



CITY OF LAGUNA HILLS CITY COUNCIL/PLANNING AGENCY

REGULAR MEETING AGENDA Tuesday, March 9, 2021 – 7:00 PM (Closed Session at 6:00 PM when scheduled)

Erica Pezold, Mayor

Don Sedgwick, Mayor Pro Tempore
Bill Hunt, Council Member

Janine Heft, Council Member
Dave Wheeler, Council Member

Location: City Council Chamber, 24035 El Toro Road, Laguna Hills, CA 92653

NOTICE REGARDING CORONAVIRUS (COVID-19): Please be advised that some, or all, of the City Council Members may attend this meeting via teleconference. This meeting is being conducted utilizing teleconferencing and electronic means consistent with State of California Executive Order N-29-20 dated March 17, 2020, regarding the COVID-19 pandemic. If you wish to attend the City Council meeting in person, the City Council Chamber is located at 24035 El Toro Road, Laguna Hills, CA 92653. The public shall have the right to observe and offer public comment at this location. If you plan on attending, please follow the California Department of Health Guidelines by wearing a mask, washing your hands often, refraining from handshakes and maintaining social distance of six feet between individuals. You may also view the live stream of the meeting online at <http://lagunahillsca.igm2.com/Citizens/Default.aspx>.

Submission of Public Comments: While you may attend this meeting in person, given the health risks associated with COVID-19, the City encourages those wishing to make public comments at the March 9, 2021, City Council meeting, to submit your comments by email to the City Clerk at publiccomments@lagunahillsCA.gov, by 5:00 p.m. on March 9, 2021. In the subject line of the email, please state your name and the item number you are commenting on. Any public comment received that does not specify a particular agenda item number will be announced during the general public comment portion of the agenda. If you wish to submit a public comment on more than one agenda item, please send a separate email for each item you are commenting on. All comments received by 5:00 p.m. on the date of the meeting will be provided to the City Council in advance to allow time for the Council Members to read them. Email comments will NOT be read by the City Clerk during the meeting, but will be announced and made part of the record. Electronic public comments may only be submitted via email and comments via text and social media (Facebook, Twitter, etc.) will not be accepted.

Announcement of Public Comments: During the applicable agenda item, the City Clerk will announce the name of the sender and subject matter of all email comments received by 5:00 p.m. on March 9, 2021. The email comments, including your name, will become part of the record of the City Council meeting and will be public information.

GENERAL BUSINESS - CONVENING AT 7:00 PM**CALL TO ORDER**

Resolution No. 96-04-09-1 established rules of decorum for public meetings held by the City of Laguna Hills. Resolution No. 96-04-09-1 is available on the table at the back of the City Council Chamber.

INVOCATION**PLEDGE OF ALLEGIANCE****ROLL CALL OF CITY COUNCIL MEMBERS****1. PRESENTATIONS AND PROCLAMATIONS****1.1 Laguna Hills High School Student Liaison**

Recommendation: That the City Council receive an oral report from Laguna Hills High School Student Liaison Kory Arfania.

2. SCHEDULE OF FUTURE EVENTS**2.1 Schedule of Future Events**

Recommendation: That the City Council announce the upcoming events for the month of March 2021.

3. PUBLIC COMMENTS

This is the time to address the City Council on any matter not listed on this Agenda that is within the subject matter jurisdiction of the City Council. Public Comments are limited to three minutes per person, an overall time limit of ten minutes for any one subject, and a total time limit of thirty minutes.

4. CONSENT CALENDAR

All matters listed under "CONSENT CALENDAR" are considered to be routine and will be enacted by one motion approving the recommendation listed on the Agenda. There will be no separate discussion unless Members of the City Council or Staff request specific items be removed from the Consent Calendar.

4.1 Waive Reading in Full of all Ordinances and Resolutions on the Agenda

Recommendation: That the City Council waive reading in full of all ordinances and resolutions on the agenda and declare that said titles which appear on the public agenda shall be determined to have been read by title and further reading waived.

4.2 Approval of Minutes for February 23, 2021, Regular Meeting

Recommendation: That the City Council approve the Minutes for the February 23, 2021, Regular Meeting.

4.3 Ratification of March 9, 2021, Warrant Register

Recommendation: That the City Council ratify the accompanying Warrant Register for the period from February 12, 2021, to March 1, 2021, in the amount of \$1,091,414.83.

4.4 City Council Review and Confirmation of the Necessity for Continuing the Local Emergency Related to the On-Going Threat of the Novel COVID-19 Virus

Recommendation: That the City Council review and confirm the necessity for continuing the local emergency declared in response to the Novel COVID-19 virus

4.5 Progress Payment No. 1, for Water Quality Improvement Catch Basin Debris Gate Project Phase IX, CIP No. 412-I

Recommendation: That the City Council approve Progress Payment No. 1, in the net amount of \$131,520.85, to G2 Construction, Inc., for Water Quality Improvement Catch Basin Debris Gate Project Phase IX, CIP No. 412-I.

ITEMS REMOVED FROM THE CONSENT CALENDAR**5. PLANNING AGENCY****5.1. ROLL CALL OF PLANNING AGENCY MEMBERS****5.2. PUBLIC COMMENTS**

This is the time to address the Planning Agency on any matter not listed on this Agenda that is within the subject matter jurisdiction of the Planning Agency.

Public Comments are limited to three minutes per person, an overall time limit of ten minutes for any one subject, and a total time limit of thirty minutes.

5.3. APPROVAL OF MINUTES

5.3.1 Approval of Minutes for February 23, 2021, Regular Meeting

Recommendation: That the Planning Agency approve the Minutes for the February 23, 2021, Regular Meeting.

5.4. ADMINISTRATIVE REPORTS

5.5. PLANNING AGENCY PUBLIC HEARINGS

5.5.1 Conditional Use Permit No. 0053-2021 (Starbucks)/Conditional Use Permit No. 0054-2021 (Plant Power)/Site Development Permit No. 0031-2020, a Request by Clay Toombs on Behalf of EMJ, Ltd. to Construct a New 2,175 Square-Foot Drive-Thru Restaurant (Starbucks), a New 2,503 Square-Foot Drive-Thru Restaurant (Plant Power), and Related Site Improvements on a Portion of a 2.4-Acre Commercial Property at 24888 Alicia Parkway, in the Neighborhood Mixed Use (NMU) Zoning District.

Recommendation: That the Planning Agency:

- 1) Conduct a Public Hearing for Conditional Use Permit No. 0053-2021 (Starbucks)/Conditional Use Permit No. 0054-2021 (Plant Power)/Site Development Permit No. 0031-2020;
- 2) Find and determine that the proposed Project is consistent with the Class 3 Categorical Exemption determination made for this Project in connection with the previous approval of USE-0015-2020 by the Planning Agency on December 8, 2020, (Notice of Exemption filed on December 15, 2020), and determine that no further environmental review is required;
- 3) Adopt a Resolution entitled: "A Resolution of the Planning Agency of the City of Laguna Hills, California, approving Site Development Permit (SDP) No. 0031-2020, a request by Clay Toombs on behalf of EMJ, Ltd. to construct a new 2,175 square-foot drive-thru restaurant (Starbucks), a new 2,503 square-foot drive-thru restaurant (Plant Power), and related site improvements on a portion of a 2.46-acre commercial property at

24888 Alicia Parkway”;

4) Adopt a Resolution entitled: “A Resolution of the Planning Agency of the City of Laguna Hills, California, approving Conditional Use Permit (CUP) No. 0053-2021 a request by Clay Toombs on behalf of EMJ, Ltd. to allow the operation of a new 2,175 square-foot Starbucks drive-thru restaurant at 24888 Alicia Parkway”; and

5) Adopt a Resolution entitled: “A Resolution of the Planning Agency of the City of Laguna Hills, California, approving Conditional Use Permit (CUP) No. 0054-2021, a request by Clay Toombs on behalf of EMJ, Ltd. to allow the operation of a new 2,503 square-foot Plant Power drive-thru restaurant at 24888 Alicia Parkway.”

PLANNING AGENCY ADJOURNMENT

6. CITY COUNCIL PUBLIC HEARINGS

7. ADMINISTRATIVE REPORTS

7.1. City Manager

7.1.1 2020 City Manager's Year End Report

Recommendation: That the City Council receive and file the report.

7.1.2 Legislative Update for the 2021-2022 Regular Session of the California State Legislature and Positions to be Taken on Proposed Legislation Including Senate Bill 9, Senate Bill 10, Senate Bill 278 and Assembly Bill 339

Recommendation: That the City Council affirm the position to Oppose Unless Amended on Senate Bill 9, approve of an Oppose position to Senate Bill 278, approve of an Oppose position to Assembly Bill 339 and take a Watch Position on other Legislation until later in the Legislative Calendar.

7.2. Deputy City Manager/Community Services Director

7.2.1 Rooted Volunteer Campaign/Volunteer Connection Day 2021 and Arbor Day Recognition

Recommendation: That the City Council direct staff to offer two additional “Rooted Volunteer Campaign” events this fiscal year as described in this staff report and authorize the Mayor to sign the attached Arbor Day Proclamation as required by the Arbor Day Foundation for the Tree City USA Certification.

7.3. Chief of Police Services

7.3.1 2020 Laguna Hills Police Services Annual Report Including Crime Statistics and Enforcement Actions and Update on the Work Program Related to Automated License Plate Readers (ALPRs)

Recommendation: That the City Council: 1) Receive and file the 2020 Laguna Hills Police Services Annual Report; and 2) Direct staff to seek proposals for the first phase implementation of ALPRs near Interstate 5 Freeway off-ramp areas leading into the City.

8. MATTERS AGENDIZED AND PRESENTED BY CITY COUNCIL MEMBERS

8.1. Council Member Wheeler

8.1.1 Community Crime Reports with an Emphasis on the Laguna Village Development Area

Recommendation: That the City Council: 1) Discuss community reports of increased crime incidents in Laguna Hills with an emphasis on the Laguna Village development area; and 2) Direct staff to provide a report on the recent past crime incidents and steps being taken to address these issues.

9. CITY COUNCIL MEMBER COMMITTEE REPORTS

10. CITY COUNCIL MEMBER COMMENTS

ADJOURNMENT

The next Regular Meeting of the City Council/Planning Agency will be March 23, 2021, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

CERTIFICATION

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, do hereby certify that a copy of the foregoing Agenda was posted at Laguna Hills City Hall, Laguna Hills Community Center, and the Courtyard at La Paz Center by March 5, 2021, at 5:00 pm.



City Clerk

March 4, 2021

Date

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the office of the City Clerk at (949) 707-2635. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to assure accessibility to this meeting.

Materials related to an item on this Agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office at 24035 El Toro Road, Laguna Hills, California, during normal business hours.

City Council Members receive no additional compensation or stipend as a result of simultaneously convening meetings of the Laguna Hills Planning Agency.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021
TO: Mayor and Council Members
FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Public Services Director
ISSUE: Schedule of Future Events

RECOMMENDATION: That the City Council announce the upcoming events for the month of March 2021.

SUMMARY:

The following is a list of upcoming events for the City of Laguna Hills in the month of March 2021:

Senator Patricia Bates' American Red Cross Blood Drive

Wednesday, March 10th, 10:00a.m. – 4:00p.m. at the Laguna Hills Community Center

Traffic Commission Meeting

Wednesday, March 17th, 7:00p.m., at the Laguna Hills Civic Center Council Chamber

Regular City Council Meeting

Tuesday, March 23rd, 7:00p.m., at the Laguna Hills Civic Center Council Chamber



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021
TO: Mayor and Council Members
FROM: Jennifer Lee
Assistant City Clerk
ISSUE: Approval of Minutes for February 23, 2021, Regular Meeting

RECOMMENDATION: That the City Council approve the Minutes for the February 23, 2021, Regular Meeting.

ATTACHMENTS:

- 210223 CC Minutes

**CITY OF LAGUNA HILLS
CITY COUNCIL/PLANNING AGENCY**

**REGULAR MEETING
MINUTES
Tuesday, February 23, 2021**

GENERAL BUSINESS - CONVENING AT 7:00 PM

CALL TO ORDER

The meeting was called to order at 7:00 p.m. by Mayor Pezold.

PLEDGE OF ALLEGIANCE: Council Member Wheeler

ROLL CALL OF CITY COUNCIL MEMBERS

Attendee Name	Title	Status	Arrived
Erica Pezold	Mayor	Present	
Don Sedgwick	Mayor Pro Tempore	Present	
Janine Heft	Council Member	Present	
Bill Hunt	Council Member	Present	
Dave Wheeler	Council Member	Present	

1. PRESENTATIONS AND PROCLAMATIONS

1.1 Laguna Hills High School Student Liaison

Recommendation: The City Council received an oral report from Laguna Hills High School Student Liaison Darya Ardehali.

1.2 Twenty-Five Year Anniversary Recognition

Recommendation: That the City Council adopt Resolution No. 2021-02-23-1: "A Resolution of the City Council of the City of Laguna Hills, California, recognizing Kenneth H. Rosenfield for twenty-five years of service to the City."

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Bill Hunt, Council Member
SECONDER:	Dave Wheeler, Council Member
AYES:	Erica Pezold, Mayor; Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Bill Hunt, Council Member; Dave Wheeler, Council Member

Mayor Pezold presented a Certificate of Recognition to Kenneth H. Rosenfield recognizing his twenty-five years of service to the City.

2. PUBLIC COMMENTS

The following individuals submitted electronic public comments that were received, forwarded to the Council prior to the meeting, and announced into the record by Assistant City Clerk Lee:

Tish Chamberlain submitted an email regarding public profanity.

Lori Becker submitted an email asking for action from the City Council.

The following individuals addressed the City Council on non-agendized items:

Mike Mehrain, a resident of Laguna Hills, spoke regarding excessive noise from St. George's Episcopal Church.

Linda Williams, a resident of Laguna Hills, spoke regarding criminal activity within the Laguna Village Owners Association.

Dawn Ford, a resident of Laguna Hills, spoke regarding various issues throughout the City, including safety, crime, repairs, and maintenance.

David Oslinker, a resident of Laguna Hills, spoke regarding criminal activity within the Laguna Village Owners Association and on Mill Creek Road.

Denielle Belanger, General Manager for Laguna Village Owners Association, spoke regarding crime and safety in the City.

3. CONSENT CALENDAR

Motion to approve the Consent Calendar with Council Member Wheeler removing Item No. 3.8 and Council Member Heft removing Item No. 3.9.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Don Sedgwick, Mayor Pro Tempore
SECONDER:	Bill Hunt, Council Member
AYES:	Erica Pezold, Mayor; Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Bill Hunt, Council Member; Dave Wheeler, Council Member

3.1 Waive Reading in Full of all Ordinances and Resolutions on the Agenda

Recommendation: That the City Council waive reading in full of all ordinances and resolutions on the agenda and declare that said titles which appear on the

public agenda shall be determined to have been read by title and further reading waived.

3.2 Approval of Minutes for February 9, 2021, Regular Meeting

Recommendation: That the City Council approve the Minutes for the February 9, 2021, Regular Meeting.

3.3 Ratification of February 23, 2021, Warrant Register

Recommendation: That the City Council ratify the accompanying Warrant Register for the period from January 29, 2021 to February 11, 2021, in the amount of \$474,780.05.

3.4 City Council Review and Confirmation of the Necessity for Continuing the Local Emergency Related to the On-Going Threat of the Novel COVID-19 Virus

Recommendation: That the City Council review and confirm the necessity for continuing the local emergency declared in response to the Novel COVID-19 virus

3.5 Establishment of an Updated Agenda Format and Order of Business for Regular City Council Meetings

Recommendation: That the City Council adopt Resolution No. 2021-02-23-2: "A Resolution of the City Council of the City of Laguna Hills, California, establishing an Updated Agenda Format and Order of Business for Regular City Council Meetings."

3.6 Second Quarter Financial & Treasurer's Report for Fiscal Year 2020/2021

Recommendation: That the City Council receive and file the Second Quarter Financial and Treasurer's Report for Fiscal Year 2020/2021.

3.7 Updated Resolution Authorizing City Staff to Deposit and Withdraw City Monies in the Local Agency Investment Fund (LAIF) in the State Treasury

Recommendation: That the City Council adopt Resolution No. 2021-02-23-3: "A Resolution of the City Council of the City of Laguna Hills, California, authorizing the investment of monies in the Local Agency Investment Fund"

3.10 Periodic Review of Development Agreement No. 12-11-2137 (Ordinance No. 2012-4) Between the City of Laguna Hills and Laguna Hills Investment Company: Oakbrook Village Shopping Center Mixed Use Project

Recommendation: That the City Council: 1) Receive and file a report demonstrating the property owner's good faith compliance with the terms and conditions of the Development Agreement; and 2) Find and determine that the Laguna Hills Investment Company has complied in good faith with the terms and conditions of the Development Agreement for the 12-month period of January 2020 to January 2021.

ITEMS REMOVED FROM THE CONSENT CALENDAR

3.8 Proposed Amendment No. 2 to the Consulting Services Agreement With Eco/Nomics, Inc., for Continued Solid Waste and Recycling Consulting Services

Council Member Wheeler removed Item No. 3.8 from the Consent Calendar to request that the item be delayed until after Item No. 6.2.1.

Mayor Pezold received consensus from the Council to delay the Item until after Item No. 6.2.1.

3.9 2020 General Plan Annual Progress Report

Council Member Heft removed Item No. 3.9 from the Consent Calendar to highlight information provided in the staff report regarding creating a business-friendly atmosphere.

Recommendation: That the City Council approve the 2020 General Plan Annual Progress Report and Housing Element Annual Progress Report-Housing Implementation and direct staff to forward the Report to the State of California Department of Housing and Community Development (HCD).

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Janine Heft, Council Member
SECONDER:	Don Sedgwick, Mayor Pro Tempore
AYES:	Erica Pezold, Mayor; Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Bill Hunt, Council Member; Dave Wheeler, Council Member

4. PLANNING AGENCY

Mayor Pezold recessed the City Council Meeting, and acting in capacity as Chair, called the Regular Meeting of the Planning Agency of the City of Laguna Hills, California, to order at 7:35 p.m.

4.1. ROLL CALL OF PLANNING AGENCY MEMBERS

Attendee Name	Title	Status	Arrived
Erica Pezold	Chair	Present	
Don Sedgwick	Vice Chair	Present	
Janine Heft	Agency Member	Present	
Bill Hunt	Agency Member	Present	
Dave Wheeler	Agency Member	Present	

4.2. PUBLIC COMMENTS

There were no Planning Agency public comments on non-agendized items.

4.3. APPROVAL OF MINUTES**4.3.1 Approval of Minutes for February 9, 2021, Regular Meeting**

Recommendation: That the Planning Agency approve the Minutes for the February 9, 2021, Regular Meeting.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Don Sedgwick, Vice Chair
SECONDER:	Janine Heft, Agency Member
AYES:	Erica Pezold, Chair; Don Sedgwick, Vice Chair; Janine Heft, Agency Member; Bill Hunt, Agency Member; Dave Wheeler, Agency Member

4.4. ADMINISTRATIVE REPORTS

There were no Planning Agency administrative reports.

4.5. PLANNING AGENCY PUBLIC HEARINGS

There were no Planning Agency public hearings.

PLANNING AGENCY ADJOURNMENT

Chair Pezold adjourned the Planning Agency Meeting at 7:36 p.m. All Council Members were present in chamber.

5. CITY COUNCIL PUBLIC HEARINGS

There were no City Council public hearings.

6. ADMINISTRATIVE REPORTS**6.1. City Manager**

The City Manager gave no administrative reports.

6.2. Deputy City Manager/Community Services Director**6.2.1 SB 1383 Organic Waste Reduction Regulations**

Deputy City Manager/Community Services Director Reynolds reviewed the information provided in the staff report, provided a PowerPoint presentation and responded to Council requests for additional information.

Recommendation: That the City Council receive and file a presentation on SB 1383 organic waste reduction regulations including a summary of the City's work efforts required to implement the regulations.

RESULT:	RECEIVE AND FILE [UNANIMOUS]
MOVER:	Don Sedgwick, Mayor Pro Tempore
SECONDER:	Bill Hunt, Council Member
AYES:	Erica Pezold, Mayor; Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Bill Hunt, Council Member; Dave Wheeler, Council Member

PUBLIC COMMENTS (continued)

The following individuals addressed the City Council on non-agendized items:

Deanna DiFabio, a resident of Laguna Hills, voiced her concerns regarding criminal activity within the Laguna Village Owners Association.

3.8 Proposed Amendment No. 2 to the Consulting Services Agreement With Eco/Nomics, Inc., for Continued Solid Waste and Recycling Consulting Services.

Item No. 3.8 was removed from the Consent Calendar at the request of Council Member Wheeler and delayed until after Item No. 6.2.1 by consensus of the Council.

Council Member Wheeler removed Item No. 3.8 from the Consent Calendar to explain information provided in the staff report regarding the cost increase.

Recommendation: That the City Council: 1) Waive formal competitive bidding requirements and procedures set forth in the City of Laguna Hills Municipal Code (LHMC) Section 3-08.150 pursuant to the exceptions set forth in LHMC Sections 3-08.110(D), (I), and (J), for approval of the proposed Amendment No. 2 to the Consulting Services Agreement for Solid Waste and Recycling Consulting Services with Eco/Nomics, Inc.; 2) Approve proposed Amendment No. 2 to the Consulting Services Agreement with Eco/Nomics, Inc., extending the term of the Agreement for an additional 2 years through June 30, 2023, and increasing the maximum contract amount by \$248,000 from \$330,000 to \$578,000; and 3) Authorize the Mayor to sign the proposed Amendment No. 2.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Dave Wheeler, Council Member
SECONDER:	Bill Hunt, Council Member
AYES:	Erica Pezold, Mayor; Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Bill Hunt, Council Member; Dave Wheeler, Council Member

7. MATTERS AGENDIZED AND PRESENTED BY CITY COUNCIL MEMBERS

7.1. Council Member Heft

7.1.1 Request for Reconsideration of Membership in Regional Organizations

A motion for reconsideration was made by Council Member Heft, seconded by Mayor Pro Tempore Sedgwick.

RESULT:	APPROVED [3 TO 2]
MOVER:	Don Sedgwick, Mayor Pro Tempore
SECONDER:	Janine Heft, Council Member
AYES:	Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Dave Wheeler, Council Member
NAYS:	Erica Pezold, Mayor; Bill Hunt, Council Member

Recommendation: Council Member Heft recommends that the City Council: 1) Consider a Motion for Reconsideration to discuss the potential of reinstating City membership in Regional Organizations and, if the Motion for Reconsideration is made, seconded and approved by the City

Council, consider the following recommended action: 2) Reinstate the City's memberships in Regional Organizations including the League of California Cities (LOCC), Association of California Cities-Orange County (ACC-OC), Southern California Association of Governments (SCAG), and Orange County Council of Governments (OCCOG).

Mayor Heft reviewed the information provided in the staff report.

Bruce Channing, Executive Director of the Association of California Cities Orange County, spoke in favor of reinstatement of the City's memberships and responded to Council requests for additional information.

Tony Cardenas, Public Affairs Manager of the League of California Cities Orange County Division, spoke in favor of reinstatement of the City's memberships and responded to Council requests for additional information.

Marnie Primmer, Executive Director of the OC Council of Governments, spoke (via teleconference) in favor of reinstatement of the City's memberships and responded to Council requests for additional information.

Jonathan Hughes, Regional Affairs Officer and Kome Ajise, Executive Director of the Southern California Association of Governments spoke (via teleconference) in favor of reinstatement of the City's memberships and responded to Council requests for additional information.

The following individuals submitted electronic public comments that were received, forwarded to the Council prior to the meeting, and announced into the record by Assistant City Clerk Lee:

Joy Chen, Larry Bremmer, Sidney Harrington, David Harrington, Jiafu Zahn, Faye Checkoway, Jim & Nada Chatwell, Rosemary Buszta, Doris Rodriguez, Tom Burns, Connie George, Mario & Daniela Vasquez, Dawn Ford, Susan Wilhelm, Anne Taylor-Loughran, Stephen Blythe, Richard & Ginger Rivera, Robin Jochims, and Garry Hierman each submitted an email opposing reconsideration of reinstatement of the City's memberships and Jonathan Hughes, on behalf of Kome Ajise Executive Director of SCAG submitted an email in favor of reconsideration of reinstatement of the City's memberships.

The following individuals addressed the City Council:

Dawn Ford and Denielle Belanger spoke in opposition of reconsideration of reinstatement of the City's memberships.

A motion to read all electronic public comments received regarding this item into the record was made by Council Member Hunt, seconded by Mayor Pezold.

RESULT:	FAILED [2 TO 3]
MOVER:	Bill Hunt, Council Member
SECONDER:	Erica Pezold, Mayor
AYES:	Erica Pezold, Mayor; Bill Hunt, Council Member
NAYS:	Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Dave Wheeler, Council Member

Mayor Pezold provided a PowerPoint presentation.

A motion to reinstate the City's Association of California Governments – Orange County membership was made by Mayor Pro Tempore Sedgwick, seconded by Council Member Heft.

A substitute motion to maintain the budget as is until the upcoming budget cycle and revisit the memberships at that time was made by Council Member Hunt, seconded by Mayor Pezold.

RESULT:	FAILED [2 TO 3]
MOVER:	Bill Hunt, Council Member
SECONDER:	Erica Pezold, Mayor
AYES:	Erica Pezold, Mayor; Bill Hunt, Council Member
NAYS:	Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Dave Wheeler, Council Member

Mayor Pezold called for a vote on the original motion as moved by Mayor Pro Tempore Sedgwick, seconded by Council Member Heft.

RESULT:	APPROVED [3 TO 2]
MOVER:	Don Sedgwick, Mayor Pro Tempore
SECONDER:	Janine Heft, Council Member
AYES:	Don Sedgwick, Mayor Pro Tempore; Janine Heft, Council Member; Dave Wheeler, Council Member
NAYS:	Erica Pezold, Mayor; Bill Hunt, Council Member

8. CITY COUNCIL MEMBER COMMENTS

Council Member Hunt

Council Member Hunt provided his views on right to life legislation, a heartbeat bill, passed by the South Carolina Legislature. Council Member Hunt further announced a weekly personal prayer group that he expressed was open to all.

Council Member Wheeler

Council Member Wheeler requested that the issue regarding criminal activity within the Laguna Village Owners Association be agendized for a future meeting and received a second from Council Member Heft.

Council Member Wheeler reported on some of his efforts in response to comments he received from residents regarding issues within the City.

Council Member Wheeler shared several ideas for changes to the Agenda that he plans to bring forward in the future.

Mayor Pezold

Mayor Pezold requested that the issue of installing license plate readers be agendized for a future meeting and received a second from Council Member Wheeler. Mayor Pezold further thanked everyone for their comments and indicated that she is working with the City Manager to fix the problems and requested an update on the Rooted Campaign.

Council Member Heft

Council Member Heft stated that she would be in favor of revisiting City Council Policy 120. Council Member Heft further stated that she supported Council Member Hunt's comments this evening regarding the unborn.

ADJOURNMENT

There being no further business before the City Council at this session, Mayor Pezold declared the meeting adjourned at 10:55 p.m.

Melissa Au-Yeung, City Clerk

ATTEST:

Erica Pezold, Mayor

Approved at meeting of March 9, 2021

Attachment: 210223 CC Minutes (2347 : Approval of Minutes for February 23, 2021, Regular Meeting)



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021
TO: Mayor and Council Members
FROM: Janice Reyes
Finance Director
ISSUE: Ratification of March 9, 2021, Warrant Register

RECOMMENDATION: That the City Council ratify the accompanying Warrant Register for the period from February 12, 2021, to March 1, 2021, in the amount of \$1,091,414.83.

SUMMARY:

The City issues accounts payable disbursements on a regular basis and presents it to City Council for ratification at its next regularly scheduled City Council Meeting. The attached Warrant Register containing checks and electronic funds transfers for the period from February 12, 2021, to March 1, 2021, is being presented for ratification by the City Council. Payments have been reviewed and approved by the appropriate departmental staff. The Director of Finance certifies to the accuracy of the attached register and to the availability of monies for payment thereof.

