previously certified LCP's occurred. On November 14, 1990, the California Coastal Commission certified the Laguna Niguel LCP.



The LCP contains essential components and issue areas that correspond to various topics within different General Plan Elements. As a result, these components are organized across multiple Elements of the General Plan and are addressed separately in the relevant sections.

Land Use Designations and Land Use Map

Land Use Classification System

The descriptions below apply to the land use designations depicted with color, shading, or symbols on the Land Use Map (Figure LU-3). These designations are intended to be broad to give the City flexibility in implementing the General Plan, but, clear enough to provide sufficient direction regarding the expected type, location, and relationship of land uses within the City.

The Land Use Element, including the Land Use Map, outlines provisions and requirements for land use overlays intended to facilitate additional development flexibility beyond that permitted by the base land use designations. These overlays align with the overall vision expressed within the General Plan and its corresponding environmental analysis. Specific conditions, as described in this Element, must be met for the provisions of the overlays to be available. Until such time as these specific conditions are met, only the provisions of the base land use designations apply.

The City's Zoning Ordinance contains more detailed provisions and standards. A single General Plan land use designation may align with multiple zoning districts. Where uncertainty exists regarding interpretation or the precise boundaries of a General Plan land use designation, it shall be the duty of the Laguna Niguel Community Development Director to decide based on which best carries out the purposes and objectives of the General Plan.

RESIDENTIAL DETACHED (RD)

The RD designation is intended to provide for the development of detached single-family residential dwelling units. This designation ensures residential development that maintains the character of Laguna Niguel's traditional suburban neighborhoods.

RESIDENTIAL ATTACHED (RA)

The RA designation is intended to provide for the development of higher density attached single-family residential dwelling units, as well as multi-family attached townhomes, apartments, and condominium projects. This designation allows for more diverse and compact residential options, supporting a range of housing needs and preferences within the community.

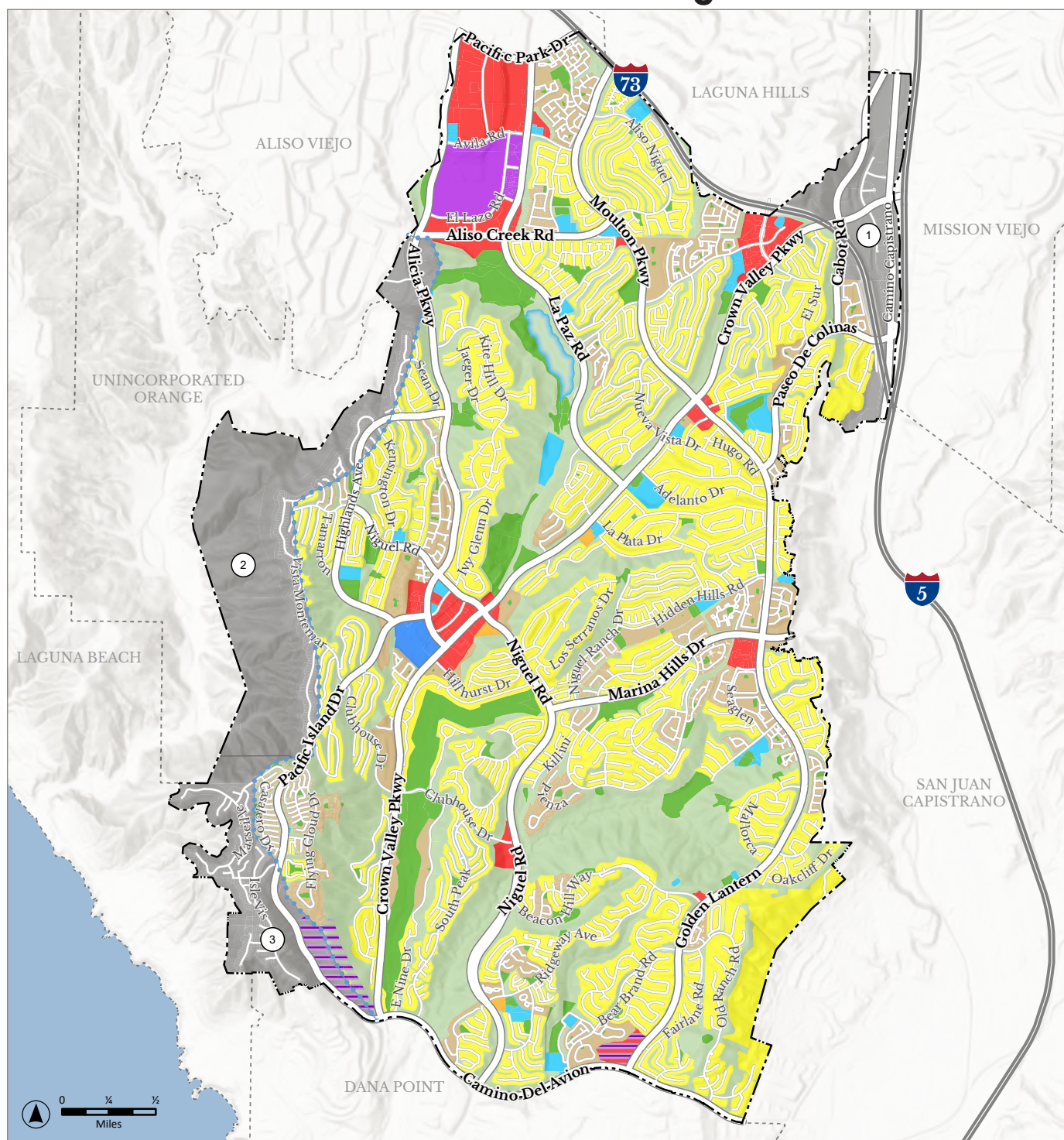
GENERAL COMMERCIAL (GC)

The GC designation is intended to provide for a diverse range of commercial uses serving both neighborhood and regional needs. Typical uses include retail stores, restaurants, entertainment venues (e.g., cinemas, bowling alleys), professional offices (e.g., medical, financial, administrative, corporate), automobile-related businesses (e.g., sales, service, gas stations), personal service establishments, fitness and recreational facilities, private educational institutions and their support facilities, health care facilities, and hospitality establishments. This broad designation fosters a vibrant commercial environment, catering to a wide range of consumer needs and supporting economic diversity within the designated areas.

BUSINESS PARK (BP)

The BP designation is intended to provide for business growth, innovation, and economic development for a range of uses, such as professional offices, corporate headquarters, research and development facilities, incubator businesses, and administrative offices. Additionally, compatible light manufacturing, assembly, storage, and wholesale operations may be permissible. Other uses that are determined to be compatible with the primary use, such as limited supporting retail operations may also be allowed.

Figure LU-3 Land Use



Data sources: City of Laguna Niguel Official General Plan Map, 9-11-2023; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group
April 24, 2025.

- | | | | |
|------------------------------|----------------------------|---|----------------------------|
| Laguna Niguel City Boundary | RA: Residential Attached | OS: Open Space | Opportunity Area Overlay 1 |
| Laguna Niguel Lake | GC: General Commercial | PI: Public Institutional | Opportunity Area Overlay 2 |
| Coastal Zone Boundary | BP: Business Park | CC: Civic Center | Opportunity Area Overlay 3 |
| General Plan Land Use | MCF: Managed Care Facility | SP: Specific Plan | Hospitality Overlay |
| RD: Residential Detached | PR: Parks and Recreation | 1. Laguna Niguel Gateway Specific Plan | |
| | | 2. Aliso Creek Specific Plan/Local Coastal Program | |
| | | 3. South Laguna Specific Plan/Local Coastal Program | |

PUBLIC INSTITUTIONAL (PI)

The PI designation is intended to provide for a wide range of public and special purpose private facilities that provide governmental or social services to the community. This may include, for example, religious institutions, schools, public utilities, government offices, fire stations, sheriff sub-stations, libraries, museums, community centers, solid and liquid waste disposal facilities, and other public uses.

CIVIC CENTER (CC)

The CC designation applies to the Laguna Niguel Civic Center and is intended to provide for a mixed-use civic center campus that integrates public facilities (e.g., city hall, fire station, sheriff sub-station, library) with private development featuring retail shops, restaurants, offices, and residential apartments. A key emphasis is the inclusion of vibrant outdoor open spaces, such as dining areas, a “town green,” paseos, and plazas that create a walkable community-oriented “downtown” environment that blends civic, residential, and commercial uses.

MANAGED CARE FACILITY (MCF)

The MCF designation is intended to provide for facilities that offer various levels of care for senior citizens (e.g., assisted living facilities, skilled nursing homes, memory care centers, and continuing care retirement communities). These areas uniquely blend residential and commercial land use characteristics, differentiating them from other land use categories. By combining residential amenities with medical and support services, MCFs offer specialized environments that address the evolving needs of the senior population within the community.

OPEN SPACE (OS)

The OS designation is intended to preserve natural and conservation areas, undeveloped hillsides and canyons, and landscaped slopes and buffers. These areas are primarily



for passive recreation, visual enhancement, and/or resource conservation. Active sports and organized recreational activities are generally discouraged in these areas. This designation also applies to parts of the community that remain predominantly open and undeveloped, aside from ancillary amenities such as trails, benches, and picnic tables for public enjoyment.

PARKS AND RECREATION (PR)

The PR designation is intended to provide for active recreational uses, such as ball fields and sports courts, active parks, playgrounds, and other community or neighborhood recreational facilities. Passive recreational amenities and trails may also be incorporated as complementary elements of the recreation complex. In some cases, cultural facilities such as theaters, museums, or other similar specialized features with



a recreational value may align with this designation. The PR designation allows for the development and maintenance of recreational facilities that serve the diverse needs of the community, promoting health, social interaction, and quality of life for residents of all ages and abilities.

SPECIFIC PLAN (SP)

The Specific Plan designation provides the City the ability to establish detailed policies, development and design standards, and other criteria for the development or redevelopment of a particular area. In accordance with state law, specific plans generally consist of a land use plan, circulation plan, development standards, design guidelines, and a phasing plan. They also set forth detailed implementation programs necessary to serve the planning area.

OVERLAYS

While Laguna Niguel's base land use plan employs more traditional broad land use designations, planning tools such as overlays enable more strategic and adaptable planning for targeted growth areas. This nuanced approach allows Laguna Niguel to more effectively adapt to evolving social and economic goals, including attracting high-quality developments that benefit the community and stimulate revitalization and economic growth.

To ensure that development within these targeted growth areas aligns with the broader community vision, the base land use designation requirements govern each area, but additional development potential defined and facilitated by the overlay designation may be accessible if specific criteria are met, as outlined on the following pages of the Land Use Element.



Illustration for conceptual purposes only.

Opportunity Area Overlay 1 (The Marketplace at Laguna Niguel)

Opportunity Area 1 includes the Marketplace at Laguna Niguel shopping center. This area, totaling approximately 39 acres, is located in the City's northwest corner, bounded by Pacific Park Drive, Heather Ridge, Alicia Parkway, and a Walmart property within Sub-Profile Area II. The land use map (Figure LU-3) designates the area as "General Commercial."

The Marketplace at Laguna Niguel is one of the City's largest shopping centers with 350,626 square feet of retail, personal service, office, and restaurant uses. The center operates at a Floor Area Ratio (FAR) of approximately 0.2, considerably lower than other commercial centers in the City. The majority of the tenant spaces are significantly set back from the center's primary street

frontage or situated at a grade differential, reducing visibility from the adjacent arterial highways, which has hindered attracting and retaining quality businesses. Additionally, the center has an oversized parking lot, with several parking fields rarely used and vacant for much of the year.

Opportunity Area Overlay 1 seeks to stimulate further market-driven investment in support of area core commercial activities through the introduction of a mix of complementary land uses, including additive residential development, to better maximize the area's development potential and profile as a key gateway to Laguna Niguel.

Once applied, and provided the following criteria are met, Opportunity Area Overlay 1 would unlock additional redevelopment potential within Opportunity Area 1, allowing up to 500 residential attached units and an additional 149,872 square feet of commercial space. This would increase the area's General Plan buildout limit to 500 residential units and 500,498 square feet of commercial uses.

Requirements for realizing the vision for Opportunity Area Overlay 1 include:

- Approval of a General Plan Amendment, Zone Change, and a Specific Plan that encompasses the entirety of Opportunity Area 1 (Sub-profile Area 1I).
- Incorporation of a vibrant mixed-use framework, emphasizing a thriving shopping center and robust economic activity that incorporates at least 200,000 square feet of commercial development, such as retail and restaurant uses. This includes a focus on attracting and retaining high-quality businesses, with the potential inclusion of an ancillary residential component to complement and enhance the shopping center. The center must continue serving as a major shopping destination for Laguna Niguel.
- Prioritization of high-quality architecture is essential, with an emphasis on building design, massing, scale, and landscaping, that complement the City's character, including thoughtful consideration of the surrounding environment. The design must also emphasize enhanced walkability and pedestrian-friendly spaces.
- Engaging street frontages along Alicia Parkway and Pacific Park Drive, incorporating pedestrian-scale architectural elements and perimeter landscaping that meaningfully enhance the streetscape and promote walkability.
- Addressing the underutilization of existing shopping center parking to enhance the area's functionality and appeal. Possible approaches include repurposing rarely used excessive parking for: new buildings to realize the area's development potential, public spaces (plazas, outdoor seating areas, parks, or event spaces) to foster community engagement, and/or landscaped areas to improve the area's visual appeal. Alternatively, demonstrating the necessity of underutilized parking fields to accommodate new development, such as increased commercial or residential uses elsewhere in the area, may also be acceptable.
- Incorporation of substantial public benefits in consideration of the development project's scale and impact. These benefits may include, but are not limited to: creation of public spaces, public realm improvements, and other major community focused benefits determined by the City to advance the vision for this Opportunity Area.



Illustration for conceptual purposes only.

Opportunity Area Overlay 2 (The Chet Holifield Federal Building)

Opportunity Area 2 includes the Chet Holifield Federal Building (CHFB) site. This area, totaling approximately 88 acres, is bounded by Avila Road, Alicia Parkway, and El Lazo Road (including the northeast corner of Avila Road and Alicia Parkway) within Sub-Profile Area 1C. The land use map (Figure LU-3) designates the area as “Business Park” (86 acres) and “Public Institutional” (2 acres).

Development on the CHFB site primarily consists of a seven-story building, with approximately a million square feet of government office space, surrounded by expansive parking fields. Property disposal efforts initiated by the federal government in 2019 present an exceptional opportunity to master plan the reuse of prime real estate in South Orange County.

For decades, the federal government’s use of the CHFB has served as the City’s largest employer, playing a significant role in the local economy. Preserving use of the site as the envisioned employment hub remains a City priority, especially given Laguna Niguel’s substantial housing and employment imbalance. Prioritizing and strengthening the City’s job-to-housing ratio not only supports economic vitality but also contributes to a more sustainable urban environment. Improving the City’s jobs-to-housing balance can potentially reduce commute times, bolster community engagement, and create a more resilient local economy, all of which would contribute to the City’s long-term prosperity and an enhanced quality of life for residents.

Opportunity Area Overlay 2, predicated on the demolition of the CHFB, envisions a transformative redevelopment of the area, prioritizing the establishment of a thriving employment hub as the primary focus. In addition to complimentary uses permitted under the primary base land use designation of Business Park, including retail shops, restaurants, and a boutique hotel, the overlay also introduces the possibility of more intensive medical-related uses and additive residential development. Any redevelopment of the area would also need to feature dedicated parkland, plazas, and multi-use spaces to foster community engagement. By creating a vibrant live-work-play environment with a focus on significant job creation, area redevelopment would positively contribute to Laguna Niguel's overall quality of life, capitalizing on the synergistic benefits of the proposed concentrated and varied land uses.

Once applied, and provided the following criteria are met, Opportunity Area Overlay 2 would unlock additional redevelopment potential within Opportunity Area 2, allowing up to 500 residential attached units, a 120-room boutique hotel, and 910,000 square feet of commercial uses including more intensive medical related uses. This buildout scenario would supersede the area's General Plan buildout limit of 1,050,580 square feet of commercial uses that would otherwise apply.

Requirements for realizing the vision for Opportunity Area Overlay 2 include:

- Approval of a General Plan Amendment, Zone Change, and a Specific Plan that encompasses the entirety of Opportunity Area 2 (Sub-profile Area 1C).
- Demolition of the CHFB and full redevelopment of the property that creates a major hub or campus of at least 500,000 square feet of professional, high-quality employment opportunities in key industries such as technology, finance, healthcare, education, or professional services.
- Anchored by a major employer or a campus-style development, complementary uses including incubator business and office park space, a retail/restaurant district, and hospitality uses, must also be incorporated to establish a vibrant mixed-use synergy for the area.
- Area redevelopment that positively contributes to daytime population with high-quality and highly trained professional workers to support the local business community rather than cannibalizing it.
- Prioritization of high-quality architecture is essential, with an emphasis on building design, massing, scale, and landscaping that complement the City's character, including thoughtful consideration of the surrounding environment, especially along both La Paz Road and Aliso Creek Road. The design must also emphasize enhanced walkability and pedestrian-friendly spaces.
- Area redevelopment must showcase an aesthetically enhanced street frontage along Alicia Parkway, serving as a prominent visual gateway. This may include a combination of design-centric elements such as elevated landscaping exceeding applicable standards, public art or other visually iconic features, and thoughtfully designed architecture and building massing, establishing the area as a landmark development.
- Incorporation of substantial public benefits in consideration of the development project's scale and impact. These benefits may include, but are not limited to: creation of expansive civic or public spaces, extensive public realm improvements, and other community focused benefits determined by the City to advance the vision for this Opportunity Area.

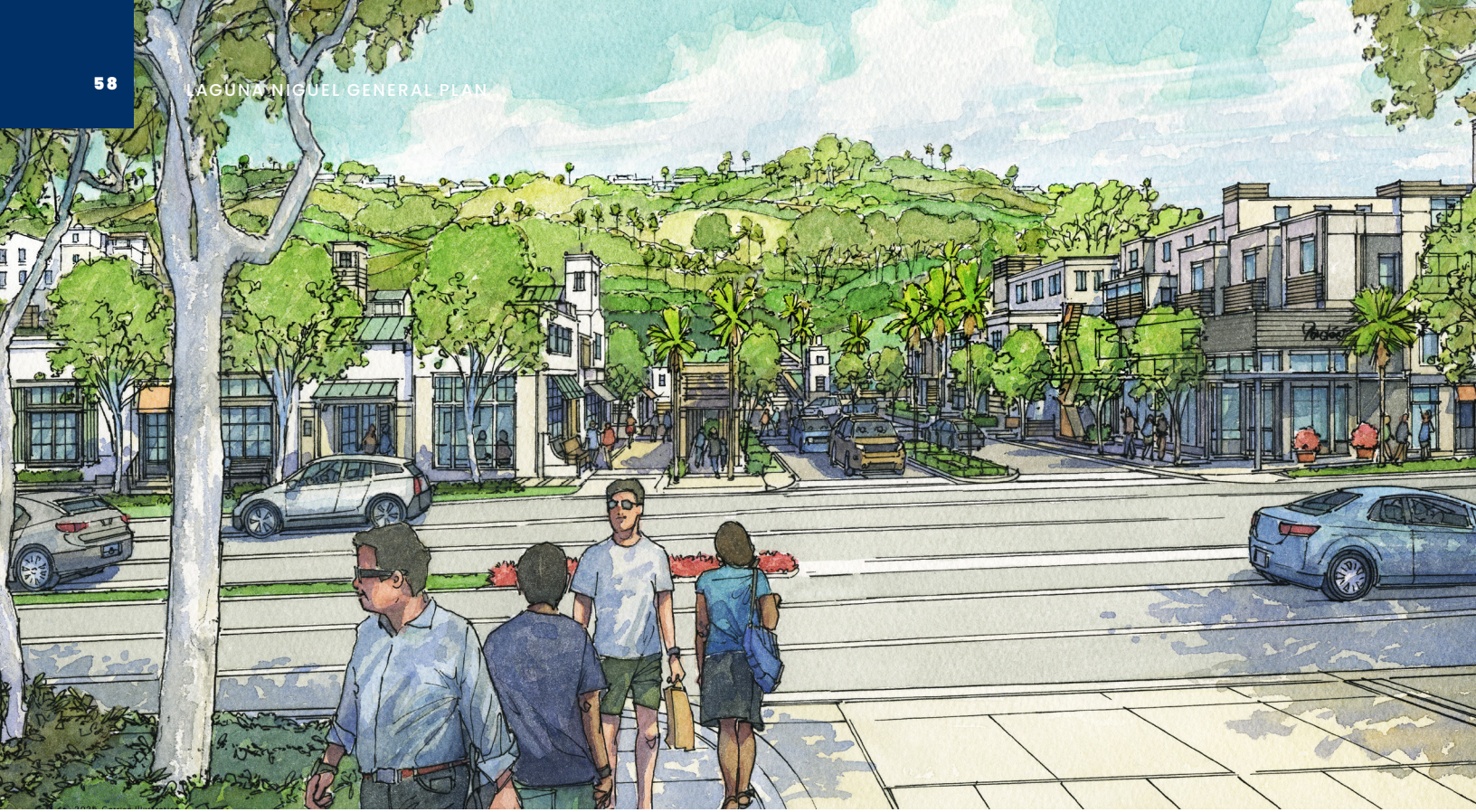


Illustration for conceptual purposes only.

Opportunity Area Overlay 3 (Town Center)

Opportunity Area 3 includes the majority of the Town Center, totaling approximately 66 acres. This area includes the non-residential properties at the intersections of Crown Valley Parkway and Niguel Road as well as those fronting Crown Valley Parkway, Alicia Parkway, Town Center Drive, and Ivy Glenn Drive between Niguel Road and Hillhurst Drive within Sub-Profile Areas 14A, 14B, and 14D (Sub-Profile Area 14C is addressed separately under the “Civic Center” land use designation). The land use map (Figure LU-3) designates this area as “General Commercial” (61 acres) and “Public Institutional” (5 acres).

The Town Center, envisioned as Laguna Niguel’s central commercial and civic hub, has struggled to achieve this vision and its market potential. Despite some progress with the construction of the City Hall in 2011 and entitlement approval for the Laguna Niguel City Center Mixed-Use Project in 2022, the balance of Town Center has seen limited significant development or improvements since the early 1980s.

Characterized by aging commercial strip centers, low-rise office buildings, fragmented ownership, and expansive parking lots, this area suffers from physical isolation between commercial spaces due to arterial roadways and underutilized land. The lack of design continuity, poor pedestrian connectivity, and few outdoor spaces for people to gather and interact pose further challenges for the area.

Opportunity Area Overlay 3 seeks to stimulate market-driven investment in support of area core commercial activities through the introduction of a mix of complementary land uses, including additive residential development to better maximize the area’s development potential. This approach would incentivize the Town Center’s evolution into the vibrant, interconnected community hub long imagined, enhancing the quality of life for both current and future residents and businesses.

Once applied, and provided the following criteria are met, Opportunity Area Overlay 3 would unlock additional redevelopment potential within Opportunity Area 3,

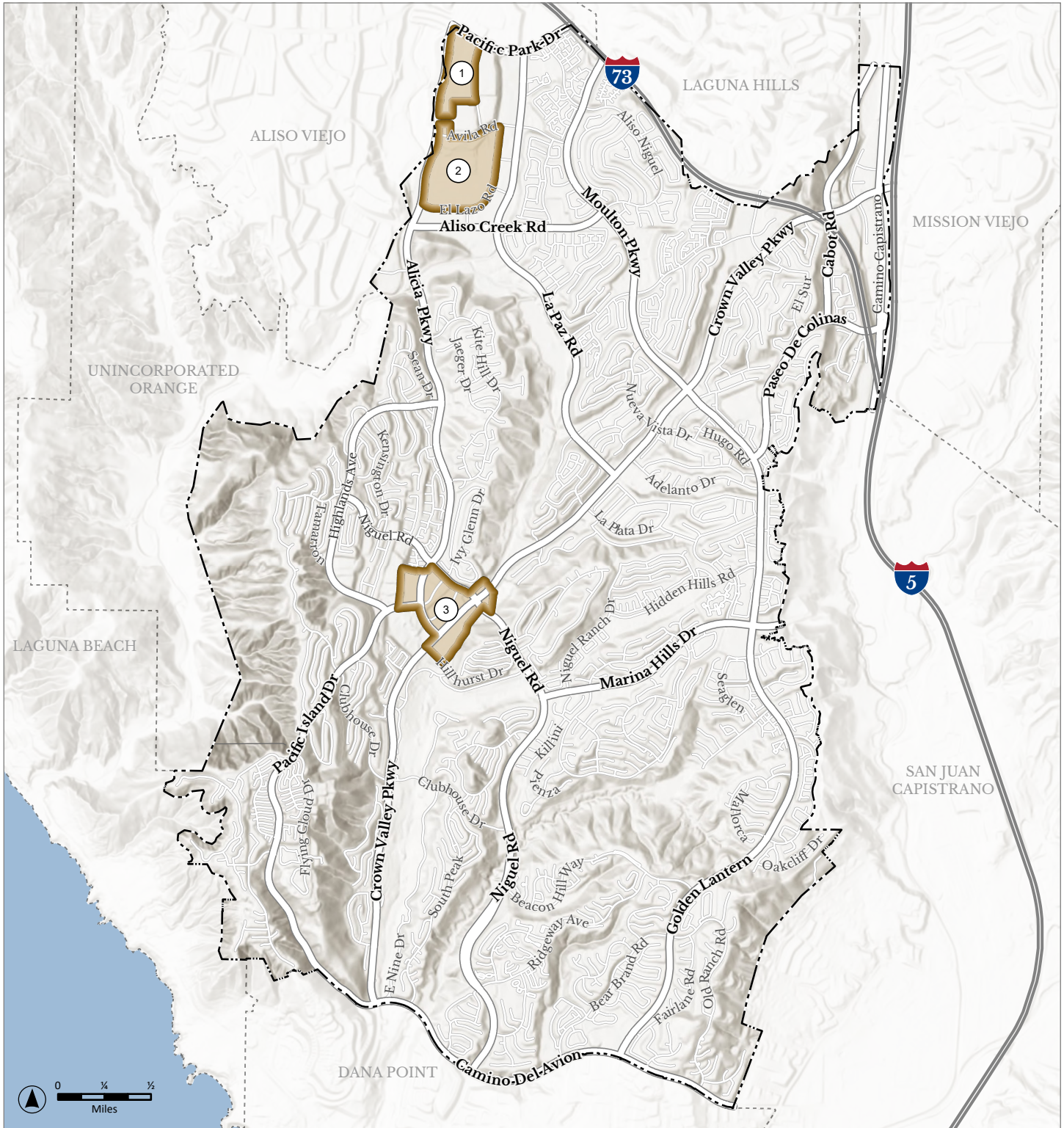
allowing up to 500 residential attached units and an additional 48,070 square feet of commercial space. This would increase the area's General Plan buildout limit to 500 residential dwelling units and 601,823 square feet of commercial uses.

Requirements for realizing the vision for Opportunity Area Overlay 3 include:

- Approval of a General Plan Amendment, Zone Change, and a Specific Plan, with a minimum contiguous planning area of 10 acres within Opportunity Area 3. The assembly of parcels to allow for more efficient development patterns is strongly encouraged.
- Revitalize aging and/or fragmented commercial development(s) into a vibrant mix of land uses, including retailers, restaurants, offices, entertainment, housing, and/or outdoor open spaces. The development must emphasize placemaking by blending these uses to create a pedestrian-friendly setting that creates a sense of community and identity and offers quality shopping, dining, service, and leisure opportunities close to homes.
- Prioritization of high-quality architecture is essential, with an emphasis on building design, massing, scale, outdoor gathering spaces, and landscaping that complement the City's character, including thoughtful consideration of the surrounding environment. The design must also emphasize enhanced walkability and pedestrian-friendly spaces.
- Engaging street frontages that thoughtfully incorporate pedestrian-scale architectural elements and perimeter landscaping that meaningfully enhance the streetscape and promote walkability.
- Incorporation of substantial public benefits in consideration of the development project's scale and impact. These benefits may include, but are not limited to: creation of public spaces, public realm improvements, and other major community focused benefits determined by the City to advance the vision for this Opportunity Area.

Illustration for conceptual purposes only.



Figure LU-4 Opportunity Areas

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group
June 10, 2025.

- Laguna Niguel City Boundary
- Other Jurisdictions

- Opportunity Area

- (1) Opportunity Area 1 (The Marketplace at Laguna Niguel)
- (2) Opportunity Area 2 (The Chet Holifield Federal Building)
- (3) Opportunity Area 3 (Town Center)



Hospitality Overlay

The Hospitality Overlay identifies sites that could accommodate future high-quality hotel uses. These sites are located along the southern City limit, including undeveloped or underutilized land with expansive ocean and/or other territorial views. This overlay facilitates the development of high-quality hotels by encouraging consideration of greater flexibility with regard to land use and development intensity as part of any associated City discretionary review process. Particular attention should be

given to maximizing views and resort qualities desirable to the community and attractive to out-of-town guests and business travelers, while integrating buildings into the existing topography to achieve compatibility with surrounding land uses.

To realize the development potential of the Hospitality Overlay, approval of a General Plan Amendment, Zone Change, and a Specific Plan is required.