ATTACHMENTS:

- Warrant Register - March 9, 2021
- Warrant Register, Payables Detail Report - March 9, 2021



City of Laguna Hills, CA

Warrant Register - March 9, 2021

By Check Number

Date Range: 02/12/2021 - 03/01/2021

Check Number	Vendor Number	Vendor Name	Payment Date	Payment Amount
Payment Type: Regular				
8818958	A-0138	ALL CITY MANAGEMENT, INC.	02/18/2021	9,520.01
8818959	A-0365	AT&T - CALNET 3	02/18/2021	271.00
8818960	B-0440	BUCKNAM INFRASTRUCTURE GROUP, INC.	02/18/2021	1,925.00
8818961	C-1200	CHAUNCEY, STEVE	02/18/2021	420.00
8818962	C-1122	CROSTOWN ELECTRICAL & DATA, INC.	02/18/2021	4,872.80
8818963	D-0461	DATA TICKET, INC.	02/18/2021	302.30
8818964	H-0960	HR GREEN PACIFIC, INC.	02/18/2021	748.48
8818965	J-1088	J THAYER COMPANY, INC	02/18/2021	279.72
8818966	J-1087	JCOS DEVELOPMENT INC	02/18/2021	4,888.85
8818967	M-1302	MOULTON NIGUEL WATER DISTRICT	02/18/2021	8,445.69
8818968	O-1500	ORANGE COUNTY REGISTER	02/18/2021	535.83
8818969	C-1003	PARKING VIOLATIONS OC TREASURER-TAX COLLECTOR	02/18/2021	371.00
8818970	P-1834	PLACEWORKS, INC.	02/18/2021	1,482.83
8818971	P-1832	PRINTEX PRINTING AND GRAPHICS INC.	02/18/2021	226.28
8818972	R-1977	RJ ELECTRIC	02/18/2021	2,375.00
8818973	R-1946	RK ENGINEERING GROUP, INC.	02/18/2021	640.00
8818974	S-1904	SOUTHERN CALIFORNIA EDISON	02/18/2021	220.43
8818975	S-2250	SPARKLETTS	02/18/2021	38.84
8818976	V-2249	US BANK VOYAGER FLEET SYSTEM	02/18/2021	439.79
8818977	R-1801	WOODRUFF, SPRADLIN & SMART	02/18/2021	80,809.65
8818978	J-1071	JCTEES.COM CORPORATION	02/25/2021	279.23
8818979	C-1177	CANON FINANCIAL SERVICES, INC.	02/25/2021	851.52
8818980	C-1179	CANON SOLUTIONS AMERICA	02/25/2021	40.13
8818981	C-0023	COX COMMUNICATION	02/25/2021	950.02
8818982	Z-CD-0013	COX COMMUNICATIONS	02/25/2021	27,440.98
8818983	G-0843	GRIEGO-SANDS, CINDY	02/25/2021	44.52
8818984	K-1193	KOSMONT COMPANIES	02/25/2021	6,216.60
8818985	M-1583	MOORE IACOFANO GOLTSMAN, INC.	02/25/2021	41,592.50
8818986	P-1824	PACKET FUSION, INC.	02/25/2021	437.50
8818987	P-1834	PLACEWORKS, INC.	02/25/2021	1,815.00
8818988	R-1946	RK ENGINEERING GROUP, INC.	02/25/2021	1,080.00
8818989	S-1902	SAN DIEGO GAS & ELECTRIC	02/25/2021	24,290.83
8818990	Z-CD-0230	OHLIG, DONALD	02/26/2021	3,000.00
8818991	G-0821	G2 CONSTRUCTION INC.	03/01/2021	131,520.85
Total Regular:				358,373.18

Attachment: Warrant Register - March 9, 2021 (2351 : Warrant Register, March 9, 2021)

Warrant Register - March 9, 2021

Date Range: 02/12/2021 - 03/01/2021

Check Number	Vendor Number	Vendor Name	Payment Date	Payment Amount
Payment Type: Bank Draft				
DFT0001504	C-1007	OCSD LAW ENFORCEMENT CONTRACT, OC TREASURER-TAX	02/12/2021	691,449.71
DFT0001513	B-0276	BANK OF AMERICA VISA CARD	02/15/2021	9,563.14
DFT0001514	B-0276	BANK OF AMERICA VISA CARD	02/15/2021	12,541.81
DFT0001515	B-0276	BANK OF AMERICA VISA CARD	02/15/2021	2,498.64
DFT0001516	B-0276	BANK OF AMERICA VISA CARD	02/15/2021	301.44
DFT0001517	B-0276	BANK OF AMERICA VISA CARD	02/15/2021	461.56
DFT0001518	C-1007	OCSD LAW ENFORCEMENT CONTRACT, OC TREASURER-TAX	02/12/2021	16,225.35
Total Bank Draft:				733,041.65

Bank Code AP Bank Summary

	Payable	Payment		
Payment Type	Count	Count	Discount	Payment
Regular Checks	56	34	0.00	358,373.18
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	7	7	0.00	733,041.65
EFT's	0	0	0.00	0.00
	63	41	0.00	1,091,414.83

Attachment: Warrant Register - March 9, 2021 (2351 : Warrant Register, March 9, 2021)

All Bank Codes Check Summary

Payment Type	Payable Count	Payment Count	Discount	Payment
Regular Checks	56	34	0.00	358,373.18
Manual Checks	0	0	0.00	0.00
Voided Checks	0	0	0.00	0.00
Bank Drafts	7	7	0.00	733,041.65
EFT's	0	0	0.00	0.00
	63	41	0.00	1,091,414.83

Fund Summary

Fund	Name	Period	Amount
998	POOL	2/2021	959,893.98
998	POOL	3/2021	131,520.85
			1,091,414.83



City of Laguna Hills, CA

Warrant Register - Payables Detail Report

By Fund

Payment Dates 02/12/2021 - 03/01/2021

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
Fund: 100 - GENERAL FUND					
02/12/2021	OCS LAW ENFORCEMENT	SH 58505	Law Enforcement Services, Feb '21	100-420-720800	691,449.71
02/15/2021	CONTRACT, OC TREASURER-TAX				
02/15/2021	BANK OF AMERICA VISA CARD	012021 COMDEV	Departmental Expenditure, Jan '21	100-225-622000	408.81
02/15/2021	BANK OF AMERICA VISA CARD	012021 COMDEV	Departmental Expenditure, Jan '21	100-225-646100	52.75
02/15/2021	BANK OF AMERICA VISA CARD	012021 COMSVCS	Departmental Expenditure, Jan '21	100-195-720050	607.72
02/15/2021	BANK OF AMERICA VISA CARD	012021 COMSVCS	Departmental Expenditure, Jan '21	100-195-940000	687.03
02/15/2021	BANK OF AMERICA VISA CARD	012021 COMSVCS	Departmental Expenditure, Jan '21	100-310-624500	5.27
02/15/2021	BANK OF AMERICA VISA CARD	012021 COMSVCS	Departmental Expenditure, Jan '21	100-310-646100	96.55
02/15/2021	BANK OF AMERICA VISA CARD	012021 COMSVCS	Departmental Expenditure, Jan '21	100-310-695502	9.99
02/15/2021	BANK OF AMERICA VISA CARD	012021 GENGOV1	Departmental Expenditure, Jan '21	100-155-610000	240.00
02/15/2021	BANK OF AMERICA VISA CARD	012021 GENGOV1	Departmental Expenditure, Jan '21	100-155-611000	100.00
02/15/2021	BANK OF AMERICA VISA CARD	012021 GENGOV1	Departmental Expenditure, Jan '21	100-155-626000	107.74
02/15/2021	BANK OF AMERICA VISA CARD	012021 PUBSVCS	Departmental Expenditure, Jan '21	100-355-611000	130.00
02/15/2021	BANK OF AMERICA VISA CARD	012021 PUBSVCS	Departmental Expenditure, Jan '21	100-355-613100	92.74
02/15/2021	BANK OF AMERICA VISA CARD	012021 PUBSVCS	Departmental Expenditure, Jan '21	100-355-622000	21.52
02/15/2021	BANK OF AMERICA VISA CARD	012021 PUBSVCS	Departmental Expenditure, Jan '21	100-355-646100	57.18
02/18/2021	AT&T - CALNET 3	000015994197	Traffic Signal, Public Services, Jan '21	100-355-630000	23.85
02/18/2021	AT&T - CALNET 3	000015999754	Alarm, Com Ctr & City Hall Lines, Feb '21	100-195-630000	154.53
02/18/2021	AT&T - CALNET 3	000015999754	Alarm, Com Ctr & City Hall Lines, Feb '21	100-310-630100	92.62
02/18/2021	ORANGE COUNTY REGISTER	020121	Subscription, City Hall, 3/1/21 - 5/31/21	100-155-626000	535.83
02/18/2021	SOUTHERN CALIFORNIA EDISON	021721	Street Lights, Traffic Control, Jan '21	100-355-631000	43.28
02/18/2021	SOUTHERN CALIFORNIA EDISON	021721	Street Lights, Traffic Control, Jan '21	100-355-631400	64.39
02/18/2021	MOULTON NIGUEL WATER DISTRICT	021721	Water Usage, Public Services & Com Ctr, Jan '21	100-355-635000	8,445.69
02/18/2021	SOUTHERN CALIFORNIA EDISON	021721a	Street Lights, Traffic Control, Oct '20	100-355-631900	112.76
02/18/2021	DATA TICKET, INC.	121596	Process Fee, Parking Citations, Jan	100-420-720823	302.30
02/18/2021	CHAUNCEY, STEVE	121620	OCS Training, Police Services, Feb	100-420-611000	420.00
02/18/2021	SPARKLETTTS	12194330 020321	Operating Supplies, Comm Ctr, Jan	100-310-622005	38.84
02/18/2021	HR GREEN PACIFIC, INC.	141199	Inspection Traffic Signal, CIP #112, Jan '21	100-600-790600	142.00
02/18/2021	HR GREEN PACIFIC, INC.	141200	Inspection Charging Stations, CIP #505, Jan '21	100-600-790600	606.48
02/18/2021	J THAYER COMPANY, INC	1506988-0	Office/Operating/Public Safety Supplies, Feb '21	100-310-620500	182.21
02/18/2021	J THAYER COMPANY, INC	1506988-0	Office/Operating/Public Safety Supplies, Feb '21	100-310-622005	50.10
02/18/2021	RK ENGINEERING GROUP, INC.	210107	Engineering Services, Jan '21	100-355-700101	640.00
02/18/2021	BUCKNAM INFRASTRUCTURE GROUP, INC.	361-01.13	City Engineer Services, Jan '21	100-355-700100	1,925.00
02/18/2021	CROSTOWN ELECTRICAL & DATA,	4296-21-001	Traffic Signal Maintenance, Jan '21	100-355-720420	4,872.80
02/18/2021	RJ ELECTRIC	59435	Parks Contract Repair, Feb '21	100-355-720701	2,375.00
02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	100-155-700010	41,087.74
02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	100-155-700011	44.00
02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	100-155-700014	264.00
02/18/2021	ALL CITY MANAGEMENT, INC.	69136	Crossing Guard Services, 1/24/21 - 2/6/21	100-420-720822	5,428.60
02/18/2021	US BANK VOYAGER FLEET SYSTEM	869321901105 GENGOV:	Vehicle Fuel, Jan '21	100-155-613100	100.17
02/18/2021	US BANK VOYAGER FLEET SYSTEM	869322032105 POLSVCS	Vehicle Fuel, Jan '21	100-420-613100	98.72
02/18/2021	US BANK VOYAGER FLEET SYSTEM	869322040105 PUBWKS	Vehicle Fuel, Jan '21	100-355-613100	240.90
02/18/2021	PARKING VIOLATIONS OC	JAN 21	Parking Fee Surcharge, Jan '21	100-420-720823	371.00
02/18/2021	TREASURER-TAX COLLECTOR				
02/18/2021	JCOS DEVELOPMENT INC	Payment #2-Retention	Touchless Facility Upgrades, CIP 516	100-000-201001	4,888.85

Attachment: Warrant Register, Payables Detail Report - March 9, 2021 (2351 : Warrant Register, March 9, 2021)

Warrant Register - Payables Detail Report

Payment Dates: 02/12/2021 - 03/01/2021

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066276	Professional Services, Aug '20	100-000-223000	240.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066276	Professional Services, Aug '20	100-000-223000	120.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066276	Professional Services, Aug '20	100-000-452000	(120.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066276	Professional Services, Aug '20	100-000-452000	(240.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066276	Professional Services, Aug '20	100-225-700201	240.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066276	Professional Services, Aug '20	100-225-700201	120.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066689	Professional Services, Sep '20	100-000-223000	395.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066689	Professional Services, Sep '20	100-000-223000	2,255.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066689	Professional Services, Sep '20	100-000-452000	(2,255.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066689	Professional Services, Sep '20	100-000-452000	(395.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066689	Professional Services, Sep '20	100-225-700200	790.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066689	Professional Services, Sep '20	100-225-700201	2,255.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066689	Professional Services, Sep '20	100-225-700201	395.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066715	Professional Services, Oct '20	100-000-223000	1,350.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066715	Professional Services, Oct '20	100-000-223000	7,620.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066715	Professional Services, Oct '20	100-000-452000	(7,620.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066715	Professional Services, Oct '20	100-000-452000	(1,350.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066715	Professional Services, Oct '20	100-225-700200	9,267.50
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066715	Professional Services, Oct '20	100-225-700201	1,350.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0066715	Professional Services, Oct '20	100-225-700201	7,620.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067202	Professional Services, Nov '20	100-000-223000	4,020.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067202	Professional Services, Nov '20	100-000-223000	300.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067202	Professional Services, Nov '20	100-000-452000	(4,020.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067202	Professional Services, Nov '20	100-000-452000	(300.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067202	Professional Services, Nov '20	100-225-700201	4,020.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067202	Professional Services, Nov '20	100-225-700201	300.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067961	Professional Services, Dec '20	100-000-223000	1,320.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067961	Professional Services, Dec '20	100-000-223000	3,120.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067961	Professional Services, Dec '20	100-000-452000	(3,120.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067961	Professional Services, Dec '20	100-000-452000	(1,320.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067961	Professional Services, Dec '20	100-225-700201	1,320.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067961	Professional Services, Dec '20	100-225-700201	3,120.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067962	Professional Services, Jan '21	100-000-223000	5,340.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067962	Professional Services, Jan '21	100-000-452000	(5,340.00)
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067962	Professional Services, Jan '21	100-225-700200	5,455.00
02/25/2021	MOORE IACOFANO GOLTSMAN, INC.	0067962	Professional Services, Jan '21	100-225-700201	5,340.00
02/25/2021	COX COMMUNICATION	020521	T-1 Line, Feb '21	100-195-630000	855.02
02/25/2021	COX COMMUNICATION	020721	Traffic Signal, Feb '21	100-195-630000	95.00
02/25/2021	GRIEGO-SANDS, CINDY	021721	Mileage Reimbursement, Gen Gov, 1/5/21 - 2/17/21	100-155-613000	44.52
02/25/2021	SAN DIEGO GAS & ELECTRIC	022421	Street Lights, Traffic Control, Com Ctr, Feb '21	100-310-631100	4,184.93
02/25/2021	SAN DIEGO GAS & ELECTRIC	022421	Street Lights, Traffic Control, Com Ctr, Feb '21	100-355-631000	4,648.58
02/25/2021	SAN DIEGO GAS & ELECTRIC	022421	Street Lights, Traffic Control, Com Ctr, Feb '21	100-355-631400	12,093.34
02/25/2021	SAN DIEGO GAS & ELECTRIC	022421	Street Lights, Traffic Control, Com Ctr, Feb '21	100-355-631900	3,363.98
02/25/2021	KOSMONT COMPANIES	1907.3-003	Professional Services, Jan '21	100-155-700000	3,435.90
02/25/2021	RK ENGINEERING GROUP, INC.	210106	Engineering Services, USE-0031- 2020, Jan '21	100-000-223000	1,080.00
02/25/2021	RK ENGINEERING GROUP, INC.	210106	Engineering Services, USE-0031- 2020, Jan '21	100-000-452000	(1,080.00)
02/25/2021	RK ENGINEERING GROUP, INC.	210106	Engineering Services, USE-0031- 2020, Jan '21	100-225-700201	1,080.00
02/25/2021	CANON FINANCIAL SERVICES, INC.	26250737	Lease - Copier, Comm Ctr, 2/1/21 - 2/28/21	100-195-641200	279.86
02/25/2021	CANON FINANCIAL SERVICES, INC.	26250739	Lease - Copier, City Hall, 2/1/21 - 2/28/21	100-195-641200	253.84
02/25/2021	CANON FINANCIAL SERVICES, INC.	26250740	Lease - Copier, New Admin Copier, 2/1/21 - 2/28/21	100-195-641200	317.82

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Warrant Register - Payables Detail Report

Payment Dates: 02/12/2021 - 03/01/2021

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
02/25/2021	CANON SOLUTIONS AMERICA	4035329819	Copier Usage, Community Services, Jan '21	100-195-641200	40.13
02/25/2021	JCTEES.COM CORPORATION	6363	Operating Supplies, Community Services, Dec '19	100-310-622100	279.23
02/25/2021	PLACEWORKS, INC.	74036	Professional Services, Taco Bell, Dec '20	100-000-223000	1,815.00
02/25/2021	PLACEWORKS, INC.	74036	Professional Services, Taco Bell, Dec '20	100-000-452000	(1,815.00)
02/25/2021	PLACEWORKS, INC.	74036	Professional Services, Taco Bell, Dec '20	100-225-700201	1,815.00
02/25/2021	COX COMMUNICATIONS	CD-0660-ENC-09-19-0048	Refund, Encroachment Deposit, R #6902	100-000-220444	5,000.00
02/25/2021	COX COMMUNICATIONS	CD-0661-ENC-09-19-0050	Refund, Encroachment Deposit, R #6903	100-000-220444	5,000.00
02/25/2021	COX COMMUNICATIONS	CD-0662-ENC-09-19-0052	Refund, Encroachment Deposit, R #6904	100-000-220444	3,311.69
02/25/2021	COX COMMUNICATIONS	CD-0663-ENC-09-19-0054	Refund, Encroachment Deposit, R #5226	100-000-220444	2,470.33
02/25/2021	COX COMMUNICATIONS	CD-0664-ENC-03-20-0122	Refund, Encroachment Deposit, R #6478	100-000-220444	3,710.93
02/25/2021	COX COMMUNICATIONS	CD-0665-ENC-03-20-0123	Refund, Encroachment Deposit, R #6501	100-000-220444	4,393.38
02/25/2021	COX COMMUNICATIONS	CD-0666-ENC-03-20-0126	Refund, Encroachment Deposit, R #6500	100-000-220444	2,497.68
02/25/2021	COX COMMUNICATIONS	CD-0667-ENC-04-20-0138	Refund, Encroachment Deposit, R #6597	100-000-220444	1,056.97
02/25/2021	PACKET FUSION, INC.	PB13974	Phone System Support, Feb '21	100-195-646000	437.50
02/26/2021	OHLIG, DONALD	CD-0526-GRA-10-18-4342	Refund, Grading Permit Deposit, R #4926	100-000-220444	3,000.00
03/01/2021	G2 CONSTRUCTION INC.	210225	Progress Payment #1, CIP #412-I	100-000-201001	(6,922.15)
03/01/2021	G2 CONSTRUCTION INC.	210225	Progress Payment #1, CIP #412-I	100-600-790600	138,443.00
Fund 100 - GENERAL FUND Total:					1,004,397.65

Fund: 101 - MGP DEVELOPMENT APPLICATION - VALH PROJECT

02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	101-000-223000	38,064.41
02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	101-000-450000	(38,064.41)
02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	101-225-700012	38,064.41
02/18/2021	PLACEWORKS, INC.	74310	Prof Services, Village at LH Expenses, Jan '21	101-000-223000	183.60
02/18/2021	PLACEWORKS, INC.	74310	Prof Services, Village at LH Expenses, Jan '21	101-000-450000	(183.60)
02/18/2021	PLACEWORKS, INC.	74310	Prof Services, Village at LH Expenses, Jan '21	101-225-700200	183.60
02/18/2021	PLACEWORKS, INC.	74405	Prof Services, Village at LH Expenses, Jan '21	101-000-223000	1,299.23
02/18/2021	PLACEWORKS, INC.	74405	Prof Services, Village at LH Expenses, Jan '21	101-000-450000	(1,299.23)
02/18/2021	PLACEWORKS, INC.	74405	Prof Services, Village at LH Expenses, Jan '21	101-225-700200	1,299.23
02/25/2021	KOSMONT COMPANIES	1911.5-015	Prof Services, Village at Laguna Hills, Jan '21	101-000-223000	2,780.70
02/25/2021	KOSMONT COMPANIES	1911.5-015	Prof Services, Village at Laguna Hills, Jan '21	101-000-450000	(2,780.70)
02/25/2021	KOSMONT COMPANIES	1911.5-015	Prof Services, Village at Laguna Hills, Jan '21	101-225-700000	2,780.70
Fund 101 - MGP DEVELOPMENT APPLICATION - VALH PROJECT Total:					42,327.94

Fund: 430 - CARES Act Assistance - State

02/15/2021	BANK OF AMERICA VISA CARD	012021 COMSVCS	Departmental Expenditure, Jan '21	430-420-940000	1,092.08
02/15/2021	BANK OF AMERICA VISA CARD	012021 GENGOV1	Departmental Expenditure, Jan '21	430-420-910000	9,115.40
02/15/2021	BANK OF AMERICA VISA CARD	012021 GENGOV2	Departmental Expenditure, Jan '21	430-420-910000	12,541.81
02/18/2021	J THAYER COMPANY, INC	1506988-0	Office/Operating/Public Safety Supplies, Feb '21	430-420-622000	47.41
02/18/2021	PRINTEX PRINTING AND GRAPHICS INC.	21400 (1)	Printing - Public Safety, COVID-19, Feb '21	430-420-623000	226.28

Attachment: Warrant Register, Payables Detail Report - March 9, 2021 (2351 : Warrant Register, March 9, 2021)

Warrant Register - Payables Detail Report

Payment Dates: 02/12/2021 - 03/01/2021

Payment Date	Vendor Name	Payable Number	Description (Payable)	Account Number	Amount
02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	430-420-700010	1,342.00
02/18/2021	ALL CITY MANAGEMENT, INC.	69136	Crossing Guard Services, 1/24/21 - 2/6/21	430-420-720822	4,091.41
Fund 430 - CARES Act Assistance - State Total:					28,456.39
Fund: 431 - CARES Act Assistance - County					
02/12/2021	OCSD LAW ENFORCEMENT CONTRACT, OC TREASURER-TAX	SH 58554	OCSD, LEC Supplemental, COVID-19, 11/20 - 12/31/20	431-420-720833	16,225.35
Fund 431 - CARES Act Assistance - County Total:					16,225.35
Fund: 451 - LIABILITY SELF-INSURANCE					
02/18/2021	WOODRUFF, SPRADLIN & SMART	67458 - 67459	Professional Services Legal, Jan '21	451-155-700011	7.50
Fund 451 - LIABILITY SELF-INSURANCE Total:					7.50
Fund: 600 - CAPITAL IMPROVEMENT PROJECT					
02/18/2021	HR GREEN PACIFIC, INC.	141199	Inspection Traffic Signal, CIP #112, Jan '21	600-000-490100	(142.00)
02/18/2021	HR GREEN PACIFIC, INC.	141199	Inspection Traffic Signal, CIP #112, Jan '21	600-251-950112	142.00
02/18/2021	HR GREEN PACIFIC, INC.	141200	Inspection Charging Stations, CIP #505, Jan '21	600-000-490100	(606.48)
02/18/2021	HR GREEN PACIFIC, INC.	141200	Inspection Charging Stations, CIP #505, Jan '21	600-255-950505	606.48
03/01/2021	G2 CONSTRUCTION INC.	210225	Progress Payment #1, CIP #412-I	600-000-490100	(138,443.00)
03/01/2021	G2 CONSTRUCTION INC.	210225	Progress Payment #1, CIP #412-I	600-254-950412	138,443.00
Fund 600 - CAPITAL IMPROVEMENT PROJECT Total:					-
Grand Total:					1,091,414.83

Attachment: Warrant Register, Payables Detail Report - March 9, 2021 (2351 : Warrant Register, March 9, 2021)

Report Summary

Fund Summary

Fund	Expense Amount	Payment Amount
100 - GENERAL FUND	1,004,397.65	1,004,397.65
101 - MGP DEVELOPMENT APPLICATION - VALH PROJECT	42,327.94	42,327.94
430 - CARES Act Assistance - State	28,456.39	28,456.39
431 - CARES Act Assistance - County	16,225.35	16,225.35
451 - LIABILITY SELF-INSURANCE	7.50	7.50
600 - CAPITAL IMPROVEMENT PROJECT	-	-
Grand Total:	1,091,414.83	1,091,414.83

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
100-000-201001	Accounts Payable - Retention	(2,033.30)	(2,033.30)
100-000-220444	EncroachmentGrading	30,440.98	30,440.98
100-000-223000	Plan Application Deposit	28,975.00	28,975.00
100-000-452000	Plan Check Fee - Fee Base	(28,975.00)	(28,975.00)
100-155-610000	Memberships and Dues Expense	240.00	240.00
100-155-611000	Training and Education	100.00	100.00
100-155-613000	Mileage Reimbursement	44.52	44.52
100-155-613100	Vehicle-Fuel	100.17	100.17
100-155-626000	Subscriptions & Books	643.57	643.57
100-155-700000	Professional Services	3,435.90	3,435.90
100-155-700010	Legal Services-General Counsel	41,087.74	41,087.74
100-155-700011	Legal Services-Litigation	44.00	44.00
100-155-700014	Legal Services - Luna Bonita	264.00	264.00
100-195-630000	Telephone & Communication	1,104.55	1,104.55
100-195-641200	Rent/Lease - Copier	891.65	891.65
100-195-646000	Maint & Rep-Equip & Machinery	437.50	437.50
100-195-720050	Contract Serv-Software Support	607.72	607.72
100-195-940000	Computer Hardware & Software	687.03	687.03
100-225-622000	Operating Supplies	408.81	408.81
100-225-646100	Maint & Repairs - Vehicles	52.75	52.75
100-225-700200	General Planning Services	15,512.50	15,512.50
100-225-700201	Plan Application	28,975.00	28,975.00
100-310-620500	Office Supplies - Comm Ctr	182.21	182.21
100-310-622005	Operating Supplies Comm Ctr	88.94	88.94
100-310-622100	Operating Supplies - Uniforms	279.23	279.23
100-310-624500	Advertising-Program Services	5.27	5.27
100-310-630100	Phone & Communication Comm	92.62	92.62
100-310-631100	Utilities - Electric Comm Ctr	4,184.93	4,184.93
100-310-646100	Maint & Repairs - Vehicles	96.55	96.55
100-310-695502	Special Needs Program	9.99	9.99
100-355-611000	Training and Education	130.00	130.00
100-355-613100	Vehicle-Fuel	333.64	333.64
100-355-622000	Operating Supplies	21.52	21.52
100-355-630000	Telephone & Communication	23.85	23.85
100-355-631000	Utilities - Electric	4,691.86	4,691.86
100-355-631400	Electric-Street Lights/Signals	12,157.73	12,157.73
100-355-631900	UtilitiesElectricOnBillFinancing	3,476.74	3,476.74
100-355-635000	Utilities - Water	8,445.69	8,445.69
100-355-646100	Maint & Repairs - Vehicles	57.18	57.18
100-355-700100	City Engineer Services	1,925.00	1,925.00
100-355-700101	Traffic Engineer Services	640.00	640.00
100-355-720420	Traffic Signal Maintenance	4,872.80	4,872.80
100-355-720701	Parks Contract Repair	2,375.00	2,375.00
100-420-611000	Training and Education	420.00	420.00
100-420-613100	Vehicle-Fuel	98.72	98.72
100-420-720800	General Law Enforcement	691,449.71	691,449.71
100-420-720822	Crossing Guard Services	5,428.60	5,428.60

Attachment: Warrant Register, Payables Detail Report - March 9, 2021 (2351 : Warrant Register, March 9, 2021)

Warrant Register - Payables Detail Report

Payment Dates: 02/12/2021 - 03/01/2021

Account Summary

Account Number	Account Name	Expense Amount	Payment Amount
100-420-720823	Parking Citation Processing	673.30	673.30
100-600-790600	Transfers Out - Capital Imprv	139,191.48	139,191.48
101-000-223000	Plan Application Deposit	42,327.94	42,327.94
101-000-450000	Planning Fees	(42,327.94)	(42,327.94)
101-225-700000	Consultant Services	2,780.70	2,780.70
101-225-700012	Legal Services	38,064.41	38,064.41
101-225-700200	Consultant Services, Planning	1,482.83	1,482.83
430-420-622000	Supplies - Public Safety, COVID-	47.41	47.41
430-420-623000	Printing - Public Safety, COVID-19	226.28	226.28
430-420-700010	Legal Services, COVID-19	1,342.00	1,342.00
430-420-720822	Contract Services - Crossing	4,091.41	4,091.41
430-420-910000	Equipment & Machinery-Public	21,657.21	21,657.21
430-420-940000	Computer Hard/Software- Public	1,092.08	1,092.08
431-420-720833	Homeless Outreach	16,225.35	16,225.35
451-155-700011	Legal Services-Litigation	7.50	7.50
600-000-490100	Transfer In- General Fund	(139,191.48)	(139,191.48)
600-251-950112	CIP-Traffic Signal	142.00	142.00
600-254-950412	Water Quality Improvements	138,443.00	138,443.00
600-255-950505	CIP-Civic Center Improvements	606.48	606.48
	Grand Total:	1,091,414.83	1,091,414.83

Project Account Summary

Project Account Key	Expense Amount	Payment Amount
None	1,091,414.83	1,091,414.83
Grand Total:	1,091,414.83	1,091,414.83

Attachment: Warrant Register, Payables Detail Report - March 9, 2021 (2351 : Warrant Register, March 9, 2021)



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021

TO: Mayor and Council Members

FROM: Kenneth H. Rosenfield P.E.
Interim Director of Emergency Services/ Interim City Manager

ISSUE: City Council Review and Confirmation of the Necessity for Continuing the Local Emergency Related to the On-Going Threat of the Novel COVID-19 Virus

RECOMMENDATION: That the City Council review and confirm the necessity for continuing the local emergency declared in response to the Novel COVID-19 virus

SUMMARY:

On March 18, 2020, the City Manager, acting in his capacity as Director of Emergency Services, proclaimed the existence of a local emergency relating to COVID-19 (the "coronavirus"), at which time the City Council was not in session. On March 24, 2020, during a special meeting the City Council ratified and confirmed the City Manager's proclamation declaring the existence of a local emergency. Since that time, the rate of infection and threat to public health and safety have not abated, as the number of cases continue to grow. As of February 18, 2021, there were more than 110 million worldwide cases of COVID-19, and 2.43 million deaths. Locally, there were 258,000 confirmed cases and 3,644 deaths in Orange County. Since then, the worldwide cases have increased to more than 115 million, and the worldwide deaths have increased to more than 2.56 million. County-wide, the number of confirmed cases has increase from 258,000 to 262,000 and deaths have increased from 3,644 to 3,966. Pursuant to Laguna Hills Municipal Code ("LHMC") Section 2-32.060, the City Council must review the necessity for continuing the local emergency no less frequently than at every subsequent regular meeting of the City Council until the emergency is terminated. LHMC Section 2-32.150 further requires any rules and regulations, such as Executive Orders, issued by the

Continuation of Local Emergency

March 9, 2021

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Director of Emergency Services/City Manager that are reasonably related to the local emergency, such as for the protection of life and property as affected by the emergency, to be confirmed as soon as practicable by the City Council.

BACKGROUND:

On January 30, 2020, the World Health Organization (“WHO”) declared the outbreak of COVID-19 a "public health emergency of international concern" and by March 11, 2020, the WHO elevated the public health emergency to the status of a pandemic. On January 31, 2020, United States Health and Human Services Secretary Alex M. Azar II declared a public health emergency for the United States to aid the nation's healthcare community in responding to COVID-19. On February 26, 2020, the County of Orange and County Health Officer Dr. Nichole Quick declared a local emergency and a local health emergency to prepare for COVID-19, and on March 4, 2020, the Governor declared a State of Emergency in California allowing state agencies to take any action necessary to address COVID-19.

On March 11, 2020, the Governor and the California Department of Health issued a statement entitled "California Public Health Experts: Mass Gatherings Should be Postponed or Canceled Statewide to Slow the Spread of COVID-19" determining that gatherings should be postponed or canceled across the state until at least the end of March. Non-essential gatherings must be limited to no more than 250 people, while smaller events can proceed only if the organizers can implement social distancing of six (6) feet per person. Gatherings of individuals who are at higher risk for severe illness from COVID-19 should be limited to no more than ten (10) people, while also following social distancing guidelines. Furthermore, essential gatherings should only be conducted if the essential activity could not be postponed or achieved without gathering, meaning that some other means of communication could not be used to conduct the essential function.

Within a short period of time thereafter COVID-19 began to spread rapidly throughout California necessitating more stringent public health emergency orders. On March 12, 2020, the Governor issued Executive Order N-25-20, ordering that all residents are to heed the orders and guidance of state and local public health officials. Subsequently, on March 13, 2020, President Donald J. Trump declared a National Emergency to provide disaster funding, speed up the United States response to the crisis created by COVID-19, and to offer maximum flexibility to attack the problem. By March 16, 2020, President Trump advised the public to avoid groups of more than ten

Continuation of Local Emergency

March 9, 2021

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(10) people to fight the COVID-19 outbreak. On March 17, 2020, the Orange County Health Officer issued a Public Health Order prohibiting all public and private gatherings of any number of people, including at places of work, occurring outside a single household or living unit, until March 31, 2020, except for the purposes of engaging in an Essential Activity, as defined. This Public Health Order was superseded by the State's Executive Order and continues in effect until further notice.

In light of these events, on March 18, 2020, the City Manager, acting as the Director of Emergency Services pursuant to LHMC Section 2-32.060(B), proclaimed the existence of a local emergency within the City of Laguna Hills by enacting Proclamation No. 2020-03-18-1, at which time the City Council was not in session. A copy of Proclamation No. 2020-03-18-1 is attached hereto. On March 24, 2020, the City Council unanimously ratified and confirmed the City Manager's proclamation declaring the existence of a local emergency during a special meeting, as required by LHMC Section 2-32.060(B).

In order to mitigate the impact of COVID-19 across the State, on March 19, 2020, the Governor issued Executive Order N-33-20, which directed and ordered all residents to: 1) immediately heed the current State public health directives; and 2) to stay at home or at their place of residence except as needed to maintain continuity of operations of the federal critical infrastructure sectors. On March 22, 2020, President Donald J. Trump declared California a major disaster area, thereby making federal emergency aid available for the State to supplement state, tribal, and local recovery efforts in the areas affected by the COVID-19 pandemic beginning on January 1, 2020, and continuing.

Effective August 31, 2020, Governor Newsom implemented a "Blueprint for a Safer Economy," within the COVID-19 portion of the state's website at: <https://covid19.ca.gov/safer-economy/>, which allows the public to enter a County and a desired activity to verify if it is open. The system also labels each county's risk level using a four color-coded tier system for COVID-19 monitoring that will replace any former county-based monitoring systems. As you can see in the graphic below, the system is based on the amount of positive cases and positivity rates as either widespread, substantial, moderate or minimal.

Continuation of Local Emergency

March 9, 2021

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Your County Color Determines Operations		
COUNTY RISK LEVEL	NEW CASES	POSITIVE TESTS
WIDESPREAD Most non-essential indoor business operations are closed.	More than 7 Daily new cases (per 100k)	More than 8% Positive tests
SUBSTANTIAL Some non-essential indoor business operations are closed.	4-7 Daily new cases (per 100k)	5-8% Positive tests
MODERATE Some business operations are open with modifications.	1-3.9 Daily new cases (per 100k)	2-4.9% Positive tests
MINIMAL Most business operations are open with modifications.	Less than 1 Daily new cases (per 100k)	Less than 2% Positive tests

As to the continuing need for the proclamation of emergency and the rules, measures, and orders issued to date by the City Council, the following facts are instructive. The County of Orange continues to be labeled with a risk factor of Widespread.

On December 3, 2020, Governor Newsom announced a new Regional Stay Home Order that will prohibit gatherings of any size, close operations except for critical infrastructure and retail, and require 100% masking and physical distancing. Orange County is part of the Southern California Region that includes the counties of Imperial, Inyo, Los Angeles, Mono, Orange, Riverside, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, and Ventura. This Regional Stay Home Order will go into effect within 24 hours in regions with less than 15% ICU availability. The order will remain in effect for at least 3 weeks and, after that period, will be lifted when a region's projected ICU capacity meets or exceeds 15% based on a weekly assessment. On December 6, 2020, the Southern California Region was placed on a Regional Stay at Home Order that recently ended on January 25, 2021. County restrictions return to their assigned risk level tier.

As of February 18, 2021, there were more than 110 million worldwide cases of COVID-19, and 2.43 million deaths. Locally, there were 258,000 confirmed cases and 3,644 deaths in Orange County. Between February 18, 2021, and the date of publication of this staff report (March 4, 2021), the worldwide cases have increased to more than 115 million and the worldwide deaths have increased to more than 2.56 million. County-

Continuation of Local Emergency

March 9, 2021

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wide cases have increase from 258,000 to 262,000 and county-wide deaths have increased from 3,644 to 3,966. These figures continue to grow on a daily basis. The rate of infection, potential impact to health care systems, and the threat to public health and safety have not abated. The state of local emergency continues to exist.

It is recommended that the City Council review the necessity for continuing the local emergency related to the COVID-19 pandemic. Based on the recommendations of the Acting Director of Emergency Services/Acting City Manager and the Chief of Police Services, it has been determined that the need for the locally declared emergency, pursuant to Proclamation No. 2020-03-18-1, continues to exist and should not be terminated at this time.

ATTACHMENTS:

- Proclamation No. 2020-03-18-1, Declaration of Existence of a Local Emergency

PROCLAMATION NO. 2020-03-18-1

A PROCLAMATION OF THE DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DECLARING THE EXISTENCE OF A LOCAL EMERGENCY

WHEREAS, Laguna Hills Municipal Code Section 2-32.060 empowers the City Council (while in session), or the Director of Emergency Services (if the City Council is not in session), to declare the existence or threatened existence of a local emergency; and

WHEREAS, California Government Code Section 8550 *et seq.*, including Section 8558(c), authorizes the Director of Emergency Services to proclaim a local emergency when the City is threatened by conditions of disaster or extreme peril to the safety of persons and property within the City that are likely to be beyond the control of the services, personnel, equipment, and facilities of the City; and

WHEREAS, a novel coronavirus, COVID-19, causes infectious disease and was first detected in Wuhan City, Hubei Province, China in December 2019. Symptoms of COVID-19 include fever, cough, and shortness of breath; outcomes have ranged from mild to severe illness and in some cases death. The Center for Disease Control and Prevention (CDC) has indicated the virus is a significant public health threat; and

WHEREAS, Chinese health officials have reported tens of thousands of cases of COVID-19 in China, with the virus reportedly spreading from person-to-person. COVID-19 illnesses, most of them associated with travel from Wuhan, are also being reported in numerous countries, with thousands of cases, including the United States; and

WHEREAS, on January 30, 2020, the World Health Organization (WHO) declared the outbreak a "public health emergency of international concern" and on March 11, 2020, the WHO elevated the public health emergency to the status of a pandemic. On January 31, 2020, United States Health and Human Services Secretary Alex M. Azar II declared a public health emergency for the United States to aid the nation's healthcare community in responding to COVID-19. On February 26, 2020, the County of Orange declared a local emergency and a local health emergency. On March 4, 2020, California Governor Gavin Newsom declared a State of Emergency in California; and

WHEREAS, on February 2, 2020, the federal government initiated the suspension of entry of foreign nationals who were in China during the 14-day period preceding their entry or attempted entry into the United States; and

WHEREAS, as of March 10, 2020, the WHO reported that, to date, 125,048 confirmed cases of COVID-19, 4,613 of which resulted in death, across 117 countries; and

WHEREAS, the Governor and the California Department of Health on March 11, 2020, issued a statement entitled "California Public Health Experts: Mass Gatherings Should be Postponed or Canceled Statewide to Slow the Spread of COVID-19," determining that gatherings should be postponed or canceled across the state until at least the end of March. Non-essential gatherings must be limited to no more than 250 people, while smaller events can proceed only if the organizers can implement social distancing of 6 feet per person. Gatherings of individuals who are at higher risk for severe illness from COVID-19 should be limited to no more than 10 people, while also following social distancing guidelines. Furthermore, essential gatherings should only be conducted if the essential activity could not be postponed or achieved without gathering, meaning that some other means of communication could not be used to conduct the essential function; and

WHEREAS, the Governor on March 12, 2020, issued Executive Order N-25-20, ordering, inter alia, that all residents are to heed the orders and guidance of state and local public health officials; and

WHEREAS, President Donald J. Trump on March 13, 2020, declared a national emergency to provide disaster funding, speed up the United States response to the crisis created by COVID-19, and to offer maximum flexibility to attack the problem; and

WHEREAS, on March 15, 2020, Governor Newsome requested bars and nightclubs to close, restaurants to reduce capacity by half, and all Californians aged 65 and older to self-isolate; and

WHEREAS, on March 16, 2020, President Donald J. Trump advised the public to avoid groups of more than 10 people to fight the coronavirus outbreak; and

WHEREAS, the City of Laguna Hills has the authority to impose measures to promote social distancing including, but not limited to, limitations on public events; and

WHEREAS, the City of Laguna Hills is a significantly populated city within Orange County, which is the sixth largest county in the United States; and

WHEREAS, conditions of extreme peril to the safety of persons and property have arisen due to the potential introduction of COVID-19 to the City of Laguna Hills and Orange County; and

WHEREAS, such conditions are beyond the control of the services, personnel, equipment, and facilities of the City of Laguna Hills and require the combined forces of other political subdivisions to combat; and

WHEREAS, it is imperative to prepare for and respond to suspected or confirmed COVID-19 cases, to implement measures to mitigate the spread of COVID-19, and to prepare to respond to an increasing number of individuals requiring medical care and hospitalization; and

WHEREAS, if COVID-19 spreads in California at a rate comparable to the rate of spread in other countries, the number of persons requiring medical care may exceed locally available resources, and controlling outbreaks minimizes the risk to the public, maintains the health and safety of the community, and limits the spread of infection in the community and within the healthcare delivery system; and

WHEREAS, the mobilization of local resources, ability to coordinate interagency response, accelerate procurement of vital supplies, use mutual aid, and allow for future reimbursement by the state and federal governments will be critical to successfully responding to COVID-19; and

WHEREAS, the Director of Emergency Services has the authority to declare a local emergency as authorized by California Government Code Section 8630 and Laguna Hills Municipal Code Section 2-32.060.

NOW, THEREFORE, IT IS HEREBY PROCLAIMED AND ORDERED BY DIRECTOR OF EMERGENCY SERVICES OF THE CITY OF LAGUNA HILLS AS FOLLOWS:

Section 1. As contemplated in the Emergency Services Act contained in California Government Code Section 8550 *et seq.*, including Section 8558(c), and Chapter 2-32 of Title 2 of the Laguna Hills Municipal Code, a local emergency exists based on the existence of conditions of disaster or of extreme peril to the safety of persons and property caused by an epidemic, as detailed in the recitals set forth above.

Section 2. The area of the City of Laguna Hills which is endangered/imperiled is the entire city.

Section 3. During the existence of this local emergency, the powers, functions, and duties of the emergency organization of this City shall be those prescribed by state law and by ordinances, resolutions, and orders of this City, including but not limited to the City's Emergency Operations Plan.

Section 4. The City Council shall review and ratify this proclamation of the City Manager within **seven (7) days** as required by state law, and if ratified, shall continue to exist until the City Council proclaims the termination of this local emergency. The City Council shall review the need for continuing the local emergency as required by state and local law until it terminates the local emergency, and shall terminate the local emergency at the earliest possible date that conditions warrant.

Section 5. A copy of this proclamation shall be forwarded to the Director of California Governor's Office of Emergency Services requesting that the Director find it acceptable in accordance with state law; that the Governor of California, pursuant to the Emergency Services Act, issue a proclamation declaring an emergency in the City of Laguna Hills; that the Governor waive regulations that may hinder response and recovery efforts; that recovery assistance be made available under the California Disaster Assistance Act; and that the State expedite access to State and Federal resources and any other appropriate federal disaster relief programs.

PROCLAIMED this 18th day of March 2020.


Donald J. White,
Director of Emergency Services/
City Manager

ATTEST:


Melissa Au-Yeung, City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Proclamation No. 2020-03-18-1 adopted by the Director of Emergency Services of the City of Laguna Hills, California, on the 18th day of March 2020.

(SEAL)


MELISSA AU-YEUNG, CITY CLERK



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021

TO: Mayor and Council Members

FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Public Services Director

ISSUE: Progress Payment No. 1, for Water Quality Improvement Catch Basin Debris Gate Project Phase IX, CIP No. 412-I

RECOMMENDATION: That the City Council approve Progress Payment No. 1, in the net amount of \$131,520.85, to G2 Construction, Inc., for Water Quality Improvement Catch Basin Debris Gate Project Phase IX, CIP No. 412-I.

SUMMARY:

Work on the Water Quality Improvement Catch Basin Debris Gate Project, CIP No. 412-I, began on February 15, 2021, and is being performed by G2 Construction, Inc. Work performed in February included custom fabrication and installation of catch basin debris gates and trash screens. The contractor has submitted the first progress payment request for approval.

BACKGROUND:

A routine monthly action for capital improvement projects is the submission, review, and approval of the contractor's invoice. Procedurally, field staff verifies the contractor's quantities and matches them with the submitted invoice. The unit prices and total costs of the project are confirmed by the office staff and a progress payment is then processed. A five-percent (5%) retention is withheld from each payment to assure final performance of the work. The contractor for this project, G2 Construction, Inc., has submitted the first progress payment for the subject project as follows:

Progress Payment No. 1, Water Quality Improvement Catch Basin Debris Gate Project

March 9, 2021

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ITEM #	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	\$ AMOUNT
1	28' Debris Gate	6	EA	\$4,170.00	\$25,020.00
2	21' Debris Gate	5	EA	\$3,348.00	\$16,740.00
3	10' Debris Gate	2	EA	\$1,360.00	\$2,720.00
4	7' Debris Gate	1	EA	\$1,183.00	1,183.00
5	5' Debris Gate	2	EA	\$742.00	\$1,484.00
7	9+ sqft Connector Pipe Screen	5	EA	\$954.00	\$4,770.00
8	6+ sqft Connector Pipe Screen	70	EA	\$889.00	\$62,230.00
9	<6 sqft Connector Pipe Screen	5	EA	\$724.00	\$3,620.00
10	Mobilization	1	LS	\$4,000.00	\$4,000.00
11	Traffic Control	1	LS	\$11,771.00	\$11,771.00
12	Cleaning Catch Basins	109	EA	\$45.00	\$4,905.00

TOTAL TO DATE	\$138,443.00	
LESS PRIOR BILLING	0.00	
TOTAL THIS PERIOD	\$138,443.00	\$138,443.00
LESS 5% RETENTION		\$(6,922.15)
DUE		\$131,520.85

FISCAL IMPACT:

The progress payment is within the Capital Improvement Program Budget for the Water Quality Improvement Catch Basin Debris Gate Project Phase IX, CIP No. 412-I. The project is primarily funded by a competitive grant awarded by the Orange County Transportation Authority.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021
TO: Chair and Agency Members
FROM: Jennifer Lee
Assistant City Clerk
ISSUE: Approval of Minutes for February 23, 2021, Regular Meeting

RECOMMENDATION: That the Planning Agency approve the Minutes for the February 23, 2021, Regular Meeting.

ATTACHMENTS:

- 210223 PA Minutes

4. PLANNING AGENCY

Mayor Pezold recessed the City Council Meeting, and acting in capacity as Chair, called the Regular Meeting of the Planning Agency of the City of Laguna Hills, California, to order at 7:35 p.m.

4.1. ROLL CALL OF PLANNING AGENCY MEMBERS

Attendee Name	Title	Status	Arrived
Erica Pezold	Chair	Present	
Don Sedgwick	Vice Chair	Present	
Janine Heft	Agency Member	Present	
Bill Hunt	Agency Member	Present	
Dave Wheeler	Agency Member	Present	

4.2. PUBLIC COMMENTS

There were no Planning Agency public comments on non-agendized items.

4.3. APPROVAL OF MINUTES**4.3.1 Approval of Minutes for February 9, 2021, Regular Meeting**

Recommendation: That the Planning Agency approve the Minutes for the February 9, 2021, Regular Meeting.

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Don Sedgwick, Vice Chair
SECONDER:	Janine Heft, Agency Member
AYES:	Erica Pezold, Chair; Don Sedgwick, Vice Chair; Janine Heft, Agency Member; Bill Hunt, Agency Member; Dave Wheeler, Agency Member

4.4. ADMINISTRATIVE REPORTS

There were no Planning Agency administrative reports.

4.5. PLANNING AGENCY PUBLIC HEARINGS

There were no Planning Agency public hearings.

PLANNING AGENCY ADJOURNMENT

Chair Pezold adjourned the Planning Agency Meeting at 7:36 p.m. All Council Members were present in chamber.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021

TO: Chair and Agency Members

FROM: David Chantarangsu
Community Development Director

ISSUE: Conditional Use Permit No. 0053-2021 (Starbucks)/Conditional Use Permit No. 0054-2021 (Plant Power)/Site Development Permit No. 0031-2020, a Request by Clay Toombs on Behalf of EMJ, Ltd. to Construct a New 2,175 Square-Foot Drive-Thru Restaurant (Starbucks), a New 2,503 Square-Foot Drive-Thru Restaurant (Plant Power), and Related Site Improvements on a Portion of a 2.4-Acre Commercial Property at 24888 Alicia Parkway, in the Neighborhood Mixed Use (NМУ) Zoning District.

RECOMMENDATION: That the Planning Agency:

- 1) Conduct a Public Hearing for Conditional Use Permit No. 0053-2021 (Starbucks)/Conditional Use Permit No. 0054-2021 (Plant Power)/Site Development Permit No. 0031-2020;
- 2) Find and determine that the proposed Project is consistent with the Class 3 Categorical Exemption determination made for this Project in connection with the previous approval of USE-0015-2020 by the Planning Agency on December 8, 2020, (Notice of Exemption filed on December 15, 2020), and determine that no further environmental review is required;
- 3) Adopt a Resolution entitled: “A Resolution of the Planning Agency of the City of Laguna Hills, California, approving Site Development Permit (SDP) No. 0031-2020, a request by Clay Toombs on behalf of EMJ, Ltd. to construct a new 2,175 square-foot drive-thru restaurant (Starbucks), a new 2,503 square-foot drive-thru restaurant (Plant Power), and related site improvements on a portion of a 2.46-acre commercial property at 24888 Alicia Parkway”;

4) Adopt a Resolution entitled: “A Resolution of the Planning Agency of the City of Laguna Hills, California, approving Conditional Use Permit (CUP) No. 0053-2021 a request by Clay Toombs on behalf of EMJ, Ltd. to allow the operation of a new 2,175 square-foot Starbucks drive-thru restaurant at 24888 Alicia Parkway”; and

5) Adopt a Resolution entitled: “A Resolution of the Planning Agency of the City of Laguna Hills, California, approving Conditional Use Permit (CUP) No. 0054-2021, a request by Clay Toombs on behalf of EMJ, Ltd. to allow the operation of a new 2,503 square-foot Plant Power drive-thru restaurant at 24888 Alicia Parkway.”

SUMMARY:

Mr. Clay Toombs, on behalf of the property owner EMJ, Ltd. (the “Applicant”), has filed an application for two Conditional Use Permits and one Site Development Permit (CUP/SDP No. 0031-2020) to construct two new fast-food restaurants with drive-thru lanes (“Project”) on a portion of a 2.46-acre commercial property located at 24888 Alicia Parkway (“Project Site”), in the Neighborhood Mixed Use (NMU) zoning district. The proposed Project includes the construction of a new 2,175 square-foot building with a drive-thru lane for a fast-food restaurant (Starbucks) and construction of a new 2,503 square-foot building with a drive-thru lane for a fast-food restaurant (Plant Power). This proposed development is located on a portion of the previously operated Phillips Buick Dealership.

The Project is limited to the proposed Starbucks and Plant Power, on-site improvements needed to serve the two drive-thru restaurants (e.g., surface parking, landscaping, and applicable site utilities), and certain off-site improvements including replacement of existing sidewalk, driveway, and curb and gutter on Bentley Lane. On December 8, 2020, the Planning Agency approved a Site Development Permit/Conditional Use Permit application (USE-0015-2020) over a portion of the Project Site identified in Figure 1 below and project plans as ‘Not A Part’. USE-0015-2020 was approved for the development of a 2,500 square-foot Taco Bell, on-site improvements needed to serve the use, detention basin, perimeter landscaping and retaining walls, and certain off-site improvements along Alicia Parkway and Paseo de Alicia including a new bike lane, replacement of existing sidewalks, and renovated parkway landscaping. Although Taco Bell is not identified as part of this Project, there will be shared access, parking, landscaping, utilities, and other site improvements that will ensure the site has a

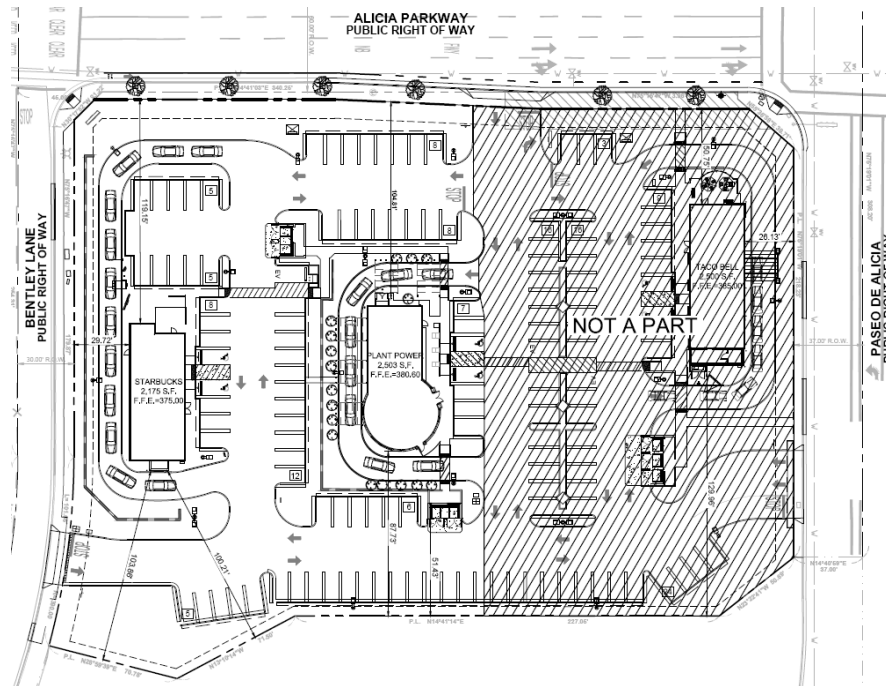
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consistent appearance and functions as a whole since it is owned by one entity, EMJ, Ltd. ("Property Owner").

Figure 1



The Project entitlements would only permit the proposed Starbucks and Plant Power drive-thru restaurants; however, consistent with state environmental review procedures, a Traffic Impact Analysis prepared for the aforementioned Taco Bell development included the Project, addressing full build-out of the site with three (3) operational drive-thru restaurants. The Traffic Impact Analysis concludes that full build-out of the site with three drive-thru uses will not result in any adverse traffic conditions, and that site access, internal circulation, and drive-thru queuing proposed will allow motorists entering and exiting the Project Site to be able to do so comfortably, safely, and without undue congestion given Project signage directing patrons of the site to exit the site on Alicia Parkway and Paseo de Alicia.

Staff has reviewed the Zoning Code requirements, as well as General Plan issues, goals, and strategies, and has determined that the proposed Project is consistent with the Class 3 Categorical Exemption determination associated with this Project made by the Planning Agency on December 8, 2020, pursuant to the California Environmental Quality Act (CEQA). Subsequently, a Notice of Exemption was filed with the County of Orange on December 15, 2020.

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Staff has determined that the Project, subject to conditions of approval, will not result in any significant adverse impacts to the public, health, safety and general welfare. The design of the Project will provide a compatible land use within the Neighborhood Mixed Use zoning district. The Project will expand the types of facilities and services available within the community. Therefore, staff is recommending approval of the Project.

AUTHORITY:

Title 9 of the Laguna Hills Municipal Code (LHMC) contains the City of Laguna Hills Development Code (also commonly referred to as the “Zoning Code” or the “Code”). Chapter 9-29 of the Code identifies permitted uses, the criteria for said use, and the development standards within the Neighborhood Mixed Use (NMU) zoning district. The Code allows drive-thru restaurants in the NMU zoning district subject to a Conditional Use Permit (LHMC 9-29.020).

The process the City must follow in reviewing new development projects is found in Chapter 9-92 of the Code – specifically, Section 9-92.030 of the Code grants the Community Development Director the authority to review and approve SDP's for commercial properties with development not exceeding 20,000 square feet. However, the proposed SDP is being considered in conjunction with a request for two CUPs for drive-thru restaurants, which grants the Planning Agency the authority to review and approve the Project (LHMC 9-92.030).

The findings required for the aforementioned application types are found in LHMC 9-92.080 and are listed and discussed in the attached Resolutions. Staff has prepared findings demonstrating the application is in conformance with the Zoning Code and the General Plan as stated in the proposed Resolutions for the Site Development Permit (Attachment a), the Conditional Use Permit for Starbucks (Attachment b), and the Conditional Use Permit for Plant Power (Attachment c).

BACKGROUND:

Mr. Clay Toombs, on behalf of the property owner EMJ, Ltd. (the “Applicant”), has filed an application for two Conditional Use Permits and one Site Development Permit (CUP/SDP No. 0031-2020) to construct two new fast-food restaurants with drive-thru lanes (“Project”) on a portion of a 2.46-acre commercial property located at 24888 Alicia Parkway (“Project Site”), in the Neighborhood Mixed Use (NMU) zoning district. The proposed Project includes the construction of a new 2,175 square-foot building with a drive-thru lane for a fast-food restaurant (Starbucks) and construction of a new 2,503

square-foot building with a drive-thru lane for a fast-food restaurant (Plant Power).

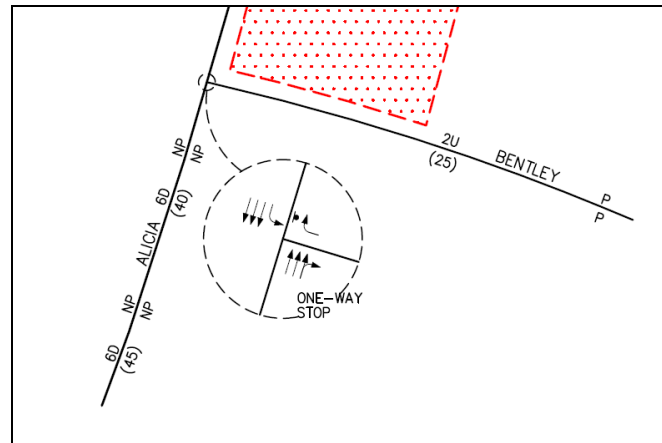
The Project is located at the southeast corner of Alicia Parkway and Paseo de Alicia. Originally, the Project Site was included in a 5.2-acre parcel formerly occupied by the Phillips Mazda dealership which closed in 2015. Subsequent to the 2015 closure, the property was improved with vacated sales offices, service garages, and trellis/shade structures associated with the auto dealership. With the closure of the auto dealership, a demolition permit was issued in October 2018, and all structures were removed from the site. In March 2019, the City approved a tentative parcel map subdividing the 5.2-acre property into two parcels: Parcel 1, a 2.46-acre parcel (Project Site); and Parcel 2, a 2.73-acre parcel and the development of a previously-approved 72-bed residential care facility for the elderly (ActivCare), which is currently under construction. The Project Site was recently rough graded and is presently vacant except for some construction equipment and mobile trailers associated with the on-going construction activities of the adjacent ActivCare residential care facility on Parcel 2. On December 8, 2020, the Planning Agency approved the development of a new 2,500 square-foot drive-thru restaurant (Taco Bell) on the northwest portion of the Project Site (USE 0015-2020).

The immediately surrounding land uses are within the Neighborhood Mixed Use zoning district. Surrounding uses to the north across Paseo de Alicia include office buildings and a commercial day care facility; to the south across Bentley Lane include a public storage facility; to the west across Alicia Parkway, Laguna Hills Plaza, and abutting the Project Site along the eastern border is the ActivCare residential care facility, which is currently under construction.

Staff notes that further south from the Project Site on Bentley Lane is a single-family residential neighborhood consisting of 38 homes. Bentley Lane is a cul-de-sac street with direct access to Alicia Parkway. The neighborhood also has access to Alicia Parkway from Cousteau Street located further to the west. The intersection of Bentley Lane and Alicia Parkway is unsignalized, is controlled by a side street stop sign for Bentley Lane and only permits right turns out from Bentley Lane to Alicia Parkway. Figure 2 below depicts the allowable traffic movements at the Bentley Lane/Alicia Parkway intersection. The location of the Project Site relative to the intersection is represented by the hatched area at the top of the graphic.

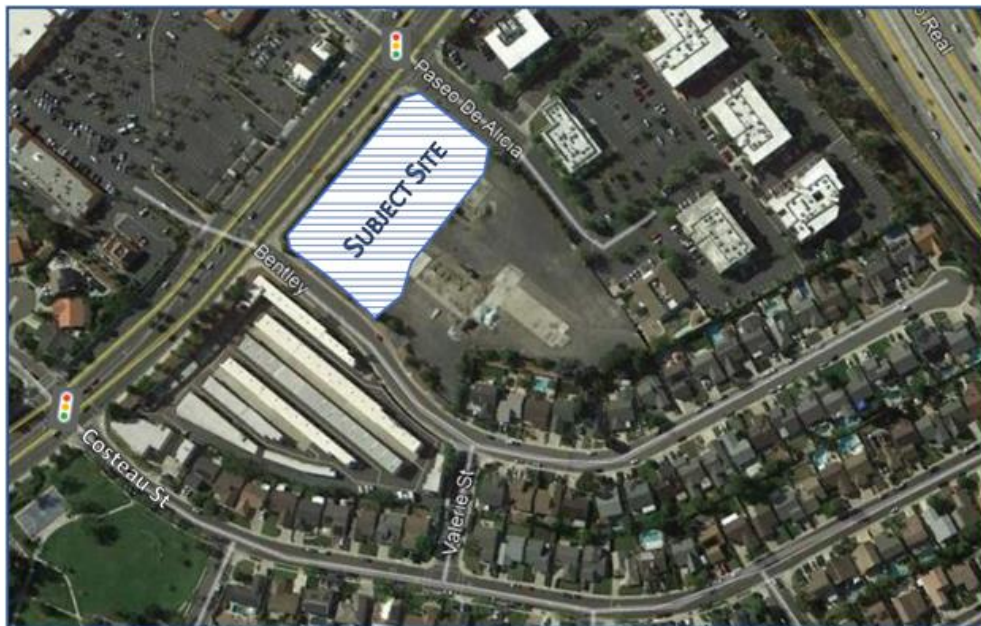
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Figure 2



No left turns from Bentley Lane onto Alicia Parkway are permitted; a solid median island on Alicia Parkway prohibits this movement. Motorists wanting to travel westerly on Alicia Parkway from the neighborhood would proceed to the Costeau Street/Alicia Parkway signalized intersection approximately 500 feet south of the Bentley Lane/Alicia Parkway intersection (Figure 3).

Figure 3



Right-of-Way Dedication – Taco Bell Requirements

The Planning Agency may recall certain improvements were required as part of the Taco Bell CUP approval to modify portions of the Alicia Parkway public right-of-way. Alicia

Parkway is identified as a Major Arterial Highway in the Mobility Element in Figure M-1 of the City's General Plan. The existing parkway width along the Alicia Parkway frontage of the Applicant's property is five (5) feet wide instead of the required nine (9) feet for Alicia Parkway. As part of Taco Bell's entitlement, improvements proposed for Alicia Parkway included a modification of the travel lanes, addition of a Class II bike lane, a new parkway meeting the standard nine (9) foot width to include a full-width sidewalk with trees within parkway tree wells for vehicular, bicycle and pedestrian access and safety, and the relocation of a fire hydrant and a portion of the traffic signal at the Alicia Parkway at Paseo de Alicia intersection. These improvements will better align the Project with the City's General Plan requirements as described further below.

PROPOSAL & ANALYSIS:

Overview

The Applicant is requesting approval to construct two fast-food restaurants on the southerly portion of the Project Site. The first building is a 2,175 square-foot Starbucks with a drive-thru lane near Bentley Lane. The building is single-story and includes an approximately 225 square-foot outdoor patio area with 8 seats and an additional 8 seats along the building's front facade. Hours of operation are 24 hours a day 7-days a week with deliveries typically scheduled throughout the day, seven days a week. The second building is a 2,503 square-foot Plant Power with a drive-thru lane near the center of the Project Site. The building is single-story and includes an approximately 208 square-foot outdoor dining area with up to 16 seats. Hours of operation are 24-hours a day 7-days a week with early morning deliveries typically scheduled seven days a week (Attachment d).

The following improvements are proposed for the Project, summarized as follows:

On-Site Improvements	Off-Site Improvements
- Starbucks/Plant Power & related site improvements including; - Surface parking, hardscape and landscape - Applicable site utilities	<i>Bentley Lane frontage:</i> - Replace existing sidewalk - New driveway, curb & gutter

Site Design/Onsite Circulation

With the completion of the Project, there would be three vehicular access points for the Project Site. The approved Taco Bell entitlements (USE 0015-2020) encompass the Project Site's primary access from the north from a new full access driveway on Paseo de Alicia and access from the west from a new right-in/right-out only driveway on Alicia Parkway. The Project would add a full access driveway onto Bentley Lane. All Project access driveways are unsignalized. Commercial delivery vehicles are expected to take access from either Paseo de Alicia or Alicia Parkway since delivery vehicles will be prohibited from using Bentley Lane (Attachment a, Condition of Approval No. 19).

To ensure that the on-site circulation with build-out of the Project Site is sufficient, a traffic queuing analysis was conducted to determine the necessary length of the drive-thru lane to accommodate peak vehicle stacking requirements. It should be noted that drive-thru queuing lengths are based on the traffic data collected for the use proposed (fast food, banks, pharmacies, etc.). For drive-thru restaurants, a standard traffic engineering design approach is to base drive-thru lane capacity that functions correctly 85 percent of the time (the 85th percentile). The 85th percentile represents a confidence factor signifying the drive-thru's ability to provide adequate vehicle storage during the course of a day.

As proposed, the Starbucks drive-thru lane can accommodate 12 vehicles. The results of the queuing analysis indicate that the distance between the proposed drive-thru lane entrance and the pick-up window for Starbucks is of sufficient length and will exceed the recommended queuing design approach of the 85th percentile (10 vehicles), and meet the 95th percentile (11 vehicles) peak stacking anticipated for Starbucks (Attachment f, Figure 11-1). Additional overflow queuing spaces are also available within the drive aisle between the Starbucks and Plant Power, which can accommodate a total of approximately 18 vehicles including the drive-thru lane. This exceeds the maximum vehicle queue expected at most Starbucks restaurants. With the proposed directional signage approach used on site, Starbucks patrons entering the Project Site from Alicia Parkway will be directed by signage to proceed forward and travel clockwise around the Plant Power to enter the Starbucks drive-thru lane or park adjacent to Starbucks itself. Starbucks patrons entering the Project Site from Bentley Lane or Paseo de Alicia will be directed to the southerly drive aisle located between the Starbucks and Plant Power to either enter the Starbucks drive-thru lane or park adjacent to the restaurant. Directional signage will be used to reinforce these travel patterns. Condition of Approval No. 16 (Attachments b & c) is recommended to ensure that if needed, additional measures can

be implemented should circulation or queuing issues occur in the future.

While extensive traffic data is available for Starbucks, limited information is available for the proposed Plant Power. Plant Power is relatively new with seven restaurants in California and only one located in Orange County, approximately 20 miles east in Fountain Valley. The Plant Power drive-thru demand is expected to be less than what Taco Bell will generate but still provide a similar drive-thru facility storage to the Taco Bell restaurant. Based on the queuing analysis for Taco Bell, the distance between the proposed drive-thru lane entrance and the pick-up window for Plant Power is of sufficient length and can accommodate the 85th percentile (6 vehicles). In order to understand what Plant Power's initial opening period and normal drive-thru operations are like, staff consulted with the City of Fountain Valley's Planning staff. Fountain Valley staff acknowledged that when Plant Power first opened in 2020, there was much interest for the new restaurant, but indoor dining was closed due to the COVID-19 pandemic, so only the drive-thru was open. There were issues and complaints with cars queuing out onto the abutting street, and the City met with the owner to discuss solutions, but did not come to any agreements. Code Enforcement staff and the Police Department continued to monitor the site and eventually the stacking issue dissipated as the newness of this restaurant passed. Laguna Hills Planning staff have expressed concerns to the Applicant regarding potential circulation issues during the restaurants' opening period. The Applicant has ensured that the parking lot for the Project Site, including driveways, drive aisles, and parking stalls, will be closely monitored during opening periods to prevent adverse circulation impacts. Furthermore, actions will be taken by the Applicant, including but not limited to temporary closures of parking stalls closest to Alicia Parkway and utilizing attendants to reroute vehicles, in order to prevent adverse circulation issues.