2045 General Plan Potential Buildout Summary

Comparison of 2045 Land Use Projections to Existing Conditions

Table LU-16 presents a statistical comparison between the 2045 land use buildout projections and existing, on-the-ground conditions, summarizing potential growth across Community Profile Areas. These projections do not account for the possible implementation of the three Opportunity Area Overlays, which would require approval of multiple project-specific legislative actions. For more information on existing conditions, see Chapter 2 of the ECR.

Table LU-16 2045 Projections Compared to Existing Conditions – Community Profile Areas

Community Profile Area	Residential Detached Unit Max			Residential Attached Unit Max			Commercial Square Footage Max		
	Existing Condition	General Plan 2045 Buildout	Growth	Existing Condition	General Plan 2045 Buildout	Growth	Existing Condition	General Plan 2045 Buildout	Growth
1	0	0	0	0	0	0	3,059,716	3,177,989	118,273
2	1,792	1,792	0	1,503	1,503	0	57,491	57,491	0
3	962	1,033	71	456	486	30	473,109	513,578	40,469
4	0	0	0	1,499	2,994	1,495	1,111,023	1,812,800 ¹	701,777
5	1,362	1,362	0	1,810	1,810	0	29,182	29,182	0
6	1,124	1,127	3	68	77	9	0	0	0
7	1,007	1,008	1	992	992	0	0	0	0
8	768	780	12	768	809	41	0	0	0
9	921	921	0	449	449	0	69,731	69,731	0
10	2,185	2,187	2	743	743	0	45,562	45,562	0
11	1,760	1,760	0	3,348	3,348	0	163,418	178,599	15,181
12	1,783	1,794	11	1,016	1,016	0	199,776	205,620	5,844
13	465	479	14	879	879	0	0	0 ²	0
14	0	0	0	0	275	275	553,753	714,343	160,590
Totals	14,129	14,243	114	13,531	15,381	1,850	5,762,761	6,804,895	1,042,134

1. The potential buildout square footage excludes the allocation for up to 350 hotel rooms for Sub-profiles 4H and 4K (including the existing 33-room hotel in Sub-profile 4K). Hotel MDIs for sub-profiles are based on number of hotel rooms instead of square footage, which is accounted for in Table LU-5.

2. The potential buildout square footage excludes a high-quality hotel of up to 120 rooms in Sub-profile 13D. Hotel MDIs for sub-profiles are based on number of hotel rooms instead of square footage, which is accounted for in Table LU-14, subject to the Hospitality Overlay criteria.

LAND USE PLANNING





Goal LU-1

A balanced land use pattern that integrates residential, commercial, and employment uses with open space and public services to support a vibrant, sustainable community that offers a high quality of life.

The Land Use Element provides for a diverse blend of land uses and intensities designed to accommodate anticipated growth without jeopardizing Laguna Niguel's endearing character. By strategically planning for various residential, commercial, and recreational spaces, the Land Use Element aims to create a balanced environment that supports economic vitality while balancing the quality of life of existing residential neighborhoods and enhancing the extensive open space and recreation network within the City. This comprehensive approach enables Laguna Niguel to adapt to evolving conditions and preferences, fostering a vibrant and resilient community.

LU-1 Policies

- 
- LU-1.1 Promote Mixed-Use Development.** Encourage mixed-use zoning in strategic locations to combine residential, commercial, and employment uses. This approach aims to create vibrant, walkable neighborhoods that enhance community engagement and drive economic activity.
- 
- LU-1.2 Open Space Preservation.** Preserve and enhance open spaces, parks, and landscape corridors within and around urban areas to support recreational opportunities, safeguard environmental resources, and enhance overall community well-being and aesthetics. This includes ensuring that land uses and developments along designated Scenic Corridors align with scenic enhancement and preservation goals, maintaining the visual quality of these areas.
- 
- LU-1.3 Employment/Housing Balance.** Strive to balance employment and housing levels within the community to provide more opportunities for residents to work locally. Laguna Niguel is “housing rich” with a forecasted jobs-housing ratio between 0.62–0.64 through 2045, significantly lower than the projected jobs-housing ratio of 1.61 for Orange County during the same period. A more balanced job-to-housing ratio enables residents to live and work in Laguna Niguel, fostering a greater sense of community and convenience. Improving this balance also improves economic resilience by allowing the community to better adapt to economic fluctuations, with one sector helping to buffer downturns in the other.
- LU-1.4 Diversified Housing Options.** Support a diverse range of housing development options and densities, ensuring that residents across income levels, age groups, and those with special needs can live within the community.
- LU-1.5 Economic Growth.** Support the preservation and growth of a variety of commercial areas, including retail, restaurant, professional, service, technology, and emerging market sectors to address the needs of residents and attract new businesses. This policy aims to strengthen the local economy and create employment opportunities for the community.
- LU-1.6 Maintain and Expand Public Facilities.** Ensure the planning, maintenance, and enhancement of public facilities and services, including emergency and safety services, infrastructure, educational and library facilities, and recreational and public gathering areas. These resources support social engagement, cultural activities, and a high quality of life for residents.
- LU-1.7 Multigenerational Planning.** Encourage new development projects to incorporate services, facilities, and spaces available to the public, with a focus on serving local youth, teens, adults, and senior citizens.
- LU-1.8 Multi-Jurisdictional Coordination.** Coordinate with neighboring jurisdictions to address land use compatibility within areas surrounding Laguna Niguel. Partnerships with adjacent cities can aid in developing cohesive strategies to address regional planning challenges and development.

- LU-1.9 Hospitality and Entertainment.** Promote the development of high-quality hotels, entertainment venues, and recreational commercial spaces to address current amenity gaps in Laguna Niguel. By supporting innovative projects that create dynamic, engaging environments, the City can enhance the community's cultural and social offerings.
-  **LU-1.10 Sustainable Development Practices.** Implement policies that encourage the efficient use of land and infrastructure to reduce environmental impacts and support long-term community sustainability.
-  **LU-1.11 Mobility and Connectivity.** Prioritize transportation planning and infrastructure that connects residential, commercial, and employment areas efficiently, with a focus on improving transportation options, including pedestrian paths and bicycle lanes to promote sustainable and non-motorized transportation options when evaluating land use options and development projects.
- LU-1.12 Residential and Non-Residential Capacities.** Ensure the levels of residential and non-residential building development remain within the established baseline General Plan buildout limits (Maximum Development Intensities – MDIs) for the Sub-profile Areas.
- LU-1.13 Civic Center (Additive Residential – Sub-profile 14C).** Residential development within the Civic Center land use designation shall only be permitted on an additive basis at a maximum ratio of one (1) residential unit per 10,000 square feet of commercial space (e.g., retail, restaurant, office uses), unless the City determines that the following criteria are met:
- » The proposed development substantially advances the General Plan's Land Use Planning Goal (LU-1) and policies;
 - » The proposed development results in substantial public benefits, beyond those 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
 - » 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.
- LU-1.14 Public Art.** Encourage the integration of public art into parks, plazas, streetscapes, transportation facilities, public buildings, mixed-use activity centers, and other publicly-accessible places to enrich the community experience.

COMMUNITY DESIGN AND PLACEMAKING

Goal LU-2

A visually appealing and cohesive community that emphasizes high-quality design, celebrates Laguna Niguel's character, and fosters a strong sense of place through well-designed spaces, architecture, and streetscapes.

Laguna Niguel is dedicated to cultivating a vibrant and attractive community. By focusing on well-designed, pedestrian-friendly development, the City aims to create spaces through strategic land use planning that enrich the quality of life, support local businesses, and strengthen civic pride.



LU-2 Policies



LU-2.1 Site Planning and Design. Establish and implement comprehensive design guidelines and standards that emphasize high-quality architecture, visual cohesion, and well-planned functional spaces in consideration of site topography and the surrounding setting. This includes provisions that address varying architectural styles that reflect Laguna Niguel's character, balancing innovation with visual harmony, while allowing flexibility to adapt to individual development contexts and optimizing land use for a sustainable, pedestrian-friendly community.



LU-2.2 Landscape Design. Establish and implement comprehensive landscape design guidelines and standards to create visually appealing landscapes that soften and enhance development projects and complement the surrounding environment. Incorporate plant material of varying sizes for layered growth and select species adaptable to the local climate to ensure long-term sustainability.



LU-2.3 Streetscape Design. Establish and implement public realm streetscape guidelines and standards that balance aesthetics and functionality, with a focus on the City's arterial highways and entry gateways. This includes cohesive design elements such as street furniture, lighting, drought-tolerant landscaping in medians and parkways, and monument signage that enhance Laguna Niguel's image and provide a welcoming, visually elevated experience for both residents and visitors.



LU-2.4 Sustainable Design. Promote environmentally responsive design by integrating natural elements, such as drought tolerant landscaping, efficient irrigation systems, and energy-efficient building materials and design, into public and private spaces.

LU-2.5 Neighborhood Setting. Ensure new development projects are appropriately scaled and designed in consideration of the surrounding setting. This includes well-designed building height and massing transitions to complement the surrounding neighborhood's scale and share common aesthetic themes or architectural styles, preserving the area's desirable character and sense of place.



LU-2.6 Public Gathering Spaces. Encourage walkable placemaking projects that feature attractive outdoor gathering spaces conducive to pedestrian-friendly programming (e.g., farmers markets, art shows, live music, food, movie nights) to strengthen social engagement for residents.



LU-2.7 Residential Open Spaces and Recreation. Ensure that new residential projects incorporate thoughtfully designed usable open spaces, plazas, park areas, courtyards, and/or other outdoor gathering areas to create inviting environments for social interaction and recreation that make a community a desirable place to live.



LU-2.8 Pedestrian-Friendly Environments. Prioritize pedestrian-oriented design and connectivity by incorporating thoughtfully planned tree-lined sidewalks, pathways, and active street fronts throughout new developments. This includes a focus on human-scale building frontages that create visually appealing and pedestrian-friendly environments, as well as pedestrian safe connections to surrounding streets.

LU-2.9 Above-Ground Utilities. Ensure thoughtful placement and aesthetic treatment of utilities and support structures to minimize their visual impact.

LU-2.10 Façade and Ancillary Improvements. Encourage the revitalization of aging commercial centers and buildings to create more inviting and pedestrian-friendly spaces. This includes enhancing building façades, landscaping, signage, and overall property maintenance to build a stronger sense of community and support business attraction and retention.



LU-2.11 Hillside Development. Development within hillside areas with public views, when permitted, should prioritize minimizing grading, visual landform changes, and development intensity to retain the general character and aesthetic value of the existing landform.

LU-2.12 Collaborative Processes. Continue to actively engage and collaborate with community members and other stakeholders throughout community design and placemaking processes.

OPPORTUNITY AREAS

Goal LU-3

Strategically guide development in three designated “Opportunity Areas” to stimulate economic growth, enhance community benefits, and realize each area’s unique potential by transforming underutilized spaces into vibrant placemaking destinations with high-quality urban design.



Laguna Niguel has designated three key “Opportunity Areas” for significant redevelopment (Figure LU-4) where vibrant mixed-use hubs featuring employment, shopping, housing, and public spaces are envisioned: The Marketplace at Laguna Niguel, the Chet Holifield Federal Building site, and Town Center. Each area serves as a unique canvas for innovative planning, design, economic activity, and placemaking, subject to the specific requirements established for each location. To further ensure alignment with the City’s broader vision and goals, the following overarching policies are also applicable for unlocking each Opportunity Area’s potential beyond the base land use designation parameters and Sub-profile Area MDIs.

LU-3 Policies



- LU-3.1 Reuse of Existing Development.** Encourage the reuse of existing properties into vibrant destinations that expand a range of employment opportunities, desirable commercial goods and services, housing options, and other public benefits that improve the quality of life in Laguna Niguel.
- LU-3.2 Differentiation of Opportunity Areas.** Establish distinct placemaking identities for Opportunity Areas by customizing land uses, design aesthetics, a mix of building types and sizes, and community features to highlight each area's individual character and context, while ensuring overall compatibility with surrounding land uses.
- LU-3.3 Mixed-Use Design Integration.** Ensure proposed development projects significantly improve existing site and building conditions through quality mixed-use placemaking design. This should include innovative site planning, exceptional architecture and landscaping, appropriately scaled buildings, inviting pedestrian features, and a well curated blend of complementary land uses. These core elements should work together to significantly elevate the overall quality and functionality of the area, setting a new standard for suburban infill projects.
- LU-3.4 Pedestrian Circulation.** Prioritize pedestrian-friendly settings that emphasize walkable, active environments featuring well-scaled buildings, interconnected open spaces (e.g., plazas, courtyards, sidewalk cafés), and inviting street frontages for residents and visitors.
- LU-3.5 Economic Vitality.** Encourage redevelopment that significantly strengthens the City's economic base, attracting new businesses, quality jobs, and generating local tax revenue. This focus on employment and local revenue opportunities directly supports high-quality community services and facilities for residents, businesses, and visitors.
- LU-3.6 Time of Use Activities.** Encourage new land uses that provide both daytime and evening activities. This may include a variety of integrated commercial and residential uses that have well planned public spaces that bring people together and provide opportunities for social interaction and active living, featuring a range of shopping, dining, service, employment, and entertainment options.
- LU-3.7 Specific Plan Areas.** Monitor the effectiveness of the Gateway Specific Plan and any new Specific Plans adopted within Opportunity Areas. Update these plans periodically as appropriate and ensure their consistent implementation.


NEIGHBORHOOD PRESERVATION

Goal LU-4

Safe and quiet established residential neighborhoods contribute to the quality of life in Laguna Niguel and provide opportunities for social interaction and enhance community connections.

Single-family neighborhoods make up the majority of the City's developed land area. While the City's Opportunity Areas are envisioned to serve as vibrant community hubs and centers of activity, many neighborhoods also contribute by hosting social gatherings and events that foster community building and connectivity in their respective areas. During the General Plan Update process, maintaining established neighborhoods, encouraging property reinvestment (including general maintenance and building and landscape improvements), and strengthening neighborhood connections were identified as community priorities.

LU-4 Policies

- LU-4.1 Preserve Single-Family Neighborhoods.** Focus growth to underutilized parcels within Opportunity Areas, reducing development pressure on established single-family residential neighborhoods.
- LU-4.2 New Development Sensitivity.** Ensure new development projects are sensitively designed to complement surrounding low-density residential neighborhoods, including architectural character, appropriate building massing and scale, and minimizing any operational impacts on the surrounding area.
- LU-4.3 Neighborhood Character.** Support resident efforts to create a distinctive sense of place and improve the visual quality of individual neighborhoods.
- LU-4.4 Property Maintenance and Reinvestment.** Promote community pride and enhance the City's visual appeal by encouraging property renovations and reinvestment. This also includes Municipal Code education and enforcement efforts to ensure proper property maintenance and preserve neighborhood character and aesthetics.
-  **LU-4.5 Neighborhood Infrastructure.** Maintain adequate neighborhood infrastructure, community facilities, and services to support the livability and long-term sustainability of neighborhoods.
- LU-4.6 Community Programming.** Support local outreach and education initiatives that improve neighborhoods and strengthen community connections in Laguna Niguel.

MOBILITY 03



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MOBILITY

Introduction

The Mobility Element seeks to support travel throughout the City by way of an interconnected accessible and safe transportation network. Over the past several decades, Laguna Niguel's transportation system has developed concurrently with the City's physical growth, with automobile movement as a major emphasis.

The 1992 Laguna Niguel General Plan provided a framework to ensure infrastructure was systematically built as the City grew, much of which has now been realized. Today, Laguna Niguel's mobility network includes streets (travel lanes, bicycle lanes, sidewalks, etc.), multi-use trails, and transit (bus, trolley, on-demand paratransit, and train).

As Laguna Niguel continues to evolve and mature, with ongoing infill development, the City's transportation goals now focus on preserving and enhancing community quality of life, as outlined in the Laguna Niguel Community Vision. This vision includes improved pedestrian and bicycle connections linking neighborhoods, destinations, and public facilities throughout the community, along with a balanced transportation system that expands beyond automobile-focused travel.

State law (California Government Code Section 65302(b)) mandates that the Mobility (Circulation) Element contains the general location and extent of existing and proposed

major thoroughfares, transportation routes, terminals, and other public utilities and facilities, to the extent these facilities exist in the planning area. This Mobility Element includes all information required by the Government Code, except that the location and extent of "other local public utilities and facilities" is addressed in the Land Use and Public Facilities and Services Elements.

Organization of Element

The Mobility Element will address each of the topics below as they relate to Laguna Niguel. The goals and policies of this Element are organized around the following topics:

- Transportation Network
- Active Transportation
- Public Transit
- Transportation Safety
- Regional Collaboration
- Scenic Corridors
- Right-Sized Parking

Mobility Network

Laguna Niguel consists of a comprehensive transportation system designed to ensure safe and convenient travel for residents, employees, and visitors. This system includes a network of roadways, bike lanes, sidewalks, and multi-use trails, allowing for travel by vehicle, transit, bicycle, and walking.

Laguna Niguel Circulation Plan

The City's roadway network, as detailed in the Circulation Plan (Figure M-1), consists of arterial, collector, and local streets. Table M-1 below provides an overview of these classifications and Figure M-2 illustrates typical cross-section profiles. Arterial streets serve as the major connections that traverse

the City and provide access to regional highways and City collector and local streets.

This network is integrated with the broader regional circulation system. Regional access is provided by I-5 (San Diego Freeway) and SR-73 (San Joaquin Hills Transportation Corridor), which connect the City to destinations throughout southern California and beyond. Ramp terminal intersections for I-5 are located on Avery Parkway and on Crown Valley Parkway. The City will continue to coordinate with regional and state transportation planning efforts to provide and maintain safe and convenient access to the regional circulation system.

Table M-1 Roadway Classifications

Street Type	Description	Key Characteristics	Examples
Arterial Streets:			
Augmented Major	Eight-lane divided roadways	Appx 120' typical curb-to-curb width No on-street parking May include Class II bike lanes	Crown Valley Parkway (I-5 to Cabot Road)
Major	Six-lane divided roadways	Appx 102' typical curb-to-curb width No on-street parking May include Class II bike lanes	Crown Valley Parkway (Cabot Road to Camino Los Padres), Alicia Parkway
Primary	Four-lane divided or partially-divided roadways	Appx 84' typical curb-to-curb width No on-street parking May include Class II bike lanes	Camino del Avion, Niguel Road (south of Alicia Parkway)
Secondary	Two-lane (divided) or four-lane (undivided) roadways	Appx 64' typical curb-to-curb width No on-street parking May include Class II bike lanes	Highlands Avenue
Collector Streets:			
	Two-lane undivided roadways	Appx 40' typical curb-to-curb width May include Class II bike lanes or on-street parking	Beacon Hill Way, Club House Drive
Local Streets:			
	Low-traffic roads within neighborhoods	Appx 28'- 40' typical curb-to-curb width Typically include on-street parking, but not designated bike lanes	Residential streets throughout the City

Note: Recognized for their contributions to the City's visual character, most of the City's arterial streets are designated Scenic Corridors as illustrated on Figure M-9. Protecting and enhancing the scenic elements of these arterial roadways is a goal for the City.

The Circulation Plan, along with the Traffic Impact Analysis included in the General Plan EIR, is designed to accommodate the future growth outlined in the Land Use Element while maintaining an efficient roadway network at acceptable levels of service. Planned changes to existing roadways and intersections, summarized in Table M-2, mainly involve widening and striping to improve capacity. However, one roadway will be narrowed to add landscaping and enhanced bike lanes, without compromising acceptable traffic flow.

Table M-2 Planned Changes to Existing Roadways and Intersections

Note: NBR = Northbound Right, NBT = Northbound Through, NBL = Northbound Left; SBR = Southbound Right, SBT = Southbound Through, SBL = Southbound Left; EBR = Eastbound Right, EBT = Eastbound Through, EBL = Eastbound Left; WBR = Westbound Right, WBT = Westbound Through, WBL = Westbound Left.

Intersection	Improvements
Within the City of Laguna Niguel	
La Paz Road at Rancho Niguel Road	<ul style="list-style-type: none"> • Restripe to remove NBT. • Restripe to remove 2nd SB departure lane. • Restripe to remove 2nd SBT. • Restripe to remove 2nd NB departure lane. • Consider signalized intersection or traffic circle in place of other planned improvements.
Cabot Road at Crown Valley Parkway	<ul style="list-style-type: none"> • Restripe to convert 2nd NBT to NBT/R. • Widen and restripe to provide SBR. • Restripe to convert EBR to EBT/R. • Widen and restripe to provide 4th WB departure lane. • Restripe to provide WBT/R.
Forbes Road at Crown Valley Parkway	<ul style="list-style-type: none"> • Restripe to provide 2nd NBL, remove NBT, and convert NBR to NBT/R. • Restripe to provide 2nd SB departure lane. • Widen and restripe to provide 2nd SBL. • Widen and restripe to provide 2nd WBL and 4th WBT.
I-5 SB Ramps at Crown Valley Parkway	<ul style="list-style-type: none"> • Widen and restripe to provide 5th EBT. • Widen and restripe to provide 2nd WBL.
I-5 NB Rmps at Crown Valley Parkway	<ul style="list-style-type: none"> • Widen and restripe to provide 2 NBL. • Widen and restripe to provide EBT/R. • Widen and restripe to provide 2nd loop on-ramp SB departure lane.
Camino Capistrano at Paseo de Colinas	<ul style="list-style-type: none"> • Widen and restripe to provide 2 NBR. • Widen and restripe to provide WBL.
Camino Capistrano at Avery Parkway	<ul style="list-style-type: none"> • Widen and restripe to provide 2nd NBR. • Widen and restripe to provide 2nd SB departure lane. • Widen and restripe to provide 2nd WBR.
I-5 SB Ramps at Avery Parkway	<ul style="list-style-type: none"> • Widen and restripe to provide 2nd SBL and 2nd SBR. • Restripe SBT/R to SBR. • Widen and restripe to provide 2nd on-ramp SB departure lane. • Widen and restripe to provide 3 additional EBT. • Widen and restripe to provide 3rd WB departure lane. • Widen and restripe 2nd WBL and 2 additional WBT. • Widen and restripe to provide 3 additional EB departure lanes.

Intersection	Improvements
I-5 NB Ramps at Avery Parkway	<ul style="list-style-type: none"> • Widen and restripe to convert NBR to NBL/R and provide NBR. • Restripe NBL/T to NBL. • Widen and restripe to provide 3rd on-ramp NB departure lane. • Widen and restripe to provide 2nd WBL and 2 additional EBT. • Widen and restripe to provide 3 additional WB departure lanes. • Widen and restripe to provide 2 additional WBT. • Widen and restripe to provide 1 additional EB departure lanes.

Roadway Segment	Improvements
Within the City of Laguna Niguel	
La Paz Road, between Aliso Creek Road and Kings Road	<ul style="list-style-type: none"> • Reduce the number of travel lanes from four travel lanes to two travel lanes.

Intersection	Improvements
Within the City of Laguna Niguel	
Marguerite Parkway at Avery Parkway	<ul style="list-style-type: none"> • Widen and restripe to provide 2nd NBL. • Widen and restripe to provide EBR. • Widen and restripe to provide WBR.

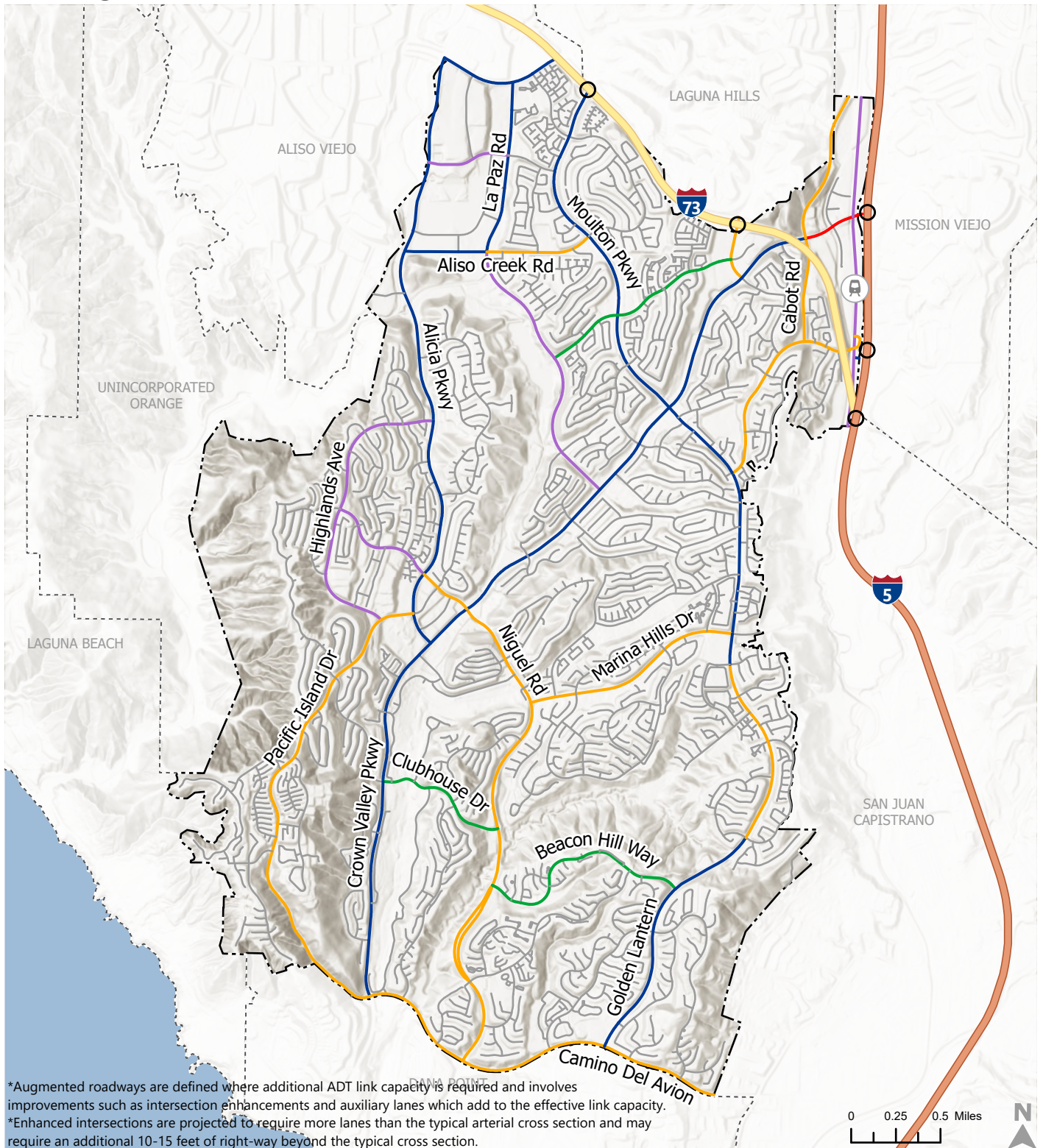
Master Plan of Arterial Highways (MPAH)

In addition to its local significance, Laguna Niguel's roadway network plays a significant role in the Orange County Transportation Authority's (OCTA) countywide transportation system known as the Master Plan of Arterial Highways (MPAH). The City's Circulation Plan includes three proposed changes to the existing MPAH, which require amending OCTA's plan (see Figure M-3 for an illustration of these changes):

- Maintain existing conditions on Camino Los Padres, which consists of the removal of the previously contemplated Camino Los Padres extension from its current terminus to Camino Capistrano, which extends outside the City limits.
- Reduce the number of travel lanes on La Paz Road between Aliso Creek Road and Kings Road from two lanes in each direction to one lane in each direction.
- Maintain existing travel lane conditions on Golden Lantern between Sweet Meadow Lane and Sarina Lane, which consists of the removal of the previously contemplated roadway widening.