Patrons for Plant Power can enter or exit the Project Site from any of the three driveways. Vehicles entering directly from Alicia Parkway can proceed into the Plant Power drive-thru lane or park adjacent to Plant Power itself. Staff has conditioned "KEEP CLEAR" markings to be placed within the internal driveway intersection adjacent to the Alicia Parkway ingress/egress to keep that area clear from entering and exiting traffic (Attachment a, Condition of Approval No. 24). Vehicles entering the Project Site from Bentley Lane or Paseo de Alicia will be directed to the northerly drive aisle adjacent to the Plant Power to either enter the drive-thru lane or park adjacent to the restaurant. Directional signage will be used to reinforce these travel patterns.

In order to facilitate on-site and off-site circulation and avert congested internal traffic

flow in any particular location, the Project will incorporate appropriate wayfinding signs throughout the Project Site including, “Right-Turn Only” signage at the Plant Power drive-thru exit and directional signage emphasizing the preferred usage of Paseo de Alicia at the Starbucks, Plant Power, and previously-approved Taco Bell drive-thru exits. It is anticipated that motorists entering and exiting the Project Site will be able to do so comfortably, safely and without undue congestion (Attachment a, Condition of Approval No. 23).

Traffic Impact Analysis

As part of the previously approved Taco Bell entitlements, a Traffic Impact Analysis (TIA) was prepared to evaluate and determine the potential traffic impacts associated with build-out of the Project Site (Attachment f). The Applicant and City studied multiple alternatives for traffic flow and site circulation for the Alicia Parkway and Bentley Lane driveways, including:

- Alicia Parkway; right-in, right-out
- Alicia Parkway; right-in only
- Alicia Parkway; no access
- Bentley Lane; full access
- Bentley Lane; inbound only
- Bentley Lane; no access

Impacts on the intersection of Alicia Parkway and Bentley Lane were also studied. The TIA determined that restrictions or closure of either the Alicia Parkway or Bentley driveways resulted in no significant benefit to the operations of adjacent intersections. Furthermore, the most efficient internal circulation pattern of the Project Site includes ingress and egress driveways along all frontages, which is the case with this Project. Ultimately, limiting or prohibiting access on Bentley Lane was not desired by the Property Owner, consequently, to avoid adverse traffic impacts, the intensity of development was reduced (i.e., smaller building sizes) in order to facilitate the proposed driveways and meet General Plan operational requirements for the intersection of Alicia Parkway and Bentley Lane.

Parking

The Project proposes 77 parking spaces, including four ADA-accessible spaces. The Code requires 85 parking spaces for both Starbucks and Plant Power (1 space/50 sq. ft. of floor area (excluding restrooms) plus 1 space/150 sq. ft. of outdoor dining area in excess of 16 seats). As part of the previously-approved Taco Bell approval (45 spaces required, 57 spaces provided), the 12-space parking surplus would be reduced and shared pending entitlement approval and development of Starbucks and Plant Power. Overall, build-out of the Project Site (including the previously-approved Taco Bell) proposes 134 parking spaces, including six ADA-accessible spaces. The Code requires 130 parking spaces for all three fast-food restaurant uses. Build-out of the entire Project Site will exceed the City's parking requirements with a surplus of four parking spaces.

Parking lot lighting proposed throughout the Project Site will utilize 20-foot-tall light poles with lamps that are fully shielded. All lighting will be designed and located to ensure light is confined within the Project Site to avoid off-site spillage and impacts to nearby uses. The submitted photometric plans confirms that the Project will meet the City's minimum required lighting standards and avoid lighting that spills over onto adjacent properties or public rights-of-way.

Noise Impact Analysis

Due to concerns regarding delivery noise levels expected from the Project delivery activity, a Noise Technical Memorandum was completed (Attachment g). The memorandum provides a community noise assessment that includes the proposed Starbucks and Plant Power drive-thru restaurants, as well as the previously approved Taco Bell. The analysis evaluates operational noise from the unloading of transport refrigeration unit trucks and operation of the three drive-thrus (including speaker box and vehicle idling) for compliance with the City of Laguna Hills Municipal Code noise level standards.

The analysis indicates that delivery noise would not negatively impact either the ActivCare project currently under construction adjacent to the Project Site or the existing residential neighborhood on Bentley Lane beyond the ActivCare project. At the ActivCare property line, Project operational noise is projected to be 39.1 dBA or less, which would not exceed the City's exterior noise standard of 65 dBA. At the nearest single-family property lines on Bentley, Project operational noise is projected to be 28.9 dBA or less, which would not exceed the City's exterior noise standard of 50 dBA for residential exterior noise between the hours of 10PM and 7AM.

On November 30, 2020, Mr. Kevin Moriarty, CEO of ActivCare Living, Inc., provided a letter of support for the three proposed drive-thru restaurants (Attachment h). As part of the letter of support, Mr. Moriarty indicates that ActivCare does not believe that the restaurant deliveries would have any impact on the future residents of the ActivCare community, and does not object to the proposed restaurants receiving deliveries at any time of the day or night.

Architectural Design

Both of the proposed Starbucks and Plant Power buildings have been designed to reflect a contemporary architectural theme. Starbucks architectural elements include stucco with an integral color finish and cement plaster wall joints to create vertical wall definition, wood compost siding, open metal patio railing, and metal canopies. Designed with regional/contextual adaptability in mind, the building massing incorporates a clear modern approach designed to look cohesive with the other two drive-thru restaurants styles (Plant Power and Taco Bell). The building emphasizes an indoor/outdoor dining by providing a large 225 square-foot outdoor covered patio. The metal canopy over the patio area will help reduce solar heat gain and provide thermal comfort along the east facing windows. This building will also come solar ready for future use. Building height is 20 feet (maximum building height for the zoning district is 40 feet). All rooftop mechanical equipment will be fully screened from view. The architecture and layout of the building complement the surrounding land uses and comply with the development standards in the Code.

Architectural design elements for Plant Power encompass a 24-foot-tall landmark geodesic dome structure with a botanical-like garden integrated into the space. The exterior of the dome is aluminum and glass and is visible from the parking lot near the restaurant's main entry. For added visual interest and building articulation, the building façade consists of light sand finish stucco with wood composite siding wrapped around doorways, upper portion of the northwest elevation, and the outdoor patio wall. Roof heights vary between 13 and 20 feet to provide visual interest at the roofline as well as conceal all roof equipment.

The drive-thru lane is surrounded by a wood and cable trellis structure. Planted climbing vines would be attached to the trellis structure to conceal portions of the drive-thru lane.

LHMC Section 9-40.060 (Exterior Buildings/Structure Walls) prohibits "metal grill and facades". However, grills and facades of unique design and in keeping with the general

decor of the development and neighborhood may be permitted subject to approval by the Community Development Director. The Section also prohibits “Aluminum or other metal panels” on the street elevation, unless it can be demonstrated that they are consistent with a structure’s overall design character. Furthermore, LPMC Section 9-29.090 (Design Principles) identifies design principles for projects in the NMU zoning district. These principles include incorporating an architectural theme that is compatible with nearby uses, and discouraging the use of plain concrete block, plain concrete, plywood, sheet pressboard, vinyl, and similar materials as siding. The proposed design satisfies all of these Code requirements. Aluma-wood is aluminum that has been embossed and painted to resemble wood. The integration of Aluma-wood and metal-panel finish into the design is integral to the modernization of the building and avoids the use of repetitive design and materials.

Grading and Landscape Design

The Project Site has a grade difference of approximately 24 feet sloping downwards from the northeast to the southwest corner. The conceptual grading plan (Attachment e, Sheet C-2.0) shows the finished grades and slopes for the Project. With the exception of the proposed Bentley Lane driveway with grades between 6.5% and 10.9%, over most of the parking area, the grades are relatively flat and do not exceed 3.5%. ADA and pedestrian access is shown near the Taco Bell building off Alicia Parkway.

Included in the landscaping is a low 30-inch-tall retaining wall to facilitate the development of the Plant Power drive-thru restaurant. The Applicant has included the location of the proposed wall in this development application; however, design specifications of the wall (e.g., section/elevation views, wall material, etc.) have not been provided. A condition of approval is included that requires final design of the wall to be reviewed and approved by the Community Development Director, and also ensures that the proposed retaining wall complies with LPMC Section 9-40.100, which regulates fences and walls (Attachment a, Condition of Approval No. 16).

The proposed Project will include landscaping that is consistent with LPMC 9-46 (Landscaping Standards and Guidelines) and 9-47 (Landscape Water Efficiency). The plan utilizes a drought tolerant landscape palette with low- to moderate- water use trees, plants, and groundcovers. The proposed tree palette includes Jelly Palm, Golden Medallion, Crape Myrtle, Dwarf Magnolia, Moringa, and London Plane trees. The shrub palette includes Foxtail Agave, Kangaroo Paw, Indian Laurel Fig, Mexican Weeping Bamboo, Kohuhu, India Hawthorn, Lady Palm, Mexican Bush Sage, Feathery Cassia and

Coast Rosemary. Various groundcover species are proposed throughout the site. Deer Grass primarily used within the storm water Bio-filtration basin is located on the southeast portion of the Project Site. The construction of the Bio-filtration basin as well as the two 30-inch-tall step-up retaining walls and perimeter landscaping along Bentley Lane are included as required on-site improvements for the Taco Bell development.

To ensure the Project provides sufficient landscaping, planter size and shade trees within the Project parking lot, the Applicant shall be required to provide a final landscape and irrigation plan for review and approval (Attachment a, Condition of Approval No. 15).

Conditional Use Permit

Conditional Use Permits are used to evaluate uses that may have a moderate to high potential for potential adverse impacts on adjacent/abutting uses, or to the surrounding community due to operating characteristics. Approval of CUPs can allow a use, subject to conditions of approval, to ensure compatibility between the requested use and existing uses. Because of potential traffic impacts drive-thru uses can create on and off-site, the Code requires a CUP for fast-food drive-thru uses. The property is located within the Neighborhood Mixed Use zoning district, which is regulated by Chapter 9-29 of the Code. Pursuant to Table 9-29-0.20 of the Code, drive-thru restaurants are permitted through the CUP process.

The Project Site is surrounded to the north, south, and west by other compatible commercial uses including a Public Storage facility, Carl's Jr, Big Lots, DICK'S Sporting Goods, Automobile Club of Southern California (AAA) and other retail, office and restaurant uses. To the east is ActivCare, separated from the site by a 6-foot-tall wall. Conditions of approval are intended to be directly related to the reduction and/or elimination of any potential negative impacts associated with the use. Staff has included several conditions including Condition of Approval No. 16 (Attachments b and c) which intends to eliminate potential issues associated with the drive-thru uses. This condition authorizes the Community Development Director to require a parking and/or circulation study and require the Applicant to comply with reasonable modifications or corrections recommended by such a study, should parking and/or circulation problems develop in the future.

Master Sign Program

The Development Code requires a Master Sign Program (MSP) for all new businesses

proposing three or more signs. The Applicant has removed the proposed MSP from this submittal and intends to resubmit a separate application at a later date for all three tenants. The MSP would include wall signs, wayfinding and directional signs, and multi-tenant monument signs for Starbucks, Plant Power, and Taco Bell. Condition of Approval No. 22 (Attachment a) requires that the Applicant submit an MSP for review and receive Planning Agency approval prior to final building inspection and/or issuance of a certificate of use and occupancy.

General Plan Consistency/Alicia Gateway Opportunity Area

In order to approve the Project, the Planning Agency must find that the Project is consistent with the Laguna Hills General Plan. Staff has concluded that the Project is consistent with several General Plan Goals and Policies. Specifically, the Project:

- Creates diverse and vibrant activity centers and events that bring people together as a community. (Goal LU-1).
 - Encourages the compatible integration of residential and service retail uses in proximity to job centers (Policy LU-1.2).
 - Increases opportunities for pedestrian and bicycle connections to activity centers by well-designed and shaded pathways (Policy LU-1.6).
- Is compatible and interdependent with neighboring uses (Goal LU-2).
 - Protects existing neighborhoods from the encroachment of incompatible activities and land uses (Policy LU-2.4).
- Proposes infill development that involves the revitalization of property in an economically and environmentally sustainable manner (Goal LU-3).
 - Encourages new development that uses land efficiently and offers flexibility to changing resident and shopping needs, contributing to the long-term vitality of the community (Policy LU-3.2).
 - Incorporates outdoor dining areas into new development and redevelopment to provide visual relief and community gathering spaces (Policy LU-3.4).
 - Creates a safe, inviting, and functional pedestrian and cyclist environments

in new public and private development (Policy LU-3.10).

- Places a high priority on design, architecture, and landscaping that reflect the community's identity and gracious lifestyle (Goal LU-4).
 - Continues to plant and maintain attractive drought- tolerant and native landscaping that enhances the character of Laguna Hills (Policy LU-4.5).
- Expands the variety of services, shopping, and entertainment opportunities in the community (Goal LU-6).
- Facilitates the creation and expansion of private sector businesses and associated local career choices for Laguna Hills residents (Goal LU-7).
 - Encourages private property owners to revitalize, upgrade, and beautify aging and underperforming commercial and business areas (Policy LU-7.4).

The proposed Project is also located within the Alicia Gateway Opportunity Area (AGOA) and the Planning Agency must determine if the Project is consistent with the vision for the AGOA. As part of the City's 2009 Comprehensive General Plan Update, the City Council adopted the AGOA, which encompasses the entire Neighborhood Mixed Use zoning district, including the Project Site. The AGOA seeks to create a moderate density center and gathering place by promoting:

- A mix of retail, housing, and office uses;
- Walkable connections, plazas, and green space for community gatherings;
- High-quality design and architecture;
- Orientation of buildings toward the street and pedestrians;
- Accessibility to transit; and
- Connectivity to promote walking from nearby neighborhoods to the Gateway.

The AGOA designation also promotes the development of vertical and horizontal mixed-use. Allowed uses include commercial, retail, office, and residential; however, standalone residential is prohibited.

The proposed Project is consistent with the vision and requirements of the AGOA. The

Project:

- Will continue to add to the mix of land uses in the area and provides new services that are otherwise limited in the NMU zoning district;
- Will be walkable to other existing commercial/retail uses within the AGOA;
- Continues the high-quality design and architecture envisioned for the AGOA and is an aesthetic improvement to the neighborhood while providing a compatible development that respects the existing Laguna Hills Plaza located directly across Alicia Parkway and the single-family residential neighborhood east of the Project Site;
- Will provide outdoor dining areas for gatherings oriented toward Alicia Parkway;
- Will continue to provide accessibility to transit and connectivity to promote walking from nearby neighborhoods by incorporating low retaining walls to ensure grades are relatively flat over most of the parking area for ADA and pedestrian accessibility.

CONCLUSION:

Staff recommends approval of the Project as it continues to implement the goals and objectives of the General Plan and Alicia Gateway Opportunity Area. The Project will facilitate outdoor gathering opportunities and encourage the compatible integration of residential and service retail uses in proximity to job centers. The Project provides new development that uses land efficiently and offers flexibility to changing resident and shopping needs, contributing to the long-term vitality of the community. The incorporated outdoor dining areas will provide visual relief and community gathering spaces as well as creating a safe, inviting, and functional pedestrian and cyclist environment.

With the recommended Conditions of Approval, the Project meets development standards and design guidelines of the Code and meets the goals, policies, and procedures of the General Plan. Therefore, Staff is recommending approval of the Project.

PUBLIC NOTICE:Neighborhood Outreach

The Applicant held a virtual neighborhood outreach presentation on October 14, 2020. Outreach notices were sent to property owners within 1,000 feet of the property. The virtual presentation was attended by approximately 42 persons, and questions and concerns, primarily focused on traffic and circulation issues, were discussed. The outreach focused on the build-out condition of the entire 2.46 acres of the Project Site. In general, the critical points of concern included:

- Potential traffic volume and delays at the intersection of Alicia Parkway and Bentley Lane;
- Potential traffic from the proposed Bentley Lane ingress/egress driveway;
- Starbucks drive-thru queuing potentially backing onto Alicia Parkway;
- Grading, slope, and stormwater issues
- Retaining wall proposed along Bentley Lane including aesthetic issues.

The Traffic Impact Analysis submitted by the Applicant concludes that the volume of traffic at the intersection of Alicia Parkway and Bentley Lane and traffic impacts from the proposed Bentley Lane driveway are within acceptable levels and will not result in any significant traffic impacts. The Analysis also concluded that potential drive-thru queuing onto Alicia Parkway is unlikely and would be alleviated through on-site directional signage. The Project Site's grading and stormwater management will meet all requirements of the National Pollution Discharge Elimination System and the requirements of the San Diego Regional Water Quality Control Board, and will be checked through the Grading Permit and Water Quality Management Plan processes. The Applicant has proposed a 'stepped' retaining wall with enhanced blocks rather than a single monolithic CMU wall, which should alleviate any aesthetic issues. Therefore, staff has determined that the information provided adequately addresses the concerns of the neighborhood at a technical level.

Public Notice

The Project was advertised in an adjudicated newspaper of general circulation in the City of Laguna Hills on February 26, 2021. In addition, approximately 220 property

owners within 1,000 feet of the Property were mailed a public hearing notice, which exceeds LHMC requirement of mailing hearing notices to property owners within 300 feet of the property boundaries. To date, no comments have been received. Any written comments received will be distributed at the Planning Agency Public Hearing.

CEQA FINDINGS:

A Categorical Exemption was adopted for this project on December 8, 2020. Pursuant to the California Environmental Quality Act (CEQA), no further environmental review is required since the City considered build-out of the entire site as a whole when it approved USE 0015-2020 for a 2,500 square-foot drive-through restaurant (Taco Bell). The Project involves the construction of two (2) additional buildings on the Project Site totaling 4,678 square feet. Build-out of the site was anticipated to encompass three restaurant buildings that total approximately 7,178 square feet of floor area. Therefore, the Project is consistent with the Categorical Exemption determination made by the Planning Agency in connection with approval of USE 0015-2020 on December 8, 2020, anticipating build-out of the entire site. Section 15303 (Class 3, New Construction or Conversion of Small Structures) of Title 14, Chapter 3 of the California Code of Regulations includes four commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use. Subsequently, a Notice of Exemption was filed with the County of Orange on December 15, 2020, and no further environmental review is required.

ATTACHMENTS:

- Attachment a – Proposed Resolution of Approval for the SDP
- Attachment b – Proposed Resolution of Approval for the Starbucks CUP
- Attachment c – Proposed Resolution of Approval for the Plant Power CUP
- Attachment d - Letter of Justification
- Attachment e - Plan Set
- Attachment f - Parking and Traffic Study
- Attachment g – Noise Memo
- Attachment h – Correspondence from Mr. Kevin Moriarty (November 30, 2020)

RESOLUTION NO. PA2021-03-09-X

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING SITE DEVELOPMENT PERMIT (SDP) NO. 0031-2020, A REQUEST BY CLAY TOOMBS ON BEHALF OF EMJ, LTD. TO CONSTRUCT A NEW 2,175 SQUARE-FOOT DRIVE-THRU RESTAURANT (STARBUCKS), A NEW 2,503 SQUARE-FOOT DRIVE-THRU RESTAURANT (PLANT POWER), AND RELATED SITE IMPROVEMENTS ON A PORTION OF A 2.46-ACRE COMMERCIAL PROPERTY LOCATED AT 24888 ALICIA PARKWAY

The Planning Agency of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, Clay Toombs on behalf of the property owner EMJ, Ltd. ("the Applicant"), has filed an application for Conditional Use Permit No. 0053-2021 (Starbucks)/Conditional Use Permit No. 0054-2021 (Plant Power)/Site Development Permit No. 0031-2020 to construct a new 2,175 square-foot drive-thru restaurant (Starbucks), a new 2,503 square-foot drive-thru restaurant (Plant Power), and related site improvements on a portion of a 2.4-acre commercial property at 24888 Alicia Parkway ("Project Site"), in the Neighborhood Mixed Use (NMU) zoning district ("Project"); and

WHEREAS, SDP No. 0031-2020, is hereby found consistent with the Class 3 Categorical Exemption determination made in connection with the approval of USE 0015-2020 (Taco Bell) by the Planning Agency on December 8, 2020; and

WHEREAS, a Notice of Exemption was prepared for USE 0015-2020 (Taco Bell) and filed with the County of Orange on December 15, 2020; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), no further environmental review is required because the City considered build-out of the entire site as a whole when it approved USE 0015-2020 for a 2,500 square-foot drive thru restaurant (Taco Bell); and

WHEREAS, the Project involves the construction of two (2) additional buildings on the Project Site totaling 4,678 square feet; and

WHEREAS, build-out of the Project Site, which includes three restaurant buildings that total approximately 7,178 square feet of the floor area, is Categorically Exempt from the California Environmental Quality Act pursuant to Section 15303 (Class 3, New Construction or Conversion of Small Structures) of Title 14, Chapter 3 of the California Code of Regulations because the total project floor area falls within the Class 3 exemption for the new construction of restaurants up to 10,000 square feet in size; and

WHEREAS, the Planning Agency held a duly noticed public hearing and considered public comments and written and oral information and testimony presented by City staff, community residents, and other interested parties at a duly noticed public hearing held on March 9, 2021.

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. The above recitals are true and correct, and are incorporated herein by reference.

SECTION 2. The Planning Agency hereby determines that the required findings by the City for approval of Site Development Permit No. 0031-2020 have been met and made as follows:

Site Development Permit

1. The site design complies with standards of the Development Code.

The Project meets the development standards of the Neighborhood Mixed Use zoning district, including maximum lot coverage (50% required 6.71% proposed), density/FAR (0.30 FAR required, 0.067 FAR proposed), minimum landscape coverage (15% required, 26.6% proposed), parking (130 spaces required, 134 spaces provided), maximum building height (40 feet required, 24 feet proposed), and other development standards required. The site is suitable for the proposed development.

2. The site is suitable for the proposed development.

The site design aspects of the Project will be compatible with, and not detrimental to, surrounding development and with the overall design quality prevalent in the City. These aspects include setbacks, access, landscaping/lighting, and other architectural site design elements (i.e., height, scale, mass, and appearance). Both single-story fast-food restaurants reflect a contemporary architectural theme incorporating visual interest and building articulation. The building located in the center of the site encompasses a 208 square-foot outdoor dining area and a 24-foot-tall landmark geodesic dome structure with a botanical-like garden integrated into the space. The building located on the west end of the site emphasizes indoor/outdoor dining by providing outdoor seating along the building's front façade and a large 225 square-foot outdoor covered patio along the building's westerly façade. Additionally, internal circulation ensures the

Project will not cause vehicle queueing onto adjacent roadways and landscaping will be designed to maximize screening along Bentley Lane.

3. The project is consistent with the General Plan and applicable design guidelines.

As part of the City's 2009 Comprehensive General Plan Update, the City Council adopted the Alicia Gateway Opportunity Area (AGOA), which encompasses the entire Neighborhood Mixed Use (NMU) zoning district, including the Project Site. The AGOA/NMU seeks to "create a moderate density center and gathering place by promoting a mix of retail, housing, and office uses; walkable connections, plazas, and green space for community gatherings; high-quality design and architecture; orientation of buildings toward the street and pedestrians; accessibility to transit; connectivity to promote walking from nearby neighborhoods to the Gateway" (General Plan Land Use Element pp. LU-20 – 21). The AGOA designation also promotes the development of vertical and horizontal mixed-use. Allowed uses include commercial, retail, office, and residential; however, standalone residential is prohibited (Laguna Hills General Plan, 2009).

The Project is consistent with the vision and requirements of the AGOA. The Project will continue to add to the mix of land uses in the area and provide new services that are otherwise limited in the NMU zoning district. The Project continues the high-quality design and architecture envisioned for the AGOA and is an aesthetic improvement to the neighborhood while providing a compatible development that respects the existing Laguna Hills Plaza located directly across Alicia Parkway and the single-family residential neighborhood east of the Project Site. The Project will provide outdoor dining areas for gatherings oriented toward Alicia Parkway, will be walkable to other existing commercial/retail uses within the AGOA, and will continue to provide accessibility to transit and connectivity to promote walking from nearby neighborhoods.

4. The site design and structural components are appropriate for the site and function of the proposed uses.

The Project will be of quality design with an appropriately-scaled framework of architectural and landscaping elements. The site has been designed to accommodate the drive-thru lanes and avert congested internal traffic flow through the use of on-site directional signs directing patrons to site access points on Alicia Parkway and Paseo de Alicia. Further, drive-thru queuing lanes have been designed to meet or exceed the recommended 85th percentile queues based on the number of vehicles expected in drive-thru lanes based on the Project traffic study. In the event circulation issues still occur on the site, CUP conditions of approval require the Applicant to

resolve such conditions by identifying and implementing appropriate circulation improvements working with the City. The new facilities have been designed to meet all development standards. High-quality development features will be provided throughout the Project Site through site design (e.g., building and outdoor dining orientation, retaining walls, and screening), architecture (e.g., mass, scale and form, style, material and color) and landscaping (e.g., screening, and parking lot trees and shade). Development of the Project, as conditioned, will be compatible with, and not detrimental to, surrounding development, and with the overall design quality prevalent in the City.

NOW, THEREFORE, based upon the above findings, the Planning Agency of the City of Laguna Hills does hereby approve SDP No. 0031-2020 subject to the following conditions:

General

1. The following Conditions of Approval shall be binding and enforceable against, and, whenever used herein, the term "Applicant" shall mean and refer to, each of the following: The Project Applicant, EMJ, Ltd., the owner(s) and tenant(s) of the property, and each of their respective successors and assigns.
2. Unless the context dictates otherwise, whenever the term "this Permit" is used in the following Conditions of Approval, it shall collectively refer to the Site Development Permit (SDP) No. 0031-2020 approved pursuant to this Resolution, as well as the plans, studies, and exhibits submitted to the City by the Applicant to describe and depict the improvements to be constructed as a part of the Project, and as otherwise modified by these Conditions of Approval.
3. To the fullest extent permitted by law, the Applicant shall, at its sole cost and expense, protect, defend, indemnify, and hold harmless the City, its elected and appointed officers and officials, employees, agents, departments, agencies, authorized volunteers, consultants, attorneys, boards, commissions, and committees, and instrumentalities thereof ("Indemnitees"), from and against any and all claims, liabilities, losses, fines, demands, penalties, lawsuits, writs of mandamus, and any other claims or actions or proceedings of any kind whatsoever (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to, arbitrations, mediations, and other such procedures), judgments, orders and decisions (collectively "Claims" and "Actions"), brought against the Indemnitees, which seek to attack, challenge, modify, set aside, void, or annul any action of or any permit or approval issued by the Indemnitees (including actions approved by the voters of the City) for, in connection with, or concerning the approval of this Permit. It is expressly understood and agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the

- defense of the Indemnitees for the Claims and Actions, and that the Applicant shall promptly reimburse the City for all costs and expenses directly and necessarily incurred by the City in the course of the defense, including reasonable attorneys' fees. The City shall promptly notify the Applicant of any Claims and Actions brought against the Indemnitees and shall cooperate in the defense of any such Claims and Actions. If the Applicant fails to so defend the Claims and Actions, the City shall have the right but not the obligation to do so and, if it does, the Applicant shall promptly pay the City's full cost thereof.
4. Approval of this Permit constitutes approval of the proposed Project only to the extent that it complies with the City's Development Code and any other applicable zoning regulations. Approval does not include any action or findings as to compliance or approval of the Project regarding any other applicable ordinance, regulation, or requirement.
 5. Failure to abide by and faithfully comply with any and all conditions of approval shall constitute grounds for revocation of this Permit by the Laguna Hills Planning Agency.
 6. The Applicant shall agree in writing to these conditions of approval within 30 days of the Planning Agency's approval.
 7. The conditions of Project approval set forth herein include certain development impact fees and other exactions. Pursuant to Government Code §66020(d), these conditions constitute written notice of the amount of such fees, and/or exactions. The Applicant is hereby notified that the 90-day protest period in which the Applicant may protest the fees, dedications, reservation, or exactions imposed on this Project through the Conditions of Approval, commencing from the date of approval of the Project, has begun.
 8. Pursuant to City Council Resolution No. 2017-07-11-2, the Applicant shall reimburse the City for any outstanding staff time spent on the processing of this Permit within 60 days of the Planning Agency's approval.
 9. This Permit shall expire and be of no further force or effect if the Permit is not implemented within two years from March 9, 2021.

Planning Division

10. Prior to the commencement of any work, the Applicant shall provide a contact number for the public to call concerning dust, noise, or other construction-related impacts. The information shall also be posted on site in a manner approved by the Community Development Director.

11. The Applicant shall maintain the Project Site in compliance with all property maintenance standards of the Laguna Hills Municipal Code ("LHMC") Chapter 9-74, and the regulations set forth therein.
12. The Applicant shall maintain the Project in compliance with the noise standards of the City of Laguna Hills Noise Ordinance (LHMC 5-24). Should the City receive complaints related to noise associated with the Project which are in violation of the Noise Ordinance, the Applicant agrees to promptly implement reasonable noise attenuation measures.
13. Prior to issuance of any grading permits, the Applicant shall submit the proposed Project's grading plan to the Community Development Director for review and approval. The grading plan shall be consistent with the architectural site plan as approved by this Permit to the reasonable satisfaction of the Community Development Director.
14. Prior to issuance of a building permit, the Applicant shall prepare a comprehensive lighting plan and a Final Photometric Plan. The lighting plan shall be prepared by a qualified professional and shall address all aspects of lighting, including infrastructure, on-site driveways, safety, signage, and promotional lighting, if any. The Final Photometric Plan shall be reviewed and approved by the Community Development Director prior to issuance of a building permit. In accordance with Municipal Code 9-40.170, Lighting, of the City of Laguna Hills Municipal Code, the Final Photometric Plan shall show evidence that all lighting is shielded or recessed and directed downward and away from adjoining properties and that direct glare and reflections are contained within the property lines. In accordance with Municipal Code 9-44.060, Design Standards for Parking Facilities, of the City of Laguna Hills Municipal Code, lighting in the uncovered parking areas shall be designed such that they produce a minimum of 0.4 foot-candle on paved general use areas and an average of 1 foot-candle on paved high use areas. The foot-candle uniformity ratio shall meet the standard of an average/minimum of 4:1 in general use areas and 3:1 in high use areas.
15. Prior to the issuance of a building permit, the Applicant shall submit a landscape and irrigation plan to the Community Development Director for review and approval. The plan shall demonstrate compliance with Laguna Hills Municipal Code Chapter 9-46 and 9-47, including sufficient wall screening, landscaping, planter size and shade trees along the site perimeter and within the Project parking lot, installation of "Smart" landscape irrigation controllers, low precipitation-rate sprinkler heads, and water efficient landscaping, as applicable.
16. Prior to the issuance of a building permit, the Applicant shall submit a retaining wall plan to the Community Development Director for review and approval. The plan shall include section views, elevation views, materials of the walls, and

shall demonstrate compliance with Laguna Hills Municipal Code Section 9-40.100.

17. The Applicant shall deposit with the Community Development Department the estimated reasonable cost necessary to retain a qualified landscape professional to review the Applicant's proposed landscape and irrigation plans, as well as inspect the Applicant-installed landscaping to ensure compliance with the approved landscaped plans. The amount deposited shall be in accordance with a written proposal obtained by the City pursuant to its Purchasing Ordinance. Prior to the issuance of building shell final or issuance of a Certificate of Use or Occupancy permit, the Applicant shall pay the actual cost of landscape plan check and inspection or be entitled to a refund of funds deposited, if any. All required landscaping shall be installed prior to issuance of a Certificate of Use and Occupancy.
18. When feasible, construction traffic shall be encouraged to utilize the primary entrance on Paseo de Alicia for ingress and egress.
19. Deliveries are prohibited from utilizing the Bentley Lane driveway for entering and exiting the Project Site. Delivered goods and supplies, materials, and equipment shall be promptly stored within the building. No delivered goods and supplies, materials, or equipment shall be permitted to be stored outdoors. For purposes of this condition, the term "Deliveries" shall mean commercial delivery trucks transporting good and supplies, materials, equipment, or services to or from the Project Site for operational purposes.
20. Prior to the issuance of a building permit, the construction plans for Starbucks and Plant Power shall identify and the Applicant shall install soil stabilization, stormwater, and erosion control for the entire property, including the 'Not A Part' area of the property.
21. Prior to the issuance of the first Certificate of Use and Occupancy or building shell final, whichever occurs first, the Applicant shall design and construct the improvements depicted below, subject to the reasonable satisfaction of the City Engineer. Improvement plans for the improvements identified below shall be consistent with Project Plans dated October 30, 2020 and reviewed and approved by the City Engineer prior to the issuance of a building permit for construction of the Starbucks and Plant Power building.
 - a. Bentley Lane frontage:
 - Replace existing sidewalk,
 - New driveway, curb & gutter

In the event that the Taco Bell development does not commence construction as approved per entitlement (Resolution No. PA2020-12-08-1), the Applicant shall design and construct the improvements depicted below, subject to the reasonable satisfaction of the City Engineer.