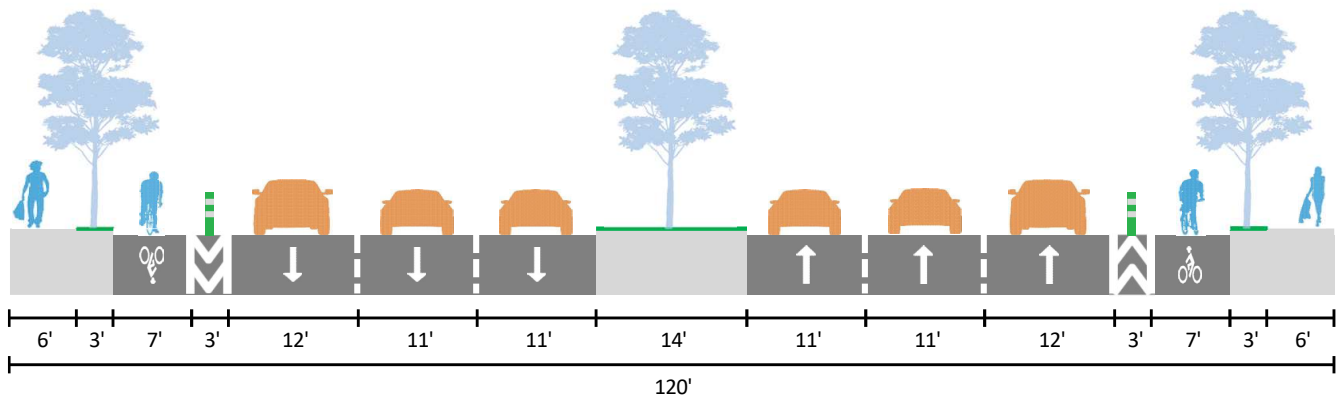
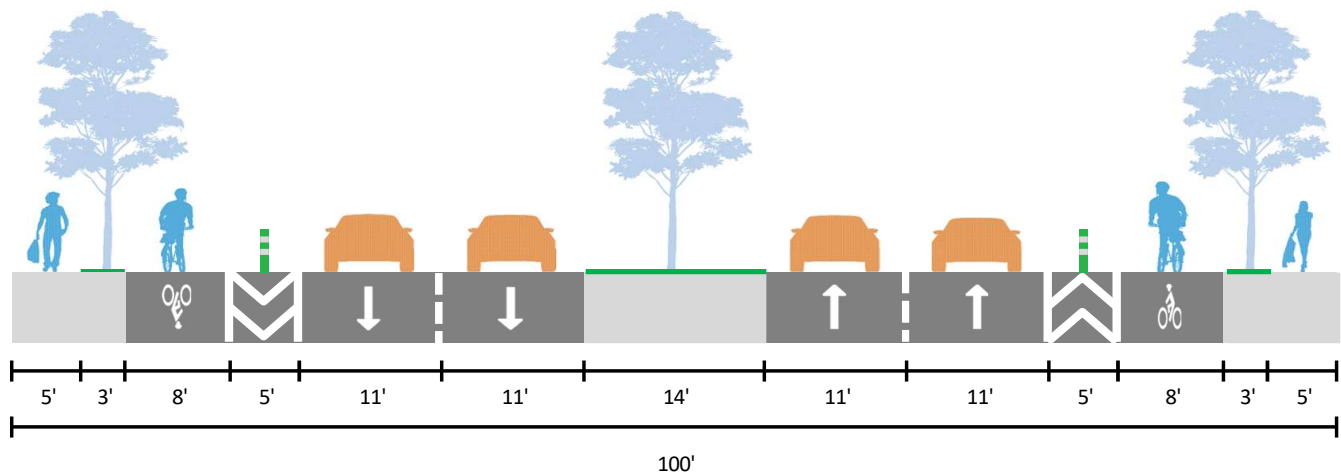
Figure M-1 Circulation Plan



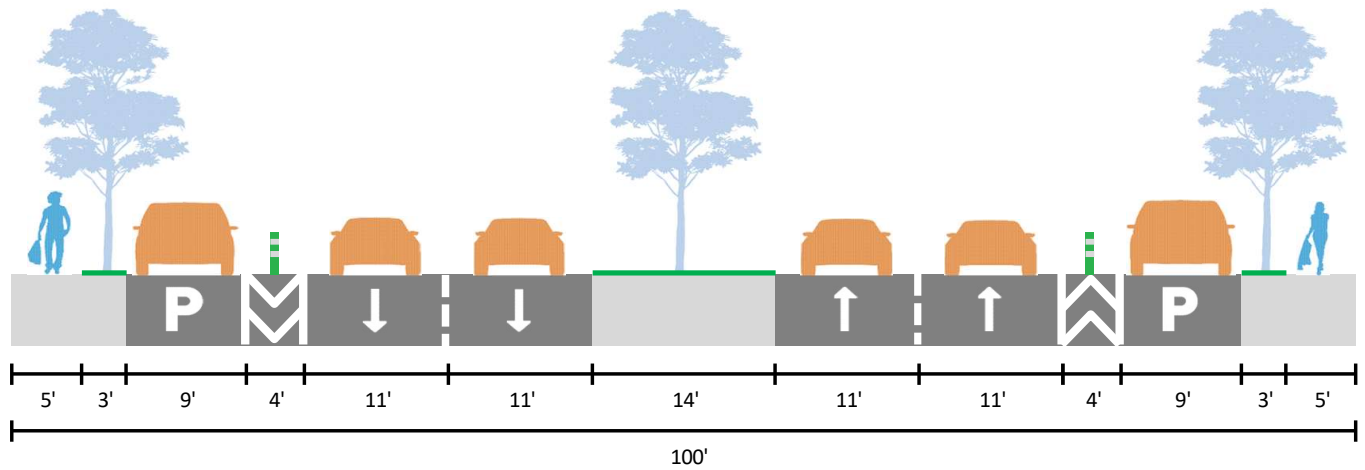
San Diego Freeway
 San Joaquin Hills Transportation Corridor
 Laguna Niguel City Boundary

Augmented Major
 Major
 Primary
 Secondary

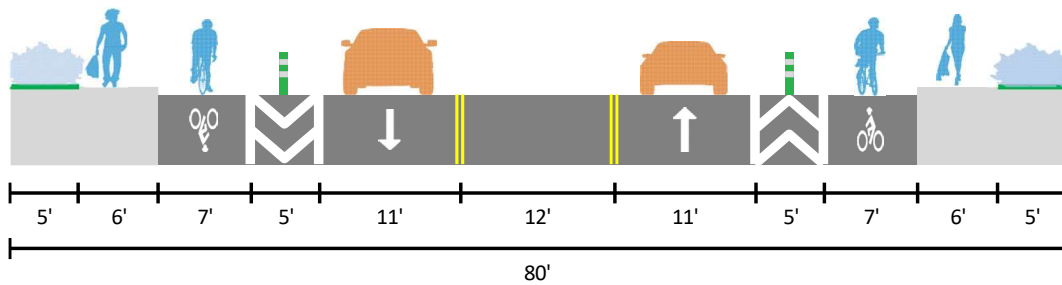
Commuter
 Collector
 Interchange
 Metrolink Station

Figure M-2 Typical Cross Sections**Major Arterial****Primary Arterial – Buffered Bike Lanes**

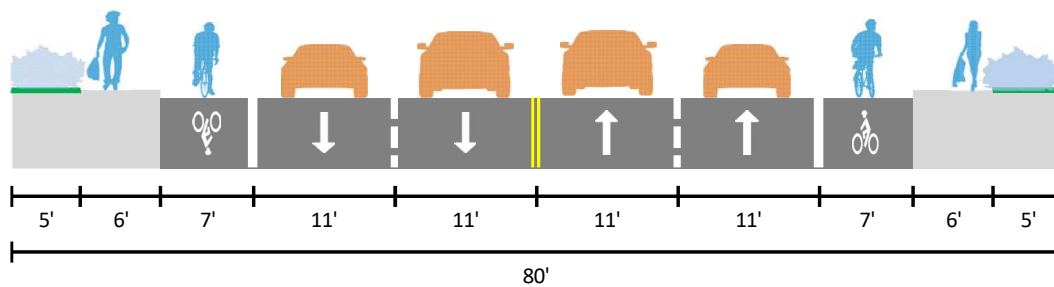
Primary Arterial – Buffered Parking



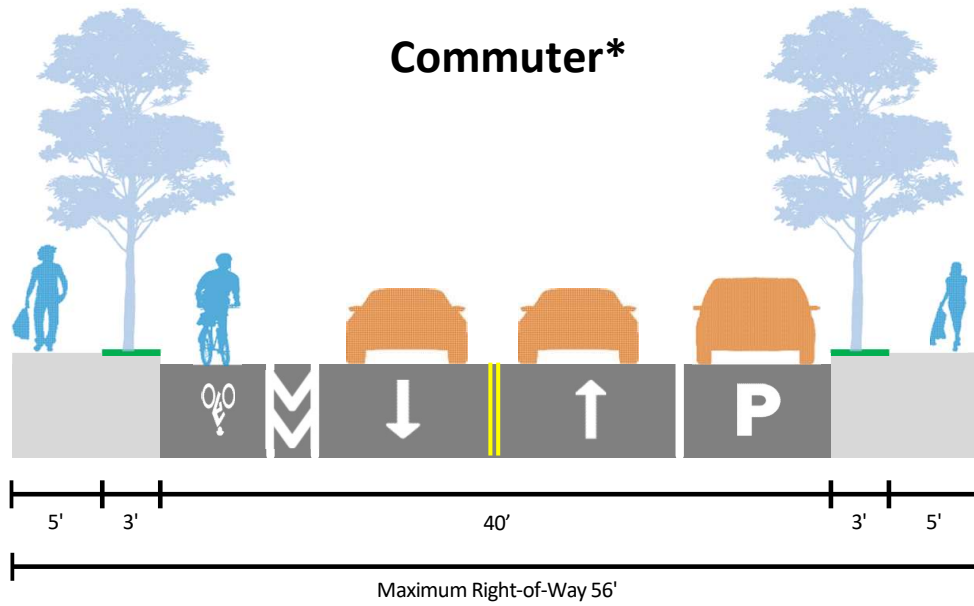
Secondary Arterial – 2 Lanes



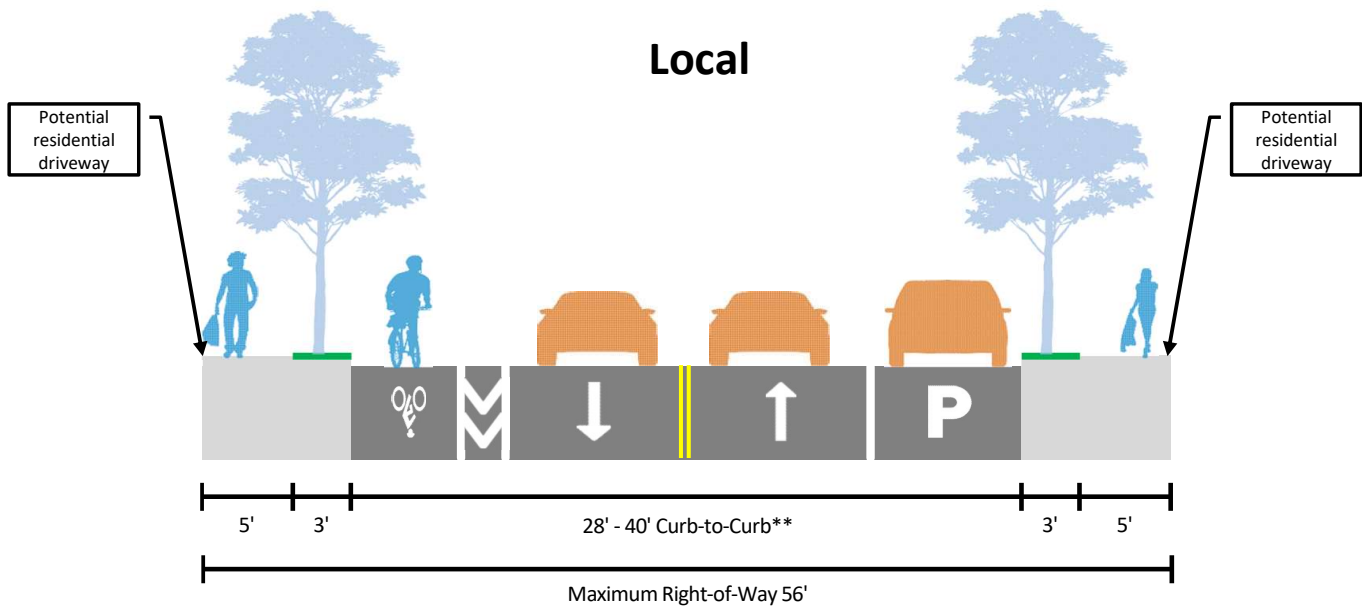
Secondary Arterial – 4 Lanes



Commuter*



Local

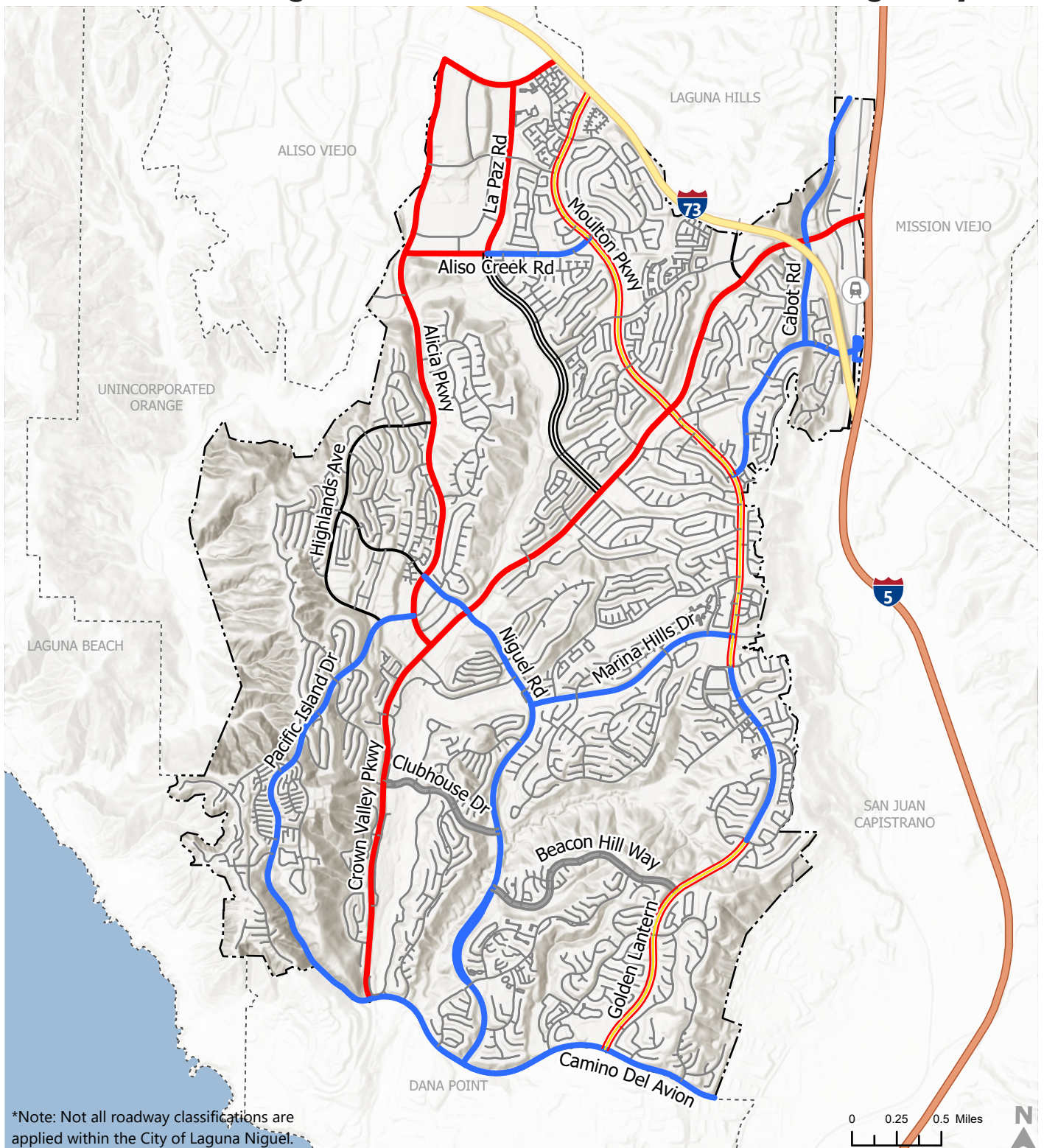


Notes:

* Context dictates whether a striped shoulder, bike lanes, or parking can be implemented.

**Curb-to-curb width varies depending on residential driveway access and context. For example, a local street with a driveway on one side of the roadway can have 32' curb-to-curb to enable street parking or bike lanes. A local street with driveways on both sides of the roadway can have 40' curb-to-curb.

Figure M-3 Master Plan of Arterial Highways



Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

- | | | |
|---|---------------------|-----------------------|
| San Diego Freeway | Principal | Divided Collector |
| San Joaquin Hills Transportation Corridor | Major | Collector |
| Laguna Niguel City Boundary | Smart Street 6 Lane | Residential Collector |
| | Primary | |
| | Secondary | |

Pedestrian and Bicycle Connectivity

Walkability, accessibility, and connectivity are key to a pedestrian-friendly mobility system in Laguna Niguel. The City's continuous sidewalks along major roadways provide a strong foundation for pedestrian movement, complemented by the network of multi-use trails that link to neighborhoods, regional parks, and neighboring beach communities. Efforts to further enhance walkability will focus on creating and improving pedestrian-friendly spaces and key connections. This includes incorporating elements such as timed crosswalks, well-lit paths, traffic buffers, landscaping, and enhanced trails to promote walking for transportation and recreation.

Laguna Niguel also boasts a comprehensive bikeway system for recreation and transportation that connect residences, jobs, shopping, transit, recreation uses, and schools. The City follows Caltrans' standards to classify its bikeways, as outlined in Table M-3, which also highlights general locations. Safe and convenient bikeways and an educated driving public can make biking more attractive. The City's existing system of bike lanes and paths provide internal community links as well as access to many of the surrounding communities. Expanding and enhancing bicycling opportunities as a multimodal option



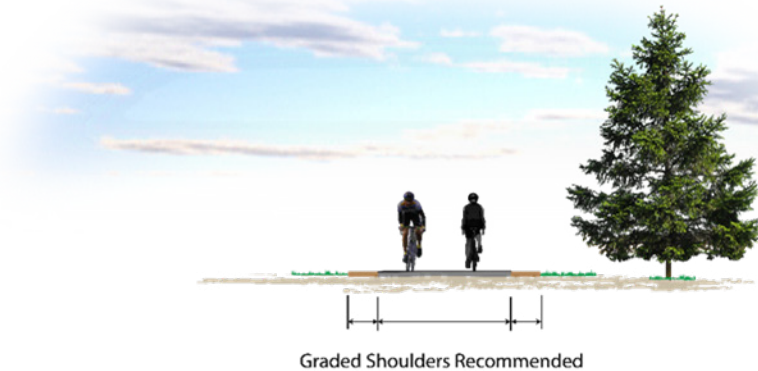
for recreation and as an alternative to driving is a citywide goal. The City's bike and trail network are presented in Figures M-4 and M-5.

Table M-3 Bikeway Classifications

Type	Description	Examples
Class I	Provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flow minimized	Niguel Road from Club House Drive to Ridgeway Avenue
Class II	Provides a striped lane for one-way bike travel on a street or highway.	Crown Valley Parkway, Moulton Parkway, Pacific Island Drive
Class III	Provides for shared use with pedestrian or motor vehicle traffic.	None
Class IV	Provides a separated bikeway within existing roadway right of way by use of physical devices or landscaping	Aliso Creek Road

Class I Bikeways (Bike Paths)

Class I bicycle facilities are completely separated facilities designed for the exclusive use of bicyclists and pedestrians.



CLASS I - Multi-Use Path

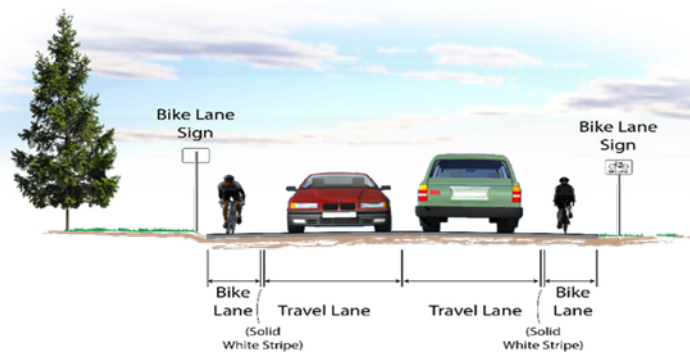
Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)

Class II Bikeways (Bike Lanes)

Class II bicycle facilities are striped lanes that provide bike travel along a street or highway and can be either located next to a curb or parking lane.



CLASS II - Bike Lane

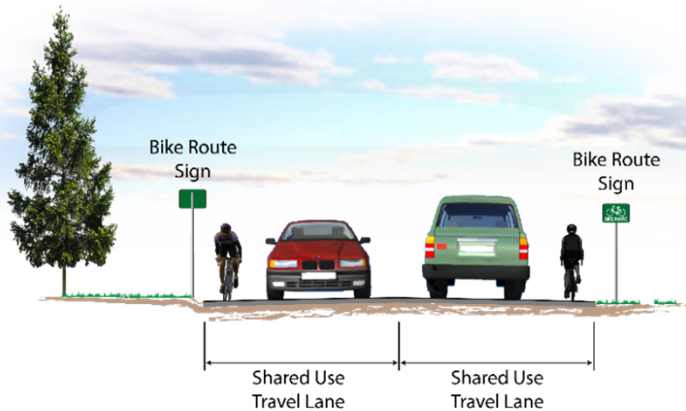
Provides a striped lane for one-way bike travel on a street or highway.



MUTCD R81 (CA)

Class III Bikeways (Bike Routes)

Class III Bikeways are routes designated by signs or pavement markings, like sharrows for bicyclists in a shared-use vehicular travel lane of a roadway. While bicyclists have no exclusive use or priority, signage by the side of the street and sometimes stenciled on the roadway surface alerts motorists to bicyclists sharing the roadway space and denotes that the street is an official bike route.



CLASS III - Bike Route

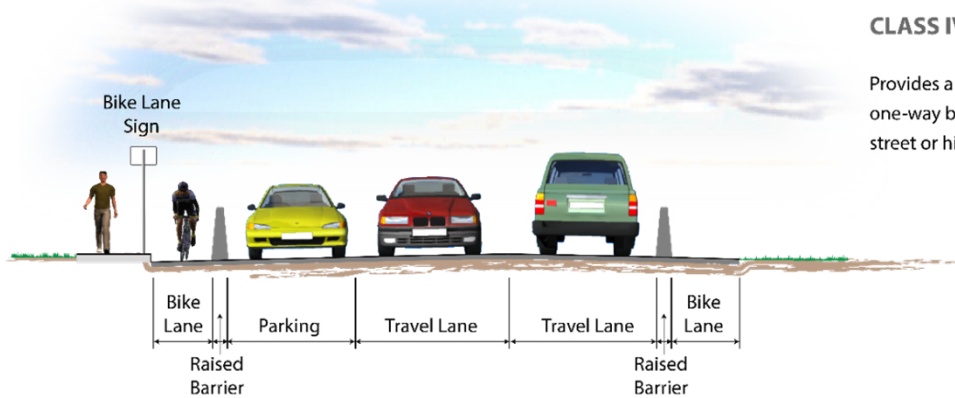
Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.



MUTCD D11-1

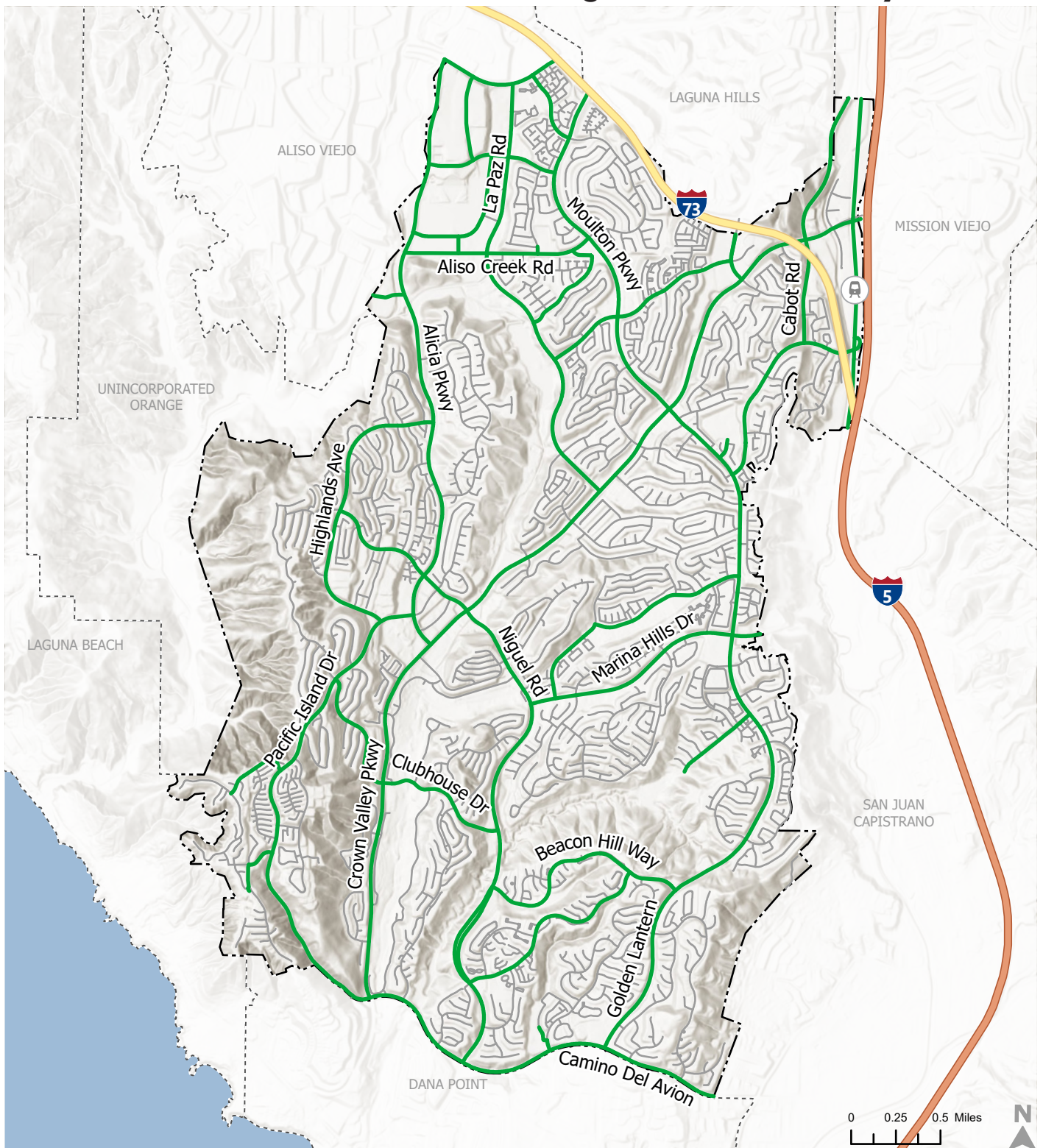
Class IV Bikeways (Separated Bikeways)

A Class IV bikeway, also called a separated bikeway or cycletrack, are protected bike lanes that provide a right-of-way designated exclusively for bicycle travel within a roadway, protected from vehicular traffic by physical barriers (e.g., grade separation, flexible posts, inflexible physical barriers, on-street parking). California Assembly Bill 1193 (AB 1193) legalized and established design standards for Class IV bikeways in 2015.



CLASS IV - Separated Bikeway (Cycle Track)

Provides a protected lane for one-way bike travel on a street or highway.

Figure M-4 Bikeways Plan

Data sources: City of Laguna Niguel; Orange County GIS.

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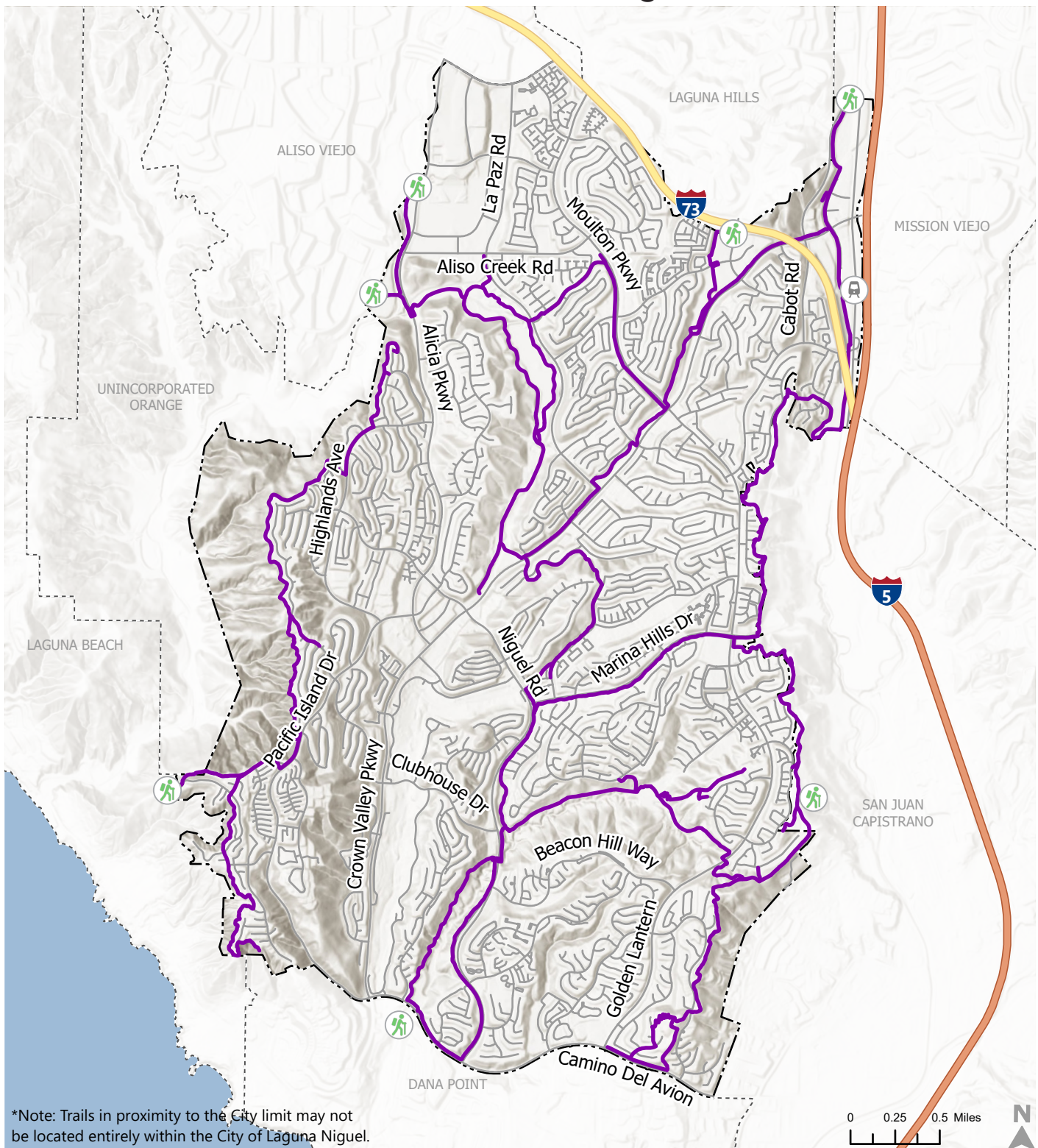


- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary
- Bikeways
- Local Streets
- 
 Metrolink Station

Figure M-5 Trails Plan

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary
- Trails
- Local Streets
- 
 Metrolink Station
- 
 Regional Trail Connectors

Public Transit

Public transit in Laguna Niguel includes a variety of options. These include OCTA's fixed-route bus service, and Americans with Disability Act (ADA) paratransit service. City-operated services include the Summer Trolley and the Senior Wheels programs. Additionally, the Laguna Niguel/Mission Viejo Metrolink station provides commuter rail service. Fixed transit stops and routes in the City are shown in Figure M-6.