- a. Alicia Parkway frontage:
 - New 5'-wide Class II Bike Lane, 9'-wide sidewalk, driveway, curb & gutter, two new ADA ramps,
 - Street trees/tree wells, and
 - Relocate fire hydrant & signal,
- b. Paseo de Alicia frontage:
 - Replace existing sidewalk,
 - New driveway, curb & gutter
- c. Retaining wall along Bentley Lane

If required, the improvements identified above shall be installed prior to the issuance of the first Certificate of Use and Occupancy or building shell final, whichever occurs first.

22. Prior to the issuance of a building permit, the Applicant shall submit a Master Sign Program for the review and approval by the Planning Agency pursuant to Chapter 9-42 and 9-92 of the Laguna Hills Municipal Code.
23. Wayfinding signage emphasizing usage of Paseo de Alicia shall be placed at all drive-thru exits. A "Right-Turn Only" signage shall be placed at the Plant Power drive-thru exit. Directional signage shall be placed at the Bentley Lane driveway prohibiting delivery vehicles from using (ingress and egress) said driveway. Directional signage to applicable drive-thru access shall be placed within all driveway throats (outside 10-foot setback). Required signage and notices shall be installed prior to the issuance of a Certificate of Use and Occupancy and commencement of the use. Wayfinding and directional signage shall be incorporated into the Master Sign Program for the property. Required directional signage may be modified in accordance with the requirements of Condition 22.
24. "KEEP CLEAR" markings shall be placed within the internal driveway intersection adjacent to the Alicia Parkway ingress/egress to ensure the area is kept clear of queueing vehicles. Subject to the review and approval of the Public Services Director, required signage, notices, and markings shall be installed prior to the issuance of a Certificate of Use and Occupancy or building shell final (whichever occurs first) and prior to the commencement of the use. Signage, notices, and markings shall be incorporated into the Master Sign Program for the property. Required directional signage may be modified in accordance with the requirements of Condition 22.
25. Prior to the issuance of a building permit, any easements depicted on Parcel Map 2018-182 that conflict with the proposed development shall be realigned to the satisfaction of the Community Development Director and City Engineer.
26. Prior to issuance of any building permits, the Applicant shall revise the following discrepancies contained in the plans submitted for the Project.

- a. Landscape Plan shall be revised to reflect the construction of the storm water Bio-filtration basin located on the southeast corner of the Project Site be included as required on-site improvements for Taco Bell.

Building Division & Orange County Fire Authority

27. The Applicant shall be responsible for ensuring all applicable building permits are obtained from the City of Laguna Hills, as required by Section 103 of the 2019 California Building Code prior to commencement of any work for which a permit is required.
28. Any required documents submitted for the purpose of building permit issuance shall be accurately labeled and reflect all work, as required by Section 107 of the 2019 California Building Code.
29. All construction shall comply with the applicable California Building, Plumbing, Mechanical, Electrical, and Green Building Codes with regard to the appropriate occupancies for each permit requested.
30. Plans submitted for this Project for the purpose of obtaining a building permit shall comply with California Disabled Accessibility requirements, as required by Chapter 11 of the California Building Code.
31. Prior to the issuance of a building permit, the Applicant shall include a copy of this Permit (the signed resolution of approval) in the City building plan sets submitted for the purpose of obtaining a building permit.
32. Prior to issuance of building permits, the Applicant shall submit to the Building Department all required approvals from the Orange County Health Department.
33. Prior to issuance of building permits, Applicant shall submit approvals from the Orange County Fire Authority or provide verification of plan submittal.
34. During construction, adequate emergency access shall be maintained to the site at all times in accordance with any requirements of the Orange County Fire Authority (OCFA).
35. Prior to issuance of building permits, the Applicant shall submit Construction and Demolition Waste Recycling Program paperwork, if applicable, as required by Laguna Hills Municipal Code Chapter 5-48, and to comply with mandates of CalRecycle.

Public Services Department

36. Prior to the issuance of any Grading Permits, the Applicant shall prepare a separate hydrology and hydraulic analysis report in accordance with standards of the County of Orange Hydrology Manual for review and approval by, and to the reasonable satisfaction of, the City Engineer. The Project Drainage Plan shall provide 100-year storm protection at one foot below all finished floor elevations and collect 25-year storm flows into drainage devices at sump locations, not including hydromodification retention of flows, and 10-year storm flows into other drainage devices. During 100-year storm events, one travel lane in each direction on primary internal access roads shall be free of inundation, open and passable, as approved by the City Engineer. No onsite development shall impede the functionality of any existing drainage devices in the public right of way. The hydraulic analysis shall demonstrate the above specifications are met.
37. Prior to issuance of any Grading Permits, the Applicant shall prepare for review and approval by, and to the reasonable satisfaction of, the Community Development Director and the City Engineer a Water Quality Management Plan (WQMP) for all priority projects as defined in the NPDES permits and County of Orange Model WQMP technical guidance document. The WQMP shall identify Low Impact Development (LID) BMPs and routine structural and non-structural measures specified in the current Orange County Drainage Area Management Plan (DAMP) and the San Diego Regional Water Quality Control Board (SDRWQB) requirements. The WQMP must also:
- a. Address site design BMPs (as applicable) such as minimizing impervious areas, maximizing permeability, minimizing directly connected impervious areas, creating reduced or “zero discharge” areas, conserving natural areas, preserving trees, and retaining existing site hydrology to the maximum extent practicable.
 - b. Include a design goal to maintain or replicate the pre-development hydrologic functions through site preservation, infiltration, retention, detention, evapotranspiration, and filtration treatment systems.
 - c. Incorporate applicable routine source control BMPs as defined in the DAMP and provide a detailed description of their implementation.
 - d. Incorporate applicable treatment control BMPs as defined in the DAMP to the approval of the City Engineer.
 - e. Implement Low Impact Development (LID) BMPs to reduce runoff to the maximum extent practicable.

- f. Include full capture trash and debris systems consistent with SDRWQCB Order No. R9-2017-0077 and per the approval of the City Engineer.
- g. Include an Operation and Maintenance (O&M) plan that identifies the mechanism(s) by which long-term O&M of all post construction BMPs will be provided and funded, to include an annual self-certification of maintenance and operational functioning of the BMPs to be issued to the City Engineer.
- h. The Project Site shall meet hydromodification criteria and the Applicant shall document compliance by providing calculations consistent with the Grading Plan and WQMP and in accordance with the SDRWQCB NPDES Order No. R9-2013-0001, Section E.3.c(2), as amended by Order Nos. R9-2015-0001 and R9-2015-0100 Permits. Hydromodification determinations shall be made using the South Orange County Hydromodification Model as provided by the County of Orange.

38. Prior to the issuance of Grading Permits, the Applicant shall:

- a. Submit to the City Engineer a copy of the State issued Notice of Intent (NOI) indicating that coverage has been obtained under the National Pollutant Discharge Elimination System (NPDES) State Construction General Permit Order 2009-0009-DWQ from the State Water Resources Control Board.
- b. Projects subject to the NOI requirement shall also prepare and submit to the City Engineer a Stormwater Pollution Prevention Plan (SWPPP) meeting City standards and be provided for the reasonable approval of the City Engineer. A copy of the approved SWPPP shall be kept at the Project Site and be available for City review upon request. In addition, the Applicant shall include notes on the grading plans indicating that the project will be implemented in compliance with the Statewide Permit for General Construction Activities.

39. Prior to the issuance of Grading Permits, the Applicant shall provide for review and approval by, and to the reasonable satisfaction of, the Community Development Director and the City Engineer, a dust mitigation and erosion control plan for the entirety of Parcel 1, Parcel Map No. 2018-182. Said plan shall be implemented and maintained for said Parcel 1 until such time and full development has been completed.

40. Prior to issuance of Grading Permits, the Applicant shall provide an Americans with Disabilities Act (ADA) site review of existing and proposed pathways, sidewalks and access ramps for both on-site access and the site frontage along Bentley Lane, Alicia Parkway and Paseo de Alicia. The accessible pathway

shall not include a path within any drive aisle, except as necessary to cross a drive aisle at 90° to the drive aisle. The report shall be prepared by a qualified professional with expertise in the ADA field and shall include an implementation plan to correct all deficiencies noted and as reasonably approved by the City Engineer. Any sidewalk or pathway not in compliance with ADA standards, including along Bentley Lane, Alicia Parkway and Paseo de Alicia, including but not limited to slopes and access ramps, shall be reconstructed to the City's standards. The site frontage access ramps at Alicia Parkway/Bentley Lane and Alicia Parkway/Paseo de Alicia shall be reconstructed to City Standards to include a cast-in-place blue truncated dome panel by Armor-Tile. The driveway along Alicia Parkway shall be reconstructed to provide ADA passage.

41. Prior to the issuance of Grading Permits, the Applicant shall demonstrate to the reasonable satisfaction of the City Engineer that all on-site access routes are capable of accommodating truck access and truck turning radii.
42. Prior to the issuance of any Grading Permits or Building Permits, the Applicant shall provide a geotechnical report prepared by a licensed registered engineering geologist/soils engineer for review and approval by, and to the reasonable satisfaction of, the City Engineer. The report shall include an evaluation of onsite soils and geologic conditions and provide recommendations on pavement sections, building foundations, infiltration rates and a discussion of the functionality of permeable pavements, if any, and all project proposed water quality features. All on site Asphalt Concrete pavements shall be constructed with a minimum structural section of 3" Asphalt Concrete over 4" Class II Aggregate Base, compacted to 95% relative compaction, or greater if so recommended by the soils engineer.
43. Prior to the issuance of any Grading Permits, the Applicant shall provide a haul route plan for all exports/imports from/to the site for review and approval by, and to the reasonable satisfaction of, the City Engineer. The haul route shall not utilize any arterial highway prior to 9:00 am or after 4:00 pm daily. In addition, the Applicant shall provide a construction vehicle routing plan for review and approval by, and to the reasonable satisfaction of, the City Engineer prior to any demolition or construction work. No construction equipment traffic shall access or depart the site during morning or evening peak periods, which are 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday through Friday. Bentley Lane shall not be utilized for any construction access at any time.
44. Prior to the City Engineer's acceptance of the final grading work or prior to the issuance of a Certificate of Use and Occupancy, the Applicant shall demonstrate compliance with the WQMP in a manner meeting the reasonable satisfaction of the City Engineer, including:

- a. Demonstration that all structural BMPs described in the WQMP have been implemented, constructed, and installed in conformance with approved plans and specifications.
 - b. Demonstration that the Applicant has complied with and/or is prepared to implement all non-structural BMPs described in the WQMP.
 - c. Demonstration that an adequate number of copies of the project's approved WQMP are available for the future occupants.
 - d. Demonstration that the Applicant has agreed to and recorded CC&R's, an agreement, or another legal instrument approved by the City Attorney, as applicable, requiring the property owner, successors, tenants (if applicable), and assigns to operate and maintain, in perpetuity, the post-construction BMPs described in the WQMP.
45. Prior to the issuance of the Certificate of Use and Occupancy, trash/recycling enclosures shall be constructed in compliance with the City's standards to include an impermeable roof and a sewer drain inlet connection.
 46. During the course of the Project construction, the Applicant shall, to the maximum extent practicable, direct that construction vehicles avoid working in reverse gear in order to minimize the generation of backup alarm noise impacts to neighboring properties.
 47. During the course of the Project construction, the Applicant shall not allow any work to be performed within the public right-of-way until after a Public Property Encroachment Permit has been issued by the City Engineer including the payment of applicable fees and/or deposits as determined by City.
 48. During the course of the Project construction, it shall be the Applicant's sole responsibility to protect-in-place existing public improvements. Prior to the issuance of a Certificate of Use and Occupancy, public improvements that are damaged as a result of the project construction shall be promptly repaired or replaced by the Applicant to the reasonable satisfaction of the City Engineer.
 49. During the course of the Project construction, no public streets shall be utilized for temporary storage of any construction materials and no vehicles shall be off-loaded of deliveries or filled with materials to be exported by utilizing any public street for a staging area.
 50. Prior to the issuance of a building permit, the Applicant shall dedicate right of way along the frontage of Alicia Parkway to provide nine feet wide sidewalks, with tree wells, and a five feet wide striped bike lane, without any encroachment into existing vehicular travel lanes or street width, as shown on the Site Plan, in a form acceptable to the City Attorney and City Engineer.

51. In the event that the Taco Bell development does not commence construction as approved per Resolution No. PA2020-12-08-1; Prior to the issuance of a building permit, the Applicant shall provide public street improvement plans for the public right of way improvements along the frontage of Alicia Parkway as shown on the site plan, on 24" x 36" mylar sheets, to the standards of the City for review and approval by, and to the reasonable satisfaction of, the City Engineer. Said plans shall include the street widening, the sidewalk widening inclusive of tree wells, ADA ramps with cast-in-place blue truncated dome panels by Armor-Tile, traffic signal modification plans at Alicia Parkway and Paseo de Alicia, and related miscellaneous work all to the satisfaction of the City Engineer.
52. In the event that the Taco Bell development does not commence construction as approved per Resolution No. PA2020-12-08-1, the project landscape plans shall include the placement, irrigation and maintenance of 24" box parkway trees, of a species as selected by City, for the tree wells along the Alicia Parkway frontage as shown on the site plan and to the satisfaction of the City Engineer. The Applicant shall also provide tree well covers of a type and material satisfactory to the City Engineer. The Applicant shall maintain the trees with adequate water and fertilizer to foster healthy growth of the trees, remove any weeds in the tree well, adjust the tree well covers as needed and trim the trees every two years, or sooner as needed, to maintain healthy growth of the trees, pedestrian/bicycle/vehicular clearances and sight distance clearances to the satisfaction of the City Engineer.
53. Prior to the issuance of a building permit, the Applicant shall provide the legal description and plat of the proposed vacation of the easement granted by that certain Easement Deed recorded in Book 10339, Page 462, of Official Records of Orange County, granted September 22, 1972, as right of way for street and highway purposes as also shown in the Easement Notes, as Easement Number 4, of Parcel Map No. 2018-182, recorded as instrument No. 2019000497485, of Official Records of Orange County, excepting therefrom any right of way defining Paseo de Alicia to the satisfaction of the City Engineer.

PASSED, APPROVED, AND ADOPTED this 9th day of March, 2021.

ERICA PEZOLD, CHAIR

ATTEST:

MELISSA AU-YEUNG, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. PA2021-03-09-X adopted by the Planning Agency of the City of Laguna Hills, California, at a Regular Meeting thereof held on the 9th day of March, 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

MELISSA AU-YEUNG, CITY CLERK

RESOLUTION NO. PA2021-03-09-X

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP) NO. 0053-2021 A REQUEST BY CLAY TOOMBS ON BEHALF OF EMJ, LTD. TO ALLOW THE OPERATION OF A NEW 2,175 SQUARE-FOOT STARBUCKS DRIVE-THRU RESTAURANT AT 24888 ALICIA PARKWAY.

The Planning Agency of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, Clay Toombs on behalf of the property owner EMJ, Ltd. ("the Applicant"), has filed an application for Conditional Use Permit No. 0053-2021 (Starbucks)/Conditional Use Permit No. 0054-2021 (Plant Power)/Site Development Permit No. 0031-2020 to construct a new 2,175 square-foot drive-thru restaurant (Starbucks), a new 2,503 square-foot drive-thru restaurant (Plant Power), and related site improvements on a portion of a 2.4-acre commercial property at 24888 Alicia Parkway, in the Neighborhood Mixed Use (NMU) zoning district. ("Project"); and

WHEREAS, CUP No. 0053-2021, is hereby found to be consistent with the Class 3 Categorical Exemption determination made in connection with the approval of USE 0015-2020 (Taco Bell) by the Planning Agency on December 8, 2020; and

WHEREAS, a Notice of Exemption was prepared for USE 0015-2020 (Taco Bell) and filed with the County of Orange on December 15, 2020; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), no further environmental review is required because the City considered build-out of the entire site as a whole when it approved USE 0015-2020 for a 2,500 square-foot drive thru restaurant (Taco Bell); and

WHEREAS, the Project involves the construction of two (2) additional buildings on the Project Site totaling 4,678 square feet; and

WHEREAS, build-out of the Project Site, which includes three restaurant buildings that total approximately 7,178 square feet of the floor area, is Categorically Exempt from the California Environmental Quality Act pursuant to Section 15303 (Class 3, New Construction or Conversion of Small Structures) of Title 14, Chapter 3 of the California Code of Regulations because the total project floor area falls within the Class 3 exemption for the new construction of restaurants up to 10,000 square feet in size; and

WHEREAS, the Planning Agency held a duly noticed public hearing and considered public comments and written and oral information and testimony presented

by City staff, community residents, and other interested parties at a duly noticed public hearing held on March 9, 2021.

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

- SECTION 1. The above recitals are true and correct, and are incorporated herein by reference.
- SECTION 2. The effectiveness of this Resolution No. PA2021-03-09-X is made expressly contingent upon approval of SDP No. 0031-2020, and shall not take effect until and unless Resolution No. PA2021-03-09-X approving SDP No. 0031-2020 takes effect.
- SECTION 3. The Planning Agency hereby determines that the required findings by the City for approval of Conditional Use Permit No. 0053-2021 have been met and made as follows:

Conditional Use Permit

1. The proposed use is consistent with the General Plan.

As part of the City's 2009 Comprehensive General Plan Update, the City Council adopted the Alicia Gateway Opportunity Area (AGOA), which encompasses the entire Neighborhood Mixed Use (NMU) zoning district, including the Project Site. The AGOA/NMU seeks to "create a moderate density center and gathering place by promoting a mix of retail, housing, and office uses; walkable connections, plazas, and green space for community gatherings; high-quality design and architecture; orientation of buildings toward the street and pedestrians; accessibility to transit; connectivity to promote walking from nearby neighborhoods to the Gateway" (General Plan Land Use Element pp. LU-20 – 21). The AGOA designation also promotes the development of vertical and horizontal mixed-use. Allowed uses include commercial, retail, office, and residential; however, standalone residential is prohibited (Laguna Hills General Plan, 2009).

The Project is consistent with the vision and requirements of the AGOA. The Project will continue to add to the mix of land uses in the area and provide new services that are otherwise limited in the NMU zoning district. The Project continues the high-quality design and architecture envisioned for the AGOA and is an aesthetic improvement to the neighborhood while

providing a compatible development that respects the existing Laguna Hills Plaza located directly across Alicia Parkway and the single-family residential neighborhood east of the Project Site. The Project will provide outdoor dining areas for gatherings oriented toward Alicia Parkway, will be walkable to other existing commercial/retail uses within the AGOA, and will continue to provide accessibility to transit and connectivity to promote walking from nearby neighborhoods.

2. The nature, condition, and development of adjacent uses, buildings, and structures have been considered and the proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings, or structures.

The Project is located on a portion of a 2.46-acre property near the northeast corner of Alicia Parkway and Bentley Lane. Under a separate application approved by the Planning Agency on December 8, 2020 (USE-0015-2020), the remainder of the Project Site includes a drive-thru restaurant (Taco Bell) and associated site improvements. The immediately surrounding land uses are within the NMU zoning district comprised of commercial uses that are congruent with the Project including offices, retail, restaurants, a public storage facility, and a 72-bed residential care facility currently under construction. Landscaping is proposed to minimize visibility of the drive-thru lanes. All lighting associated with the Project will be directed toward the interior of the site so as not to create impacts to motorists on adjacent roadways or to surrounding properties in accordance with City lighting standards and requirements. All lighting will be hooded or shielded to focus the light downward and prevent light overspill offsite. During construction, the Project will be subject to conditions of approval that control construction traffic, noise, and roadway use to minimize disturbances to existing properties in the area. The operation of the use will also be subject to conditions of approval that ensure compatibility with surrounding uses including compliance with the City's noise ordinance and property maintenance requirements. The site has been designed to accommodate the drive-thru lanes and avert congested traffic flow on-site and off-site through the use of on-site directional signs directing patrons to site access points on Alicia Parkway and Paseo de Alicia. Further, drive-thru queuing lanes have been designed to meet or exceed the recommended 85th percentile queues based on the number of vehicles expected in drive-thru lanes based on the Project traffic study. In the event circulation issues still occur on the site, CUP Condition of Approval No. 16 requires the Applicant to resolve such conditions by identifying and implementing appropriate circulation improvements working in concert with the City.

3. The proposed site is adequate in size and shape to accommodate the use and integrate it with the existing and planned uses in the vicinity.

The Project Site is 2.46 acres in size, is adequate in size and shape to accommodate the Project and will be compatible with, and not detrimental to, surrounding development. The Project provides a vehicular access point on Bentley Lane, appropriate on-site vehicle circulation, parking, queuing, landscaping, pedestrian walkways, and setbacks.

4. All required development standards prescribed by the Laguna Hills Development Code can be achieved.

The Project meets the development standards of the Neighborhood Mixed Use zoning district, including maximum lot coverage (50% required, 6.71% proposed), density/FAR (0.30 FAR required, 0.067 FAR proposed), minimum landscape coverage (15% required, 26.6% proposed), parking (130 spaces required, 134 spaces provided), maximum building height (40 feet required, 24 feet proposed), and other development standards required as described in the report to the Planning Agency for Site Development Permit No. 0031-2020.

5. The conditions and limitations placed upon the use are necessary to ensure compatibility with adjacent or abutting uses and the preservation of the public peace, safety, and welfare.

Conditions placed on the Project directly relate to the compatibility with adjacent uses and ensuring the safety of those on and around the subject site: Condition 11 requires the Applicant to maintain the Project Site with the requirements of the City's property maintenance standards contained in LHMC 9-74. Condition 12 requires the Applicant to maintain the Project in compliance with the noise standards contained in LHMC 5-24. Conditions 20-29 generally require the Applicant to comply with the City's building codes during construction for the protection of the public health, safety and welfare, and Conditions 25 and 26 requires the Project to comply with the requirements of the Orange County Health Department and Orange County Fire Authority.

NOW, THEREFORE, based upon the above findings, the Planning Agency of the City of Laguna Hills does hereby approve CUP No. 0053-2021 subject to the following conditions:

General

1. The following Conditions of Approval shall be binding and enforceable against, and, whenever used herein, the term "Applicant" shall mean and refer to, each of the following: The Project Applicant, EMJ, Ltd., the owner(s) and tenant(s) of the property, and each of their respective successors and assigns.

2. Unless the context dictates otherwise, whenever the term “this Permit” is used in the following Conditions of Approval, it shall collectively refer to the Conditional Use Permit (CUP) No. 0053-2021 approved pursuant to this Resolution, as well as the plans, studies, and exhibits submitted to the City by the Applicant to describe and depict the improvements to be constructed as a part of the Project, and as otherwise modified by these Conditions of Approval.
3. To the fullest extent permitted by law, the Applicant shall, at its sole cost and expense, protect, defend, indemnify, and hold harmless the City, its elected and appointed officers and officials, employees, agents, departments, agencies, authorized volunteers, consultants, attorneys, boards, commissions, and committees, and instrumentalities thereof ("Indemnitees"), from and against any and all claims, liabilities, losses, fines, demands, penalties, lawsuits, writs of mandamus, and any other claims or actions or proceedings of any kind whatsoever (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to, arbitrations, mediations, and other such procedures), judgments, orders and decisions (collectively "Claims" and "Actions"), brought against the Indemnitees, which seek to attack, challenge, modify, set aside, void, or annul any action of or any permit or approval issued by the Indemnitees (including actions approved by the voters of the City) for, in connection with, or concerning the approval of this Permit. It is expressly understood and agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the defense of the Indemnitees for the Claims and Actions, and that the Applicant shall promptly reimburse the City for all costs and expenses directly and necessarily incurred by the City in the course of the defense, including reasonable attorneys' fees. The City shall promptly notify the Applicant of any Claims and Actions brought against the Indemnitees and shall cooperate in the defense of any such Claims and Actions. If the Applicant fails to so defend the Claims and Actions, the City shall have the right but not the obligation to do so and, if it does, the Applicant shall promptly pay the City's full cost thereof.
4. Approval of this Permit constitutes approval of the proposed Project only to the extent that it complies with the City's Development Code and any other applicable zoning regulations. Approval does not include any action or findings as to compliance or approval of the Project regarding any other applicable ordinance, regulation, or requirement.
5. Failure to abide by and faithfully comply with any and all conditions of approval shall constitute grounds for revocation of this Permit by the Laguna Hills Planning Agency.
6. The Applicant shall agree in writing to these conditions of approval within 30 days of the Planning Agency's approval.

7. The conditions of Project approval set forth herein include certain development impact fees and other exactions. Pursuant to Government Code §66020(d), these conditions constitute written notice of the amount of such fees, and/or exactions. The Applicant is hereby notified that the 90-day protest period in which the Applicant may protest the fees, dedications, reservation, or exactions imposed on this Project through the Conditions of Approval, commencing from the date of approval of the Project, has begun.
8. Pursuant to City Council Resolution No. 2017-07-11-2, the Applicant shall reimburse the City for any outstanding staff time spent on the processing of this Permit within 60 days of the Planning Agency's approval.
9. This Permit shall expire and be of no further force or effect if the Permit is not implemented within two years from March 9, 2021.

Planning Division

10. Prior to the commencement of any work, the Applicant shall provide a contact number for the public to call concerning dust, noise, or other construction-related impacts. The information shall also be posted on site in a manner approved by the Community Development Director.
11. The Applicant shall maintain the Project Site in compliance with all property maintenance standards of the Laguna Hills Municipal Code ("LHMC") Chapter 9-74, and the regulations set forth therein.
12. The Applicant shall maintain the Project in compliance with the noise standards of the City of Laguna Hills Noise Ordinance (LHMC 5-24). Should the City receive complaints related to noise associated with the Project which are in violation of the Noise Ordinance, the Applicant agrees to promptly implement reasonable noise attenuation measures.
13. Prior to the issuance of any building permits for Starbucks, the Applicant shall submit a final Project exterior color and materials board to the Community Development Director for review and approval. Colors and materials shall be in substantial conformance with the plans submitted for this Permit. Approved colors and materials required to comply with this condition shall be installed prior to the issuance of a Certificate of Use and Occupancy or building permit final for the applicable building or site improvement for which a permit is issued.
14. When feasible, construction traffic shall be encouraged to utilize the primary entrance on Paseo de Alicia for ingress and egress.
15. Deliveries are prohibited from utilizing the Bentley Lane driveway for entering and exiting the subject property. Delivered goods and supplies, materials, and equipment shall be promptly stored within the building. No delivered goods and

supplies, materials, or equipment shall be permitted to be stored outdoors. For purposes of this condition, the term "Deliveries" shall mean commercial delivery trucks transporting good and supplies, materials, equipment, or services to or from the subject property for operational purposes.

16. If at any time in the future the Community Development Director determines that there are parking and/or circulation insufficiencies, issues, complaints, or problems relative to ensuring adequate parking and circulation on the Project Site in connection with the drive-thru use approved by this Permit, the Applicant shall meet with the Community Development Director to resolve the issue within 10 days of a written request to meet issued by the Director. If the parties are unsuccessful in agreeing upon a solution within 30 days of the initial meeting, the Applicant, at its sole cost and expense, shall be responsible for the cost of a parking and circulation study prepared by a licensed traffic engineer selected by the City, with the reasonable approval of the Applicant. The Applicant and Community Development Director shall meet within 14 working days of receipt of the parking and circulation study to determine appropriate mitigations of the parking and/or circulation insufficiencies, and the Applicant shall, at its sole cost and expense, implement such mitigations as the parties agree. If after a period of 90 days following the implementation of the agreed mitigation measures, the Community Development Director reasonably determines that there continue to be parking and/or circulation insufficiencies, complaints, or problems, the Applicant shall at its sole cost and expense, be responsible for implementation of any reasonable mitigation measures deemed appropriate by the Community Development Director related to such impacts based on the findings of the parking and circulation study.
17. Pursuant to LPMC 9-40.090 (Screening), prior to the issuance of a building permit, the Applicant shall provide evidence to the satisfaction of the Community Development Director that all equipment, including roof and ground mounted, will be completely screened from view as seen from the subject property and the centerline of adjacent rights of way contiguous to the site.
18. The use shall comply with LPMC Chapter 5-28 (Smoking and Sale of Tobacco Products). Required signage and notices shall be installed prior to the issuance of a Certificate of Use and Occupancy and commencement of the use.

Building Division & Orange County Fire Authority

19. The Applicant shall be responsible for ensuring all applicable building permits are obtained from the City of Laguna Hills, as required by Section 103 of the 2019 California Building Code prior to commencement of any work for which a permit is required.

20. Any required documents submitted for the purpose of building permit issuance shall be accurately labeled and reflect all work, as required by Section 107 of the 2019 California Building Code.
21. All construction shall comply with the applicable California Building, Plumbing, Mechanical, Electrical, and Green Building Codes with regard to the appropriate occupancies for each permit requested.
22. Plans submitted for this Project for the purpose of obtaining a building permit shall comply with California Disabled Accessibility requirements, as required by Chapter 11 of the California Building Code.
23. Prior to the issuance of a building permit, the Applicant shall include a copy of this Permit (the signed resolution of approval) in the City building plan sets submitted for the purpose of obtaining a building permit.
24. Prior to issuance of building permits, the Applicant shall submit to the Building Department all required approvals from the Orange County Health Department.
25. Prior to issuance of building permits, Applicant shall submit approvals from the Orange County Fire Authority or provide verification of plan submittal.
26. During construction, adequate emergency access shall be maintained to the site at all times in accordance with any requirements of the Orange County Fire Authority (OCFA).
27. Prior to issuance of building permits, the Applicant shall submit Construction and Demolition Waste Recycling Program paperwork, if applicable, as required by Laguna Hills Municipal Code Chapter 5-48, and to comply with mandates of CalRecycle.
28. The Applicant is advised that the use will need to comply with Assembly Bill 1826, which requires all businesses that generate a certain amount of organic waste to develop a program to recycle organic waste rather than send it to the landfill. Organic waste includes food waste, vegetable trimmings, plate scrapings, spoiled food, green waste, wood waste, food soiled paper, and excess food inventory. The City of Laguna Hills began to monitor the status of business compliance with AB 1826 on January 1, 2019.

Public Services Department

29. Prior to the issuance of the Certificate of Use and Occupancy, trash/recycling enclosures shall be constructed in compliance with the City's standards to include an impermeable roof and a sewer drain inlet connection.

30. During the course of the Project construction, the Applicant shall, to the maximum extent practicable, direct that construction vehicles avoid working in reverse gear in order to minimize the generation of backup alarm noise impacts to neighboring properties.
31. During the course of the Project construction, the Applicant shall not allow any work to be performed within the public right-of-way until after a Public Property Encroachment Permit has been issued by the City Engineer including the payment of applicable fees and/or deposits as determined by City.
32. During the course of the Project construction, it shall be the Applicant's sole responsibility to protect-in-place existing public improvements. Prior to the issuance of a Certificate of Use and Occupancy, public improvements that are damaged as a result of the project construction shall be promptly repaired or replaced by the Applicant to the reasonable satisfaction of the City Engineer.
33. During the course of the Project construction, no public streets shall be utilized for temporary storage of any construction materials and no vehicles shall be off-loaded of deliveries or filled with materials to be exported by utilizing any public street for a staging area.
34. Prior to the issuance of a building permit, the Applicant shall provide the legal description and plat of the proposed vacation of the easement granted by that certain Easement Deed recorded in Book 10339, Page 462, of Official Records of Orange County, granted September 22, 1972, as right of way for street and highway purposes as also shown in the Easement Notes, as Easement Number 4, of Parcel Map No. 2018-182, recorded as instrument No. 2019000497485, of Official Records of Orange County, excepting therefrom any right of way defining Paseo de Alicia to the satisfaction of the City Engineer.

PASSED, APPROVED, AND ADOPTED this 9th day of March, 2021.

ERICA PEZOLD, CHAIR

ATTEST:

MELISSA AU-YEUNG, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. PA2021-03-09-X adopted by the Planning Agency of the City of Laguna Hills,
California, at a Regular Meeting thereof held on the 9th day of March, 2021, by the
following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

MELISSA AU-YEUNG, CITY CLERK

RESOLUTION NO. PA2021-03-09-X

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT (CUP) NO. 0054-2021, A REQUEST BY CLAY TOOMBS ON BEHALF OF EMJ, LTD. TO ALLOW THE OPERATION OF A NEW 2,503 SQUARE-FOOT PLANT POWER DRIVE-THRU RESTAURANT AT 24888 ALICIA PARKWAY

The Planning Agency of the City of Laguna Hills, California, hereby finds, determines, declares, and resolves as follows:

WHEREAS, Clay Toombs on behalf of the property owner EMJ, Ltd. ("the Applicant"), has filed an application for Conditional Use Permit No. 0053-2021 (Starbucks)/Conditional Use Permit No. 0054-2021 (Plant Power)/Site Development Permit No. 0031-2020 to construct a new 2,175 square-foot drive-thru restaurant (Starbucks), a new 2,503 square-foot drive-thru restaurant (Plant Power), and related site improvements on a portion of a 2.4-acre commercial property at 24888 Alicia Parkway, in the Neighborhood Mixed Use (NMU) zoning district. ("Project"); and

WHEREAS, CUP No. 0054-2021, is hereby found consistent with the Class 3 Categorical Exemption determination made in connection with the approval of USE 0015-2020 (Taco Bell) by the Planning Agency on December 8, 2020; and

WHEREAS, a Notice of Exemption was prepared for USE 0015-2020 (Taco Bell) and filed with the County of Orange on December 15, 2020; and

WHEREAS, pursuant to the California Environmental Quality Act (CEQA), no further environmental review is required because the City considered build-out of the entire site as a whole when it approved USE 0015-2020 for a 2,500 square-foot drive thru restaurant (Taco Bell); and

WHEREAS, the Project involves the construction of two (2) additional buildings on the Project Site totaling 4,678 square feet; and

WHEREAS, build-out of the Project Site which includes three restaurant buildings that total approximately 7,178 square feet of the floor area is Categorically Exempt from the California Environmental Quality Act pursuant to Section 15303 (Class 3, New Construction or Conversion of Small Structures) of Title 14, Chapter 3 of the California Code of Regulations because the total project floor area falls within the Class 3 exemption for the new construction of restaurants up to 10,000 square feet in size; and

WHEREAS, the Planning Agency held a duly noticed public hearing and considered public comments and written and oral information and testimony presented

by City staff, community residents, and other interested parties at a duly noticed public hearing held on March 9, 2021.

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

- SECTION 1. The above recitals are true and correct, and are incorporated herein by reference.
- SECTION 2. The effectiveness of this Resolution No. PA2021-X is made expressly contingent upon approval of SDP No. 0031-2020, and shall not take effect until and unless Resolution No. PA2021-X approving SDP No. 0031-2020 takes effect.
- SECTION 3. The Planning Agency hereby determines that the required findings by the City for approval of Conditional Use Permit No. 0054-2021 have been met and made as follows:

Conditional Use Permit

1. The proposed use is consistent with the General Plan.

As part of the City's 2009 Comprehensive General Plan Update, the City Council adopted the Alicia Gateway Opportunity Area (AGOA), which encompasses the entire Neighborhood Mixed Use (NMU) zoning district, including the Project Site. The AGOA/NMU seeks to "create a moderate density center and gathering place by promoting a mix of retail, housing, and office uses; walkable connections, plazas, and green space for community gatherings; high-quality design and architecture; orientation of buildings toward the street and pedestrians; accessibility to transit; connectivity to promote walking from nearby neighborhoods to the Gateway" (General Plan Land Use Element pp. LU-20 – 21). The AGOA designation also promotes the development of vertical and horizontal mixed-use. Allowed uses include commercial, retail, office, and residential; however, standalone residential is prohibited (Laguna Hills General Plan, 2009).

The Project is consistent with the vision and requirements of the AGOA. The Project will continue to add to the mix of land uses in the area and provide new services that are otherwise limited in the NMU zoning district. The Project continues the high-quality design and architecture envisioned for the AGOA and is an aesthetic improvement to the neighborhood while

providing a compatible development that respects the existing Laguna Hills Plaza located directly across Alicia Parkway and the single-family residential neighborhood east of the Project Site. The Project will provide outdoor dining areas for gatherings oriented toward Alicia Parkway, will be walkable to other existing commercial/retail uses within the AGOA, and will continue to provide accessibility to transit and connectivity to promote walking from nearby neighborhoods.

2. The nature, condition, and development of adjacent uses, buildings, and structures have been considered and the proposed use will not adversely affect or be materially detrimental to the adjacent uses, buildings, or structures.

The Project is located on a portion of a 2.46-acre property near the northeast corner of Alicia Parkway and Bentley Lane. Under a separate application approved by the Planning Agency on December 8, 2020 (USE-0015-2020), the remainder of the Project Site includes a drive-thru restaurant (Taco Bell) and associated site improvements. The immediately surrounding land uses are within the NMU zoning district comprised of commercial uses that are congruent with the Project including offices, retail, restaurants, a public storage facility, and a 72-bed residential care facility currently under construction. Landscaping is proposed to minimize visibility of the drive-thru lanes. All lighting associated with the Project will be directed toward the interior of the site so as not to create impacts to motorists on adjacent roadways or to surrounding properties in accordance with City lighting standards and requirements. All lighting will be hooded or shielded to focus the light downward and prevent light overspill offsite. During construction, the Project will be subject to conditions of approval that control construction traffic, noise, and roadway use to minimize disturbances to existing properties in the area. The operation of the use will also be subject to conditions of approval that ensure compatibility with surrounding uses including compliance with the City's noise ordinance and property maintenance requirements. The site has been designed to accommodate the drive-thru lanes and avert congested traffic flow on-site and off-site through the use of on-site directional signs directing patrons to site access points on Alicia Parkway and Paseo de Alicia. Further, drive-thru queuing lanes have been designed to meet or exceed the recommended 85th percentile queues based on the number of vehicles expected in drive-thru lanes based on the Project traffic study. In the event circulation issues still occur on the site, CUP Condition of Approval No. 16 requires the Applicant to resolve such conditions by identifying and implementing appropriate circulation improvements working in concert with the City.

3. The proposed site is adequate in size and shape to accommodate the use and integrate it with the existing and planned uses in the vicinity.

The Project Site is 2.46 acres in size, is adequate in size and shape to accommodate the Project and will be compatible with, and not detrimental to, surrounding development. The Project provides a vehicular access point on Bentley Lane, appropriate on-site vehicle circulation, parking, queuing, landscaping, pedestrian walkways, and setbacks.

4. All required development standards prescribed by the Laguna Hills Development Code can be achieved.

The Project meets the development standards of the Neighborhood Mixed Use zoning district, including maximum lot coverage (50% required, 6.71% proposed), density/FAR (0.30 FAR required, 0.067 FAR proposed), minimum landscape coverage (15% required, 26.6% proposed), parking (130 spaces required, 134 spaces provided), maximum building height (40 feet required, 24 feet proposed), and other development standards required as described in the report to the Planning Agency for Site Development Permit No. 0031-2020.

5. The conditions and limitations placed upon the use are necessary to ensure compatibility with adjacent or abutting uses and the preservation of the public peace, safety, and welfare.

Conditions placed on the Project directly relate to the compatibility with adjacent uses and ensuring the safety of those on and around the subject site: Condition 11 requires the Applicant to maintain the Project Site with the requirements of the City's property maintenance standards contained in LHMC 9-74. Condition 12 requires the Applicant to maintain the Project in compliance with the noise standards contained in LHMC 5-24. Conditions 20-29 generally require the Applicant to comply with the City's building codes during construction for the protection of the public health, safety and welfare, and Conditions 25 and 26 requires the Project to comply with the requirements of the Orange County Health Department and Orange County Fire Authority.

NOW, THEREFORE, based upon the above findings, the Planning Agency of the City of Laguna Hills does hereby approve CUP No. 0054-2021 subject to the following conditions:

General

1. The following Conditions of Approval shall be binding and enforceable against, and, whenever used herein, the term "Applicant" shall mean and refer to, each of the following: The Project Applicant, EMJ, Ltd., the owner(s) and tenant(s) of the property, and each of their respective successors and assigns.

2. Unless the context dictates otherwise, whenever the term “this Permit” is used in the following Conditions of Approval, it shall collectively refer to the Conditional Use Permit (CUP) No. 0054-2021 approved pursuant to this Resolution, as well as the plans, studies, and exhibits submitted to the City by the Applicant to describe and depict the improvements to be constructed as a part of the Project, and as otherwise modified by these Conditions of Approval.
3. To the fullest extent permitted by law, the Applicant shall, at its sole cost and expense, protect, defend, indemnify, and hold harmless the City, its elected and appointed officers and officials, employees, agents, departments, agencies, authorized volunteers, consultants, attorneys, boards, commissions, and committees, and instrumentalities thereof ("Indemnitees"), from and against any and all claims, liabilities, losses, fines, demands, penalties, lawsuits, writs of mandamus, and any other claims or actions or proceedings of any kind whatsoever (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to, arbitrations, mediations, and other such procedures), judgments, orders and decisions (collectively "Claims" and "Actions"), brought against the Indemnitees, which seek to attack, challenge, modify, set aside, void, or annul any action of or any permit or approval issued by the Indemnitees (including actions approved by the voters of the City) for, in connection with, or concerning the approval of this Permit. It is expressly understood and agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the defense of the Indemnitees for the Claims and Actions, and that the Applicant shall promptly reimburse the City for all costs and expenses directly and necessarily incurred by the City in the course of the defense, including reasonable attorneys' fees. The City shall promptly notify the Applicant of any Claims and Actions brought against the Indemnitees and shall cooperate in the defense of any such Claims and Actions. If the Applicant fails to so defend the Claims and Actions, the City shall have the right but not the obligation to do so and, if it does, the Applicant shall promptly pay the City's full cost thereof.
4. Approval of this Permit constitutes approval of the proposed Project only to the extent that it complies with the City's Development Code and any other applicable zoning regulations. Approval does not include any action or findings as to compliance or approval of the Project regarding any other applicable ordinance, regulation, or requirement.
5. Failure to abide by and faithfully comply with any and all conditions of approval shall constitute grounds for revocation of this Permit by the Laguna Hills Planning Agency.
6. The Applicant shall agree in writing to these conditions of approval within 30 days of the Planning Agency's approval.

7. The conditions of Project approval set forth herein include certain development impact fees and other exactions. Pursuant to Government Code §66020(d), these conditions constitute written notice of the amount of such fees, and/or exactions. The Applicant is hereby notified that the 90-day protest period in which the Applicant may protest the fees, dedications, reservation, or exactions imposed on this Project through the Conditions of Approval, commencing from the date of approval of the Project, has begun.
8. Pursuant to City Council Resolution No. 2017-07-11-2, the Applicant shall reimburse the City for any outstanding staff time spent on the processing of this Permit within 60 days of the Planning Agency's approval.
9. This Permit shall expire and be of no further force or effect if the Permit is not implemented within two years from March 9, 2021.

Planning Division

10. Prior to the commencement of any work, the Applicant shall provide a contact number for the public to call concerning dust, noise, or other construction-related impacts. The information shall also be posted on site in a manner approved by the Community Development Director.
11. The Applicant shall maintain the Project Site in compliance with all property maintenance standards of the Laguna Hills Municipal Code ("LHMC") Chapter 9-74, and the regulations set forth therein.
12. The Applicant shall maintain the Project in compliance with the noise standards of the City of Laguna Hills Noise Ordinance (LHMC 5-24). Should the City receive complaints related to noise associated with the Project which are in violation of the Noise Ordinance, the Applicant agrees to promptly implement reasonable noise attenuation measures.
13. Prior to the issuance of any building permits for Plant Power, the Applicant shall submit a final Project exterior color and materials board to the Community Development Director for review and approval. Colors and materials shall be in substantial conformance with the plans submitted for this Permit. Approved colors and materials required to comply with this condition shall be installed prior to the issuance of a Certificate of Use and Occupancy or building permit final for the applicable building or site improvement for which a permit is issued.
14. When feasible, construction traffic shall be encouraged to utilize the primary entrance on Paseo de Alicia for ingress and egress.
15. Deliveries are prohibited from utilizing the Bentley Lane driveway for entering and exiting the subject property. Delivered goods and supplies, materials, and equipment shall be promptly stored within the building. No delivered goods and

supplies, materials, or equipment shall be permitted to be stored outdoors. For purposes of this condition, the term “Deliveries” shall mean commercial delivery trucks transporting good and supplies, materials, equipment, or services to or from the subject property for operational purposes.

16. If at any time in the future the Community Development Director determines that there are parking and/or circulation insufficiencies, issues, complaints, or problems relative to ensuring adequate parking and circulation on the Project Site in connection with the drive-thru use approved by this Permit, the Applicant shall meet with the Community Development Director to resolve the issue within 10 days of a written request to meet issued by the Director. If the parties are unsuccessful in agreeing upon a solution within 30 days of the initial meeting, the Applicant, at its sole cost and expense, shall be responsible for the cost of a parking and circulation study prepared by a licensed traffic engineer selected by the City, with the reasonable approval of the Applicant. The Applicant and Community Development Director shall meet within 14 working days of receipt of the parking and circulation study to determine appropriate mitigations of the parking and/or circulation insufficiencies, and the Applicant shall, at its sole cost and expense, implement such mitigations as the parties agree. If after a period of 90 days following the implementation of the agreed mitigation measures, the Community Development Director reasonably determines that there continue to be parking and/or circulation insufficiencies, complaints, or problems, the Applicant shall at its sole cost and expense, be responsible for implementation of any reasonable mitigation measures deemed appropriate by the Community Development Director related to such impacts based on the findings of the parking and circulation study.
17. Pursuant to LPMC 9-40.090 (Screening), prior to the issuance of a building permit, the Applicant shall provide evidence to the satisfaction of the Community Development Director that all equipment, including roof and ground mounted, will be completely screened from view as seen from the subject property and the centerline of adjacent rights of way contiguous to the site.
18. The use shall comply with LPMC Chapter 5-28 (Smoking and Sale of Tobacco Products). Required signage and notices shall be installed prior to the issuance of a Certificate of Use and Occupancy and commencement of the use.

Building Division & Orange County Fire Authority

19. The Applicant shall be responsible for ensuring all applicable building permits are obtained from the City of Laguna Hills, as required by Section 103 of the 2019 California Building Code prior to commencement of any work for which a permit is required.

20. Any required documents submitted for the purpose of building permit issuance shall be accurately labeled and reflect all work, as required by Section 107 of the 2019 California Building Code.
21. All construction shall comply with the applicable California Building, Plumbing, Mechanical, Electrical, and Green Building Codes with regard to the appropriate occupancies for each permit requested.
22. Plans submitted for this Project for the purpose of obtaining a building permit shall comply with California Disabled Accessibility requirements, as required by Chapter 11 of the California Building Code.
23. Prior to the issuance of a building permit, the Applicant shall include a copy of this Permit (the signed resolution of approval) in the City building plan sets submitted for the purpose of obtaining a building permit.
24. Prior to issuance of building permits, the Applicant shall submit to the Building Department all required approvals from the Orange County Health Department.
25. Prior to issuance of building permits, Applicant shall submit approvals from the Orange County Fire Authority or provide verification of plan submittal.
26. During construction, adequate emergency access shall be maintained to the site at all times in accordance with any requirements of the Orange County Fire Authority (OCFA).
27. Prior to issuance of building permits, the Applicant shall submit Construction and Demolition Waste Recycling Program paperwork, if applicable, as required by Laguna Hills Municipal Code Chapter 5-48, and to comply with mandates of CalRecycle.
28. The Applicant is advised that the use will need to comply with Assembly Bill 1826, which requires all businesses that generate a certain amount of organic waste to develop a program to recycle organic waste rather than send it to the landfill. Organic waste includes food waste, vegetable trimmings, plate scrapings, spoiled food, green waste, wood waste, food soiled paper, and excess food inventory. The City of Laguna Hills began to monitor the status of business compliance with AB 1826 on January 1, 2019.

Public Services Department

29. Prior to the issuance of the Certificate of Use and Occupancy, trash/recycling enclosures shall be constructed in compliance with the City's standards to include an impermeable roof and a sewer drain inlet connection.

30. During the course of the Project construction, the Applicant shall, to the maximum extent practicable, direct that construction vehicles avoid working in reverse gear in order to minimize the generation of backup alarm noise impacts to neighboring properties.
31. During the course of the Project construction, the Applicant shall not allow any work to be performed within the public right-of-way until after a Public Property Encroachment Permit has been issued by the City Engineer including the payment of applicable fees and/or deposits as determined by City.
32. During the course of the Project construction, it shall be the Applicant's sole responsibility to protect-in-place existing public improvements. Prior to the issuance of a Certificate of Use and Occupancy, public improvements that are damaged as a result of the project construction shall be promptly repaired or replaced by the Applicant to the reasonable satisfaction of the City Engineer.
33. During the course of the Project construction, no public streets shall be utilized for temporary storage of any construction materials and no vehicles shall be off-loaded of deliveries or filled with materials to be exported by utilizing any public street for a staging area.
34. Prior to the issuance of a building permit, the Applicant shall provide the legal description and plat of the proposed vacation of the easement granted by that certain Easement Deed recorded in Book 10339, Page 462, of Official Records of Orange County, granted September 22, 1972, as right of way for street and highway purposes as also shown in the Easement Notes, as Easement Number 4, of Parcel Map No. 2018-182, recorded as instrument No. 2019000497485, of Official Records of Orange County, excepting therefrom any right of way defining Paseo de Alicia to the satisfaction of the City Engineer.

PASSED, APPROVED, AND ADOPTED this 9th day of March, 2021.

ERICA PEZOLD, CHAIR

ATTEST:

MELISSA AU-YEUNG, CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss
CITY OF LAGUNA HILLS)

I, Melissa Au-Yeung, City Clerk of the City of Laguna Hills, California, DO
HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution
No. PA2021-03-09-X adopted by the Planning Agency of the City of Laguna Hills,
California, at a Regular Meeting thereof held on the 9th day of March, 2021, by the
following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

MELISSA AU-YEUNG, CITY CLERK

September 8, 2020

Project Description and Letter of Justification

NEC Alicia Pkwy & Bentley, Laguna Hills, CA 92653

Review and consider a development proposal by the Owner/Applicant, EMJ Ltd., for two Conditional Use Permits for a 2,503 sq. ft. drive-thru restaurant ("Plant Power") and a 2,175 sq. ft. drive-thru restaurant ("Starbucks"); and a Site Development Permit for the site improvements serving the two drive-thru restaurants.

Project Description

Subject Property

The subject property is located at the northeast corner of Alicia Parkway and Bentley Lane in the City of Laguna Hills, California, 92653. The legal lot has a gross site area of 2.512 Acres (approximately 109,420 sq. ft.). No subdivision of the property is proposed.

Legal Description

PARCEL 1 OF PARCEL MAP NO. 2018-182, IN THE CITY OF LAGUNA HILLS, IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 402 PAGES 14 TO 16 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

For conveyancing purposes only: APN 620-231-10 (Portion)

General Plan Designation and Zoning

The General Plan Designation of the property is Neighborhood Mixed Use (NMU), which allows a maximum FAR of 0.38, with nonresidential FAR limited to 0.30 FAR. The property is within the Alicia Gateway opportunity area. The Zoning of the property is Neighborhood Mixed Use (NMU), which allows the "Restaurant, fast food/drive-thru" use subject to a Conditional Use Permit.

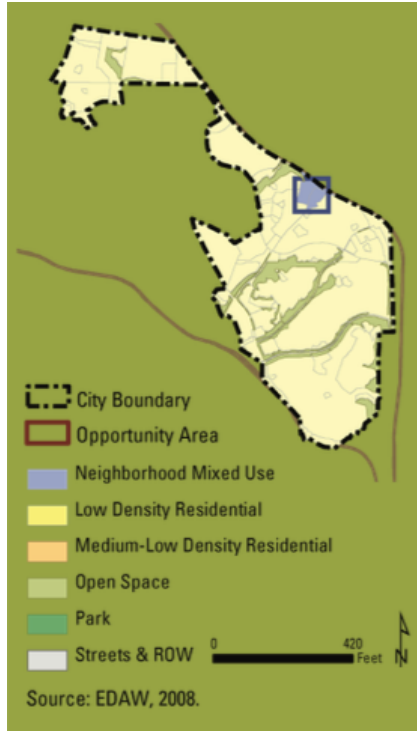
Surrounding Land Uses

To the north¹ (see below note and map on next page) of the property, across Alicia Parkway are two commercial retail developments; each includes a drive-thru restaurant. To the east across Paseo de Alicia is a commercial office development. To the south is a "Community care facility" use ("ActivCare") under construction. To the west across Bentley Lane is a public storage facility. All abutting uses are located in the NMU zone. Within 1,000 feet of the subject property are residential uses and Costeau Park (see the 1,000-ft. radius map submitted with this application).

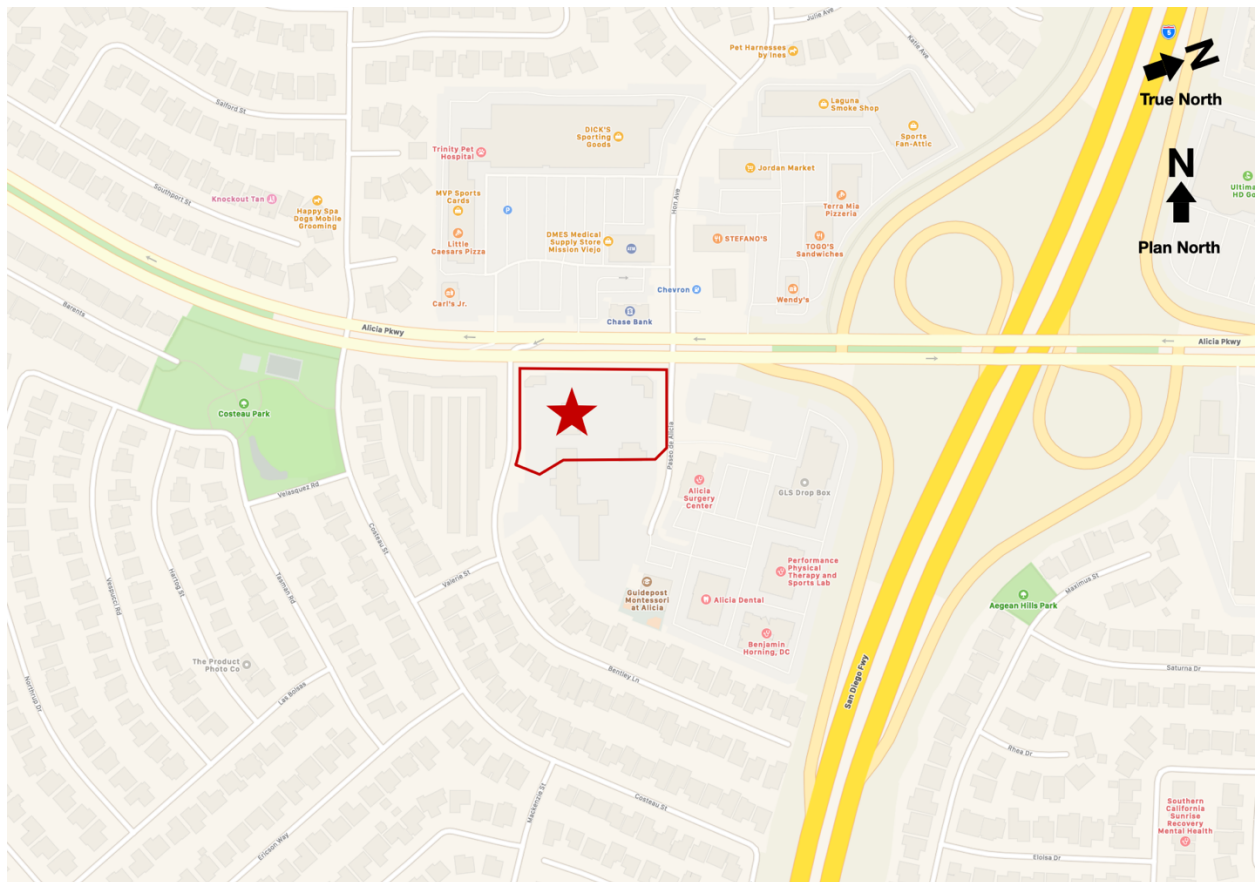
Streets

The property fronts Alicia Parkway, a major arterial, eight-lane, divided roadway. Bentley Lane is a two-lane local street. Paseo de Alicia at Alicia Parkway is a signalized intersection. Paseo de Alicia is a local street with a left turn lane at the intersection; it becomes a private road south of the subject site.

¹ For consistency with the Traffic Impact Analysis, submitted site plan, and other documents, and because City refers to the I-5 freeway as running north/south, and streets that cross the I-5 as east/west, this document will refer to compass directions in relation to "plan north" as if north is perpendicular to the Alicia Parkway frontage. See map next page.



General Plan Figure LU-7 Alicia Gateway Opportunity Area. Star and line show property location.



Location Map. Star at property location. Compass directions in description are oriented to Plan North.

Related Entitlement Applications

The subject application for two drive-thru restaurants is related to two other applications:

Related Taco Bell Project

Under a separate application, a different applicant (Cotti Foods) has applied for a Conditional Use Permit and Site Development Permit for a proposed a 2,500 sq. ft. drive-thru restaurant (the “Taco Bell” application) on the same legal lot. The Taco Bell project has also submitted an application for a Master Sign Program for its building signage, drive-thru signage, and a single-tenant monument sign.

Related Master Sign Program

Under a separate application, Owner/Applicant will submit a Master Sign Program for the overall legal lot to include signage for Taco Bell, Plant Power, and Starbucks, and three multi-tenant monument signs. The single-tenant Taco Bell monument sign will be replaced by one of the three proposed multi-tenant monument signs.

Exemption from CEQA

The related projects combined (or considered separately) are Categorically Exempt from the California Environmental Quality Act (CEQA) Pursuant to 14 CCR § 15332 (In-Fill Development Projects). 14 CCR § 15300 (Categorical Exemptions) provides that²:

Section 21084 of the Public Resources Code requires these guidelines to include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA.

In response to that mandate, the Secretary for Resources has found that the following classes of projects listed in this article do not have a significant effect on the environment, and they are declared to be categorically exempt from the requirement for the preparation of environmental documents.

14 CCR § 15332 (In-Fill Development Projects) provides that³:

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

(c) The project site has no value, as habitat for endangered, rare or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

(e) The site can be adequately served by all required utilities and public services.,

² [https://govt.westlaw.com/calregs/Document/IDF1994D0D48811DEBC02831C6D6C108E?viewType=FullText&origination-Context=documenttoc&transitionType=CategoryPageItem&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Document/IDF1994D0D48811DEBC02831C6D6C108E?viewType=FullText&origination-Context=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default))

³ [https://govt.westlaw.com/calregs/Document/IEA89BE30D48811DEBC02831C6D6C108E?viewType=FullText&origination-Context=documenttoc&transitionType=CategoryPageItem&contextData=\(sc.Default\)&bhcp=1](https://govt.westlaw.com/calregs/Document/IEA89BE30D48811DEBC02831C6D6C108E?viewType=FullText&origination-Context=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)&bhcp=1)

The related projects combined (or considered separately) meet all of the conditions required for a Class 32 exemption, and therefore they are exempt from the provisions of CEQA.

Offsite Improvements and Perimeter Landscaping

Offsite improvements and landscaping around the perimeter of the overall legal lot are proposed to be constructed concurrently with construction of whichever of the two related projects commences construction first. It is anticipated that the Taco Bell project will commence construction either prior to or simultaneously with the subject (Plant Power and Starbucks) project. In the event that the two projects are not constructed concurrently, the Taco Bell project construction documents will provide for soil stabilization, stormwater, and erosion control of the future development area.

Sidewalks and Driveways

Five existing driveways provide access to the subject site. All five existing driveways will be demolished, and three new access driveways, one at each fronting street, will be constructed to City standard. The project proposes to replace curb, gutter, and sidewalk at all three fronting streets, except where existing curbs, gutters, and sidewalks meet ADA and City standards. New ADA-compliant curb ramps will be constructed on the corners of the subject site at the intersections of Alicia Parkway and Paseo de Alicia and Alicia Parkway and Bentley Lane.

Dedications and Bike Lane

Owner proposes a dedication of land and construction of additional roadway width, signing and striping along Alicia Parkway to create a Class II Bike Lane. Owner also proposes a small dedication at the driveway at Paseo de Alicia to facilitate construction of a standard driveway with ADA-compliant sidewalk. After the proposed dedications, the net site area will be 107,006 sq. ft. (2.46 acres).

In conjunction with the widening of Alicia Parkway for the bike lane, one traffic signal pole will be relocated as shown on the site plan.

Vacation of Street Easement

Owner proposes that City vacate an existing street easement located on the subject property, along Alicia Parkway at the intersection of Paseo de Alicia (identified on the site plan with diagonal hatching and the call-out "COUNTY EASEMENT TO BE VACATED"). This existing easement is Exception 11 on the provided ALTA survey and in the provided preliminary title report, and was recorded in 1972 as Book 10339, Page 462 (see attached copy of recorded document). The traffic impact analysis (TIA) for the project studied the potential of adding a dedicated right turn lane for eastbound Alicia Parkway traffic turning onto Paseo de Alicia and found that no dedicated right turn lane is needed. Thus, this easement requested to be vacated is not needed for roadway purposes, but the bike lane is needed as per the General Plan.

Perimeter Landscaping

Street trees meeting City standard are proposed along Alicia Parkway in tree wells in the nine-foot-wide sidewalk. The landscape setbacks along the three fronting rights of way are ten feet in width, and along the parcel line shared with the adjacent development ("ActivCare") the landscape setback is five feet in width. All perimeter landscaping offsite and within the landscape setbacks will be installed concurrently with the first drive-thru restaurant to be constructed.

Site Improvements

The site is currently vacant and recently graded. Proposed onsite improvements include grading, project driveways, pedestrian paths, paving and striping, parking spaces, lighting, landscaping, and water quality detention areas.

Grading and Retaining Walls

The property slopes significantly from (plan) northeast to southwest. The existing sidewalk at the proposed Alicia Parkway driveway is approximately 20 feet higher than the existing sidewalk at the proposed Bentley Lane driveway. To provide reasonable slopes in the parking areas and drive-thru lanes, and to meet ADA slope requirements in pedestrian paths of travel, retaining walls are needed in the landscape areas between Bentley Lane and the Starbucks drive-thru, and between the Plant Power drive-thru and the parking area east of Starbucks. The retaining walls are located so as to allow for landscaping on both sides of the retaining walls to minimize visual impact and soften the grade changes.

The conceptual grading plan shows the finished grades and slopes for the proposed project. Over most of the parking area the grades do not exceed 3.5%. The grade change from the lowest street connection at Bentley Lane to the Starbucks drive-thru exit requires a driveway slope of up to 10.9%. Laguna Hills Municipal Code Table 9-44.D permits driveways on open parking lots up to a 12% slope.

Driveways and Vehicle Circulation

For an open parking lot of between 100 and 250 parking spaces, Laguna Hills Municipal Code Table 9-44.C requires one driveway with a minimum of 40 ft. throat length, 36 ft. width, 2 inbound and 1 outbound lanes. The project will be served by three driveways, one connecting to each of the fronting streets:

1. Paseo de Alicia – A full-turning unsignalized driveway located along opposite the existing Alicia Park Office driveway (i.e. Project Driveway No. 1 per the Traffic Impact Analysis). This driveway is designed to meet the requirements of Laguna Hills Municipal Code Table 9-44.C to include 2 inbound and 1 outbound lanes.
2. Alicia Parkway – A right-in/right-out only, unsignalized driveway located along Alicia Parkway (i.e. Project Driveway No. 2 per the TIA). This driveway meets the requirements of Table 9-44.C, except that only one inbound lane is provided because Alicia Parkway is a divided roadway with a raised median and no left-in traffic can utilize this driveway. Because the municipal code only requires one driveway to meet the requirements of Table 9-44.C, and the Paseo de Alicia driveway meets the code requirement, this driveway is adequate.
3. Bentley Lane – A full-access, unsignalized driveway located along Bentley (i.e. Project Driveway No. 3 per the TIA). This driveway is 28 feet wide at the street, to comply with Orange County Public Works standard plan 1209. Per the TIA, this driveway will be the least used. Because the Paseo de Alicia driveway meets the requirement of Table 9-44.C, the Bentley Lane driveway is not required to meet the Table 9-44.C requirements.

The internal driveways of the parking lot are 24 feet wide. The OCFA Fire Master Plan shows that the site circulation is adequate for the turning movements of typical passenger vehicles, fire engines, trash trucks, and delivery vehicles that typically serve retail and restaurant uses. The Bentley Lane driveway will be signed “NO TRUCKS ALLOWED” or similar signage.