An effective and efficient transit network is an important component of the City's Mobility Element. Connecting neighborhoods, workplaces, shopping, services, and recreation areas by transit enhances mobility options for individuals without access to private vehicles (such as seniors, people with disabilities, and low-income households). It also encourages walking and bicycling to and from transit stops, supports urban development, and promotes energy efficiency by moving more people using fewer resources.

OCTA SERVICES

OCTA currently operates four bus routes within the City (Routes 85, 87, 90, and 91) that connect with other destinations in Orange County. OCTA periodically updates its service levels and route configurations based on ridership.

In compliance with the ADA, all public transit operators like OCTA are required to provide paratransit service to persons whose disabilities prevent them from using accessible fixed-route public transit. In Laguna Niguel, OCTA operates Access Service, a shared-ride paratransit service for qualified individuals.

CITY TRANSIT SERVICES

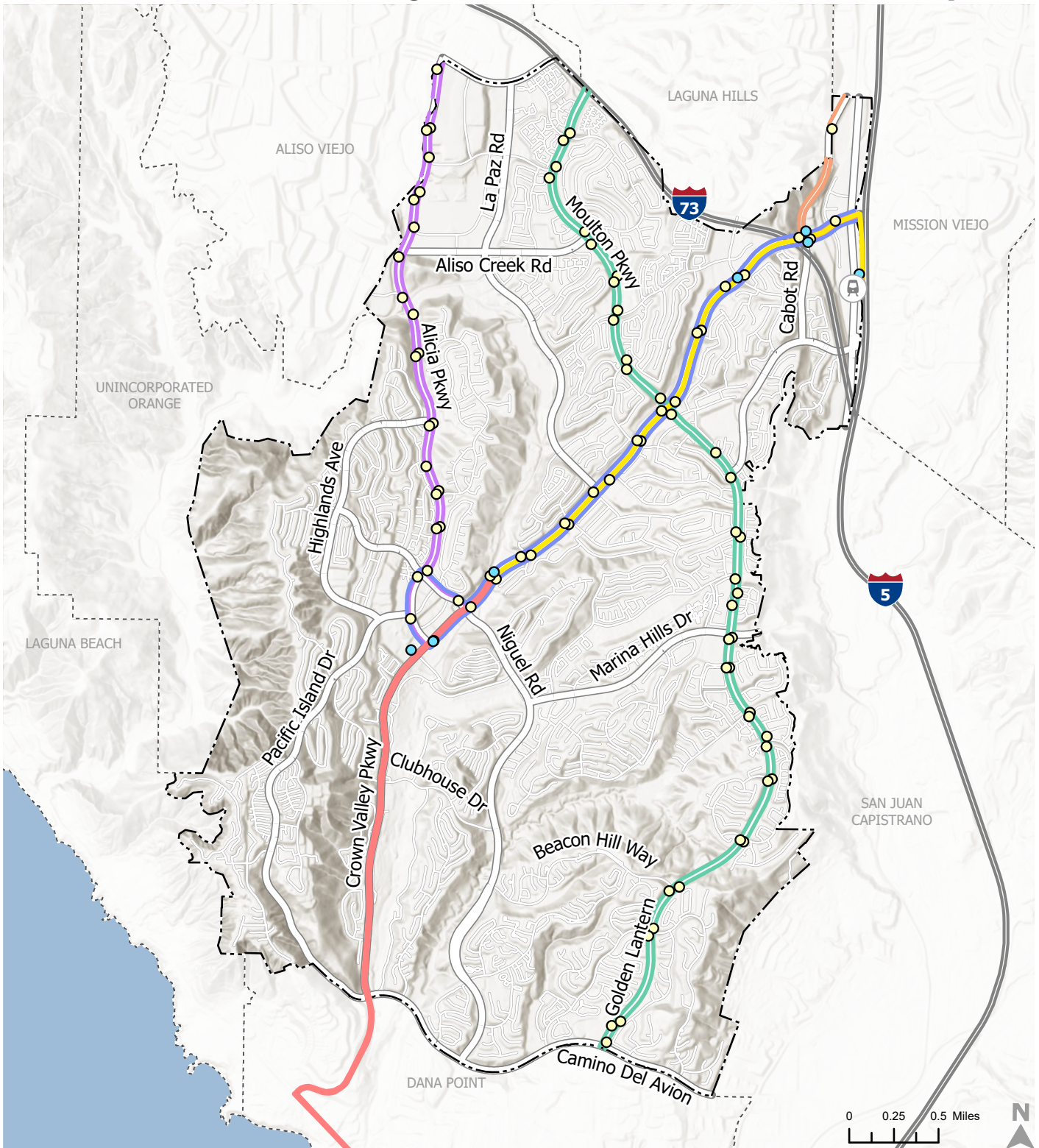
The City operates the Laguna Niguel Summer Trolley, a free trolley service that operates from



the Laguna Niguel/Mission Viejo Metrolink Station to Salt Creek Beach in Dana Point. The service is available from Memorial Day to Labor Day each summer.

METROLINK RAIL SERVICE

The Laguna Niguel/Mission Viejo Metrolink Station is located in the northeast corner of the City with access on Forbes Road and Camino Capistrano. Currently, Metrolink provides service to two lines from the station, the Orange County Line and the Inland Empire-Orange County Line. The station features public parking, restrooms, and bicycle amenities, including racks and lockers.

Figure M-6 Transit Routes and Stops

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

- OCTA Bus Stops
- Laguna Niguel Trolley Stops
- Laguna Niguel City Boundary
- OCTA Route 85
- OCTA Route 87
- OCTA Route 90
- OCTA Route 91
- Laguna Niguel South Line Trolley
- Metrolink Station

TRANSPORTATION NETWORK



Goal M-1

A well-planned and comprehensive multimodal transportation system that connects neighborhoods, jobs, shopping, recreation, and transit hubs.

Laguna Niguel strives for a safe, convenient, and efficient multimodal transportation system. To achieve this, the City prioritizes adaptable, forward-thinking transportation planning and implementation that addresses current needs and the anticipated demands of future development as planned for in the Land Use Element. Key strategies for effectively connecting neighborhoods, workplaces, shopping, recreation, and transit hubs include optimizing and adapting existing infrastructure, integrating new technologies and industry best practices, and supporting sustainable mobility options.

M-1 Policies

- M-1.1 *Balanced Circulation Network.*** Support the design, management, maintenance, and enhancement of a multimodal roadway network that accommodates the City's current and future development as outlined in the Land Use Element. This includes maintaining and adapting the Laguna Niguel's Circulation Plan Figure M-1 and related infrastructure to ensure safe, efficient, and well-connected links between neighborhoods, workplaces, shopping, recreation, and transit hubs.
-  **M-1.2 *Multimodal Transportation.*** Support an integrated transportation network as a system that accommodates and promotes various modes of travel, such as walking, bicycling, public transit, enhancing multimodal connectivity throughout the City and contributing to environmental sustainability.
- M-1.3 *Mobility Hubs.*** Support the development and enhancement of mobility hubs Figure M-7 to serve as centralized, convenient points linking a variety of transportation options.
- M-1.4 *Complete Streets.*** Apply context-sensitive "complete streets" principles into the planning, design, construction, and maintenance of City roadways. This includes industry best practices focusing on safe, functional, and attractive access and travel for motorists, pedestrians, bicyclists, and transit users.
-  **M-1.5 *Land Use Planning.*** Align transportation planning with land use decisions to support a multimodal system that minimizes traffic congestion and reduces environmental impacts from future developments.
- M-1.6 *Level of Service.*** Ensure the roadway network supports existing and planned developments while maintaining acceptable vehicle Levels of Service across roadways and intersections. For qualifying development projects, ensure the preparation of a Traffic Impact Study, including Level of Service analyses, in accordance with the City's Transportation Assessment Guidelines. Projects determined to adversely affect the transportation system may require adjacent infrastructure improvements and/or fair-share payment contributions for system-wide improvements.
-  **M-1.7 *Vehicle Miles Traveled.*** For qualifying development projects, ensure the preparation of a Vehicle Miles Traveled analysis in accordance with the City's Transportation Assessment Guidelines and compliance with applicable state law(s) aimed at reducing vehicle travel distances from and within the City.
- M-1.8 *Travel Demand Management.*** Encourage the development and implementation of travel demand management programs to reduce peak-hour traffic congestion and help reduce vehicles miles traveled within the community.
- M-1.9 *Signal Coordination.*** Prioritize traffic signal coordination and retiming to adapt to changes in travel patterns and traffic flows to minimize unnecessary delay and congestion.

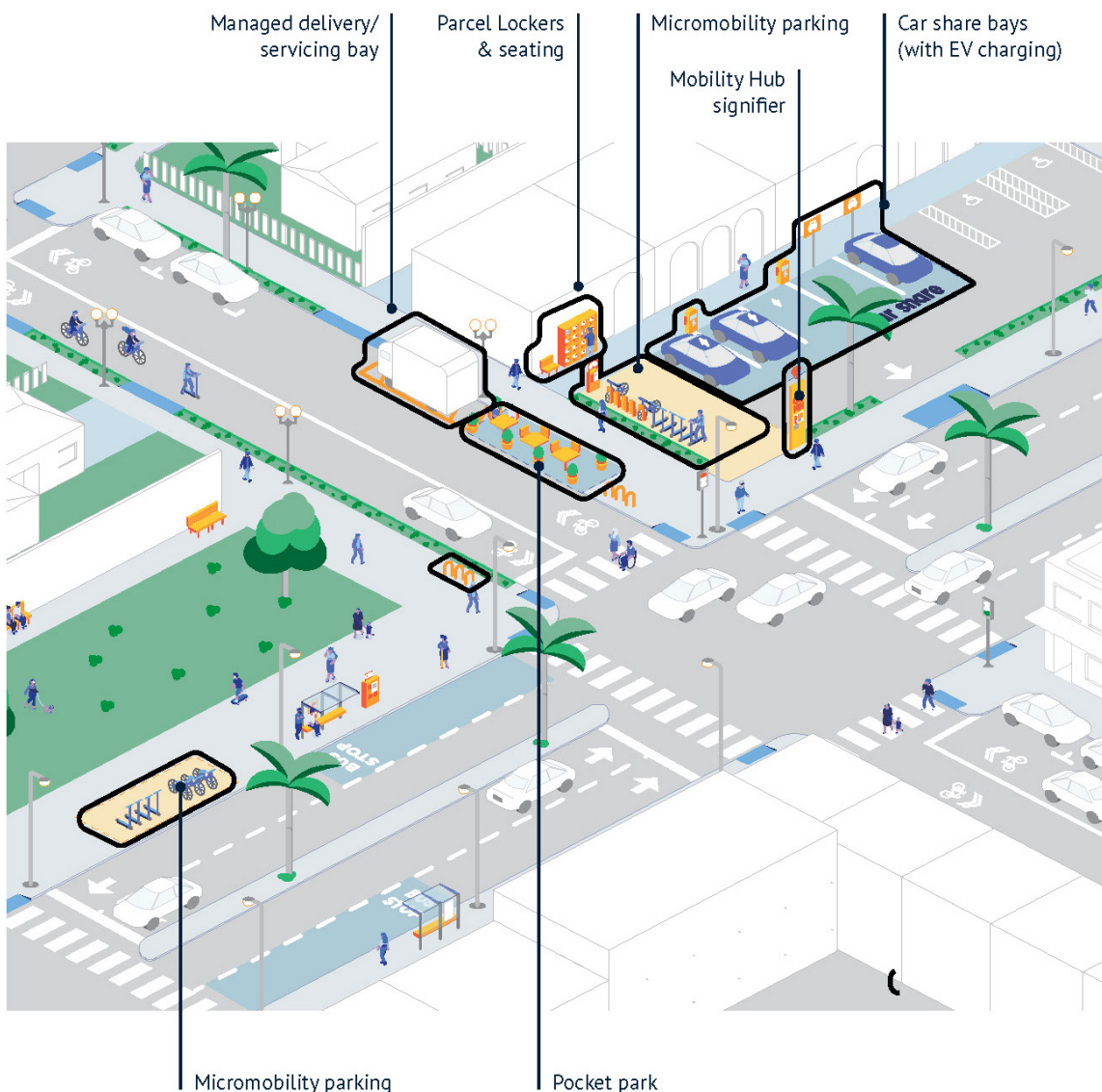


- M-1.10 Driveways on Arterials.** Limit the construction of new driveway access points on arterial roadways, where feasible, to maintain traffic flow and reduce potential conflict points between motorists, pedestrians, and cyclists.
- M-1.11 Designated Truck Routes.** Limit commercial truck traffic to designated truck routes on selected arterial streets (Figure M-8) to minimize impacts on sensitive areas, including residential neighborhoods and schools. Support this policy with appropriate signage and practical restrictions.
- M-1.12 Innovation and Technology.** Integrate new technological advancements and best practices to improve safety, efficiency, user experience, and/or reduce operational costs.
- M-1.13 Multimodal Funding Opportunities.** Pursue diverse funding sources, leveraging federal, state, regional, and local opportunities, to support a financially sustainable multimodal transportation system while exploring innovative funding mechanisms.
- M-1.14 Transportation Planning Outreach.** Engage the community and other stakeholders in major transportation planning efforts to ensure projects align with City and mobility priorities.

Mobility Hubs

A mobility hub seamlessly combines traditional travel modes (bus, rail) with shared mobility services (bikeshare, carshare, ride-hailing) in one convenient location. Comprehensive mobility hubs may include advanced technology, wayfinding, access to goods/services, and information. They can create a sense of place where communities come together to work, live, shop, and play; strengthening community bonds and providing a community gathering place. In this way, mobility hubs are a flexible variant of the transit center concept: A mobility hub is a place where multimodal travel is both easy and efficient.

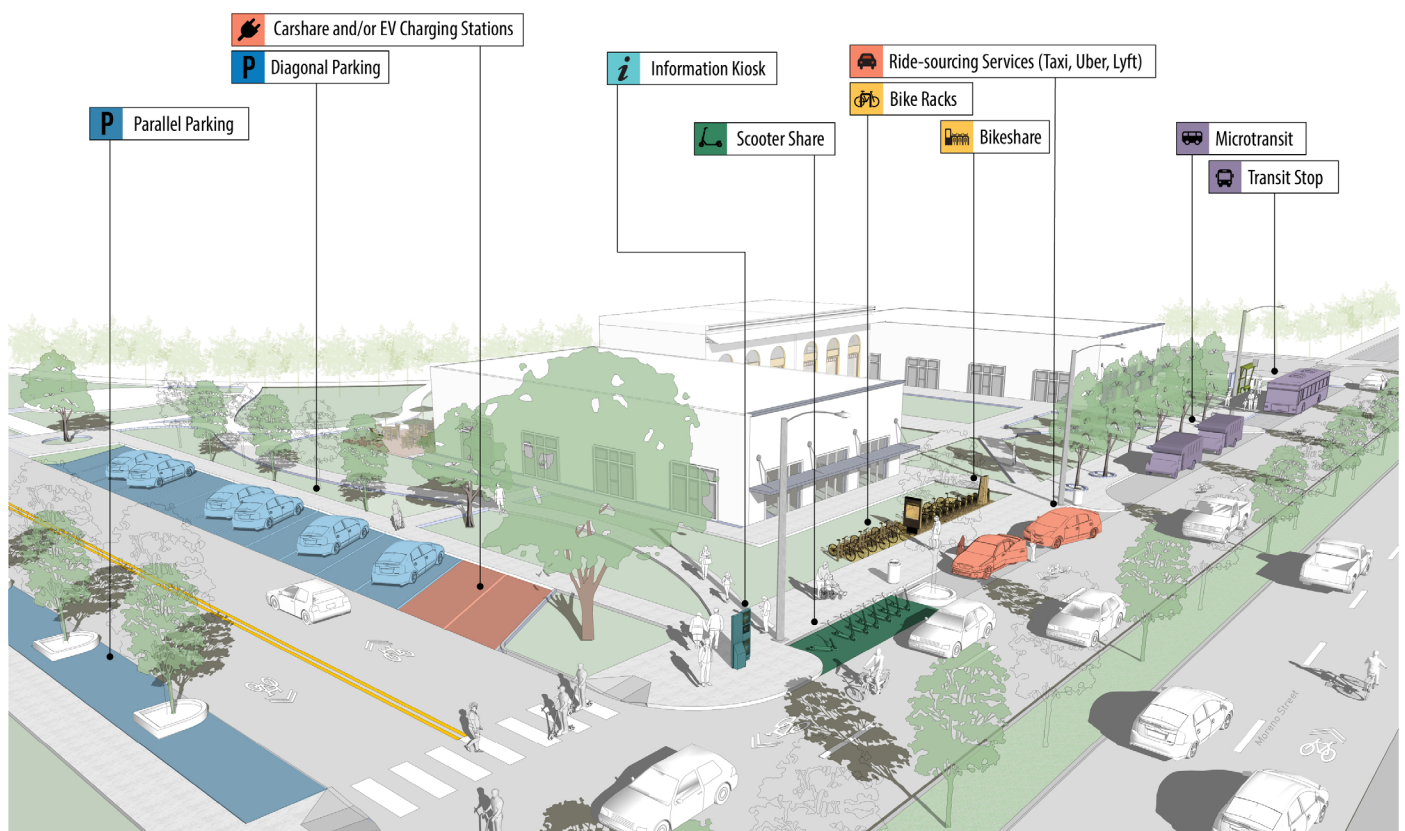
Mobility hub components can include: EV chargers, wayfinding/informational signs, bus stops and shelters, scooter and bike parking, designated pick-up/drop-off zones, commercial loading zones, carshare, seating, and landscaping.



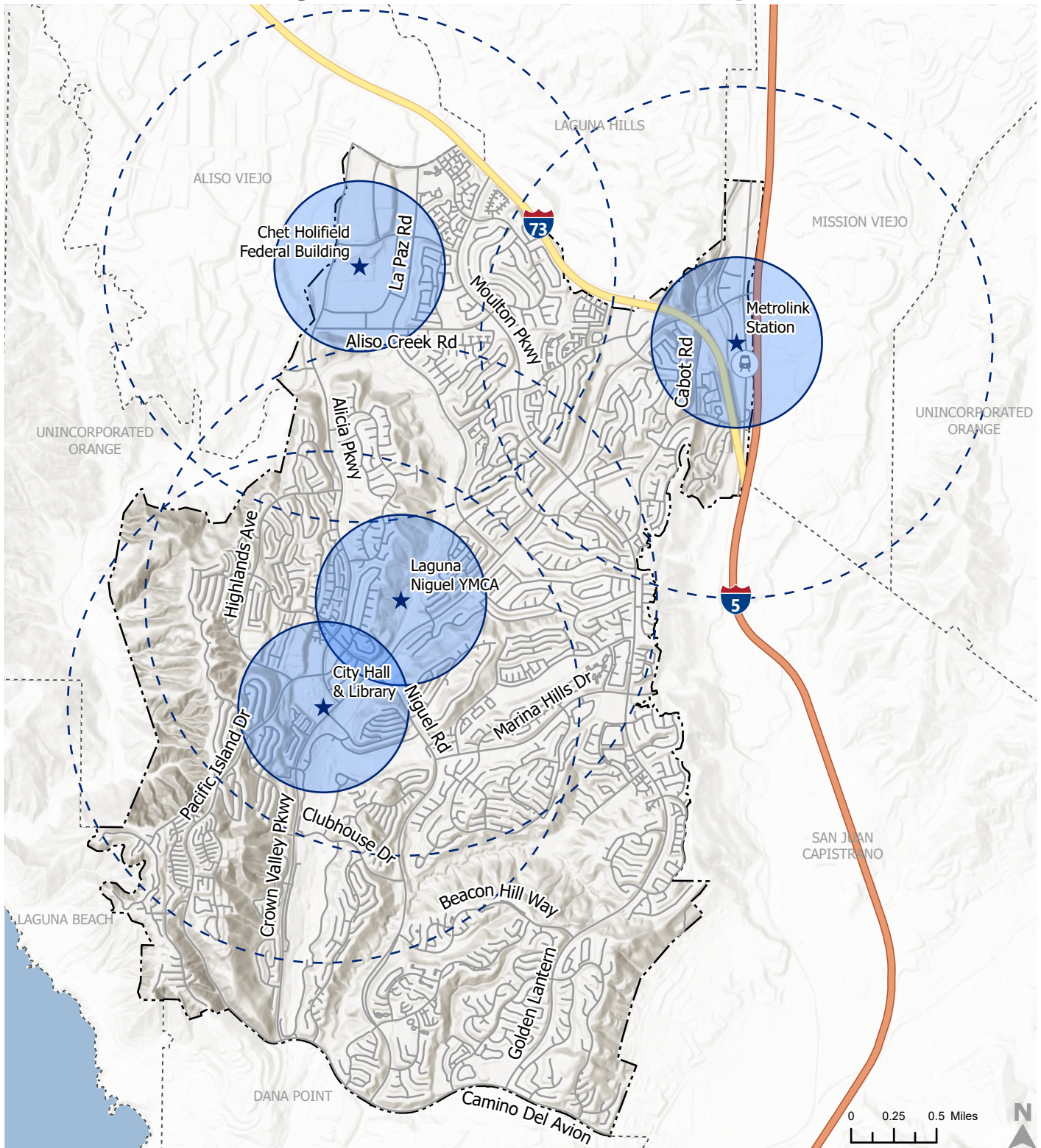
Mobility Hub Example. Source: OCTA

Complete Streets

The United States Department of Transportation defines Complete Streets as “streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders.” The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient. Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.



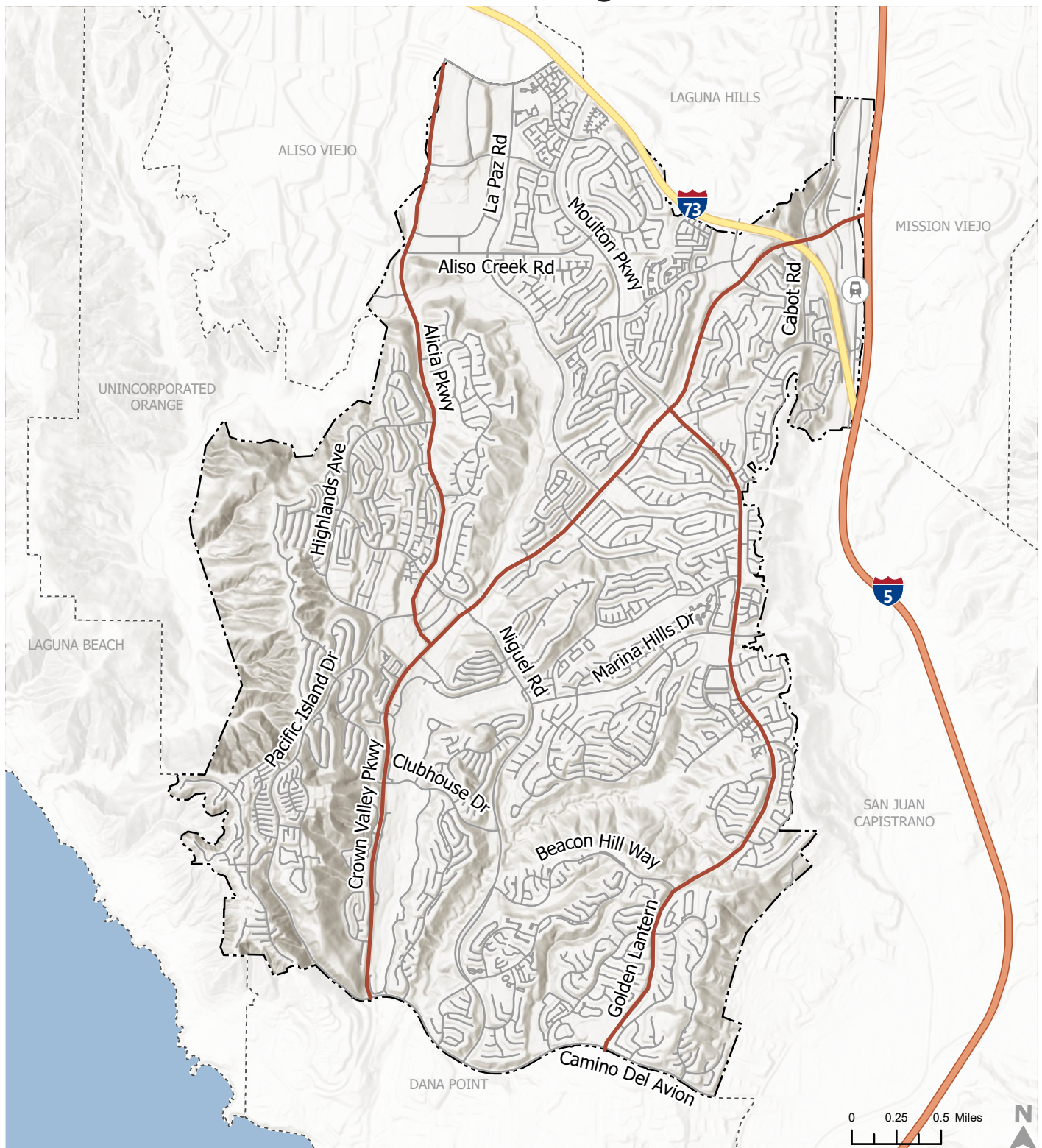
Mobility Hub Example. Source: City of Montclair

Figure M-7 Potential Mobility Hub Locations

Data sources: City of Laguna Niguel; Orange County GIS.


Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary
- Potential Mobility Hub Location
- 0.5 Mile Radius
- 1.5 Mile Radius
- 🚊 Metrolink Station
- Local Streets

Figure M-8 Truck Routes

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary
- Truck Routes
- Local Streets
-  Metrolink Station

ACTIVE TRANSPORTATION

Goal M-2

A balanced transportation network that supports walking, bicycling, and other non-motorized modes of travel, fostering active lifestyles, environmental sustainability, and enhancing the overall quality of life for the Laguna Niguel community.

Walking and bicycling, for both recreation and commuting, play increasingly significant roles as alternatives to automobile travel. A well-designed infrastructure network encourages non-motorized travel. Laguna Niguel's existing pedestrian, bicycle, and multi-use trails serve a vital role in supporting active transportation. By maintaining and enhancing these facilities, the City can further encourage active travel modes, improve connectivity, and enhance the community's overall livability and accessibility. Additional detail on this topic is provided in the City's Active Transportation Plan (ATP), which identifies infrastructure and non-infrastructure programs, policies, and strategies to enhance the safety of people using active transportation on City roadways and trails.



M-2 Policies

- 🍃
M-2.1 Active Transportation. Maintain and enhance the City's pedestrian, bicycle, and multi-use trail networks to support safe, convenient, well-connected, and efficient non-motorized travel for both recreational and commuting purposes. New development projects should make positive contributions towards these active transportation efforts with connected street systems and dedicated pedestrian friendly paths.
- M-2.2 Connectivity and Accessibility.** Prioritize infrastructure improvements that enhance connectivity between neighborhoods, workplaces, schools, recreation, shopping areas, and transit hubs, ensuring safe and accessible routes for all users.