Pedestrian Paths of Travel

The primary pedestrian connection originates from the public sidewalk just west of the signalized intersection at Alicia Parkway and Paseo de Alicia. It runs along the front of Taco Bell, then across the parking lot to the front of Plant Power, then north of the Plant Power drive-thru where it makes a gentle grade change at 4.5% before crossing the parking area east of Starbucks and connects to the Starbucks entry. This is the ADA-required path of travel for all three of the restaurants. A secondary pedestrian connection originates just north of the Paseo de Alicia driveway and connects to the primary pedestrian connection; this path of travel provides a connection to the commercial office development on the opposite side of Paseo de Alicia. ADA-compliant paths of travel connect the restaurants to their trash enclosures.

Paving and Striping

Site paving is proposed to be standard asphalt and concrete paving, meeting the requirements of the geotechnical report. To maintain consistency in the paving materials of each component of the construction (each building will be constructed by the corresponding tenant) and in maintenance of the paving over the life of the project, no decorative paving is proposed. Parking spaces are hairpin striped, per City standard. Directional arrows, stop signs, and other informational markings are provided where shown and when required by applicable codes and regulations.

Parking Spaces

A total of 134 parking spaces are shown on the proposed site plan, including 8 accessible parking spaces and 126 standard parking spaces. Parking spaces for future electric vehicle charging locations are identified on the plan and provided with ADA-compliant access. All parking spaces are 9 ft. x 18 ft. (including a 2 ft. overhang where allowed). 129 parking spaces are required per the parking ratio specified in the municipal code, and the preliminary proposed floor plans of the drive-thru restaurants.

A surplus of 5 parking spaces is currently calculated. However, it is the intent of the Owner/Applicant to remove the 5 excess parking spaces in favor of landscaping during the permitting process. The calculation of parking spaces in the City of Laguna Hills is 1 space per 50 sq. ft. of gross building area excluding restroom area. This calculation method is unusual and makes the number of parking spaces dependent on the exact floor plan of the building, which is not always known at time of entitlement application.

It should be noted that the City requires more parking spaces than any of the five cities that share borders with Laguna Hills. Laguna Niguel, Aliso Viejo, Laguna Woods, Mission Viejo, and Lake Forest all use the same parking calculation: 1 space per 100 sq. ft. of gross floor area or outdoor dining area. If Laguna Hills used the same parking calculation as all of its neighbors, the project would require only 80 parking spaces. Thus, the calculated 5 surplus parking spaces are not useful and will be converted to landscaping when construction documents are processed for permitting.

Lighting

Parking lot lighting is proposed with twenty light poles with LED fixtures providing illumination. A photometric plan and cut sheets are part of the submittal.

Landscaping

Over 30% of the site area will be landscaped, double the minimum 15% required by code. The site wall on the adjacent ActivCare project's north property line will provide a barrier between the two developments, with a minimum five feet of landscaping on the subject site along that property line. A minimum

10 feet of landscape setback is provided along all three public rights of way, and will provide the necessary screening of the parking area.

Water Quality Detention Areas

The site slopes to the west and south, and runoff from the parking lot will be conveyed into a landscaped swale along the property line shared with the adjacent ActivCare development. Water will flow along the landscaped swale into the detention area at the southwest corner of the site, thence into the storm drain system. See the preliminary WQMP for more details.

Buildings

Two drive-thru restaurant buildings are proposed with this entitlement submittal (the Taco Bell drive-thru restaurant is under a separate entitlement application). Each drive-thru restaurant will also construct a trash enclosure for its use.

Plant Power

Plant Power proposes a new 2,503 sq. ft. restaurant with drive-thru and 208 sq. ft. outdoor patio with a maximum of 16 seats. The Plant Power building will be located at the center of the subject site where it's geodesic dome will be a landmark centerpiece of the development. The interior dining room is sized for 67 occupants. The building includes a large kitchen for preparation of Plant Power's unique menu. The building height is proposed at 24 ft.

Plant Power Fast Food is a Southern California based company with 6 locations that all serve an entirely plant-based menu that includes burgers, fries, salads, shakes, and other tasty treats made entirely without the use of animal products, GMOs, or artificial ingredients and served to you in 100% biodegradable materials. Plant Power will provide a new drive-thru restaurant option for the residents and visitors of Laguna Hills.

The design of the restaurant is intended to reflect the unique qualities and values of the company, centered around their commitment to a plant-based menu. The main dining room is a landmark geodesic dome structure with a botanical-like garden integrated into the space. The exterior of the dome is aluminum and glass. The outdoor dining area is visible from the parking lot near the restaurant's main entry. Wood composite and stucco wrap the rectangular kitchen building. The kitchen roof appears tiered so that the bulk of the building looks smaller while its parapet walls completely conceal all roof equipment. The drive-thru lane is hidden and provides a jungle experience as the lane is surrounded by a wood and cable trellis structure which will be completely covered by vines once established, part of the intent is that the plants here will help offset some exhaust and pollution from cars. Sustainable materials on the interior and exterior of the building are selected such as bamboo surfaces for counters and tables, recycled aluminum, and low-emitting finishes.

Operational Waste Management

Plant Power will construct a dedicated trash enclosure with capacity for three bins (trash, recycling, and compostable) to the south of its building. Operations and trash facilities will comply with CalRecycle requirements of AB 1826, SB 1383, and AB 341, including requirements for separation of waste streams. Plant Power uses biodegradable serving containers to reduce its contribution to landfills.

Starbucks

Starbucks proposes a new 2,175 sq. ft. coffee shop with drive-thru and 225 sq. ft. outdoor patio with a maximum of 16 seats. The Starbucks will be located on the west end of the proposed development at the corner of Alicia Parkway and Bentley Lane. The coffee shop will provide approximately 40 indoor seats. The building height is proposed at 20 ft.

The 2,175 SF coffee shop will provide approximately forty (40) indoor seats while the outdoor patio will provide approximately sixteen (16) outdoor seats (eight (8) seats on the covered patio and eight (8) seats at the front of store). The drive-thru queue allows for twelve (12) cars – six (6) before the order board and six (6) between the order board and pick-up window.

Operational Waste Management

Starbucks will construct a dedicated trash enclosure with capacity for two (2) bins, each of 4 cubic yards, plus two compost containers, each of 64 gallons, to the east of its building. Operations and trash facilities will comply with CalRecycle requirements of AB 1826, SB 1383, and AB 341, including requirements for separation of waste streams. Trash will be dumped approximately four (4) times per week. The proposed trash enclosure and bins sizes are sufficient based on all other Starbucks stores in the area. Starbucks Partners (employees) are trained to not pour coffee grounds down the drain. Partners either dispose of coffee grounds in the trash or place them into separate bags and make them available to customers as part of their Grounds for Your Garden Program.

PROJECT JUSTIFICATION

The proposed project is designed to comply with all applicable requirements of the Laguna Hills Municipal Code. No variances are requested.

General Plan Conformity

The General Plan Designation of the property is Neighborhood Mixed Use (NMU), which allows a maximum FAR of 0.38, with nonresidential FAR limited to 0.30 FAR. The two related projects combined have three buildings totaling 7,178 sq. ft., which is 0.067 FAR across the 107,006 sq. ft. of net site area. Per the Laguna Hills General Plan:

The Neighborhood Mixed Use designation provides areas for a variety of different, compatible land uses to exist in proximity. The intent of the Neighborhood Mixed Use designation is to create attractive neighborhood-level centers that promote a more active, vibrant street life; increase pedestrian activity and reduce vehicular traffic; provide storefront style shopping streets; that provide a variety of compact, multi-family housing types close to jobs and services; and/or encourage walking and social interaction. Within the Neighborhood Mixed Use designation, appropriate land uses include mid-box anchors; administrative and professional uses; grocery and specialty stores; business support uses; eating and drinking establishments; cinemas; personal services; residential condos, apartments, and townhomes; and mixed use structures.

The General Plan allows mixed uses in the same project but does not require mixed uses. The project is a neighborhood-level center with three eating and drinking establishments and provides pedestrian connectivity with the adjacent commercial office project and to public sidewalk and the bus route along Alicia Parkway. The

project's construction of a new Class II Bike Lane will complete the bicycle route along Alicia Parkway to connect with the regional Class I Bike Path running west of the I-5 freeway, and will help to reduce vehicular traffic.

Alicia Gateway Opportunity Area

The property is within the Alicia Gateway opportunity area. The Alicia Gateway opportunity area as described in the General Plan envisioned a mix of residential and commercial uses, specifically mentioning "residential units located above retail." However, the limited FAR of 0.30 nonresidential and 0.08 residential does not facilitate the moderate-density development that mixed-use districts typically provide. Instead, a mix of lower-density uses across different sites and buildings is more consistent with the density allowed within the Alicia Gateway area. At one time, a residential project was considered for the combined 5+ acres of land of the former Phillips Mazda car dealership, but that project was opposed by neighbors. Instead, a residential care facility for the elderly (ActivCare) was approved for about half of the original 5+ acres, and had strong neighborhood support because of its low impacts on neighboring residential. The ActivCare project provides a buffer between the single-family homes to the south and east of the subject property, and this proposed development. The proposed development of three drive-thru restaurants is appropriate for the portion of the original 5+ acres that immediately fronts the eight-lane Alicia Parkway.

General Plan Goals

The proposed project is consistent with the goals and policies of the General Plan, in particular:

Goal LU-1: Create diverse and vibrant activity centers and events that bring people together as a community.

Policy LU-1.2: Encourage the compatible integration of residential and service retail uses in proximity to job centers.

Policy LU-1.6: Increase opportunities for pedestrian and bicycle connections to activity centers by well-designed and shaded pathways.

Goal LU-2: Ensure development is compatible and interdependent with neighboring uses.

Policy LU-2.4: Protect existing neighborhoods from the encroachment of incompatible activities and land uses.

Goal LU-3: Encourage infill development that involves the revitalization of property in an economically and environmentally sustainable manner.

Policy LU-3.2: Encourage new development that uses land efficiently and offers flexibility to changing resident and shopping needs, contributing to the long-term vitality of the community.

Policy LU-3.4: Incorporate open spaces, plazas, and outdoor dining areas into new development and redevelopment to provide visual relief and community gathering spaces.

Policy LU-3.10: Create safe, inviting, and functional pedestrian and cyclist environments in new public and private development.

Goal LU-4: Place a high priority on design, architecture, and landscaping that reflect the community's identity and gracious lifestyle.

Policy LU-4.1: Create distinctive gateway architecture, landscaping, and signs at major entries to the community and in community activity centers.

Policy LU-4.5: Continue to plant and maintain attractive drought- tolerant and native landscaping that enhances the character of Laguna Hills.

Goal LU-6: Expand the variety of services, shopping, and entertainment opportunities in the community.

Policy LU-6.3: Work with property owners, developers, and local business groups to upgrade, revitalize, and beautify the City's aging commercial centers to attract desired new tenants.

Goal LU-7: Facilitate the creation and expansion of private sector businesses and associated local career choices for Laguna Hills residents.

Policy LU-7.4: Encourage private property owners to revitalize, upgrade, and beautify aging and under-performing commercial and business areas.

Zoning Conformity

The Zoning of the property is Neighborhood Mixed Use (NMU). Per Laguna Hills municipal code:

The purpose and intent of the neighborhood mixed use district is to create attractive neighborhood-level centers that promote a more active, vibrant street life; increase pedestrian activity and reduce vehicular traffic; provide storefront style shopping streets; provide a variety of compact, multi-family housing types close to jobs and services; and/or encourage walking and social interaction. The neighborhood mixed use district provides areas for a variety of different, compatible land uses to exist in proximity.

The "Restaurant, fast food/drive-thru" use is permitted by Conditional Use Permit in the NMU zone, and the proposed project's drive-thru restaurants and site improvements comply with all applicable requirements of the Laguna Hills Municipal Code. As discussed in the above section with respect to the NMU General Plan designation, the proposed project contributes to a mix of compatible uses that is sensitive to the concerns and desires of the existing neighborhoods surrounding the subject property.

REQUIRED FINDINGS

The proposed project supports the required findings of the entitlements applied for.

Findings for a Conditional Use Permit:

- 1) *That the proposed use is consistent with the General Plan;*
 - As discussed above, the project is consistent with the General Plan.
- 2) *That the nature, condition and development of adjacent uses, buildings and structures have been considered and the proposed conditional use will not adversely effect or be materially detrimental to the adjacent uses, buildings, or structures;*
 - The uses adjacent to the project are all commercial uses located within the same zoning classification. The adjacent residential care facility for the elderly (ActivCare) was strongly supported by the community and developed in part to provide a buffer between the subject property and the existing single-family residential uses.

- 3) *That the proposed site is adequate in size and shape to accommodate the use and integrate it with the existing and planned uses in the vicinity;*
 - The subject site is able to accommodate the proposed development with no variances. The proposed project is an infill development, compatible with all existing uses.
- 4) *That all required development standards prescribed by the Laguna Hills Development Code can be achieved; and*
 - All required development standards have been met in the proposed development.
- 5) *That the conditions and limitations placed upon the use are necessary to insure compatibility with adjacent or abutting uses and the preservation of the public peace, safety, and welfare.*
 - City Staff will propose Conditions of Approval that ensure compatibility with other uses.

Findings for a Site Development Permit:

- 1) *That the site design complies with standards of the Laguna Hills Development Code;*
 - All required development standards have been met in the proposed site design.
- 2) *That the site is suitable for the proposed development;*
 - The proposed development can be constructed on the site using typical construction methods and materials without impact to adjacent properties.
- 3) *That the project is consistent with the General Plan and applicable design guidelines; and*
 - As discussed above, the project is consistent with the General Plan, and meets all required standards of the zoning code.
- 4) *That the site design and structural components are appropriate for the site and function of the proposed uses.*
 - The site design addresses the topography and other physical constraints of the site, using typical construction methods and materials. The proposed project is functional and comparable to other successful projects with similar features and uses.

Exhibit for Street Easement Proposed to be Vacated

Owner proposes that City vacate an existing street easement located on the subject property, along Alicia Parkway at the intersection of Paseo de Alicia (identified on the site plan with diagonal hatching and the call-out "COUNTY EASEMENT TO BE VACATED"). This existing easement is Exception 11 on the provided ALTA survey and in the provided preliminary title report, and was recorded in 1972 as Book 10339, Page 462. A copy of the recorded easement follows this page.

ORIGINAL

5.5.1.d

21914

RECORDED IN OFFICIAL RECORDS
OF ORANGE COUNTY, CALIFORNIA

6 Min.
Post

3 P.M.

SEP 22 1972

J. WYLIE CARLYLE, County Recorder

Recorded at request of, and return to:
Orange County, Dept. of Real Property Services
400 Civic Center Drive West
Santa Ana, California 92701

FREE

DOCUMENTARY TRANSFER TAX \$ exempt
Computed on full value
of property conveyed.

Charles Rossignol, Esc. Clerk

AP No. 620-011-42, 43, 44
620-021-18, 19, 20, 21, 22

Project No. Y94
Project: Alicia Parkway

Parcel No. 171, 171.1, 171.2, 171.3
171.4, 171.5, 171.6, 171.7
171.8, 171.9

EASEMENT DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged,

LEADERSHIP HOUSING SYSTEMS, INC., a New York corporation; CAPISTRANO
HIGHLANDS, a corporation; McKEON CONSTRUCTION, a California
corporation; BARRY G. HON, DBA HON DEVELOPMENT COMPANY, and VALERIE
HON, wife of Barry G. Hon. who acquired title as McKeon Construction Co.,

do hereby GRANT to the COUNTY OF ORANGE, a perpetual easement right
of way for street and highway purposes in, on and over Parcels 171,
171.1 and 171.2, and a perpetual easement and right of way for slope
purposes in, on and over Parcels 171.3, 171.4, 171.5, 171.6, 171.7,
171.8 and 171.9, all of said real property lying within the County
of Orange, State of California, and described as follows:

Those portions of Fractional Section 35, Township 6 South, Range
8 West and Sections 2 and 3 of Township 7 South, Range 8 West, San
Bernardino Meridian, according to the Official Plats thereof, filed
in the District Land Office on January 1, 1874 and March 29, 1878,
respectively, included within the following described parcels of land:

PARCEL 171:

A strip of land 120.00 feet in width, the center line of which
is described as follows:

Beginning at Point "B" in the center line of Paseo de Valencia
as described in Parcel 109 of a deed recorded in Book 9623, Page 695,
Official Records of said County, said point being on a curve in said
center line described as being concave Northeasterly, having a radius
of 1200.00 feet, a central angle of 33° 55' 55" and an arc distance
of 710.67 feet, a radial line of said curve to said point bears
S. 33° 31' 57" W.; thence N. 33° 56' 04" E. 891.42 feet to a tangent
curve concave Southeasterly and having a radius of 4750.00 feet;
thence Northeasterly along said curve through a central angle of
11° 30' 25" an arc distance of 953.96 feet; thence tangent to said

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BEST COPY

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curve N. 45° 26' 29" E., 830.67 feet to a tangent curve concave Northwesterly and having a radius of 2190.00 feet; thence North-easterly along said curve through a central angle of 30° 45' 36" an arc distance of 1175.73 feet; thence tangent to said curve N. 14° 40' 53" E., 603.31 feet to a point distant S. 14° 40' 53" W., 134.94 feet (measured along the Northeasterly prolongation of said center line) from the Northeasterly corner of the land described in a deed recorded in Book 8314, Page 107, Official Records of said County.

It is the intention of the aforescribed center line to follow the center line of Alicia Parkway as shown on Orange County Surveyor's Map No. 68-9 on file in the office of the Orange County Surveyor.

EXCEPTING THEREFROM that portion included within the land described in Parcel 1 of a deed recorded in Book 7916, Page 48, Official Records of said County.

ALSO EXCEPTING THEREFROM that portion lying Southwesterly of the Northeasterly line of Paseo de Valencia as described in the deeds recorded in Book 9464, Page 382 and in Book 9566, Page 149, both of Official Records of said County.

PARCEL 171.1:

Beginning at the intersection of the Southeasterly line of the aforescribed Parcel 171 with the Northeasterly line of Paseo de Valencia as described in Parcel 112.1 of a deed recorded in Book 9566, Page 149, Official Records of said County, said Northeasterly line being a curve concave Northeasterly and having a radius of 1148.91 feet, a radial line of said curve to said intersection bears S. 31° 20' 25" W.; thence Southeasterly along said curve and North-easterly line through a central angle of 1° 26' 37" an arc distance of 28.95 feet; thence non-tangent to said curve N. 13° 05' 07" W., 39.50 feet to said Southeasterly line of Parcel 165; thence along said Southeasterly line S. 33° 56' 04" W., 28.61 feet to the point of beginning.

PARCEL 171.2:

Beginning at the intersection of the Northwesterly line of the aforescribed Parcel 171 with the Northeasterly line of Paseo de Valencia as described in Parcel 108.01 of a deed recorded in Book 9464, Page 382, Official Records of said County, said Northeasterly line being a curve concave Northeasterly and having a radius of 1140.00 feet, a radial line of said curve to said intersection bears S. 36° 31' 40" W.; thence Northwesterly along said curve and Northeasterly line through a central angle of 1° 24' 01" an arc distance of 27.85 feet; thence non-tangent to said curve

BOOK 10339 PAGE 464

N. 80° 55' 52" E., 38.03 feet to said Northwesterly line; thence along said Northwesterly line S. 33° 56' 04" W., 27.54 feet to the point of beginning.

For Parcels 171.3, 171.4, 171.5, 171.6, 171.7, 171.8 and 171.9, all distances are to be measured out from center line at right angles to said center line along the tangents and radially to said center line along the curves. Station refers to center line stations as indicated on the attached map.

PARCEL 171.3:

Beginning at a point in the Northwesterly line of the afore-described Parcel 171 normal to Station 55+75; thence to a point 85.00 feet Northwesterly from said Station 55+75; thence to a point 85.00 feet Northwesterly from Station 53+00; thence to a point 100.00 feet Northwesterly from said Station 53+00; thence to a point 100.00 feet Northwesterly from Station 52+00; thence to a point 135.00 feet Northwesterly from said Station 52+00; thence parallel with said Northwesterly line S. 33° 56' 04" W., 269.62 feet to a point on a curve in the Northeasterly line of Paseo de Valencia, 120.00 feet in width, as described in Parcel 108.01 of a deed recorded in Book 9464, Page 382, Official Records of said County, said curve being concave Northeasterly and having a radius of 1140.00 feet, a radial line of said curve to said point bears S. 40° 18' 34" W.; thence Southeasterly along said curve and Northeasterly line through a central angle of 2° 22' 53" an arc distance of 47.38 feet to the Westerly corner of the aforescribed Parcel 171.2; thence along the Northerly line of said Parcel 171.2 N. 80° 55' 52" E., 38.03 feet to said Northwesterly line; thence N. 33° 56' 04" E. along said Northwesterly line to the point of beginning.

PARCEL 171.4:

Beginning at a point in the Northwesterly line of the afore-described Parcel 171 normal to Station 57+00; thence to a point 90.00 feet Northwesterly from said Station 57+00; thence to a point 90.00 feet Northwesterly from Station 57+54.78, said point being on a curve concentric with and 30.00 feet Northwesterly from said Northwesterly line; thence along said concentric curve to a point normal to Station 58+00; thence to a point 100.00 feet Northwesterly from said Station 58+00, said point being on a curve concentric with and 40.00 feet Northwesterly from said Northwesterly line; thence along said concentric curve to a point normal to Station 60+00; thence to a point 115.00 feet Northwesterly from said Station 60+00, said point being on a curve concentric with and 55.00 feet Northwesterly from said Northwesterly line; thence along said concentric curve to a point normal to Station 62+00; thence to a point 120.00 feet Northwesterly from said Station 62+00, said point being on a curve con-

10339 PM 465

centric with and 60.00 feet Northwesterly from said Northwesterly line; thence along said concentric curve to a point normal to Station 64+00; thence to a point in said Northwesterly line normal to said Station 64+00; thence Southwesterly along said Northwesterly line to the point of beginning.

PARCEL 171.5:

Beginning at a point in the Southeasterly line of the afore-described Parcel 171 normal to Station 69+65; thence to a point 75.00 feet Southeasterly from said Station 69+65; thence to a point 75.00 feet Southeasterly from Station 70+25; thence to a point in said Southeasterly line normal to said Station 70+25; thence Southwesterly along said Southeasterly line to the point of beginning.

PARCEL 171.6:

Beginning at a point in the Northwesterly line of the afore-described Parcel 171 normal to Station 69+00; thence to a point 90.00 feet Northwesterly from said Station 69+00; thence to a point 90.00 feet Northwesterly from Station 74+80; thence to a point 80.00 feet Northwesterly from said Station 74+80; thence to a point 80.00 feet Northwesterly from Station 75+39.41, said point being on a curve concentric with and 20.00 feet Northwesterly from said Northwesterly line; thence along said concentric curve to a point normal to Station 81+50; thence to a point in said Northwesterly line normal to said Station 81+50; thence Southwesterly along said Northwesterly line to the point of beginning.

PARCEL 171.7:

Beginning at a point in the Southeasterly line of the afore-described Parcel 171 normal to Station 72+50; thence to a point 85.00 feet Southeasterly from said Station 72+50; thence to a point 85.00 feet Southeasterly from Station 73+30; thence to a point 70.00 feet Southeasterly from said Station 73+30; thence to a point 70.00 feet Southeasterly from Station 75+39.41, said point being on a curve concentric with and 10.00 feet Southeasterly from said Southeasterly line; thence along said concentric curve to a point normal to Station 75+90; thence to a point 95.00 feet Southeasterly from said Station 75+90, said point being on a curve concentric with and 35.00 feet Southeasterly from said Southeasterly line; thence along said concentric curve to a point normal to Station 78+60; thence to a point 80.00 feet Southeasterly from said Station 78+60, said point being on a curve concentric with and 20.00 feet Southeasterly from said Southeasterly line; thence along said concentric curve to a point normal to Station 80+40; thence to a point 70.00 feet Southeasterly from said Station 80+40, said point being on a curve concentric with and 10.00 feet Southeasterly from said South-

easterly line; thence along said concentric curve to a point normal to Station 82+50; thence to a point in said Southeasterly line normal to said Station 82+50; thence Southwesterly along said Southeasterly line to the point of beginning.

PARCEL 171.8:

Beginning at a point in the Southeasterly line of the afore-described Parcel 171 normal to Station 90+50; thence to a point 80.00 feet Southeasterly from said Station 90+50; thence to a point 80.00 feet Southeasterly from Station 93+18.45; thence to a point in said Southeasterly line normal to said Station 93+18.45; thence Southwesterly along said Southeasterly line to the point of beginning.

PARCEL 171.9:

Beginning at a point in the Northwesterly line of the afore-described Parcel 171 normal to Station 89+50; thence to a point 90.00 feet Northwesterly from said Station 89+50; thence to a point 90.00 feet Northwesterly from Station 93+18.45; thence to a point in said Northwesterly line normal to said Station 93+18.45; thence Southwesterly along said Northwesterly line to the point of beginning.

EXCEPTING THEREFROM that portion included within the land described in Parcel 1 of a deed recorded in Book 2916, Page 48, Official Records of said County.

When the aforescribed slope easements over Parcels 171.3, 171.4, 171.5, 171.6, 171.7, 171.8 and 171.9 are filled or cut to meet the grade of the street improvements to the satisfaction of the Orange County Road Commissioner, then, upon written demand by grantors or their successors in interest, grantee shall quitclaim said slope easements to grantors or such successors in interest.

All as more particularly shown on the map attached hereto and made a part hereof.

The grantors herein also grant the rights to enter grantor's property referred to as Parcels Y94-171.10, 171.11, 171.12, 171.13 and 171.14 for grading purposes all as more particularly shown on the map attached hereto and made a part hereof.

The above rights to enter are to terminate upon filing of a Notice of Completion.



DATED: July 24 1972

10339 468

LEADERSHIP HOUSING SYSTEMS, INC.

By [Signature]
Vice President

By [Signature]
Assistant Secretary

McKEON CONSTRUCTION CO.

By [Signature]

By [Signature]

CAPISTRANO HIGHLANDS

By [Signature]
VICE PRESIDENT

By [Signature]
Secretary

[Signature]

BARRY G. HON
dba HON DEVELOPMENT COMPANY

[Signature]
VALERIE HON

SUBSCRIBING WITNESS ACKNOWLEDGMENT

STATE OF CALIFORNIA, COUNTY OF _____

On _____ before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____ personally known to me to be the person whose name is subscribed to the within Instrument, as a Witness thereto, who being by me duly sworn, deposes and says: That _____ resides in _____ County, and that _____ was present and saw _____

personally known to _____ to be the same person described in and whose name _____ subscribed to the within and annexed Instrument as _____ thereto, execute and deliver the same, and _____ acknowledged to said affiant that _____ executed the same; and that said affiant subscribed _____ name therein as a Witness.

WITNESS my hand and official seal.

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the within deed or grant to the County of Orange, a body corporate and politic, is hereby accepted by the undersigned officer or agent on behalf of the Board of Supervisors of the County of Orange, pursuant to authority conferred by resolution of the said Board of Supervisors adopted on February 16, 1965, and the grantee consents to recordation thereof by its duly authorized officer.

Dated September 22, 1972

[Signature]
Assistant Director,
Department of Real Property Services

APPROVALS

Approved as to form by County Counsel on October 1, 1959	APPROVED AS TO CONTENTS L. McConville, Road Commissioner By <u>[Signature]</u>
Description Compared: By <u>[Signature]</u>	

DATED: July 24 72

10339-468

LEADERSHIP HOUSING SYSTEMS, INC.

By [Signature]
Vice President

By [Signature]
Assistant Secretary

McKEON CONSTRUCTION CO.

By [Signature]

By [Signature]

CAPISTRANO HIGHLANDS

By [Signature]
VICE PRESIDENT

By [Signature]
Secretary

[Signature]

BARRY G. HON
dba HON DEVELOPMENT COMPANY

[Signature]
VALERIE HON

SUBSCRIBING WITNESS ACKNOWLEDGMENT

STATE OF CALIFORNIA, COUNTY OF _____

On _____ before me, the undersigned, a Notary Public in and for said County and State, personally appeared _____ personally known to me to be the person whose name is subscribed to the within Instrument, as a Witness thereto, who being by me duly sworn, deposes and says: That _____ resides in _____ County, and that _____ was present and saw _____

personally known to _____ to be the same person described in and whose name _____ subscribed to the within and annexed Instrument as _____ thereto, execute and deliver the same, and _____ acknowledged to said affiant that _____ executed the same, and that said affiant subscribed _____ name thereto, as a Witness.

WITNESS my hand and official seal.

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the within deed or grant to the County of Orange, a body corporate and politic, is hereby accepted by the undersigned officer or agent on behalf of the Board of Supervisors of the County of Orange, pursuant to authority conferred by resolution of the said Board of Supervisors adopted on February 16, 1965, and the grantee consents to recordation thereof by its duly authorized officer.

Dated September 22, 1972

By [Signature]
Assistant Director,
Department of Real Property Services

APPROVALS

Approved as to form by County Counsel on October 1, 1959	APPROVED AS TO CONTENTS L. McConally, Road Commissioner By <u>[Signature]</u>
Description Compared: By <u>[Signature]</u>	

TO 449 C
(Corporation)

STATE OF CALIFORNIA

COUNTY OF Orange } SS.

10339 PAGE 469

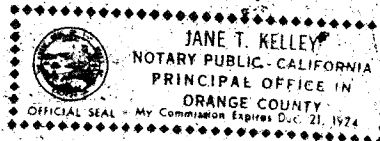
TI

On July 25, 1972 before me, the undersigned, a Notary Public in and for said State, personally appeared Barrel W Wright known to me to be the Vice President, and R A Kendall known to me to be Assistant Secretary of the corporation that executed the within Instrument, known to me to be the persons who executed the within Instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.

Signature Jane T. Kelley

Jane T. Kelley
Name (Typed or Printed)



(This area for official notarial seal)

TO 449 C
(Individual)

STATE OF CALIFORNIA

COUNTY OF ORANGE } SS.

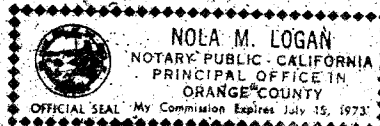
On July 25, 1972 before me, the undersigned, a Notary Public in and for said State, personally appeared Barry G. Hon and Valerie Hon

to be the person s whose name s are subscribed to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

Signature Nola M. Logan

Nola M. Logan
Name (Typed or Printed)



(This area for official notarial seal)

TO 449 C
(Corporation)

STATE OF CALIFORNIA

COUNTY OF Los Angeles } SS.

On August 15, 1972 before me, the undersigned, a Notary Public in and for said State, personally appeared Roger A. Bartosh

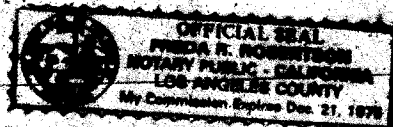
known to me to be the Vice President, and Gary W. Nielsen

known to me to be Secretary of the corporation that executed the within Instrument, known to me to be the persons who executed the within Instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.

Signature Freda R. Robertson

Freda R. Robertson
Name (Typed or Printed)



(This area for official notarial seal)

NO 449 C

(Corporation)

STATE OF CALIFORNIA

COUNTY OF Orange } SS.

BOOK 10339 PAGE 469

(TI)

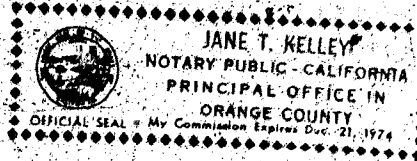
On July 25, 1972 before me, the undersigned, a Notary Public in and for saidState, personally appeared Darrel W. Wrightknown to me to be the Vice President, and R. A. Kendallknown to me to be the Assistant Secretary of the corporation that executed the within Instrument, known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its bylaws or a resolution of its board of directors.

WITNESS my hand and official seal.

Signature

Jane T. Kelley
Jane T. Kelley

Name (Typed or Printed)



(This area for official notarial seal)

NO 447 C

(Individual)

STATE OF CALIFORNIA

COUNTY OF ORANGE } SS.On July 25, 1972

before me, the undersigned, a Notary Public in and for said

State, personally appeared

Barry G. Hon and Valerie Hon

(TI)

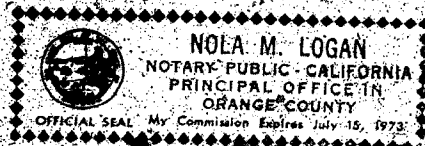
to be the person S whose name S are subscribed known to me to the within instrument and acknowledged that they executed the same.

WITNESS my hand and official seal.