- M-2.3 Active Lifestyles and Environmental Sustainability.** Support active transportation to reduce automobile reliance, promote environmental sustainability, and encourage active lifestyles throughout the community.
- M-2.4 Traffic Calming and Design.** Implement design standards and traffic calming measures that prioritize pedestrian and bicyclist safety, such as wayfinding, clearly marked crosswalks, and separated bike lanes.
- M-2.5 Multi-Use Trail Network.** Provide multi-use trails that support active transportation within and beyond the City. In addition to new trail segments, prioritize sustaining a high-quality existing trail network through regular maintenance and enhancements to ensure they remain safe, accessible, and well-connected for all users.
- M-2.6 Bicycling Amenities.** Encourage secure and convenient bicycle facilities, such as bike racks, lockers, and other support facilities for bicyclists at key destinations, including transit stops, multifamily communities, commercial centers, parks, and employment hubs to encourage bicycling as a transportation option.
- M-2.7 Close Network Gaps.** Monitor the City's pedestrian, bicycle, transit, and trail networks to identify connectivity gaps and prioritize projects to address these gaps, improving overall mobility across the City.
- M-2.8 Last-Mile Connectivity.** Coordinate active transportation routes, such as bike paths and pedestrian walkways, with transit stops to improve last-mile connections, promoting greater transit ridership, active lifestyles, and environmental sustainability.
- M-2.9 Attractive Streetscapes.** Design and maintain visually appealing streetscapes by incorporating coordinated elements such as landscaping (including street trees), lighting, and pedestrian amenities that enhance community identity and promote walkability.
-
- M-2.10 Transportation and Development Projects.** Integrate active transportation planning considerations into the transportation and development project decision-making process to prioritize pedestrian and bicyclist connectivity and safety.
- M-2.11 Active Transportation Funding Opportunities.** Monitor and seek funding for active transportation maintenance and enhanced interconnections from all available sources.
- M-2.12 Active Transportation Technology.** Evaluate new mobility technologies and the potential effects on non-vehicular travel and mode choice in Laguna Niguel and the region.
- M-2.13 Active Transportation Promotion.** Foster community engagement and education programs to encourage active transportation, raise awareness of available infrastructure, and promote safe walking and bicycling practices.



PUBLIC TRANSIT

Goal M-3

A safe, efficient, and accessible public transit system that enhances connectivity, reduces traffic congestion, supports environmental sustainability, and meets the diverse needs of the community.

In collaboration with regional service providers, Laguna Niguel aims to support a range of accessible, safe, and reliable transit options designed to meet the community's diverse transportation needs. In working with partner agencies, the City is actively working to reduce traffic congestion, support environmental sustainability, and enhance connectivity for all residents, regardless of age, income, or physical ability.



M-3 Policies

- M-3.1 Transit Collaboration.** Collaborate with Orange County Transportation Authority, Metrolink, Southern California Association of Governments, and other regional agencies to expand and enhance public transit service in Laguna Niguel.
- M-3.2 Bus and Paratransit Services.** Support Orange County Transportation Authority in enhancing bus, paratransit, and other transit services to provide efficient access for Laguna Niguel residents, including seniors, low-income households, and individuals with disabilities.
- M-3.3 Bus Stop Amenities.** Collaborate with Orange County Transportation Authority to provide bus stop amenities such as benches, trash receptacles, and shelters, considering factors like ridership and available funding. These amenities should be thoughtfully designed, comfortable, safe, and attractive.
- M-3.4 City Transit Services.** Provide supplemental transit services, as feasible, such as the City's summer trolley and Senior Wheels services, based on funding availability and ridership demand. This includes seeking additional partnerships and financial resources to expand and enhance these programs.
- M-3.5 Metrolink Services.** Support Metrolink initiatives to expand rail destinations and increase train frequency at the Laguna Niguel/Mission Viejo Metrolink Station. This includes ensuring the station is designed to be comfortable, safe, and visually appealing for all users.
- M-3.6 Transit Technologies.** Collaborate with service providers to explore and, where feasible, implement new technologies that improve convenience, safety, reliability, and cost efficiency for transit users. This includes real-time app-based features like route maps, traffic updates, delay notifications, and payment options.
- M-3.7 Public Transit Promotion.** Support public outreach programs encouraging public transit use by people living in, working in, or visiting Laguna Niguel. This includes highlighting the benefits of public transit and providing resources to help individuals navigate local and regional transit options effectively.

TRANSPORTATION SAFETY



Goal M-4

Vehicular, pedestrian, and bike safety through integrated strategies encompassing design, technology, education, and enforcement.

Laguna Niguel prioritizes a safe and adaptive transportation system that holistically prioritizes user safety for motorists, cyclists, and pedestrians by implementing engineering and technology solutions, traffic calming measures, education programs, and enforcement of traffic regulations.



M-4 Policies

- M-4.1 Enhanced Safety.** Identify priority roadway corridors for enhanced traffic safety and prioritize multifaceted solutions at these locations, such as traffic calming best practices, pedestrian buffers, protected bike lanes, infrastructure improvements, and technology innovations.
- M-4.2 Safe Systems Approach.** Promote plans and programs designed to improve roadway safety with a focus on reducing severe and fatal collisions consistent with the requirements of Government Code Section 65302(b)(2)(B)(i).
- M-4.3 School Safety.** Collaborate with Capistrano Unified School District to improve safety and reduce traffic congestion in school zones to promote walking and bicycling to schools. This may include reduced speeds limits, enhanced signage, bikeway and crosswalk improvements, and other traffic calming measures for the safety of children and families walking or biking to school.
- M-4.4 Neighborhood Cut-Through Traffic.** Discourage cut-through traffic in residential neighborhoods by implementing effective traffic management solutions in combination with traffic speed and safety education and enforcement.
- M-4.5 Education and Enforcement.** Support education programs that promote safe transportation behaviors, user responsibility, in combination with enforcement of traffic regulations to ensure compliance to reduce collisions.
- M-4.6 Community Traffic and Safety Collaboration.** Collaborate with residents, homeowners' associations, businesses, and other community stakeholders to gather input on traffic efficiency and safety concerns.
- M-4.7 Transportation Safety Funding.** Monitor and seek grant funding to develop a comprehensive safety action plan towards reducing traffic collisions from all available sources.




REGIONAL COLLABORATION

Goal M-5

An integrated regional circulation system strengthened by strong partnerships with transportation organizations, other agencies, and neighboring jurisdictions.

The City's circulation system is part of a larger regional transportation network, serving the needs of people across the County and beyond. To ensure these connections are effectively planned and maintained, coordination with other agencies is essential. Strategic collaboration with neighboring jurisdictions, transportation partners, and stakeholders is key to enhancing Laguna Niguel's mobility. Recognizing the interconnected nature of regional transportation, the City will work closely with other agencies to support the broader community.

M-5 Policies

- M-5.1 Roadway Improvement Collaboration.** Coordinate roadway improvements with applicable county, state, and federal transportation plans and proposals.
- M-5.2 Development and Infrastructure Projects.** Collaborate with neighboring cities and transportation and regional agencies, such as Orange County Transportation Authority, California Department of Transportation, and Transportation Corridor Agencies, on major new development or transportation infrastructure projects.
- M-5.3 Regional Coordination.** Collaborate with regional transportation agencies, such as Orange County Transportation Authority, Southern California Association of Governments, California Department of Transportation, Transportation Corridor Agency, Metropolitan Planning Organizations, Regional Transportation Planning Agencies and neighboring cities, to jointly plan, secure funding, and implement multi-agency transportation projects that improve regional mobility and address regional transportation challenges.
- M-5.4 Master Plan of Arterial Highways.** Coordinate with Orange County Transportation Authority on any proposed modifications to the City's Circulation Plan Figure M-1 that may affect their countywide transportation system plan, the Master Plan of Arterial Highways.
- M-5.5 Freeway Coordination.** Coordinate with California Department of Transportation and Transportation Corridor Agencies on plans, construction, and improvements that may impact I-5 and SR-73 ramp operations on and associated intersections.
-  **M-5.6 OC Parks Trails.** Collaborate with OC Parks to ensure County-owned trails are enhanced and maintained for the enjoyment of the Laguna Niguel community.
- M-5.7 Telecommunications.** Coordinate with public and private agencies for the planning and construction of telecommunication infrastructure, such as cellular towers and broadband facilities, to avoid adversely affecting the existing or planned transportation network.
- M-5.8 Regional Transportation Funding.** Ensure the City maintains eligibility for regional transportation funding, including Measure M-2, and grants while actively advocating for transportation and regional agencies to continue supporting local jurisdictions through funding opportunities.



SCENIC CORRIDORS

Goal M-6

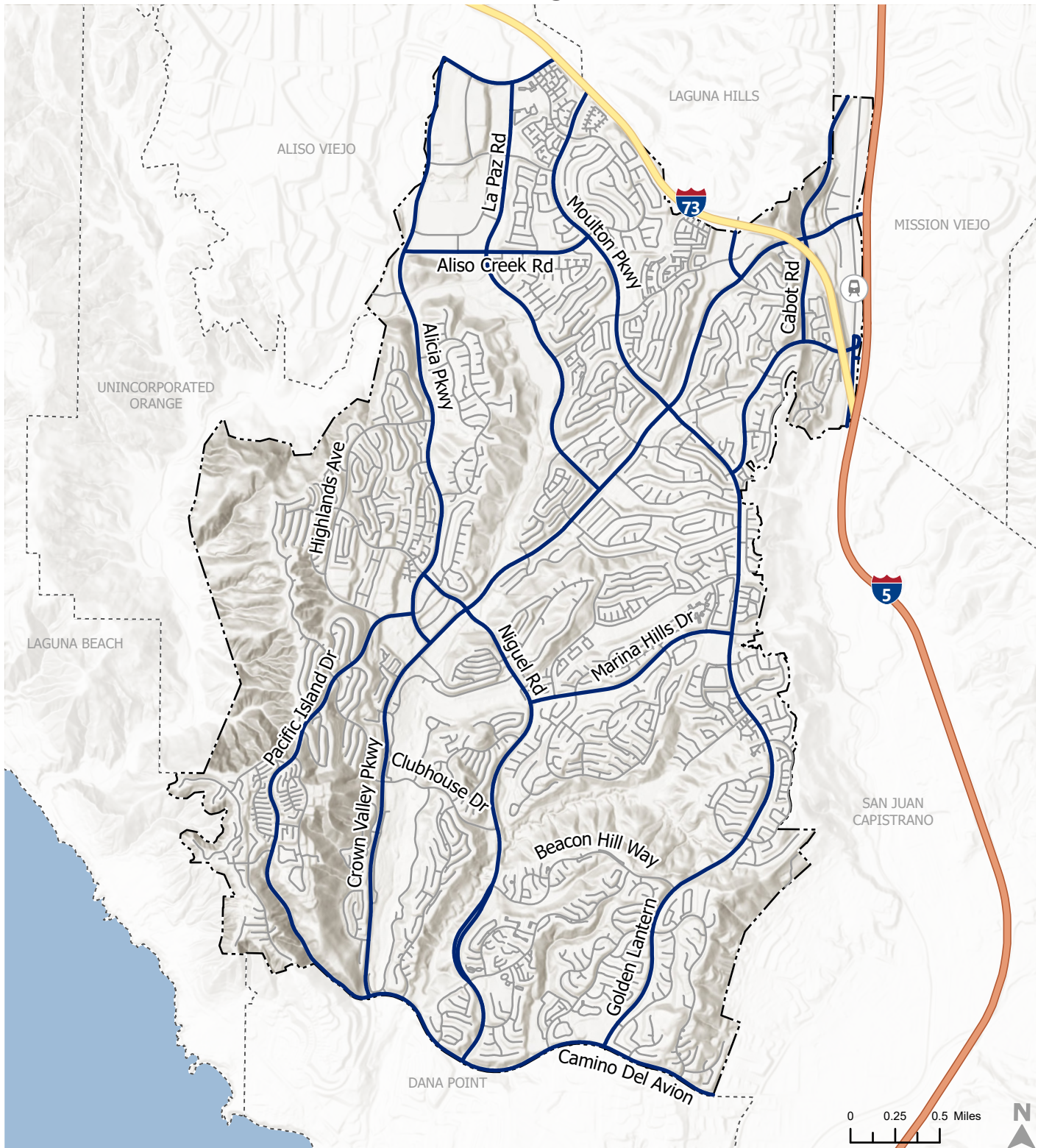
Preserve the landscaped character and aesthetics of the City's designated Scenic Corridors to strengthen the community's identity and provide a visually appealing experience for residents and visitors.

Several major City thoroughfares are designated as Scenic Corridors (Figure M-9), recognized for their scenic qualities. These corridors include the road itself and extend beyond its right-of-way, encompassing adjacent landscapes and properties that visually enhance the area and serve as development buffers along urban edges. Their boundaries are generally defined by the extent of visibility from the roadway. The following policies help preserve the scenic value of these community assets.



M-6 Policies

- M-6.1 Scenic Character.** Preserve and enhance the distinctive aesthetic features of Scenic Corridors, including the surrounding landscapes and properties that contribute to the corridor's visual appeal and provide buffers to development.
- M-6.2 Development Along Scenic Corridors.** Ensure zoning regulations and standards for development projects along Scenic Corridors effectively address key factors that could negatively impact the corridor's visual and aesthetic character, including grading and landform changes, building height and placement, signage, lighting, and landscaping.
- M-6.3 Median and Parkway Design.** Ensure that City design guidelines and standards for the public right-of-way within these corridors effectively enhance the streetscapes. This should include a focus on coordinated medians, parkways, signage, streetlights, sidewalks, landscaping (including street trees), street furniture, and hardscaping.
- M-6.4 Median and Parkway Maintenance.** Ensure a high standard of regular maintenance of medians and parkways within Scenic Corridors. This includes monitoring for needed improvement or restoration and taking necessary actions to maintain the scenic qualities of these City roadways.
- M-6.5 Utilities Along Scenic Corridors.** Collaborate with utility providers to underground, screen, landscape, or otherwise obscure utility and infrastructure equipment visible from Scenic Corridors.
-  **M-6.6 Native and Drought-Resistant Plantings.** Prioritize the use of native, drought-tolerant, and low-maintenance trees, shrubs, and groundcover planting in landscape projects to reduce water use and promote regional biodiversity.

Figure M-9 Scenic Corridors

Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by Fehr & Peers
October 14, 2025

- San Diego Freeway
- San Joaquin Hills Transportation Corridor
- Laguna Niguel City Boundary
- Scenic Corridors
- Local Streets
- Metrolink Station

RIGHT-SIZE PARKING


Goal M-7

Convenient parking access without creating undue obstacles for desirable development opportunities.

Adequate parking provisions are necessary for those who rely on vehicles for travel to homes, workplaces, shopping, recreation, and other uses. Through effective planning and management of both public and private parking, a balance can be struck between meeting demand and the potential negative economic, environmental, and aesthetic effects of parking oversupply.



M-7 Policies

- M-7.1 Appropriate Parking Supply.** Use the development review process and City parking standards to plan for new developments to provide adequate vehicle parking supply to meet projected demand.
- M-7.2 Efficient Use of Parking.** Encourage the effective use of shared parking between existing developments whenever possible.
-  **M-7.3 Blended Use Developments.** Encourage large-scale development projects to incorporate varying uses with differing peak parking demand patterns, creating opportunities for more flexible and optimized parking solutions.
- M-7.4 Technology and Trends.** Monitor and evaluate the development of emerging technologies and other factors that influence parking demand and optimization over time. Key considerations may include remote work, flexible employee schedules, transit and active transportation enhancements, the growth of online shopping, and the progression of vehicle technologies like autonomous vehicles and ridesharing.

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RESOURCE MANAGEMENT

Introduction

Laguna Niguel is committed to balancing natural resource management with community development. Over 1/3 of the City is comprised of dedicated open space and parks and recreation areas, including natural hillsides, hiking and biking trails, amenitized parks, sports fields, and a range of community-serving recreation facilities.

This Element is designed to protect and enhance Laguna Niguel's valuable resources, both natural (such as biological resources) or human-made (such parks and recreational facilities). These resources are essential for preserving the City's distinctive character and providing a high quality of life for its residents and visitors. Overall, the Resource Management Element supports the community's commitment to environmental stewardship through mindful conservation efforts aimed at safeguarding both natural and man-made resources for future generations.

The Laguna Niguel Resource Management Element combines the state-mandated Conservation and Open Space Elements and addresses the required topics to the extent they exist in the City. The topics of military installations, forests, harbors, and fisheries are not relevant to Laguna Niguel, as the City does not contain these features. The provision of water services is addressed in the Public Facilities and Services Element. Fire and flood hazards are addressed in the Public Safety Element. An inventory of

open space land is provided in the Land Use Element via maps and tables, in accordance with Government Code Sections 65302(d) and 65560. Chapters 3 and 5 of the ECR provide a more detailed description of water resources, soils, minerals, and other natural resources, parks and open spaces. The City has an extensive network of trails and bikeways. While these amenities provide a recreational benefit, they are discussed in more detail in the Mobility Element.

Organization of Element

The Resource Management Element addresses each of the topics below as they relate to Laguna Niguel. The goals and policies of this Element are organized around the following topics:

- Open Space
- Parks and Recreation
- Biological Resources
- Cultural Resources
- Air Quality and Greenhouse Gases
- Energy Resources

OPEN SPACE

Goal RM-1

A cohesive network of open space areas that supports conservation of natural resources, positively contributing to the City's visual appeal and the environment.

Laguna Niguel values its open spaces, a defining community feature that significantly contributes to the City's character and the well-being of both the environment and its residents. The City includes or borders several regional open spaces, such as Aliso and Wood Canyons Wilderness Park (including portions of the Aliso Creek Corridor), Laguna Niguel Regional Park, and Salt Creek Corridor Regional Park, as well as an extensive network of public and privately owned local open spaces. The collection of these open spaces provide valuable habitats for wildlife and other natural resources. The City's designated open space properties are identified in Figure LU-3 in the Land Use Element.

While the open space designation typically pertains to passive use, many of these areas within the City contain overlapping features. These often include hiking, equestrian, and biking trails. Open spaces also often connect or are adjacent to more active park facilities.

Laguna Niguel is also distinguished by its scenic resources and vistas (Figure RM-1), which include panoramic views of prominent ridgelines, expansive open space corridors, and lakefront perspectives in Laguna Niguel Regional Park. From several of the City's parks and view nodes at higher elevations, residents and visitors can also



enjoy sweeping views of the Pacific Ocean, surrounding canyons, and the distant Santa Ana Mountains. These scenic amenities enhance the City's visual character and reinforce connections to its natural setting.

In addition to their environmental benefits like improved air quality, stormwater management (e.g. wetlands), climate resilience, and habitat preservation, these open spaces also offer social benefits, including opportunities for physical activity and improved quality of life. Protecting these open spaces, scenic resources and vistas helps Laguna Niguel maintain a harmonious balance between nature and urban life.



RM-1 Policies



RM-1.1 Open Space Preservation. Preserve open space lands for recreation, habitat protection and enhancement, resource conservation, flood hazard management, public safety, aesthetic visual appeal, and overall community benefit.

RM-1.2 Open Space Maintenance. Ensure open space maintenance practices that balance biological resource value, fuel modification and fire safety, and community recreation and athletics. This includes engagement and coordination with private property owners and homeowners' associations.



RM-1.3 New Development. Encourage new development projects, where appropriate, to preserve open space through deed restrictions and private long-term management.



RM-1.4 Mature Vegetation. Avoid removing mature vegetation, which takes significant time to achieve, to the extent feasible. Also, encourage development projects to provide a variety of sizes of new vegetation to balance initial aesthetic landscape value with the long-term health and sustainability of the landscape material.



RM-1.5 Hillside Preservation. Implement the City's Hillside Protection Ordinance to minimize impacts to sensitive hillside and canyon areas.



RM-1.6 Creek Conservation. Collaborate with neighboring jurisdictions on the conservation management of appropriate portions, including wetland areas, of Aliso Creek, Salt Creek, and Sulphur Creek as a sustainable natural habitat.

RM-1.7 Open Space Regional Collaboration. Coordinate with neighboring jurisdictions to conserve shared open spaces.



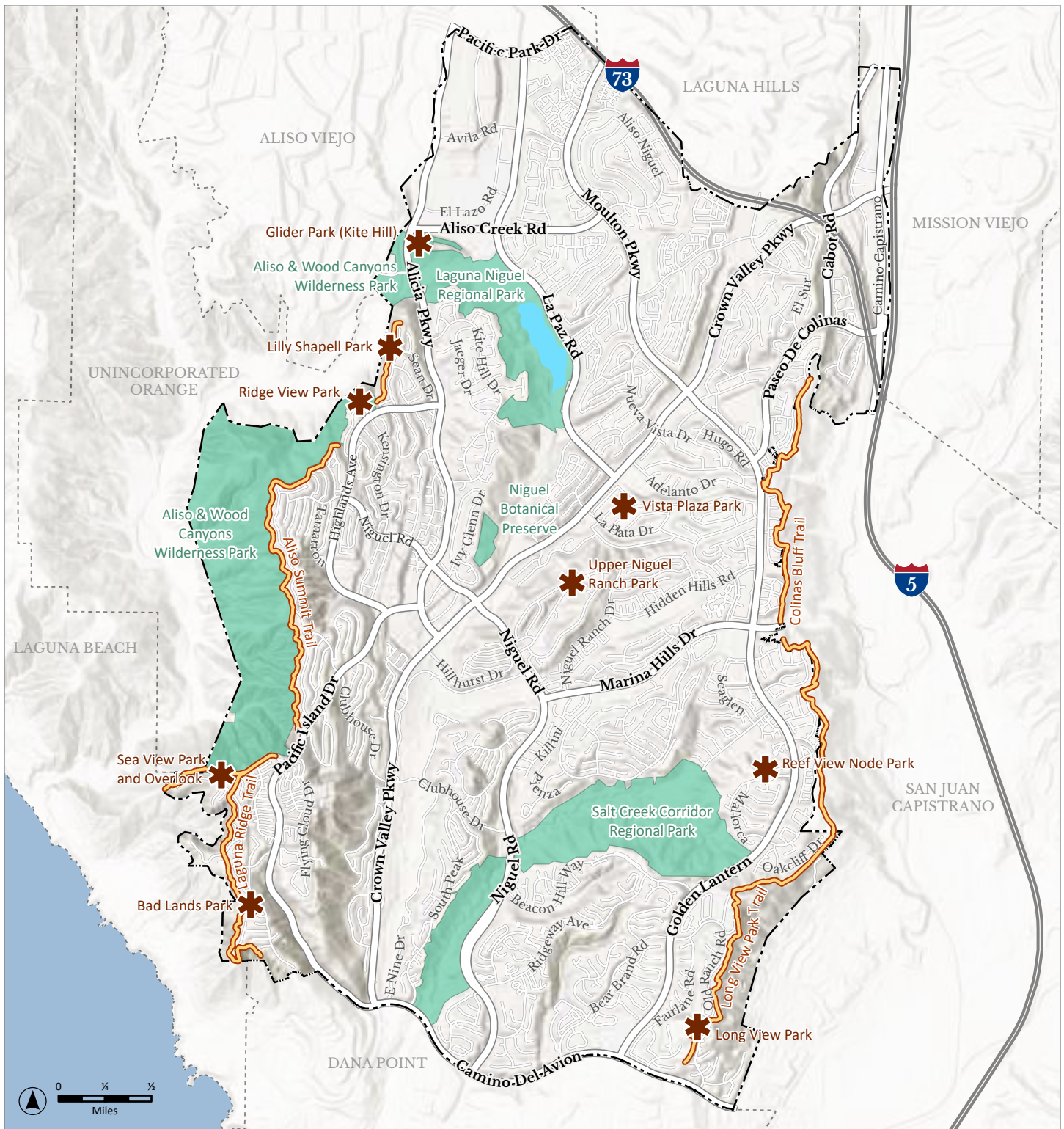
RM-1.8 Sensitive Landform Protection. Encourage new development projects to avoid sensitive habitat areas, protect sensitive landforms, and conserve natural resources as open spaces.



RM-1.9 Rewilding. Explore rewilding opportunities and other ecological restoration projects aimed at increasing biodiversity and restoring natural processes.

RM-1.10 Open Space Education. Promote public awareness about the importance of conserving open spaces like the Aliso Creek Greenbelt, Aliso and Wood Canyons Wilderness Park, and the Salt Creek Corridor Regional Park.

RM-1 Scenic Resources and Vistas



Data sources: City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group
September 30, 2025.

--- Laguna Niguel City Boundary
--- Other Jurisdictions

■ Laguna Niguel Lake
■ Scenic Resources

★ Scenic Vista
— Scenic Vista (Trails)

PARKS AND RECREATION

Goal RM-2

Exceptional outdoor spaces and parks that support diverse recreational opportunities, active lifestyles, and community health and wellness.

Laguna Niguel differentiates itself through its diversity and quality of park and recreation facilities, including City parks, regional county parks, joint-use agreements with school districts, and private parks.

The City alone offers over 100 acres of developed public parkland for indoor and outdoor recreational opportunities, featuring active ballfields and sports courts, children's playgrounds, an aquatic facility, a skate park, botanical gardens, and an extensive network of hiking, riding, and biking trails. These facilities are tailored to community members of all ages and abilities, including the Sea Country Senior Center, which offers recreation and enrichment programs for seniors. The City also provides various recreation and enrichment programs, youth camps, family classes, and special events, such as concerts in the park.

In addition to City local parks, Laguna Niguel benefits from several major regional parks. These include Aliso and Wood Canyons Wilderness Park, Laguna Niguel Regional Park, and Salt Creek Corridor Regional Park. While these parks mostly offer passive open space, Laguna Niguel Regional Park also provides active recreation opportunities, such as tennis, pickleball, picnic areas, children's play areas,



and fishing on the 44-acre Laguna Niguel Lake.

Through joint-use agreements with outside agencies, such as Capistrano Unified School District (CUSD), the City has further expanded community access to recreational facilities by enabling shared use of parks and sports fields.

Laguna Niguel also has an extensive system of private parks owned and operated by homeowner's associations and other private entities. These parks include recreational amenities such as children's play areas, tennis and pickleball, indoor fitness and meeting rooms, and outdoor swimming pool and spa facilities. Some larger homeowner's associations include recreational opportunities for their residents. Private park spaces also include the 18-hole El Niguel Country Club golf course and the Laguna Niguel Racquet Club.

RM-2 Policies

- 
- RM-2.1 Park Acreage.** Maintain the City adopted standard for park space acreage at 3.0 acres for every 1,000 residents.
 - RM-2.2 Diverse Recreation Opportunities.** Provide a broad range of public recreational lands, facilities, trails, and other amenities for community members of all ages, abilities, and interests.
 - RM-2.3 Outdoor Recreation Design Standards.** Ensure high-quality outdoor recreation opportunities by maintaining and updating design standards for City parks, open spaces, trails, and other public amenities. Incorporate best practices and innovative approaches to public safety, active transportation, and recreation planning to promote physical activity and community engagement.
 - RM-2.4 Outdoor Recreation Maintenance.** Regularly maintain parks, recreational facilities, open spaces, trails, and other public amenities to ensure accessibility and enhance community use and enjoyment.
 - RM-2.5 Scenic Viewing Areas.** Provide public trails, recreation areas, and viewing points that are designed to enhance the enjoyment of high value scenic views.
 - RM-2.6 Facility Programming.** Plan for and provide high-quality recreation and community service programs for community members of all ages and abilities.
 - RM-2.7 Recreation Programs.** Seek community partnerships and/or sponsorships to fund, enhance, and expand City recreation and education programs for all age groups.
 - RM-2.8 Joint-Use Agreements.** Collaborate with public, charter, and private schools on joint-use agreement for shared and enhanced educational, recreational, and/or other public service opportunities.
 - RM-2.9 Crime Prevention Through Environmental Design.** Consider Crime Prevention Through Environmental Design principles during the planning and design of new or renovated parks and recreational facilities to enhance safety and deter crime.
 - RM-2.10 Recreation Types.** Provide a broad range of public recreational lands, facilities, trails, and other amenities for community members of different ages and abilities.
 - RM-2.11 Recreation and Education Programs.** Seek community partnerships and/or sponsorships to help fund, enhance, and expand City recreation and education programs for all age groups.

RM-2.12 Maintenance. Regularly maintain parks, recreational facilities, open spaces, trails, and other public amenities to ensure accessibility and enhance overall community use and enjoyment.



RM-2.13 Design Standards. Maintain and update design standards for City parks and trails based on proven best practices and innovations in public safety, active transportation, and recreation planning that promote quality of life benefits such as community health, physical activity, and social interaction.

RM-2.14 Recreational Funding Opportunities. Pursue funding from established sources and explore non-traditional funding options and innovative partnerships to bolster and support the development, improvement, and maintenance of City parks and recreational amenities.

RM-2.15 Parks and Recreation Public Engagement. Promote a high level of community engagement regarding the Park Master Plan process, park and recreation opportunities, and facility design.



BIOLOGICAL RESOURCES



Goal RM-3

A healthy ecosystem that provides habitats for wildlife and biological resources, enhances environmental well-being, and complements the built community.

Biological resources, including habitats and wildlife, are an important feature for Laguna Niguel, as they contribute to the natural beauty and ecological landscape of the community. The variety of plant and animal species in the local area is a defining feature of the community. In particular, the Laguna Niguel Regional Park is well-known as a premier location for birdwatching, especially during migration. Urbanization in Laguna Niguel has broken up natural habitats, making it difficult for wildlife to travel across the landscape and access the food, water, and shelter they need to survive. Through the protection of biological resources, people living, working, and visiting Laguna Niguel can enjoy a harmonious coexistence with the local wildlife and celebrate their contribution to the community's high quality of life.

RM-3 Policies

-  **RM-3.1 Urban Forest.** Encourage tree planting both on public and private properties to expand and enhance the urban forest.
-  **RM-3.2 Habitat Conservation.** Support efforts to identify and conserve suitable habitats, with priority given to those for rare and endangered species in Laguna Niguel, in accordance with state and federal resource agency requirements.
-  **RM-3.3 Invasive Species.** Encourage landscape planting that excludes known invasive plant species.
- RM-3.4 Local Coordination.** Collaborate with local and regional public and private organizations to implement strategies and programs that protect and preserve biological resources in Laguna Niguel.
-  **RM-3.5 Ecosystem Enhancement.** Encourage landscaping that minimizes the need for herbicides and pesticides and that provides food, water, shelter, and nesting sites for birds, butterflies, beneficial insects, and other creatures that support the larger ecosystem.
- RM-3.6 Biological Resources Awareness.** Collaborate with agencies, non-profit organizations, and other community groups to promote awareness about steps residents can take to help preserve and enhance biological resources in the area.
-  **RM-3.7 Botanical Preserve.** Support the Niguel Botanical Preserve in its efforts to educate and promote the use of native and nectar-producing plant species in landscapes.
-  **RM-3.8 Wildlife Movement.** Encourage the preservation of critical wildlife corridors and habitat connectivity as part of the development review process.



CULTURAL RESOURCES

Goal RM-4

Archaeological and cultural resources provide valuable insights into the area's rich and varied historical and cultural heritage and should be recognized and considered for preservation.

Preserving archaeological and cultural resources in Laguna Niguel contributes to the City's unique identity and character. These resources help link the community to the past, offering valuable insights into the diverse histories and cultures that have shaped the City. By protecting these assets, Laguna Niguel fosters a sense of community.



RM-4 Policies

- RM-4.1 Historic Resources.** For qualifying historic structures, evaluate their cultural relevance, physical condition, economic factors, feasibility, and other key considerations when reviewing proposals for major alterations, demolition, or relocation.
- RM-4.2 Archaeological and Paleontological Resources.** If significant archaeological or paleontological resources are discovered, evaluate their cultural relevance, physical condition, economic factors, feasibility, and other key aspects. Consider curation in a public location in Laguna Niguel or appropriate institution, as feasible and permitted by environmental regulations.



AIR QUALITY AND GREENHOUSE GASES

Goal RM-5

A healthy and sustainable community by thoughtfully considering and addressing the effects of air pollutants and greenhouse gas emissions.

Improving air quality and reducing greenhouse gas emissions are essential to maintaining a healthy and sustainable environment. Air quality is especially crucial in the South Coast Air Basin (SCAB), which does not meet certain state and federal air quality standards. To further improve air quality conditions, regional cooperation among all agencies within the basin is necessary. Laguna Niguel can contribute to the lowering of greenhouse gas emissions through the implementation of strategic land use and transportation policies, such as those supporting active transportation and travel demand management.





RM-5 Policies



RM-5.1 Air Quality and Greenhouse Gas Emissions Collaboration. Collaborate with federal, state, and regional agencies on matters related to improving overall air quality and addressing greenhouse gas emissions reduction goals.



RM-5.2 Sustainable Infrastructure. Consider implementing sustainable technologies and practices in the development and maintenance of public infrastructure projects.



RM-5.3 Air Quality and Greenhouse Gas Public Engagement. Encourage community participation in air quality and greenhouse gas reduction planning efforts.



RM-5.4 Sustainable Development. Review new qualifying development projects to ensure compliance with State air quality emissions thresholds and greenhouse gas emissions reduction targets.



RM-5.5 Air Pollution Education. Promote awareness of air pollution's impact on physical health and the environment, and common best practices for improving air quality.



RM-5.6 Clean Air Funding Opportunities. Pursue funding from established sources and explore non-traditional funding options and innovative partnerships for clean air and greenhouse gas emissions reduction projects.



ENERGY RESOURCES

Goal RM-6

Sustainable energy practices that strengthen community resilience, economic stability, and long-term energy adaptability.

Sustainable energy practices are important for ensuring that energy resources can support future growth in Laguna Niguel. This includes effective energy management and conservation methods to reduce greenhouse gas emissions and pollutants and to build a resilient community.





RM-6 Policies



RM-6.1 Energy Compliance and Sustainability.

Ensure state energy compliance by adhering to all power generation requirements and encouraging renewable energy expansion. This also includes efforts to reduce energy use in City operations and pursuing partnerships to improve energy efficiency, storage, and microgrid solutions.



RM-6.2 Energy Conservation and Renewable Energy.

Encourage energy conservation and the adoption of renewable energy practices within the City and by residents and businesses to reduce reliance on traditional energy sources, lower greenhouse gas emissions, and foster a more sustainable community. This includes implementing innovative energy-saving strategies and utilizing renewable energy sources throughout the community, in close partnership with other agencies and local energy providers.



RM-6.3 Green Building Standards.

Ensure all new development projects comply with the current version of the California Green Building Standards Code.



RM-6.4 Electric Vehicles.

Encourage electric vehicle use by expanding citywide electric vehicle charging infrastructure. This includes the provision of electric vehicle charging stations at City facilities and encouraging their installation at workplaces, multifamily residential communities, and commercial centers to improve accessibility and convenience for electric vehicle owners.

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PUBLIC FACILITIES & SERVICES

Introduction

The quality of life in Laguna Niguel is significantly influenced by its public facilities and services, such as education, recreational buildings, utilities, and waste management.

The City is directly responsible for some aspects, including community buildings, as well as City-owned parks, open space, trails, and sports fields (addressed in other Elements). However, the majority of these facilities and services are managed by external agencies, such as the Capistrano Unified School District and utility providers. Effective collaboration with these agencies is essential to ensure these resources evolve to meet the community's current and future needs.

While a "Public Facilities and Services Element" is not an element required by state law for inclusion in the General Plan, this Element for Laguna Niguel does address some topic areas required by state law (for example, water and wastewater management) and adds value by addressing the City's goals and policies for maintaining and expanding public facilities

and services over time. By working in tandem with other General Plan Elements, specifically Land Use, Mobility, Resource Management, and Public Safety, it strengthens the City's dedication to providing efficient, accessible, and community-focused resources.

Organization of Element

The Public Facilities and Services Element addresses each of the topics below as they relate to Laguna Niguel. The goals and policies of this Element are organized around the following topics:

- Educational Resources
- Community Activity Centers and Events
- Water and Wastewater Management
- Energy Management
- Solid Waste Management and Recycling

EDUCATIONAL RESOURCES

Goal PF-1

High-quality educational facilities and lifelong learning opportunities that empower residents of all ages to gain the knowledge, skills, and resources needed for personal and professional successes.

Laguna Niguel recognizes the vital role education plays in shaping its success. Education helps to provide the knowledge, skills, and resources that build self-esteem, lead to meaningful employment opportunities, and contribute to a strong local economy. The City's educational system provides a strong foundation for lifelong learning within the community.

The Capistrano Unified School District provides K-12 education to residents in Laguna Niguel and much of south Orange County, including San Clemente, Dana Point, San Juan Capistrano, Aliso Viejo, portions of Mission Viejo, Rancho Santa Margarita, and unincorporated areas. The District includes a mix of traditional elementary schools, middle schools, and high schools, as well as alternative schools/programs including adult education, home/virtual learning, and special education. Private and faith-based schools further diversify educational options within the City.

While there are no post-secondary education institutions within Laguna Niguel, residents are served by the South Orange County Community College District, which includes Saddleback College, Irvine Valley College, and Advanced Technology and Education Park (ATEP). Additionally, numerous other public and private higher learning institutions throughout the county provide access to a wide range of high-quality educational opportunities.

Library services are provided by Orange County Public Libraries, which includes over 32 public libraries countywide. The Laguna Niguel Library, located adjacent to City Hall, offers residents a variety of resources, including book lending, technology access, and community programs that support education and personal development.





PF-1 Policies

- PF-1.1 Lifelong Learning.** Promote lifelong learning opportunities for residents of all ages, including adult education programs, vocational training, community college courses, and library services that enhance personal and professional development.
- PF-1.2 Educational Providers.** Collaborate with Capistrano Unified School District, charter, private, and faith-based schools, and other educational organizations to ensure that school facilities are maintained and equipped to support high-quality learning environments.
- PF-1.3 Early Childhood Education.** Collaborate with local childcare providers, preschools, and other early education organizations to promote early childhood education programs.
- PF-1.4 Library Services.** Collaborate with Orange County Public Libraries to ensure the Laguna Niguel Library continues to offer technology access, diverse resources, and community programs that promote education and personal growth for residents of all ages.
- PF-1.5 Higher Education.** Collaborate with local colleges and universities, such as the South Orange County Community College District, to foster educational partnerships that support access to higher education pathways for personal and professional growth and a well-educated community.



COMMUNITY ACTIVITY CENTERS AND EVENTS

Goal PF-2

High-quality community activity centers and events that enhance Laguna Niguel's quality of life, promote a healthy and active lifestyle, and foster community engagement.

Laguna Niguel is committed to facilitating a thriving and healthy community for residents of all ages. The City operates three community centers, Crown Valley Community Center, Sea Country Senior and Community Center, and the Laguna Niguel Aquatics Center. These facilities provide a wide range of amenities and programs for fitness, personal development, and social interaction. Beyond day-to-day recreational opportunities, the City hosts numerous special events and programs year-round to encourage community participation and engagement. Laguna Niguel is also home to a comprehensive network of parks, trails, sports fields, sports courts, and a skatepark, detailed in the Resource Management Element and Mobility Element.





PF-2 Policies



- PF-2.1 Community Facilities and Services.** Support the provision of high-quality community facilities and diverse services for residents of all ages and abilities. This includes supporting the growing senior population and ensuring they have access to programs and resources that promote healthy living and community involvement.
- PF-2.2 Capital Improvements.** Plan and fund the Capital Improvement Program to ensure the City's community centers continue to provide high-quality facilities and services to Laguna Niguel residents.
- PF-2.3 Recreation Promotion and Engagement.** Encourage public input and participation in City-hosted services and events. This includes actively engaging with residents through surveys, social media, and other platforms to gather input on the planning and programming of City-hosted services and events, ensuring they are engaging, family-friendly, and serve the broader Laguna Niguel community.
- PF-2.4 Embrace Innovation.** Encourage the use of innovative technology solutions to enhance public services, promote of public programs and community engagement, improve efficiency, and reduce costs.
- PF-2.5 Funding Opportunities for Recreation Facilities.** Monitor and seek alternative funding sources and grants to support community facilities and services.



WATER AND WASTEWATER MANAGEMENT

Goal PF-3

A resilient, reliable, and sustainable water and wastewater system that meets the evolving needs of the community and supports its growth, well-being, and economic vitality.

The Moulton Niguel Water District (MNWD) is the regional water purveyor for Laguna Niguel. This includes the provision of potable water, recycled water, and wastewater services.

MNWD's water supply primarily originates from two distant sources: the Colorado River and the State Water Project, which draws from the San Francisco-San Joaquin Bay Delta. This water traverses across hundreds of miles through an intricate network of underground and aboveground infrastructure managed by the Metropolitan Water District of Southern California. MNWD's potable water infrastructure, featuring pump stations, reservoirs, and interconnected pressure zones, is designed to meet Laguna Niguel's fire flow requirements and provide reliable water supply and system redundancy. The City will continue to coordinate with MNWD on the planning and maintenance of Laguna Niguel's water and wastewater systems.



PF-3 Policies



- PF-3.1 Water Supply and Wastewater Collaboration.** Collaborate with Moulton Niguel Water District and other applicable agencies to support a sustainable and resilient water supply and wastewater future for Laguna Niguel by ensuring:
- A safe and reliable water supply for both fire protection and clean drinking water.
 - Upgrades and improvements to the water and wastewater infrastructure, as needed.
 - Sustainable water supplies and adequate system capacity.
 - Proactive planning and mitigation of vulnerabilities to natural disasters and climate change impacts.
 - Implementation of effective water conservation and recycling strategies.
 - Maintenance of sufficient water capacity and pressure for fire protection.
 - Adoption of innovative technologies to minimize costs, inefficiencies, and excessive water use.
 - Compliance with local, regional, and state regulations.
 - Pursuit of alternative funding sources for infrastructure improvements and renewable energy initiatives, including grants and public-private partnerships.
 - Wastewater systems designed to minimize inflow, infiltration, treatment volume, prevent contamination, maximize efficiency, and reduce costs and greenhouse gas emissions.
 - Public education initiatives promoting:
 - » Water conservation and drought tolerant landscaping.
 - » The use of reclaimed/recycled water, as available.
 - » Maintenance of a safe and clean wastewater system by limiting the amount of oils, pesticides, and toxic chemicals entering the sewer system.
 - Availability of cost-saving water conservation initiatives, such as replacing turf with drought tolerant landscaping, use of recycled water, water-efficient appliances, and weather-based irrigation controllers.



- PF-3.2 Development Review (Water and Wastewater).** Collaborate with Moulton Niguel Water District on future development projects to ensure sufficient capacity and provision of potable water, recycled water, and wastewater services. Additionally, ensure that these projects plan and implement necessary infrastructure improvements to support future water supply and wastewater demands.



- PF-3.3 Utility Coordination (Water and Wastewater).** Collaborate with applicable stakeholders in the placement and design of utility facilities for new developments to minimize their environmental, aesthetic, and safety impacts.



- PF-3.4 Compliance with State Legislation.** Ensure the City's water usage and wastewater treatment complies with regional and statewide regulations.

ENERGY MANAGEMENT

Goal PF-4

A resilient, reliable, and sustainable energy network that meets the evolving needs of the community and supports its growth, well-being, and economic vitality.

Laguna Niguel receives electricity services from two utility companies: Southern California Edison (SCE) and San Diego Gas & Electric (SDG&E). SCE supplies power to the western part of the City, while SDG&E serves the eastern portion. Both utilities generate electricity from a variety of energy sources, including coal, natural gas, hydroelectric power, and an increasing emphasis on renewable resources.

The Southern California Gas Company (SoCalGas) is the natural gas provider for Laguna Niguel. SoCalGas is the nation's largest natural gas distribution utility, serving more than 21 million customers across 20,000 square miles of Central and Southern California. SoCalGas obtains natural gas from various sources, primarily outside of California, such as other southwest states, Canada, and offshore fields. Once the gas enters Southern California, it moves into SoCalGas' vast network of transmission and distribution pipelines and interconnected storage fields, ultimately being delivered to homes and businesses.

To ensure reliable and sustainable energy services for the community, the City will continue to collaborate with SCE, SDG&E, and SoCalGas on the planning, maintenance, and improvement of energy infrastructure within Laguna Niguel.



PF-4 Policies



PF-4.1 Utility Service Collaboration. Collaborate with Southern California Edison, San Diego Gas and Electric, Southern California Gas Company, and other applicable agencies to support a renewable, resilient, and cost-efficient energy future for Laguna Niguel by ensuring:

- A safe and reliable supply of electricity and natural gas.
- Upgrades and improvements to the utility infrastructure, as needed.
- Sustainable electricity and natural gas supplies and adequate system capacity.
- Proactive planning and mitigation of vulnerabilities to natural disasters and climate change impacts.
- Compliance with local, regional, and state regulations.
- Pursuit of alternative funding sources for water supply and wastewater infrastructure improvements, including grants and public-private partnerships.
- Implementation of innovative technologies and solutions to improve energy efficiency, conservation, grid reliability, and reduce energy costs.
- Public education initiatives promoting:
 - » Energy conservation and renewable energy options.
 - » Availability of cost-saving initiatives such as appliance and equipment rebates and incentives.



PF-4.2 Development Review (Energy Utilities). Collaborate with energy utility providers to ensure sufficient capacity and service availability for new developments. Additionally, ensure that these projects plan and implement necessary infrastructure improvements to support their future energy demands.



PF-4.3 Utility Coordination (Energy Utilities). Collaborate with applicable stakeholders in the placement and design of utility facilities for new developments to minimize their environmental, aesthetic, and safety impacts.



PF-4.4 Energy Compliance with State Legislation. Ensure City infrastructure, facilities, and equipment energy usage complies with regional and statewide regulations.

SOLID WASTE MANAGEMENT AND RECYCLING



Goal PF-5

A comprehensive waste management program prioritizing waste prevention, recycling, composting, and proper disposal in support of the environment and long-term sustainability.

Laguna Niguel recognizes the importance of proactive waste management practices to protect the environment and supports an integrated waste management approach that includes waste prevention (or “source reduction”), recycling and composting, and proper disposal of waste. In alignment with the state’s environmental regulations, the City is required to implement solid waste diversion and recycling programs to meet gradually increasing performance standards.



PF-5 Policies



PF-5.1 Waste Management and Recycling Compliance. Ensure compliance with local, regional, and state regulations on waste diversion, source reduction, recycling, and composting through regular monitoring and updates to City practices.



PF-5.2 Trash Collection and Recycling Services. Collaborate with service provider(s) to ensure the timely and efficient collection of garbage, organic waste, and recycling.



PF-5.3 Encourage Recycling. Encourage the use of reusable and recyclable materials through educational displays and initiatives and sustainable purchasing policies and practices.



PF-5.4 Organic Waste. Collaborate with service provider(s) to collect and compost green waste, including landscaping debris and other sources of organic waste, to distribute for use in parks, medians, and other municipal areas.

PF-5.5 Fees and Funding. Collaborate with service provider(s) to periodically evaluate collection, recycling, and disposal fees to ensure compliance with state and federal requirements, align with community expectations, and reflect cost efficiencies or increases for services.



PF-5.6 Recycling Education Programs. Promote citywide educational programs to inform residents and businesses about proper recycling requirements, the environmental benefits of recycling, and available recycling options and locations.



PF-5.7 Community Clean-up Events. Organize and support regular community cleanup events, such as park cleanups and neighborhood sweeps.

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PUBLIC SAFETY

Introduction

The Laguna Niguel Public Safety Element focuses on identifying and reducing risks from various natural and manmade hazards, including those heightened by change in climate, to reduce the potential for injury, loss of life, property damage, and environmental damage.

As a state-mandated element, it addresses potential short- and long-term risks from fires, floods, earthquakes, landslides, change in climate, and other hazards, consistent with California Government Code Section 65302(g). Hazards such as tsunamis and dam failures are not included, as the City is not susceptible to these risks. Other locally relevant safety issues important to Laguna Niguel, such as emergency response, hazardous materials, and crime reduction, are also addressed.

This Element aligns with related topics also mandated in the Land Use, Resource Management, and Mobility Elements, and includes specific goals and policies for identifying hazards, reducing their risks, and ensuring public safety considerations are a part of the City's planning and development review processes.

Organization of Element

The Public Safety Element addresses each of the topics below as they relate to Laguna Niguel. The goals and policies of this Element are organized around the following topics:

- Seismic and Geologic Hazards
- Hazardous Waste and Materials
- Flood Hazards
- Fire Hazards
- Emergency Preparedness
- Resiliency Planning
- Police Protection

SEISMIC AND GEOLOGIC HAZARDS

Goal PS-1

Minimize the risk of injury and damage to property and the environment caused by seismic and geologic hazards.

Southern California is a region of high seismic activity. Like most cities in the area, Laguna Niguel faces risks from potentially destructive earthquakes. While there are no active or potentially active faults in the City, there are several active faults located within Orange County. Faults are mapped by the United States Geological Survey (<https://www.usgs.gov/>). Figure PS-1 illustrates the location of nearby fault zones surrounding the City.

The Newport-Inglewood Fault angles from offshore near Dana Point and passes through the northwestern portion of the County and is believed capable of producing a maximum credible earthquake of 7.5 magnitude. The Whittier Fault roughly parallels the Newport-Inglewood Fault across the northeasterly edge of the County and the maximum credible earthquake estimated is 7.0 magnitude. The San Joaquin Hills Thrust Fault is a southwest-trending blind thrust fault believed to underlie the San Joaquin Hills that could generate an earthquake as large as 7.3 magnitude. Earthquakes from faults located outside Orange County can also impact Laguna Niguel. Depending on their magnitude, earthquakes can cause minor to severe damage within a 50-mile radius of their epicenter. Active faults that could impact the City include the San Andreas, San Jacinto, Malibu-Coast, Palos Verdes, San Gabriel, and Sierra Madre-Santa Susana-Cucamonga faults.

In addition to strong ground shaking from an earthquake, regional seismic



activity can result in secondary impacts to Laguna Niguel, including seismically-induced landslides, ground failure, and liquefaction. Figure PS-2 illustrates areas of known seismic hazards within the City.

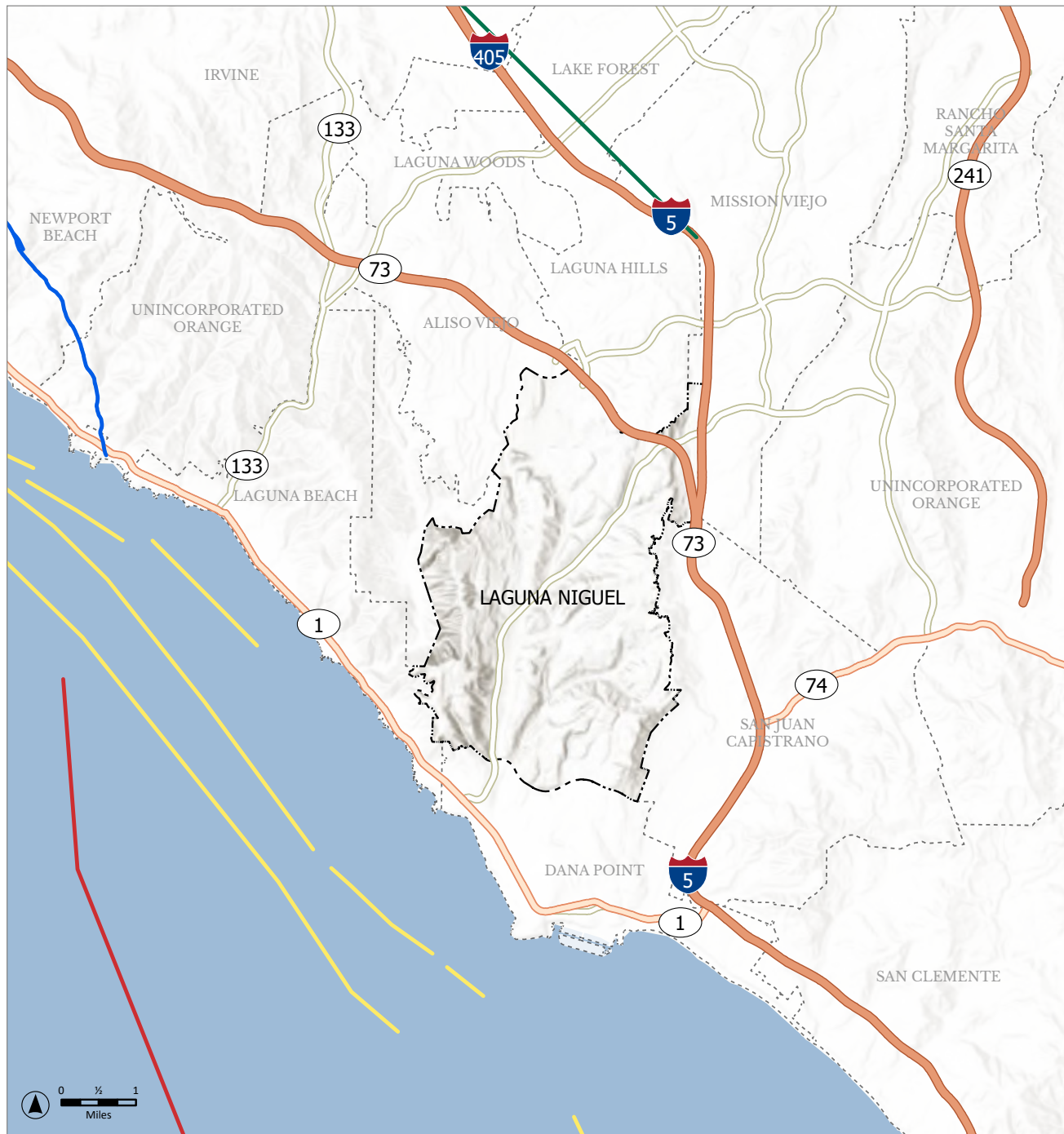
Both the federal and state governments have established regulations and standards related to seismic safety and structural integrity, including the California Building Standards Code, the Alquist-Priolo Earthquake Fault Zoning Act, and the Seismic Hazards Mapping Act. The risk of exposure to seismic and geologic hazards can be reduced by adhering to these regulations, strategic land use planning and building construction practices, and implementation of the following policies.



PS-1 Policies

- PS-1.1 Geologic and Seismic Hazard Mapping.** Maintain Laguna Niguel's geologic and seismic hazards maps in the City's geographic information system in concert with updates from the California Geologic Survey and local surveys and update as appropriate.
- PS-1.2 Geologic and Seismic Assessments.** For development projects in areas of potential seismic or geologic hazards, require geological and geotechnical assessments and compliance with applicable codes and standards.
- PS-1.3 Geologic and Seismic Regulatory Compliance.** Ensure compliance with the requirements of the California Seismic Hazards Mapping and Alquist-Priolo Earthquake Fault Zoning Acts and applicable grading, excavation, and building codes to minimize the risks of erosion, slope failure, landslides, and other seismic and geologic hazards.
- PS-1.4 Public Education (Geologic and Seismic Hazard).** Promote public awareness of seismic and geologic hazards in the community, including associated risks and preparedness strategies.

PS-1 Geologic Faults



Data sources: USGS; City of Laguna Niguel; Orange County GIS.

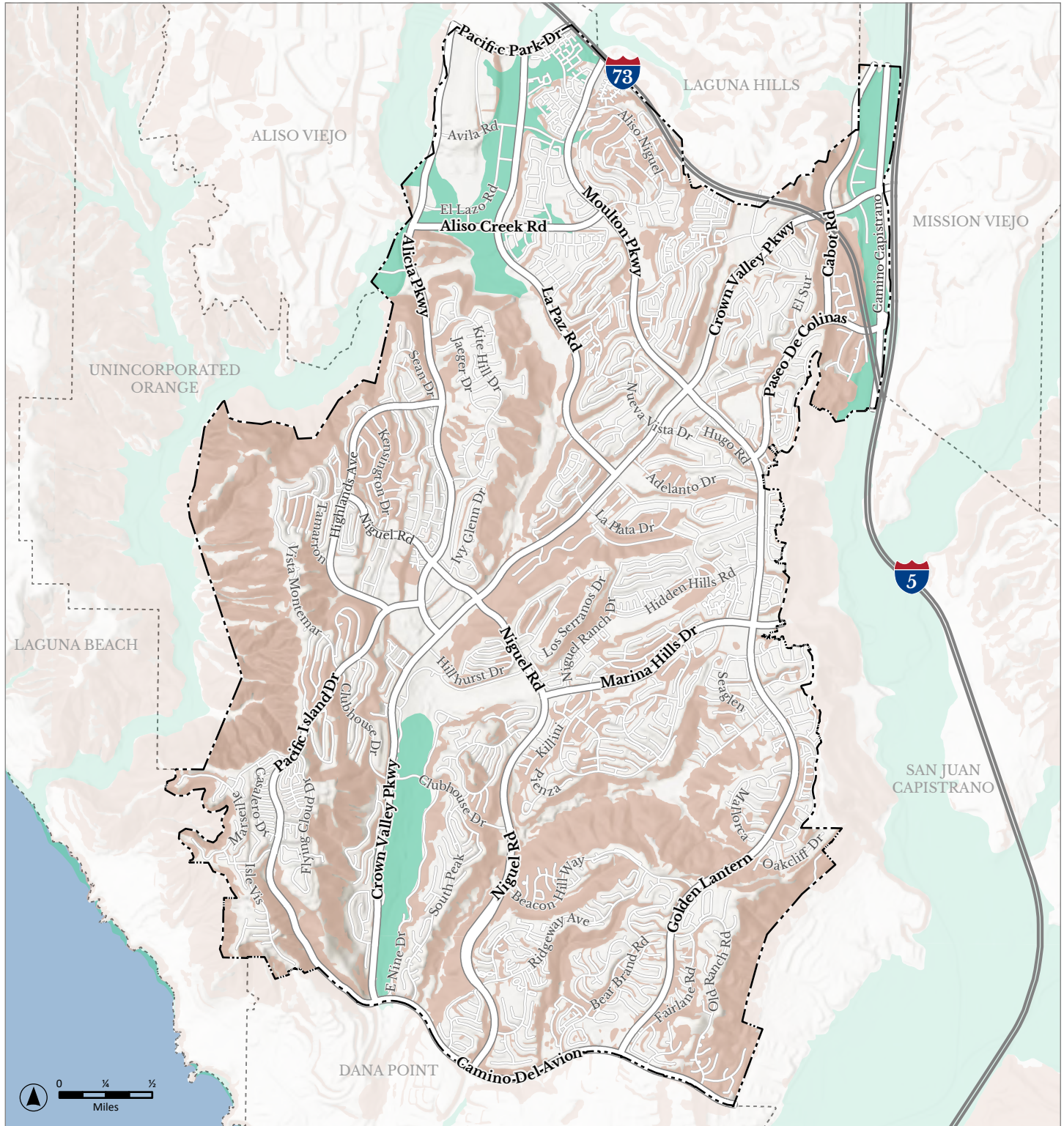
Prepared for the City of Laguna Niguel by De Novo Planning Group
April 24, 2025

- Laguna Niguel City Boundary
- Other Jurisdictions

- Newport-Inglewood-Rose Canyon fault zone
- Oceanside fault

- Pelican Hill fault
- San Joaquin Hills thrust

PS-2 Seismic Hazard Zones



Data sources: CGS Information Warehouse, Seismic Hazards Zonation Program (Dana Point/San Juan Capistrano/Laguna Beach quads); City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group
April 24, 2025

Laguna Niguel City Boundary
 Other Jurisdictions
 Liquefaction Zone
 Landslide Zone

HAZARDOUS WASTE AND MATERIALS



Goal PS-2

Minimize the risk of injury and damage to property and the environment caused by hazardous waste and materials contamination.

Hazardous materials include a wide range of substances, such as pesticides, herbicides, toxic metals and chemicals, explosives, and nuclear materials that can pose significant risks to human health and the environment. These materials are commonly used in commercial, industrial, and manufacturing activities. Because these materials are increasingly used in urban areas, there are activities within the City that could expose residents, properties, and sensitive environmental resources to certain risks associated with hazardous materials.

The use, transport, and disposal of hazardous and toxic substances pose potential risks to the general population. Hazardous materials require special methods of

disposal, storage, and treatment. The release of hazardous materials requires immediate action to protect human health and safety and/or the environment.

Household hazardous waste (HHW) includes hazardous materials generated from residential activities, such as paints, solvents, varnishes, acids, flammables, acrylics, resins, batteries, and electronics (e-waste). E-waste such as televisions, tablets, cell phones and computers can also be taken to a HHW Collection Center. The County of Orange operates several HHW Collection Centers to facilitate proper HHW disposal. Orange County residents, including those in Laguna Niguel, can dispose of their HHW items at any of the County's HHW Collection Centers.

PS-2 Policies

PS-2.1 Hazardous Materials Regulatory Compliance. Promote proper handling, transport, treatment, storage, and disposal of hazardous materials in accordance with applicable federal, state, and local regulations.

PS-2.2 Hazardous Materials Emergency Plan. Coordinate with the Orange County Fire Authority to ensure that businesses that handle hazardous materials or extremely hazardous substances at reportable quantities prepare, submit, and maintain required disclosures and emergency plans in compliance with state, county, and local regulations.

PS-2.3 Hazardous Materials Emergency Response. Collaborate with the Orange County Fire Authority and other responding agencies to ensure emergency preparedness and response strategies are in place to effectively address hazardous materials incidents in the City.

PS-2.4 Public Education (Hazardous Waste Disposal). Collaborate with the City's waste service provider(s) and the County of Orange to increase public awareness about the importance of proper household hazardous waste disposal. This includes educational materials on available services, programs, and disposal methods, while highlighting the environmental impacts of improper disposal.

PS-2.5 Uses Involving Hazardous Materials. Ensure land uses involving the storage, transfer, or processing of hazardous materials are appropriately located and designed to minimize risk to nearby sensitive uses.



PS-2.6 Hazardous Materials Cleanup. Ensure that hazardous waste cleanup sites are remediated in compliance with all applicable regulatory agencies or requirements, such as Orange County Health Care Agency, Department of Toxic Substance Control, and/or Orange County Fire Authority, prior to any reuse or redevelopment of the subject site.



FLOOD HAZARDS

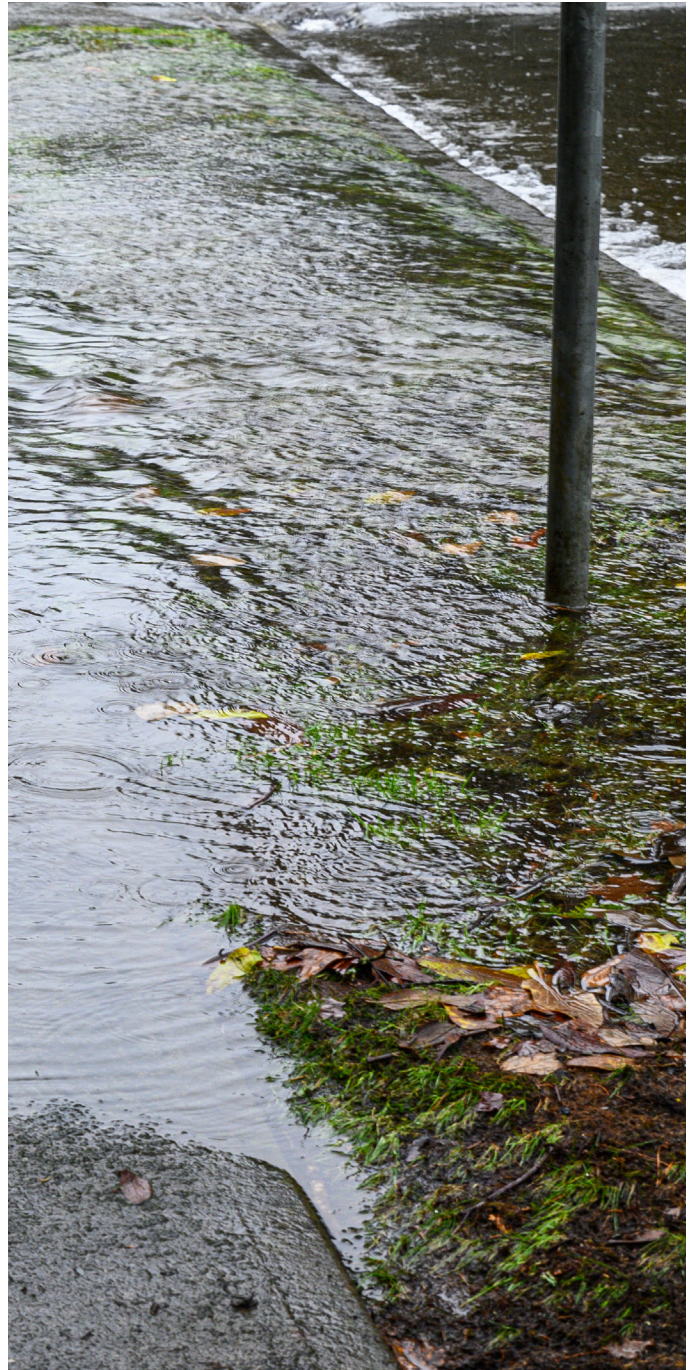
Goal PS-3

Minimize the risk of injury and damage to property and the environment caused by flooding hazards.

Flooding is a temporary rise in water levels that cause rivers, streams, or drainage systems to overflow and inundate adjacent areas not normally covered by water. The City's Local Hazard Mitigation Plan (LHMP) identifies the greatest flood risks in the community, which are typically caused by damaged, under-engineered, and/or obstructed infrastructure.

The Federal Emergency Management Agency (FEMA) maintains a database that maps flood potential across the United States, which helps cities in planning for flood events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program (NFIP) encourages state and local governments to adopt floodplain management programs and mitigation measures. As part of the program, the NFIP defines floodplain and floodway boundaries on Flood Insurance Rate Maps (FIRMs).

Areas with a 1% annual chance of flooding are designated as 100-year flood zones by FEMA, referred to as Special Flood Hazard Areas (SFHA). These zones exist in several locations across Laguna Niguel, as illustrated in Figure PS-3. A few areas in the north have a lower flood risk (0.2% annually) and are designated as 500-year flood zones. The remainder of the City is outside of the flood hazards zones and have minimal flood risk. Floodplain mapping for the City can be obtained through the FEMA Flood Map Service Center (<https://www.fema.gov/>).



PS-3 Policies



PS-3.1 Flood Control Regulatory Compliance. Ensure that City regulations related to flood control align with federal, state, and county requirements. This includes monitoring changes in laws and regulations related to local flood protection (e.g., National Flood Insurance Program) and updating the Laguna Niguel Municipal Code and/or the City's Emergency Operations Plan, as needed.



PS-3.2 Maintain and Monitor Flood Capacity. Coordinate with the Orange County Flood Control District to ensure flood control facilities are properly maintained and functioning. This includes assessing the potential need for increased flood control capacity in response to changing environment and extreme weather, in order to protect the community from flood hazards.

PS-3.3 Storm Drainage Infrastructure. Regularly assess and maintain the local storm drainage infrastructure to identify needed improvements and ensure the system is functioning properly.

PS-3.4 Development in Flood Zones. Ensure all development projects in designated Special Flood Hazard Zones prone to flooding incorporate design features that minimize health, safety, and property risks both on-site and off-site due to flooding.



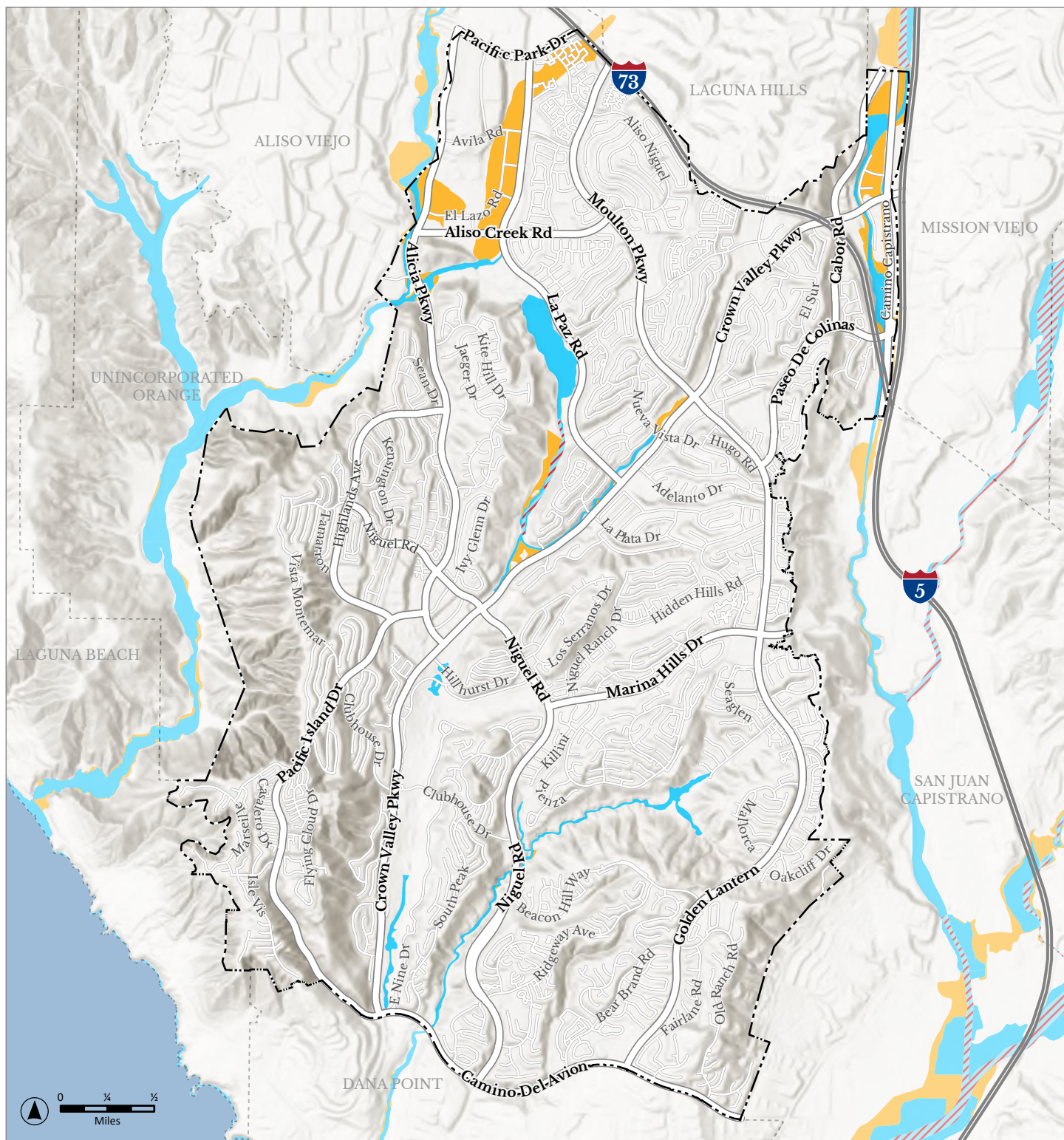
PS-3.5 Flood Control and Stormwater Management. Ensure development projects comply with state, regional, and local flood control and stormwater runoff requirements and standards.

PS-3.6 Flood Zone Mapping. Coordinate with the Federal Emergency Management Agency to ensure that Federal Insurance Rate Maps are current and accurately depict flood hazards in the City.

PS-3.7 Flood Hazard Funding Opportunities. Collaborate with the Orange County Flood Control District to pursue funding for local drainage improvements, including Federal Emergency Management Agency's Hazard Mitigation Grants, Flood Mitigation Assistance Program, and the Pre-disaster Mitigation Program, as well as state grants from the California Environmental Protection Agency and the California State Water Resources Control Board.

PS-3.8 Public Education (Flood Hazards). Promote public awareness about flood risks, preparedness strategies, and response measures.

PS-3 Flood Zones



Data sources: FEMA NFHL_06059C 03/12/2021, ; City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group
April 24, 2025

Laguna Niguel City Boundary

100-year Flood Zone

Regulatory Floodway

Other Jurisdictions

500-year Flood Zone

Area of Minimal Flood Hazard

FIRE HAZARDS

Goal PS-4

Minimize the risk of injury and damage to property and the environment caused by urban and wildland fire hazards.

The combination of varied topography, regional climate, and vegetation renders Laguna Niguel and surrounding areas vulnerable to wildfires. These risks are heightened by factors such as high seasonal temperatures, low humidity, dry vegetation, and strong winds.

The California Department of Forestry and Fire Protection (CAL FIRE) is responsible for identifying Fire Hazard Severity Zones (FHSZ) to assess wildfire risk statewide. These zones are developed using a science-based and field-tested modeling that considers factors influencing fire likelihood and behavior. There are three designated levels of hazard: moderate, high, and very high.

Laguna Niguel, as an incorporated city, is classified as a Local Responsibility Area (LRA), meaning it is responsible for fire protection. Figure PS-4 illustrates the current FHSZ within the City, as identified by CAL FIRE and adopted by the City Council. As shown in Figure PS-4, these zones include Very High, High, and Moderate designations located in the western and southern portions of Laguna Niguel, as well as an area south of Aliso Creek Road and east of Alicia Parkway.

In addition to wildland fire risk, the City is also susceptible to urban fires, which can start when a structure's flammable materials ignite and spread quickly, posing a significant threat to life, property, and the environment.



Urban fire risk is particularly high in older structures and neighborhoods built before the adoption of modern building codes for fire safety. Other contributing factors to this risk include the height and use of buildings, storage of combustible materials, the types of construction materials used, and whether or not there are sprinkler systems in place.

Orange County Fire Authority (OCFA) services Laguna Niguel to provide fire prevention, protection, and response services. This also includes community outreach programs and educational initiatives promoting fire safety awareness and prevention. Three stations are located within the City boundaries (refer to Figure 3-5 in the ECR for their locations). The City benefits from access to all of OCFA's resources, including service calls from stations located outside of the City.

PS-4 Policies

- PS-4.1 Fire Authority Staffing and Resources.** Ensure Orange County Fire Authority staffing levels, equipment and facilities, programs, and practices align with the City's high safety standards, including timely emergency responses and effectively address the community's evolving needs while providing adequate fire prevention services.
- PS-4.2 Wildfire Hazard Mapping.** Maintain accurate and current geographic information system mapping of the City's Fire Hazard Severity Zones. Upon any designation changes by California Department of Forestry and Fire Protection, update the City's geographic information system mapping accordingly.
- PS-4.3 Fire-Safe Design.** Ensure Orange County Fire Authority review of applicable development projects for fire-safe design, proximity to adequate emergency services, sufficient water supply and fire flow, emergency vehicle access, and visible home and street addressing and signage, in accordance with current California Building and Fire Codes, including local amendments adopted by the City.
- PS-4.4 Fuel Management/Modification.** Support fuel management/modification requirements consistent with state law and Orange County Fire Authority requirements, and other fuel reduction and weed abatement approaches to reduce significant fire risk. When fuel modification or reduction is required, ensure a balance between fuel management for the benefit of structures and preserving vegetation and sensitive habitats.
- PS-4.5 Urban Fire Risks.** Coordinate with Orange County Fire Authority to maintain an ongoing fire inspection program to reduce fire hazards associated with multifamily developments, critical facilities, public assembly facilities, industrial buildings, and other nonresidential buildings.
- PS-4.6 Critical Facilities (Fire Hazard Zones).** When feasible, locate new essential public facilities and infrastructure (e.g., hospitals, emergency shelters, fire and police stations, emergency command centers, communication facilities, and

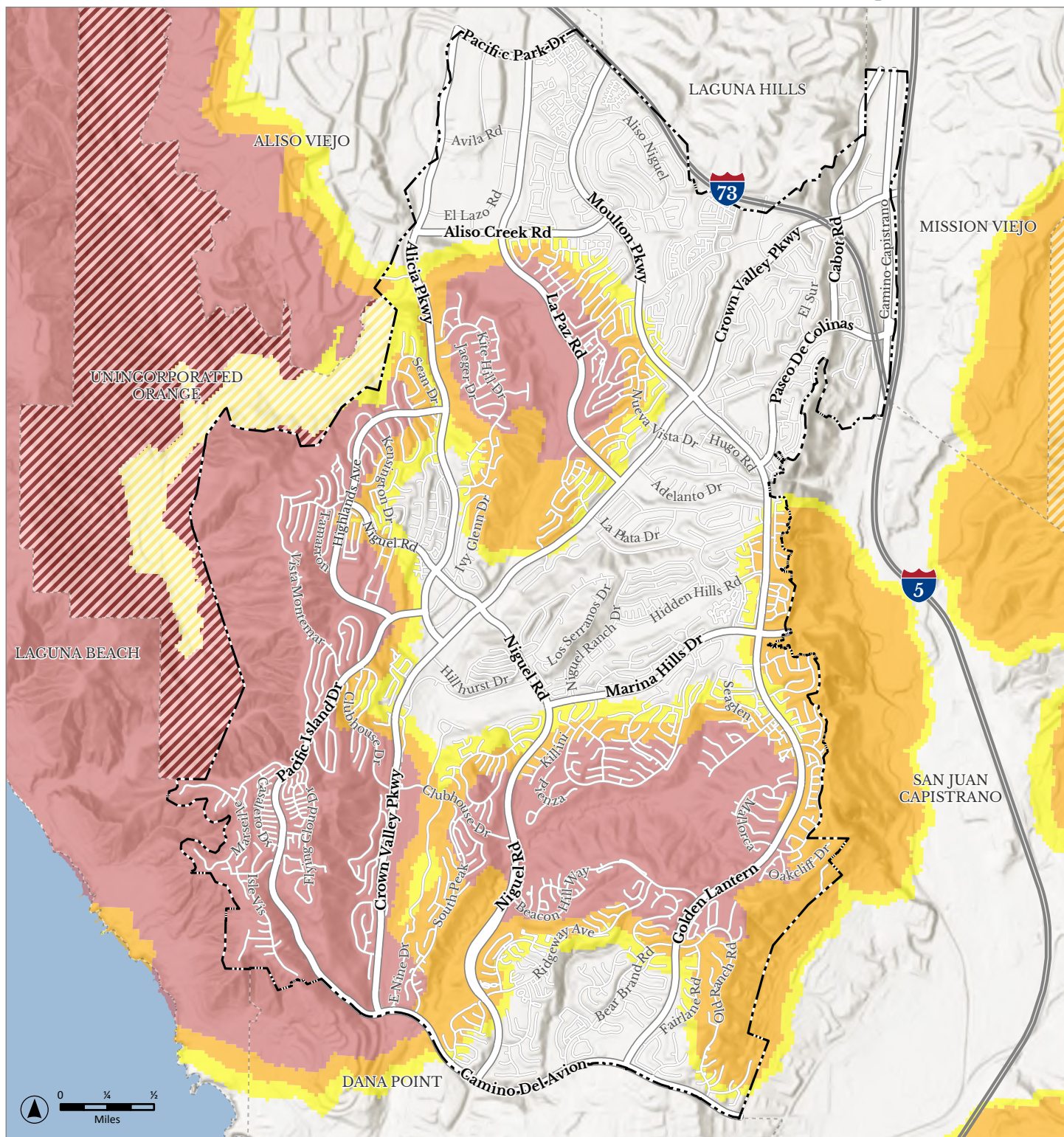




utilities) outside of Very High Fire Hazard Severity Zones. If located within these zones, utilize construction methods or other measures to minimize risk.

- PS-4.7 Post-Fire Recovery Plan.** Collaborate with agencies such as the California Department of Forestry and Fire Protection, Orange County Fire Authority, and other applicable government and nongovernmental organizations to create a post-fire recovery plan that addresses the full recovery of burned areas and minimizes the risk of future fire damage, mud flows, and repetitive losses.
- PS-4.8 Water Supply Systems.** Coordinate with Moulton Niguel Water District to ensure the availability and maintenance of adequate water supply systems and fire flow for structural fire suppression.
- PS-4.9 Fire Hazards Agency Coordination.** Coordinate with federal, state, and regional fire protection agencies on fire suppression, rescue, training, education and to update emergency evacuation and hazard mitigation plans, as necessary.
- PS-4.10 Public Education (Fire Safety).** Collaborate with the Orange County Fire Authority on public education and outreach programs on fire safety awareness and prevention to minimize risks and potential damage to life, property, and the environment. This includes an emphasis on defensible space and on protecting vulnerable and at-risk populations, such as seniors and those with limited mobility.
- PS-4.11 Fire Protection Plans.** Require adequate fire protection plans and emergency vehicle access for new development in VHFHSZs.
- PS-4.12 Non-conforming Development.** Mitigate, as feasible, existing non-conforming development to contemporary fire safe standards, including building design, road standards, and vegetative hazards.
- PS-4.13 Access.** Require sufficient ingress/egress access points in all new development to support firefighting activities, as determined by the Orange County Fire Authority.
- PS-4.14 Fire Hazard Reduction Projects.** Coordinate with Orange County Fire Authority to identify and maintain fire hazard reduction projects, including community fire breaks and public and private road vegetation clearance.
- PS-4.15 Development in Very High Fire Hazard Severity Zones.** Avoid or minimize new residential development in VHFHSZs as feasible.

PS-4 Fire Hazard Severity Zones



Data sources: CALFIRE/State Office of the Fire Marshall, State Responsibility Areas effective April 1, 2024 and Local Responsibility Areas effective March 24, 2025; City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group
April 24, 2025

- Laguna Niguel City Boundary
- Other Jurisdictions

Fire Hazard Severity Zones in State Responsibility Areas

- Very High
- High
- Moderate

Fire Hazard Severity Zones in Local Responsibility Areas

- Very High
- High
- Moderate

EMERGENCY PREPARATION AND RESPONSIVENESS

Goal PS-5

A community that is well-prepared for emergency response and disaster management to minimize impacts on persons, property, the environment, and essential services.

Laguna Niguel contracts with the Orange County Sheriff's Department (OCSD) and Orange County Fire Authority (OCFA) for emergency services and programs.

The City is a member of the Orange County Operational Area and the Orange County Emergency Management Organization. Both entities provide "mutual aid" to communities via OCSD, OCFA, and the State of California Office of Emergency Services.

The City's Emergency Operations Plan (EOP) outlines the actions to be taken by applicable staff to prevent disasters where possible, reduce the community's vulnerability to unavoidable disasters, establish clear actions for protecting citizens during disasters, respond effectively to disasters, and facilitate community recovery in the aftermath of disasters.

The City's Local Hazard Mitigation Plan (LHMP) was developed in accordance with the Disaster Mitigation Act of 2000 (DMA 2000) and FEMA's 2023 Local Hazard Mitigation Plan guidance. The LHMP includes a process for identifying and profiling hazards, analyzing the risks to people and facilities, and outlines mitigation actions to reduce or eliminate those risks. The Local Hazard Mitigation Plan can be found at this location: Document Center (<https://cityoflagunaniguel.org/1485/Local-Hazard-Mitigation-Plan>). The Public Safety Element incorporates and builds upon the LHMP's mitigation policies. The LHMP is required to be updated at least every five years to maintain eligibility for FEMA mitigation project grants, pursuant to DMA 2000.



PS-5 Policies

- PS-5.1 Emergency Services Staffing and Resources.** Ensure emergency and disaster staffing levels, equipment and facilities, programs, and practices align with the City's high safety standards, including timely responses, and effectively address the community's evolving needs.
- PS-5.2 Emergency Preparedness.** Ensure the City's adopted emergency plans, policies, and procedures, including both the Local Hazard Mitigation Plan and Emergency Operations Plan, are maintained and updated to reflect changing conditions, best practices, and the regulatory environment. This includes ensuring City compliance with Assembly Bill 2140, Senate Bill 379, and any subsequent federal or state legislation. These efforts are necessary to maintaining eligibility for public assistance grants and support the City's ability to respond effectively to emergencies.
- PS-5.3 Emergency Response and Evacuation.** Assess emergency response and evacuation capabilities to address potential disruptions from current and future hazards that may affect the community. If areas with inadequate evacuation routes are identified (see SB 99 Evacuation Routes Analysis), develop appropriate mitigation measures, improvement plans, or education programs to ensure safe evacuation.
- PS-5.4 Emergency Transportation Routes.** Maintain a transportation network that supports effective emergency response and evacuation operations. This includes maintaining both a primary and alternative mobile Emergency Operations Center.
- PS-5.5 Disaster Response and Recovery (Critical Facilities).** Coordinate with agencies and service providers to ensure the resilience of essential public facilities, lifeline services, and infrastructure, and plan for the use of critical facilities during post-disaster response and recovery.
- PS-5.6 Disaster Response and Recovery (Coordination).** Coordinate disaster preparedness and recovery with local key stakeholders (officials, schools, businesses, and organizations), neighboring jurisdictions, other governmental agencies, and utility providers, including through mutual aid agreements with other agencies, to ensure efficient and adequate resources, facilities, and support services during and after emergencies.
-  **PS-5.7 Resiliency Infrastructure.** Maintain a local system of public and private resilience hubs, cooling centers, and emergency shelters to provide safe places for residents during hazard events or emergency conditions.
- PS-5.8 Public Education (Emergency Preparedness).** Sponsor and promote public awareness and training programs focused on emergency and disaster preparedness, as well as response protocols and procedures.
- PS-5.9 Emergency Preparedness Information.** Maintain an Emergency Preparedness page on the City's website that provides links to other resources, such as the Evacuation Zones, Earthquake Preparedness, and other emergency preparedness information.
- PS-5.10 School Safety (Emergency Preparedness).** Coordinate with local schools on their emergency and disaster preparedness programs and response protocols and procedures.

RESILIENCY PLANNING

Goal PS-6

A community that is resilient to changing environmental patterns, including extreme weather events and other adverse effects on public health, wellbeing, and safety.

As Laguna Niguel plans for the future, state law requires the City to consider climate impacts facing California as well as strategies to adapt and be more resilient to change in climate effects. Due to change in climate, Laguna Niguel may experience more intense and frequent heat waves, droughts, wildfires, severe storms, and extreme weather events. Exposure to these events can leave a community vulnerable to increased occurrences of wildland fires, flooding, reduced air quality, decreased availability of fresh water, and negative impacts on wildlife. These effects can potentially generate multiple interconnected challenges for public health and safety.

PS-6 Policies

-  **PS-6.1 Change in Climate Coordination.** Participate in regional discussions and initiatives aimed at reducing impacts from change in climate.
-  **PS-6.2 Flood Protection Resources.** Provide flood protection resources and services (signage, sandbags, etc.) at designated public facilities before, during, and after extreme weather events, as feasible.
-  **PS-6.3 Open Space Land.** Maintain designated open space land and natural systems as part of a comprehensive strategy to increase climate resilience.
-  **PS-6.4 Energy Supply.** Promote plans and programs that increase energy conservation and the use of sustainable energy sources.
-  **PS-6.5 Severe Weather Preparedness.** Support individuals with limited mobility or transportation access to emergency shelters during extreme heat or other severe weather events.
-  **PS-6.6 Sustainable City Facilities.** Prioritize sustainable and resilient building practices and upgrades for City facilities, infrastructure, and equipment.
-  **PS-6.7 Essential Infrastructure Collaboration.** Collaborate with federal, state, regional, and/or local partners to monitor changing weather patterns and evaluate the effectiveness and resilience of existing essential infrastructure and programs in adapting to changing environmental conditions.
-  **PS-6.8 Public Education (Resilient Planning).** Promote community awareness of climate-resilient actions that can be implemented by citizens and businesses, such as water conservation, on-site water collection, passive solar designs, and alternative energy strategies.
-  **PS-6.9 Open Space Resilience.** Encourage plans and programs that enhance climate resilience through open space strategies.



POLICE PROTECTION

Goal PS-7

High standards of public safety through effective police services, community outreach, and ongoing evaluation of programs and practices.

Laguna Niguel contracts with the Orange County Sheriff's Department (OCSD) for police services, which operates from the Laguna Niguel substation at City Hall. OCSD's primary responsibilities include crime prevention, proactive field patrol, crime investigation, and traffic enforcement. Additionally, the department is actively involved in community outreach programs and educational initiatives aimed at promoting effective crime prevention strategies.

Laguna Niguel has established high standards for public safety and protection, making it one of the safest cities of its size in the nation. To maintain these high levels of safety, it is essential to continually assess programs, meet response time objectives, and support crime prevention efforts through education and thoughtful project design practices.





PS-7 Policies

- PS-7.1 Police Services Staffing and Resources.** Ensure police staffing levels, programs, and practices align with the City's high safety standards, including timely emergency responses and effectively address the community's evolving needs.
- PS-7.2 Monitoring Statistics and Trends.** Evaluate the City's population growth, development trends, and crime and service statistics to ensure that adequate police service levels are maintained.
- PS-7.3 Public Education (Crime Prevention).** Support community outreach programs and educational initiatives aimed at informing residents and businesses about crime prevention strategies, fostering a collaborative relationship between police services and the community to enhance safety and reduce crime.
- PS-7.4 Crime Prevention Through Environmental Design.** Consider Crime Prevention Through Environmental Design principles for crime-reduction and public safety benefits in the design and planning of development projects.
- PS-7.5 Transportation Safety Programs.** Support transportation safety campaigns and enforcement efforts for motorists, bicyclists, and pedestrians to reduce accidents and promote safe behaviors throughout the community.

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NOISE

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NOISE

Introduction

The Noise Element is intended to ensure compliance with state requirements and support a comprehensive, long-range approach to maintaining acceptable noise levels throughout Laguna Niguel.

As required by Government Code Section 65302(f), this Element identifies and assesses community noise issues by analyzing and, where practicable, quantifying current and projected noise levels from major noise sources, such as roadways, railroads, airports, and industrial facilities, using community noise equivalent level (CNEL) or day-night average sound level (Ldn) noise contours. This data supports informed land use planning decisions to minimize noise exposure on sensitive receptors and guides the implementation of measures to address potential existing and future noise concerns.

Noise is typically characterized as intrusive, irritating, and unwanted sound disruptive to daily life. Noise varies widely in its nature and impact, ranging from individual occurrences like a barking dog, to the intermittent disturbances of passing trains,

to the fairly constant noise generated by roadway traffic. Because noise can affect nearly every aspect of daily life, acceptable thresholds are defined based on land use type and sensitivity. Land uses such as residential neighborhoods, schools, libraries, places of worship, recreation areas, managed care facilities, and hospitals are particularly sensitive to elevated noise levels.

This Noise Element works in coordination with other General Plan Elements, such as Land Use, Housing, Resource Management, and Mobility, and includes specific goals and policies designed to minimize noise impacts on sensitive receptors and effectively manage noise-generating activities. These goals and policies are intended to protect existing and future land uses from excessive noise, thereby preserving the quality of life throughout Laguna Niguel.

Acoustic Terminology

Stationary noise means a source of sound or combination of sources of sound that are included and normally operated within the property lines of a facility. Common examples include heating, ventilation, and air conditioning (HVAC) systems, loading docks, and machinery.

A-weighted decibels (dBA) are an expression of the relative loudness of sounds in air as perceived by the human ear.

Average noise exposure over a 24-hour period is presented as a day-night average sound level, or Ldn.

Community Noise Equivalent Level (CNEL) measures the average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of ten decibels to sound levels in the night between 10:00 p.m. and 7:00 a.m.

Sensitive receptors are noise sensitive locations and uses where human activity may be adversely affected by nuisance noise from nearby stationary, non-transportation, and transportation noise sources. Examples include residential areas, schools, libraries, places of public assembly, and healthcare facilities.

Organization of Element

The Noise Element addresses each of the topics below as they relate to Laguna Niguel. The goals and policies of this Element are organized around the following topics:

- Land Use Compatibility
- Noise Management Collaboration



LAND USE COMPATIBILITY

Goal N-1

A healthy and livable community by effectively managing noise through strategic planning and regulatory compliance to safeguard against harmful or disruptive noise impacts.

The City recognizes that elevated stationary and mobile noise levels can directly affect the community's health and well-being. Thoughtful consideration of the noise contours included in Figures N-1 and N-2, along with the relationship between land uses, allows for early identification of potential conflicts during planning and design, which can significantly reduce or prevent adverse noise impacts.

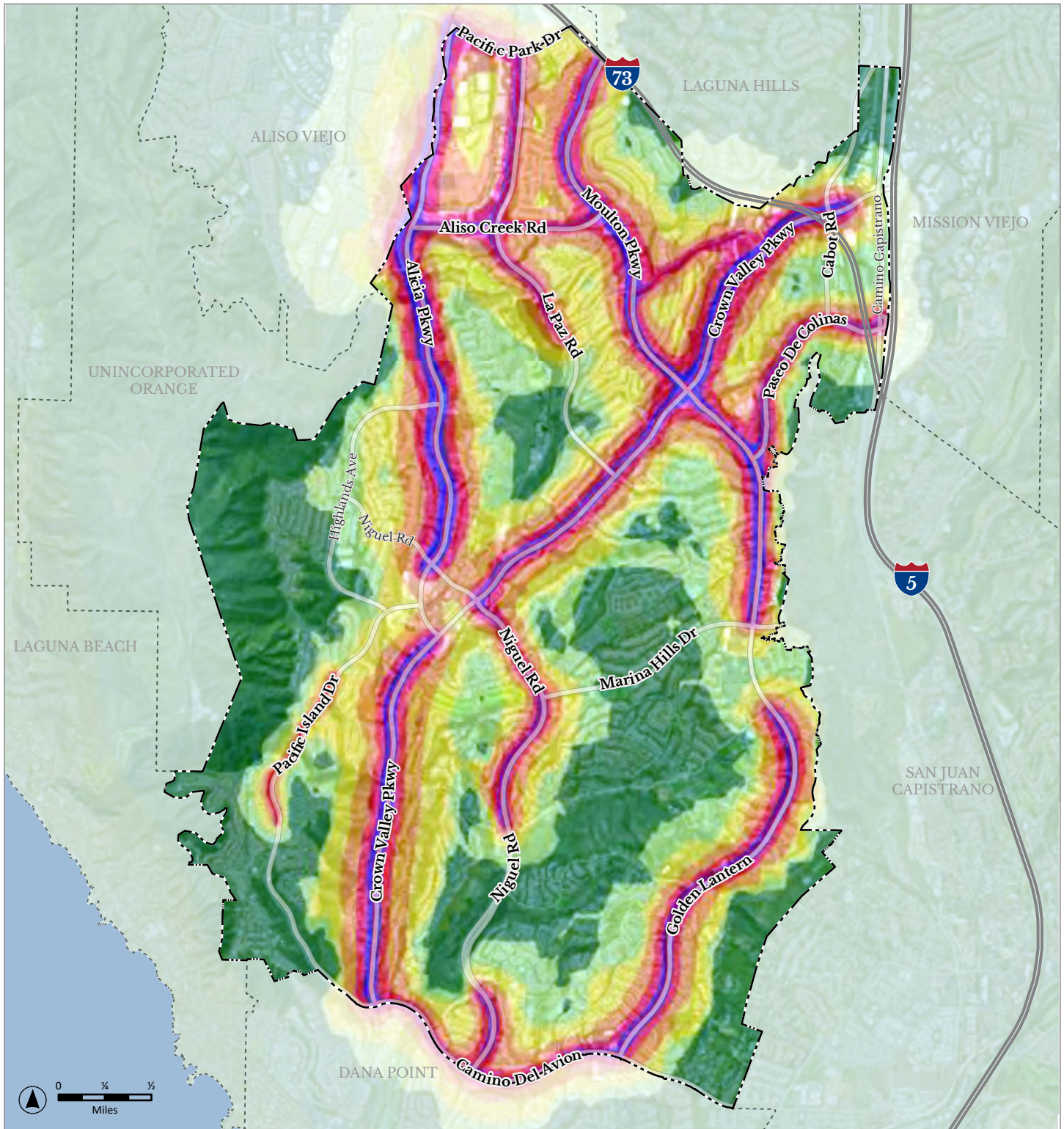
Both federal and state regulations establish standards related to noise and vibration. By complying with these regulations, applying strategic land use planning, incorporating sound construction practices, and implementing the following policies, the City can minimize exposure to excessive noise, supporting a quieter and healthier environment.



N-1 Policies

- N-1.1 Land Use and Infrastructure Planning.** Use City established noise standards and guidelines to evaluate development and infrastructure projects and consider project design features, conditions of approval, or mitigation measures to maintain acceptable noise levels for existing and future land uses.
- N-1.2 Land Use Compatibility.** Refer to the noise and land use compatibility matrix (Table N-1), prepared by the Office of Land Use and Climate Innovation as a guide for assessing land use compatibility. Use this matrix to inform appropriate project design features, conditions of approval, or mitigation measures to maintain acceptable noise levels for future land uses.
- N-1.3 Noise Contour Map (Figures N-1 and N-2).** Use the Existing and Future Noise Contour Maps when evaluating development and infrastructure projects. The Noise Contour Maps serve as valuable tools for assessing appropriate project design features, conditions of approval, or mitigation measures to maintain acceptable noise levels for existing and future land uses.
- N-1.4 Roadway Noise Abatement.** Consider noise impacts on sensitive land uses in the design and maintenance of the roadway network. Where feasible, roadway design should minimize noise impacts on adjacent areas
- N-1.5 Noise Compatibility in Mixed-Use and Multi-Family Developments.** Require mixed-use and multi-family residential developments to demonstrate noise compatibility between different adjacent or on-site uses.
- N-1.6 Rail Vibration and Noise Assessments.** Require development projects located within 100 feet of rail lines (measured from the property line) to demonstrate, prior to approval of sensitive uses, that rail-related groundborne vibration and noise impacts have been adequately addressed.
- N-1.7 City Noise Ordinance and Manual.** Ensure the City's Noise Ordinance (Division 6 of Title 6 of the Laguna Niguel Municipal Code) and environmental review procedures (City California Environmental Quality Act Manual) are consistent with the General Plan and contemporary best practices.
- N-1.8 Commercial Truck Traffic Noise.** To the extent practically feasible, limit "through commercial truck traffic" to designated truck routes to minimize noise impacts to residential neighborhoods and other noise-sensitive uses (See Mobility Element).

N-1 Existing Noise Contours



Data sources: MD Acoustics; City of Laguna Niguel; Orange County GIS.

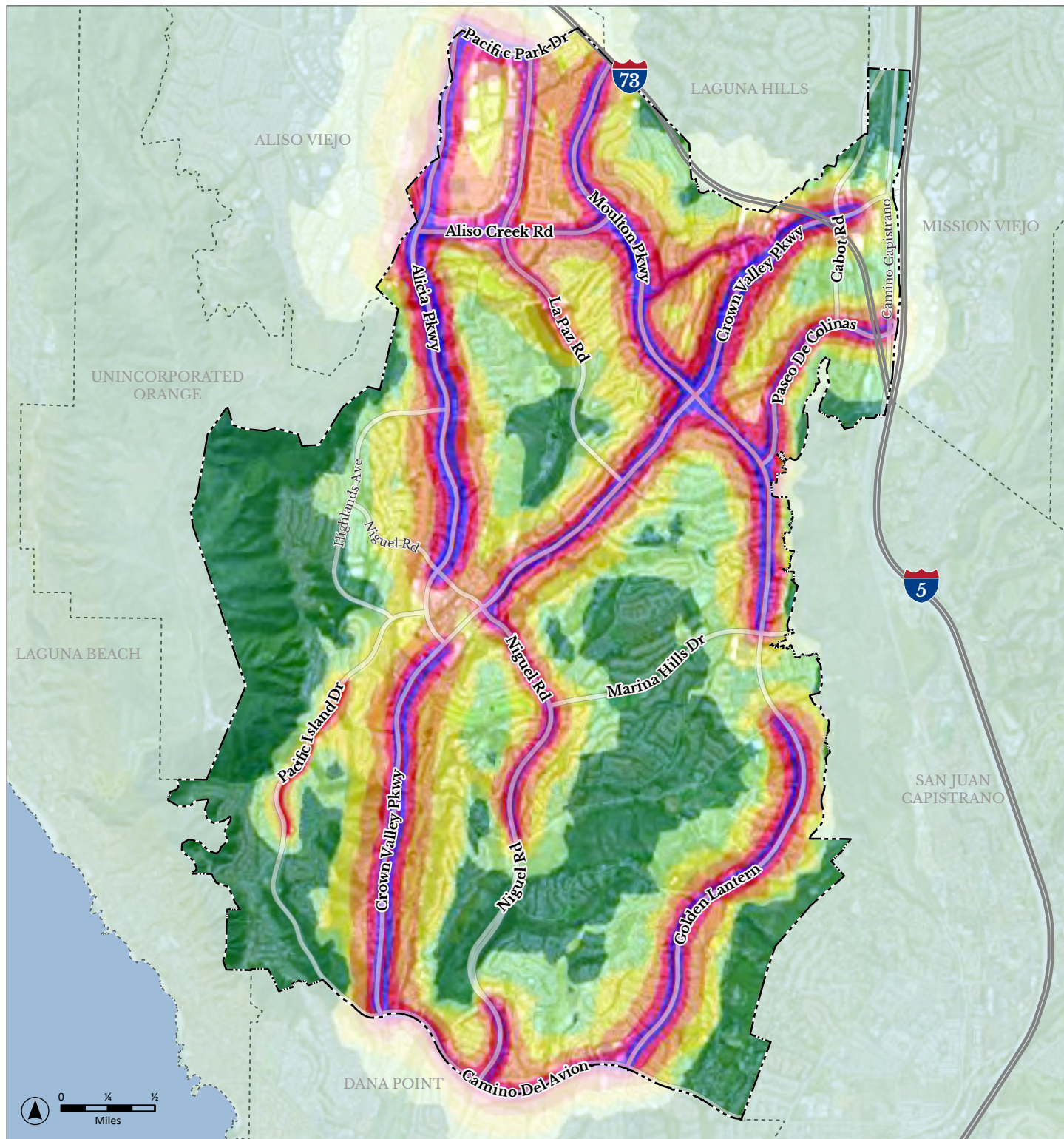
Prepared for the City of Laguna Niguel by De Novo Planning Group
May 21, 2025

- Laguna Niguel City Boundary
- Other Jurisdictions

Levels in dB(A)

	<45		50-55		60-65
	45-50		55-60		>=65

N-2 Future Noise Contours



Data sources: MD Acoustics; City of Laguna Niguel; Orange County GIS.

Prepared for the City of Laguna Niguel by De Novo Planning Group
May 21, 2025

- Laguna Niguel City Boundary
- Other Jurisdictions

Levels in dB(A)

<45

50-55

60-65

45-50

55-60

>=65

NOISE MANAGEMENT COLLABORATION

Goal N-2

A quieter and healthier environment for Laguna Niguel through collaborative partnerships and effective strategies to address noise impacts from mobile sources.

Through collaboration with regional partners, the City strives to minimize noise impacts from mobile sources along transportation corridors to safeguard community health and enhance quality of life. The City also actively monitors programs and legislation that further advance noise reduction. Complementing these efforts, the City encourages multimodal transportation alternatives to reduce roadway traffic and associated noise, contributing to a quieter and healthier community.

N-2 Policies


- N-2.1 Freeway and Toll Road Noise Abatement.** Collaborate with the California Department of Transportation and the Transportation Corridor Agency to incorporate effective and feasible noise abatement measures into the design and construction of Interstate 5 and SR-73 Toll Road projects that could affect Laguna Niguel.
- N-2.2 Regional Noise Coordination.** Coordinate with neighboring cities and other relevant public and transportation agencies to address and minimize potential noise conflicts between land uses within and along Laguna Niguel's boundaries.
- N-2.3 Rail Noise Management.** Collaborate with Amtrak and Metrolink, the California Public Utilities Commission, and other relevant agencies to minimize community noise and vibration impacts along the rail corridor through Laguna Niguel.
- N-2.4 Airplane Noise Management.** Participate in efforts led by John Wayne Airport and other relevant air transportation agencies to implement flight paths and operational strategies to minimize noise impacts on residential neighborhoods and other noise-sensitive areas, in compliance with applicable regulatory frameworks.
- N-2.5 Mobile Noise Enforcement.** Coordinate with Orange County Sheriff's Department and other relevant agencies to enforce noise standards in the state motor vehicle code and other state and federal regulations for mobile noise sources, including vehicle exhaust systems, speed limits, and other regulations addressing vehicle noise.
- N-2.6 Legislative Monitoring.** Monitor federal and state legislation and programs aimed at reducing noise impacts that may have implications in Laguna Niguel.
-  **N-2.7 Promotion of Multimodal Transportation.** Encourage alternatives to single-occupancy vehicle travel, such as walking, bicycling, public transit, to help reduce the number of vehicles on the roadways and corresponding roadway noise.

Table N-1: Land Use Compatibility for Community Noise Exposure (dBA, CNEL)

Land Use Category	Community Noise Exposure (Ldn or CNEL, dB)					
	55	60	65	70	75	80
Residential – Low Density Single Family, Duplex, Mobile Home						
Residential – Multi-Family						
Hotels, Motels						
Schools, Libraries, Churches, Hospitals, Personal Care						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Neighborhood Parks and Playgrounds						
Office Buildings, Commercial, Professional, Medical Office, Food and Beverage, Service						
Industrial, Manufacturing, Utilities, Agriculture						

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Note: Where a proposed use is not specifically listed, the use shall comply with the standards for the most similar use as determined by the City.

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ECONOMIC DEVELOPMENT

Introduction

The Economic Development Element guides the City's future policy decisions to support and strengthen the local economy. Although not required for a General Plan, the City has included this Element to recognize that fostering economic vibrancy and resilience is essential to planning for Laguna Niguel's future.

While presented as a separate chapter, this Element is interconnected with other General Plan Elements, such as Land Use, Housing, Mobility, and Resource Management, as decisions in one area may impact economic development and vice-versa.

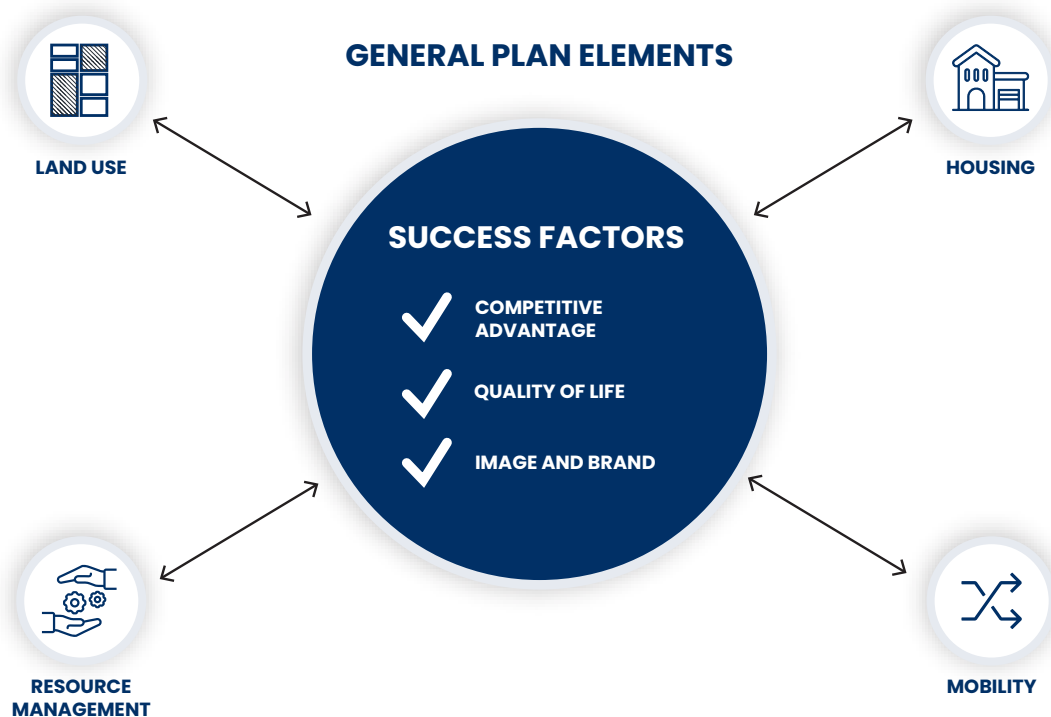
The Economic Development paradigm illustrates the cyclical and interconnected relationships between economic development and other General Plan Elements. The goals and policies of the other Elements, such as Land Use and Mobility, play a critical role in shaping economic development in how they impact the City's competitive advantages, quality of life, and overall image and brand. Similarly, economic development goals and policies influence the planning and implementation of the other Elements. In short, economic development is integral to the overall success of the other Elements and to achieving the City's long-term vision.

Key Opportunities and Challenges

The Economic Development Element has been developed through input from City staff, key stakeholders, and analyses conducted over the past several years on Laguna Niguel's existing socioeconomic, demographic, market, and fiscal trends and conditions. Focused fiscal and market studies by City-retained consulting firms identified several key opportunities and challenges impacting economic growth and development in the City. They include the following:

- **Affluency and Education.** Laguna Niguel residents are highly educated, with more than half the population holding at least a bachelor's degree, and their average earnings exceed those of the broader Orange County region. These higher levels of affluence and education are reflected in the industries in which residents are employed, including the higher-paying industries of healthcare and professional

Economic Development Paradigm



services. At the same time, the City has a significant number of residents employed in several lower-paying industries, including food services and retail trade.

- **Workforce Disparity.** There is a shortage of employment opportunities within the City that align with the skills of its resident workforce, leading many to commute to job centers in Irvine, Los Angeles, Newport Beach, and Mission Viejo. Although redevelopment opportunities are limited in a largely built-out city, and office development has been a challenged real estate sector, there are key sites such as the Chet Holifield Federal Building that present opportunities to attract the types of industries suited to the City's skilled workforce.
- **Retail Landscape.** The City has a strong regional retail presence, anchored by big-box stores, with more retail space per capita than surrounding communities.

However, there are categories of retail, such as entertainment and dining, in which the City experiences considerable "leakage" of resident spending to other nearby communities. Opportunity areas within Laguna Niguel are well-positioned to become vibrant environments that combine in-demand shopping, dining, and entertainment amenities, along with public spaces and housing opportunities.

- **Financial Strength.** Laguna Niguel has a strong revenue base, with the majority of revenues generated by both property and sales taxes. The City's conservative fiscal reserve policy further supports long-term financial sustainability. Looking ahead, anticipated new development, especially within designated Opportunity Areas (see Land Use Element), is poised to diversify and boost tax revenues, reduce retail spending "leakage", and even draw visitors and shoppers from neighboring cities.



Organization of Element

The goals and policies identified in the Economic Development Element are focused on key areas in which the City has the greatest opportunity to promote economic stability and development, given its market conditions and position within the region. These goals and policies underscore the City's commitment to a strong and resilient economy, cultivating a place where workers, residents, visitors, and businesses can thrive, today and into the future. The Economic Development Element is organized into three goal topics, as follows:

- Support the Business Community
- Stimulate Revitalization and Economic Growth
- Maintain Fiscal Sustainability

SUPPORT THE BUSINESS COMMUNITY

Goal ED-1

A strong local economy where existing businesses are supported, new businesses are attracted, and a business-friendly environment is fostered.

One of the City's most vital assets in promoting and sustaining economic growth is its existing economic base. Supporting existing local businesses so that they can thrive, grow, and adapt to changing economic conditions will not only help those businesses and their employees, but also demonstrate to other businesses that the City is a desirable place to locate. This support extends to residents and workers who may be looking to start or grow a business in the City. Laguna Niguel has established itself as a business-friendly environment through its tailored relationship support, flexible accommodations that remove barriers, and regional connectivity. Ongoing support for existing and new businesses while remaining connected to the wider region will be essential to help the local economy thrive. Additionally, Laguna Niguel is part of a wider regional economy in Southern Orange County, and fostering strong connections with regional partners will enhance the City's support for its local business community.



ED-1 Policies

- ED-1.1 Business Support.** Implement policy adjustments to reduce barriers and streamline support to local businesses by evaluating City regulations, processes, and procedures that impact business development and operations.
- ED-1.2 Community Partnerships.** Cultivate partnerships, encourage dialogue, and collaborate with the local business community including the Chamber of Commerce, other civic organizations, and regional partners to leverage resources, share best practices, and align initiatives that support business growth and sustainability in Laguna Niguel.
- ED-1.3 Business Community Promotion.** Promote the existing business community and highlight Laguna Niguel's business-friendly environment through marketing initiatives, community engagement, and collaboration with local and regional partners.
- ED-1.4 Business Resources.** Assist existing and new businesses in identifying available resources through direct outreach and facilitating connections to support business needs.
- ED-1.5 Business Retention.** Encourage the retention of existing industry and employment generators in the community by providing and maintaining high-quality services and facilities.
- ED-1.6 Business Entrepreneurship.** Support local and regional businesses and entrepreneurs in establishing and expanding in-demand businesses in Laguna Niguel.
- ED-1.7 Economic Monitoring and Adaptation.** Regularly assess local and regional economic indicators and adapt policies and programs to align with evolving market trends and community needs.
- ED-1.8 Technology and Outreach.** Ensure the City's public-facing economic development resources, including webpages, the interactive Geographic Information System tool, social media, and other platforms provide accessible and current information for the business community.
-  **ED-1.9 Community Assets.** Highlight the City's assets for businesses, including a workforce with a variety of skills and education levels, high-quality recreational and retail/dining amenities for employees, access to major transportation corridors, and a proactive business environment.





STIMULATE REVITALIZATION AND ECONOMIC GROWTH

Goal ED-2

Strategic redevelopment of targeted growth areas to attract investment, create jobs, and strengthen Laguna Niguel's identity and long-term vitality.

Major commercial activity sites have the potential to drive economic diversification, anchor business activity, provide a unique sense of place, and generally open the City to increased economic opportunity. Through designating "Opportunity Areas" (the Marketplace at Laguna Niguel, the Chet Holifield Federal Building site, and Town Center area, as described in the Land Use Element), Laguna Niguel can promote economic activity that serves the needs of residents, workers, and visitors. Encouraging the redevelopment of these key sites into vibrant mixed-use environments can generate employment and consumer activity that can support a wide range of businesses with an established customer base. These opportunities in turn will enhance the City's overall economic base, prospects, and sense of place.






ED-2 Policies



- ED-2.1 Mixed-Use Development.** Promote the application of land use overlays that facilitate blending commercial with complementary public and residential uses within the City's Opportunity Areas to create multi-functional developments that contribute to more sustainable and diversified community growth.
- ED-2.2 Housing Choices.** Promote the application of land use overlays that facilitate the development of housing for a range of household types and income levels within the City's Opportunity Areas which can generate future demand for business development and enhancing local economic resilience.
- ED-2.3 Fiscal Impact.** Ensure new developments positively impact the City's fiscal health by evaluating the project's effects on City revenues, expenditures, and service demands.
- ED-2.4 Industry Alignment.** Support the development of projects that address the needs of industries aligned with the City's resident workforce, including technology, healthcare, and professional services.

- ED-2.5 Key Sector Employers.** Engage local and regional representatives from key industries like technology, finance, healthcare, and other high-skilled sectors to explore opportunities for future investment and location in the City.
- ED-2.6 Business Attraction.** Outreach to businesses specializing in in-demand experiential retail that align with the community's goals to locate within underutilized areas of the City.
- ED-2.7 Strategic Reinvestment.** In addition to designated Opportunity Areas, support reinvestment efforts for undeveloped, underdeveloped, or unoccupied sites that align with the City's land use vision and goals.
- ED-2.8 Flexible Office Space.** Promote the development of coworking hubs and flexible office environments to align with the evolving needs of businesses, entrepreneurs, and remote workers.
- ED-2.9 Hotel Development.** Promote targeted sites for upper midscale and upscale hotel developments that serve local and regional hospitality needs and provide multi-use spaces for conferences and events.
- 
- ED-2.10 Public Spaces.** Promote the inclusion of vibrant public spaces and family-friendly areas in developments to create opportunities for community events and gatherings and to cultivate a sense of place.
- ED-2.11 Marketing and Branding.** Develop a marketing and branding strategy to highlight Laguna Niguel's commercial zones.



MAINTAIN FISCAL SUSTAINABILITY

Goal ED-3

Long-term fiscal health through prudent financial management, diversified revenue sources, strategic growth, and transparent policies that sustain quality public services and economic resilience.

The City's long-term fiscal health relies on sustainable financial planning and management of operations. Through initiatives like the adopted Laguna Niguel 2050 Strategic Plan, the City has distinguished itself with its prudent financial planning, not having any debt, making strategic investments that have significantly increased projected investment income, and growing City reserves.


Continued diligent financial management is essential to maintaining the City's long-term fiscal health. Going forward, the City must continue to prudently manage both revenues and expenditures to sustain the quality of public services and the overall quality of life in Laguna Niguel. A diversity of revenue sources helps safeguard the City's budget during downturns in revenue-generating activities.

Laguna Niguel currently benefits from a strong tax base, with half its revenue from property taxes and another quarter from sales taxes. Enabling a range of new development and business types will reduce the City's reliance on any one sector of the market and economy. Additionally, new residential and commercial growth will generate the need for additional services and infrastructure and their associated costs. The City can plan for these needs through continued strong financial management and sound fiscal policies.





ED-3 Policies

- ED-3.1 Diversify Revenue Sources.** Explore opportunities to expand and diversify the City's revenue sources.
-  **ED-3.2 Strategic Growth.** Encourage new development that generates economic growth and increased tax revenue.
- ED-3.3 Retail Support.** Promote expansion of retail sectors that are in-demand locally and regionally to increase sales tax revenues and expand retail amenities available to residents, workers, and visitors.
- ED-3.4 Development Impact Assessment.** Ensure that new developments cover the cost of providing necessary City infrastructure and public services, which may potentially include fair share contributions.
- ED-3.5 Economic Development Funding Opportunities.** Monitor and seek public, private, and non-profit funding sources for community revitalization and economic development initiatives.
- ED-3.6 Cost Management.** Prudently manage the City's revenues and expenditures.
- ED-3.7 Fiscal Sustainability.** Strive to maintain a strong fiscal reserve to ensure sufficient financial resources during slow economic periods when revenue generation may be reduced.
- ED-3.8 Fiscal Transparency.** Provide transparency in City fiscal policy and activities.

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