Signature

Nola M. Logan

Name (Typed or Printed)



(This area for official notarial seal)

NO 449 C

(Corporation)

STATE OF CALIFORNIA

COUNTY OF Los Angeles } SS.On August 15, 1972

before me, the undersigned, a Notary Public in and for said

State, personally appeared Roger A. Bartoshknown to me to be the Vice President, and Gary W. Nielsenknown to me to be the Secretary of the corporation that executed the within Instrument, known to me to be the persons who executed the within instrument on behalf of the corporation therein named, and acknowledged to me that such corporation executed the within instrument pursuant to its bylaws or a resolution of its board of directors.

WITNESS my hand and official seal.

Signature

Freda R. Robertson
Freda R. Robertson

Name (Typed or Printed)



(This area for official notarial seal)

NOT 10339-470

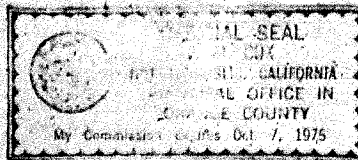
CORPORATE ACKNOWLEDGMENT

STATE OF CALIFORNIA, COUNTY OF Orange ss:

On this 24th day of July, 1977, before me, a Notary Public in and for said County and State, personally appeared Raymond H. Karpaghi, known to me to be the Vice President, and

known to me to be the Secretary of the Corporation that executed the within Instrument, known to me to be the persons who executed the within Instrument on behalf of the said Corporation and acknowledged to me that such Corporation executed the within Instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.



PARTNERSHIP ACKNOWLEDGMENT

STATE OF CALIFORNIA, COUNTY OF _____ ss:

On this _____ day of _____, 19____, before me, a Notary Public in and for said County and State, personally appeared _____

known to me to be the partner(s) of the partnership that executed the within Instrument, and acknowledged to me that such partnership executed the same.

WITNESS my hand and official seal.

10339-470

CORPORATE ACKNOWLEDGMENT

STATE OF CALIFORNIA, COUNTY OF Colusa ss:

On this 24th day of February, 1984, before me, a Notary Public in and for said County and State, personally appeared Raymond L. Parnell, known to me to be the President, and

known to me to be the Secretary of the Corporation that executed the within Instrument, known to me to be the persons who executed the within Instrument on behalf of the said Corporation and acknowledged to me that such Corporation executed the within Instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.



PARTNERSHIP ACKNOWLEDGMENT

STATE OF CALIFORNIA, COUNTY OF _____ ss:

On this _____ day of _____, 19____, before me, a Notary Public in and for said County and State, personally appeared _____

known to me to be the partner(s) of the partnership that executed the within Instrument, and acknowledged to me that such partnership executed the same.

WITNESS my hand and official seal.

RESTAURANT DEVELOPMENT

NEC Alicia Parkway & Bentley Lane, Laguna Hills, CA 92653



TENANTS

- Plant Power Fast Food
- Starbucks Coffee
- Taco Bell (under separate submittal)

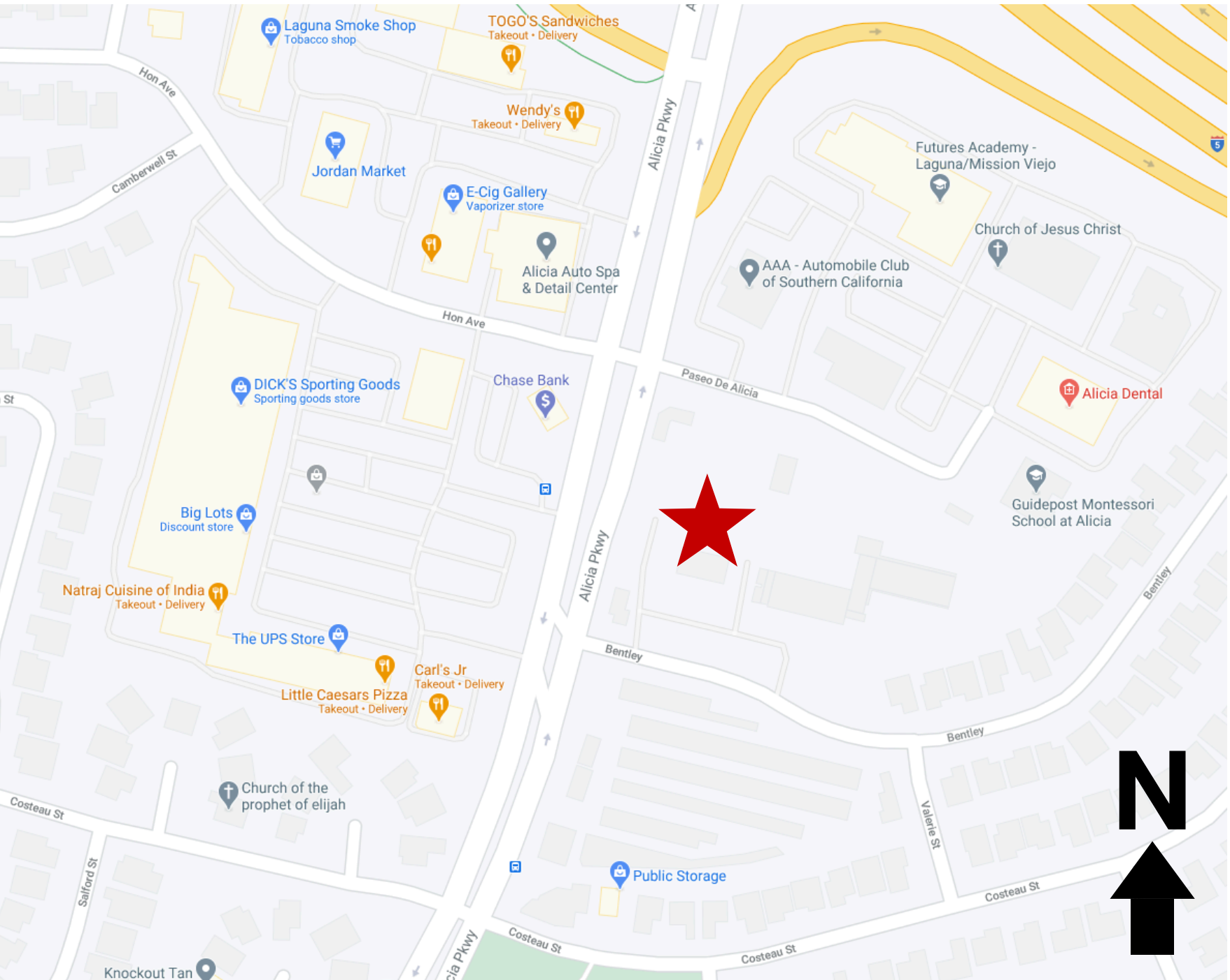
OWNER

EMJ Limited, a California Limited Partnership
222 Poppy Ave
Corona del Mar, CA 92653

LEGAL DESCRIPTION

PARCEL 1 OF PARCEL MAP NO. 2018-182, IN THE CITY OF LAGUNA HILLS, IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 402 PAGES 14 TO 16 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. For conveyancing purposes only: APN 620-231-10 (Portion)

RESUBMITTAL OCTOBER 30, 2020



PROJECT DATA				DEVELOPMENT STANDARDS			
SITE AREA				ZONING: NMU (NEIGHBORHOOD MIXED USE)			
GROSS SITE AREA (GSA)	109,420 SF	2.51 ACRES		MAX NON-RESIDENTIAL FAR: 0.30			
NET SITE AREA (NSA)	107,006 SF	2.46 ACRES		MAX LCR: 50%			
GROSS BUILDING AREA & FAR				MAX HEIGHT: 40 FT			
	GBA SF	FAR	(GBA/NSA)	BUILDING SETBACKS			
* TACO BELL	2,500 SF	0.023		FRONT 10 FT			
PLANT POWER	2,503 SF	0.023		SIDE 10 FT			
STARBUCKS	2,175 SF	0.020		REAR 10 FT			
TOTAL AREA	7,178 SF	0.067		PARKING AREA SETBACKS			
LOT COVERAGE RATIO (LCR)				ABUTTING PUBLIC R.O.W. 10 FT			
	BLDG FOOTPRINT	LCR (BLDG FTPRNT/NSA)		ABUTTING RESIDENTIAL 10 FT			
* TACO BELL	2,500 SF	2.34%		OTHERWISE 5 FT			
PLANT POWER	2,503 SF	2.34%		IMPERMEABLE AREA			
STARBUCKS	2,175 SF	2.03%		BUILDING AREA 7,178 SF 6.7%			
TOTAL BUILDING AREA	7,178 SF	6.71%		PARKING LOT AREA 50,802 SF 47.5%			
PERMEABLE AREA				OTHER 19,759 SF 18.5%			
	AREA SF	% NSA		IMPERMEABLE AREA 77,739 SF 72.6%			
LANDSCAPE (NIC DETENTION)	26,674 SF	24.9%		LANDSCAPING AREA AS % OF PARKING ARE			
WATER QUALITY / DETENTION	1,810 SF	1.7%		18,752 SF ÷ 50,802 SF = 36.9% > MIN 10% of parking area			
PARKING SPACE OVERHANG	783 SF	0.7%		PARKING REQUIRED			
TOTAL PERMEABLE AREA	29,267 SF	27.4%		GBA SF			
LANDSCAPE AREA (LSA)				RESTROOMS			
	AREA SF	% NSA	% LANDSCAPE	SF TO PARK			
LANDSCAPE AREA - PERIMETER	9,732 SF	9.1%	34.2%	1 PER 50 SF			
LANDSCAPE AREA - COMMON	18,752 SF	17.5%	65.8%	1 PER 50 SF			
TOTAL LANDSCAPE AREA	28,484 SF	26.6%		1 PER 50 SF			
LANDSCAPING AREA AS % OF PARKING ARE				PARKING PROVIDED			
	18,752 SF ÷ 50,802 SF = 36.9%	> MIN 10% of parking area					
PARKING REQUIRED				STALL SIZE			
	GBA SF	LESS RESTROOMS		9 FT X 18 FT			
* TACO BELL	2,500 SF	-253 SF	2,247 SF	123 SPACES			
PLANT POWER	2,503 SF	-205 SF	2,298 SF	ACCESSIBLE PARKING SPACES 9 FT X 18 FT			
STARBUCKS	2,175 SF	-234 SF	1,941 SF	8 SPACES			
TOTAL	7,178 SF	-700 SF	6,478 SF	TOTAL PARKING PROVIDED (Not including 3 non-conforming spaces at easem			
				131 SPACES			
				* TACO BELL IS SUBJECT TO SEPARATE ENTITLEMENT			

SHEET INDEX

CIVIL PLANS

- C-0.0 EXISTING SITE PLAN
- C-1.0 OVERALL SITE PLAN
- C-1.1 SITE PLAN
- C-2.0 CONCEPTUAL GRADING PLAN
- C-3.0 CONCEPTUAL UTILITY PLAN
- C-4.0 OCFA FIRE MASTER PLAN
- C-4.1 OCFA NOTES AND DETAILS

LANDSCAPE PLANS

- L1 PHASE 1 LANDSCAPE PLAN
- L2 PHASE 2 LANDSCAPE PLAN
- L3 PLANT PALETTE PHOTOS

PHOTOMETRIC PLANS

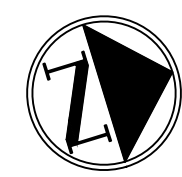
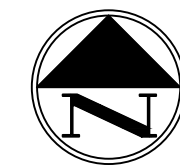
- PRELIMINARY PHOTOMETRIC PLAN
- CUT SHEETS FOR PARKING LOT LIGHTS

PLANT POWER PLANS

- TS PROJECT INFORMATION
- R1 PROPOSED RENDERINGS
- L1 LANDSCAPE PLAN
- L2 INTERIOR LANDSCAPE PLAN
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- A001 ARCHITECTURAL SITE PLAN
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- SD-2 COLORS AND MATERIALS
- SBUX SIGN PLANS 1 (FOR REFERENCE)
- SBUX SIGN PLANS 2 (FOR REFERENCE)
- SBUX SIGN PLANS 3 (FOR REFERENCE)



PROJECT NO. 4120000150

C-0.0

SHEET NO.

AVE. CORONA DEL MAR, CA
79

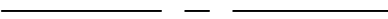
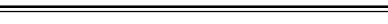
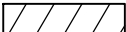
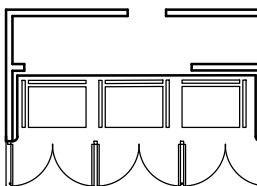
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PREPARED BY:

 **EBI Engineering** CA, P.C.
environmental | engineering | design

530 Technology Dr. | Suite 100
Irvine, CA 92618
Tel: 781.273.2500 | Fax: 781.273.3311
www.ebiconsulting.com



SITE LEGEND	
ROAD CENTER LINE	
EXISTING RIGHT-OF-WAY (R.O.W.) LINE TO BE WIDENED	
EXISTING PROPERTY LINE	
PROPOSED PROPERTY LINE	
LANDSCAPE SETBACK LINE	
EXISTING COUNTY EASEMENT TO BE VACATED	
CONCRETE CURB	
CONCRETE CURB AND GUTTER	
30" HIGH RETAINING WALL WITH PILASTERS AT 25' MAX. O.C.	
ADA RAMP	
ADA STRIPING	
ADA PARKING SPACE SYMBOL	
ADA PARKING SPACE SIGN	
ELECTRIC VEHICLE CHARGING	EV
ADA ACCESSIBLE	
NUMBER OF PARKING SPACES	
WHEEL STOP	
TRAFFIC DIRECTIONAL ARROW	
PROPOSED STREET TREE IN TREE WELL 24" BOX MUSKOGEE CRAPE MYRTLE AT 50' O.C. ALONG ALICIA PARKWAY	
FIRE HYDRANT	
LIGHT POLES WITH AREA LIGHTS	
TRASH ENCLOSURE	
TRANSFORMER	
TELEPHONE P.B.	
CATV P.B.	





0 20 40 Feet

SCALE: 1"=20'

PREPARED BY:

 **EBI Engineering** CA, P.C.
environmental | engineering | design

530 Technology Dr. | Suite 100
Irvine, CA 92618
Tel: 781.273.2500 | Fax: 781.273.3311
www.ebiconsulting.com

PRELIMINARY

NAME: MATTHEW VEGA P.E.

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PREPARED FOR:
EMJ LTD

CONTACT: ERIC PHILIPS
ADDRESS: 222 POPPY AVE. CORONA DEL MAR, CA
PHONE: (949) 795 8679

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DRAWN BY	REVIEWED BY	STD ISSUE DATE	DATE ISSUED	SITE ID NO.

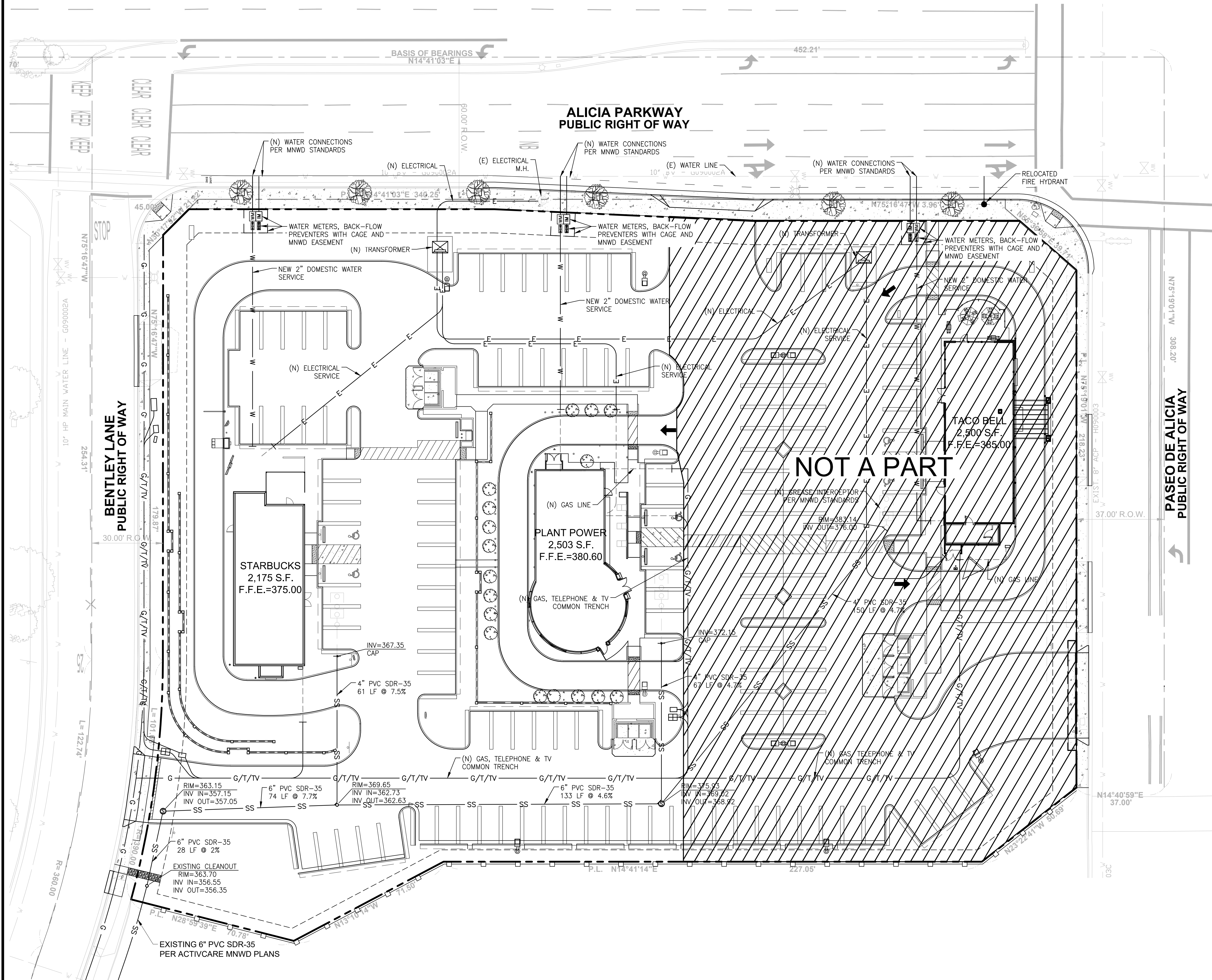
PROJECT TITLE
LAGUNA HILLS

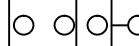
SHEET TITLE
**CONCEPTUAL
GRADING PLAN**

SITE ADDRESS
24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653

PROJECT NO. 4120000150

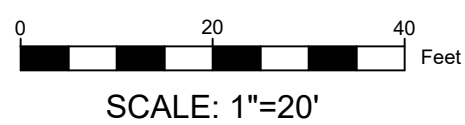
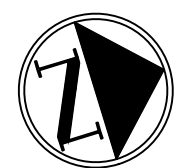
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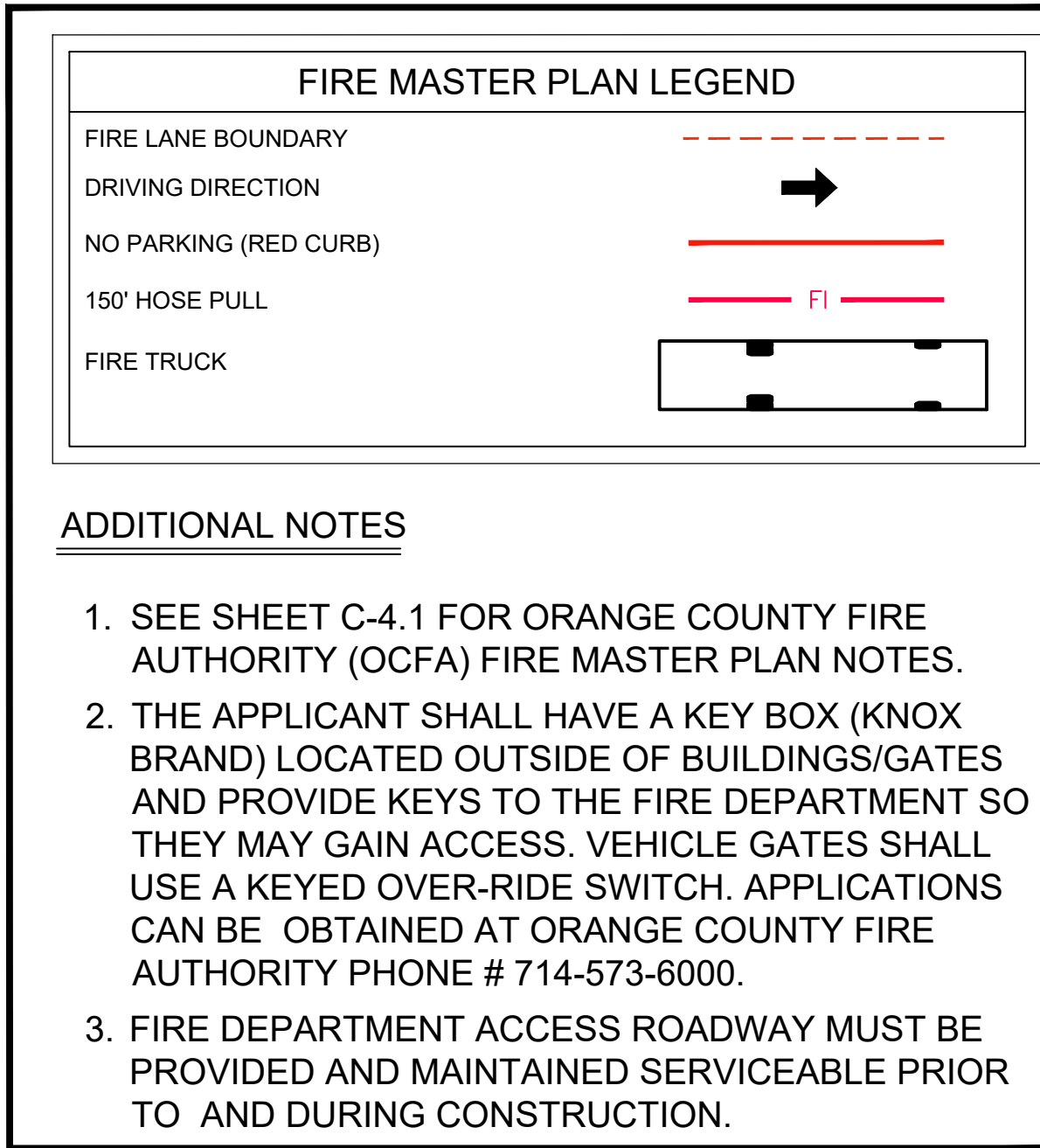


UTILITY LEGEND	
UNDERGROUND ELECTRIC LINE	_____ E _____ E _____
UNDERGROUND GAS LINE	_____ G _____ G _____
UNDERGROUND TELEPHONE	_____ T _____ T _____
UNDERGROUND TELEVISION	_____ TV _____ TV _____
UNDERGROUND COMMON TRENCH	_____ G/T/TV _____
PVC SDR5-35 SANITARY SEWER LINE	_____ SS _____ SS _____
SANITARY SEWER MANHOLE	
GREASE INTERCEPTOR PER MNWD STANDARDS	
2" DOMESTIC WATER SERVICE	_____ W _____ W _____
IRRIGATION WATER LINE	_____ IR _____ IR _____
1 1/2" WATER METER WITH BACKFLOW PREVENTER	
IRRIGATION METER WITH BACKFLOW PREVENTER	
FIRE HYDRANT	
TRANSFORMER	
LIGHT POLE	 
TELEPHONE PULL BOX (P.B.)	
CABLE T.V. PULL BOX (P.B.)	

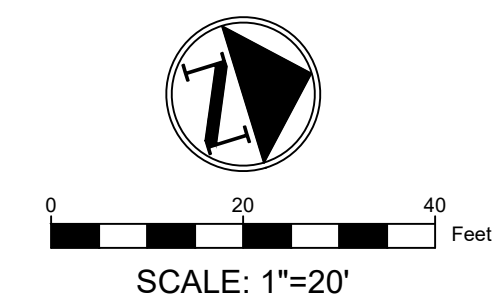
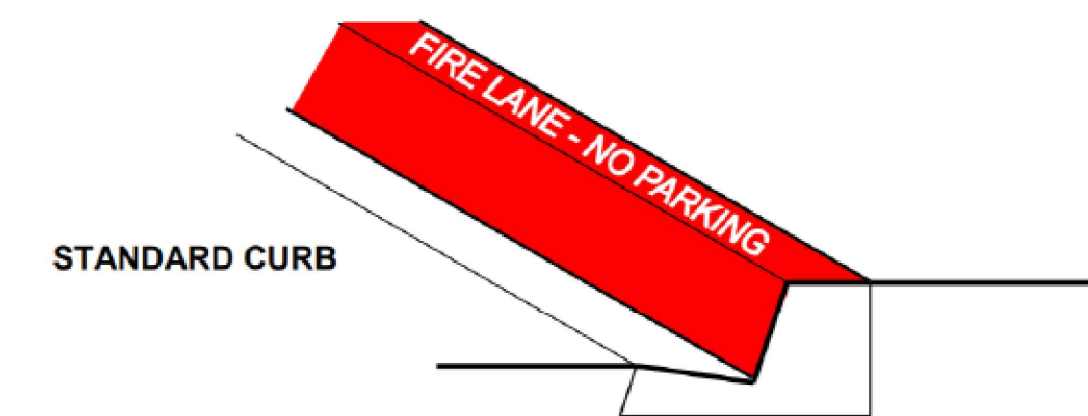
UTILITY GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN STRICT ACCORDANCE WITH THE CITY/UTILITY COMPANY AND MNWD STANDARDS.
2. FIELD VERIFY LOCATION OF EXISTING WATER MAIN , SEWER MAIN, GAS, TELEPHONE AND ELECTRICAL LINE. POT HOLE RECOMMENDED PRIOR TO CONSTRUCTION BEGIN. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH UTILITY SERVICE PROVIDERS.
3. THE LOCATION OF UNDERGROUND UTILITIES INDICATED ON THE PLANS IS TAKEN FROM AS-BUILTS, UTILITY PLANS OR SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAKE ARRANGEMENTS WITH THE OWNERS OF SUCH UNDERGROUND UTILITIES PRIOR TO WORKING IN THE AREA TO CONFIRM THEIR EXACT LOCATION AND TO DETERMINE WHETHER ANY ADDITIONAL UTILITIES OTHER THAN THOSE SHOWN ON THE PLANS MAY BE PRESENT. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL UNDERGROUND UTILITIES. IF EXISTING UNDERGROUND UTILITIES ARE DAMAGED, THE CONTRACTOR WILL BE RESPONSIBLE FOR THE COST OF REPAIRING THE UTILITY.
4. WHERE EXISTING UTILITIES OR SERVICE LINES ARE CUT, BROKEN OR DAMAGED, THE CONTRACTOR SHALL REPLACE OR REPAIR THE UTILITIES OR SERVICE LINES WITH THE SAME TYPE OF ORIGINAL MATERIAL AND CONSTRUCTION, OR BETTER, UNLESS OTHERWISE SHOWN OR NOTED ON THE PLANS. AT HIS OWN COST AND EXPENSE, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER AT ONCE OF ANY CONFLICTS WITH UTILITIES.
5. ALL EXCAVATIONS, TRENCHING AND SHORING OPERATIONS SHALL COMPLY WITH THE REQUIREMENTS OF THE U. S. DEPARTMENT OF LABOR, OSHA, CONSTRUCTION SAFETY AND HEALTH REGULATIONS AND ANY AMENDMENTS THERETO.
6. ADEQUATE MEASURES SHALL BE TAKEN TO PREVENT EROSION. IN THE EVENT THAT SIGNIFICANT EROSION OCCURS AS A RESULT OF CONSTRUCTION THE CONTRACTOR SHALL RESTORE THE ERODED AREA TO ORIGINAL CONDITION OR BETTER.
7. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED BY CONSTRUCTION TO ORIGINAL CONDITION OR BETTER. RESTORED AREAS INCLUDE, BUT ARE NOT LIMITED TO TRENCH BACKFILL, SIDE SLOPES, FENCES, CULVERT PIPES, DRAINAGE DITCHES, DRIVEWAYS, PRIVATE YARDS AND ROADWAYS.
8. ANY CHANGES NEEDED AFTER CONSTRUCTION PLANS HAVE BEEN RELEASED, SHALL BE APPROVED BY THE CITY ENGINEER. THESE CHANGES MUST BE RECEIVED IN WRITING.
9. THE CONTRACTOR SHALL PROVIDE "RED LINE" MARKED PRINTS TO THE ENGINEER PRIOR TO FINAL INSPECTION INDICATING ALL CONSTRUCTION WHICH DEVIATED FROM THE PLANS OR WAS CONSTRUCTED IN ADDITION TO THAT INDICATED ON THE PLANS.





Fire Lane Identification – Red Curbs

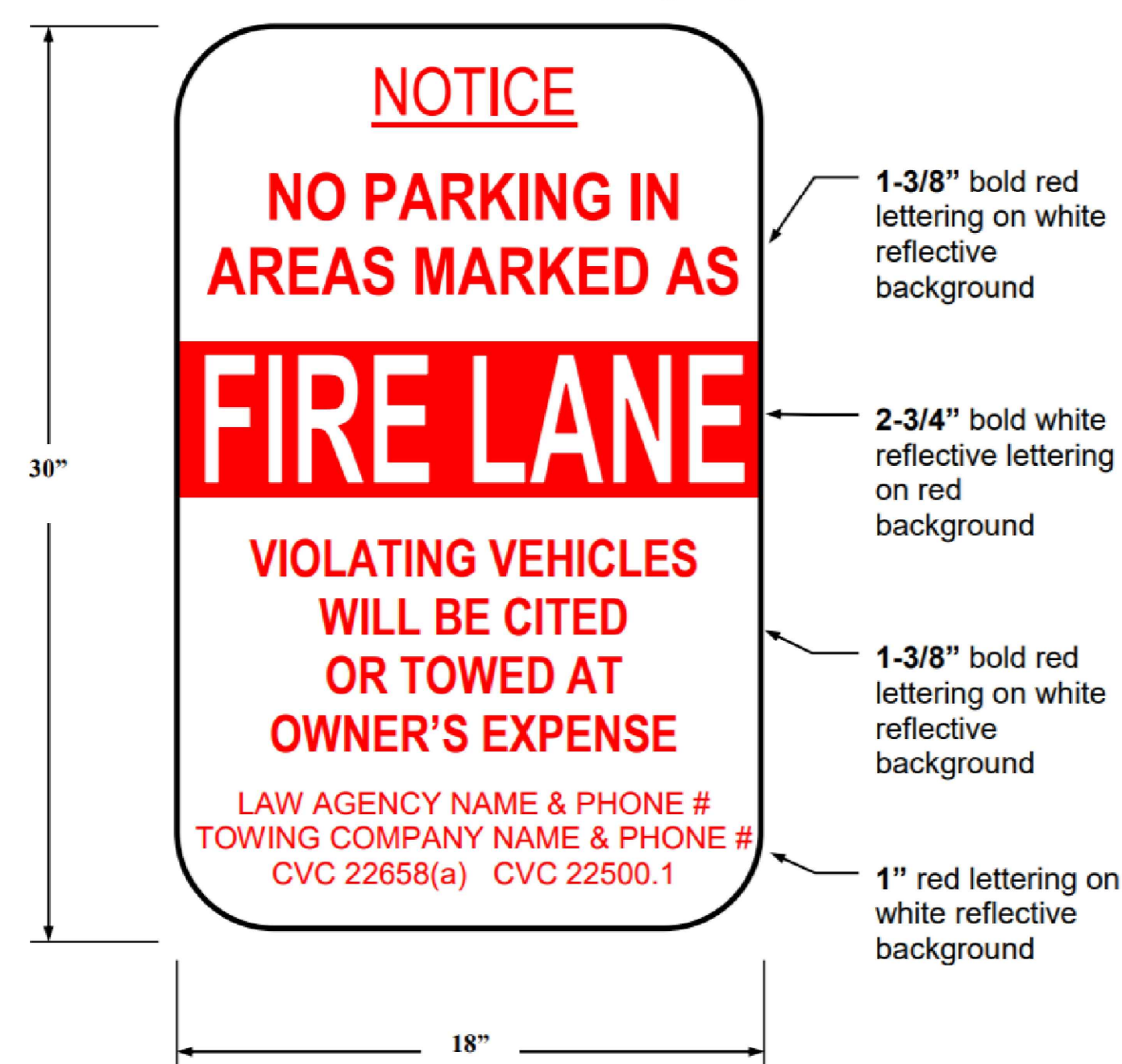


ATTACHMENT 11

ATTACHMENT 10

Specifications for Fire Lane Entrance Signs

To be used only at *vehicle entry points*
to areas that contain “Fire Lane—No Parking” signs or red curbs



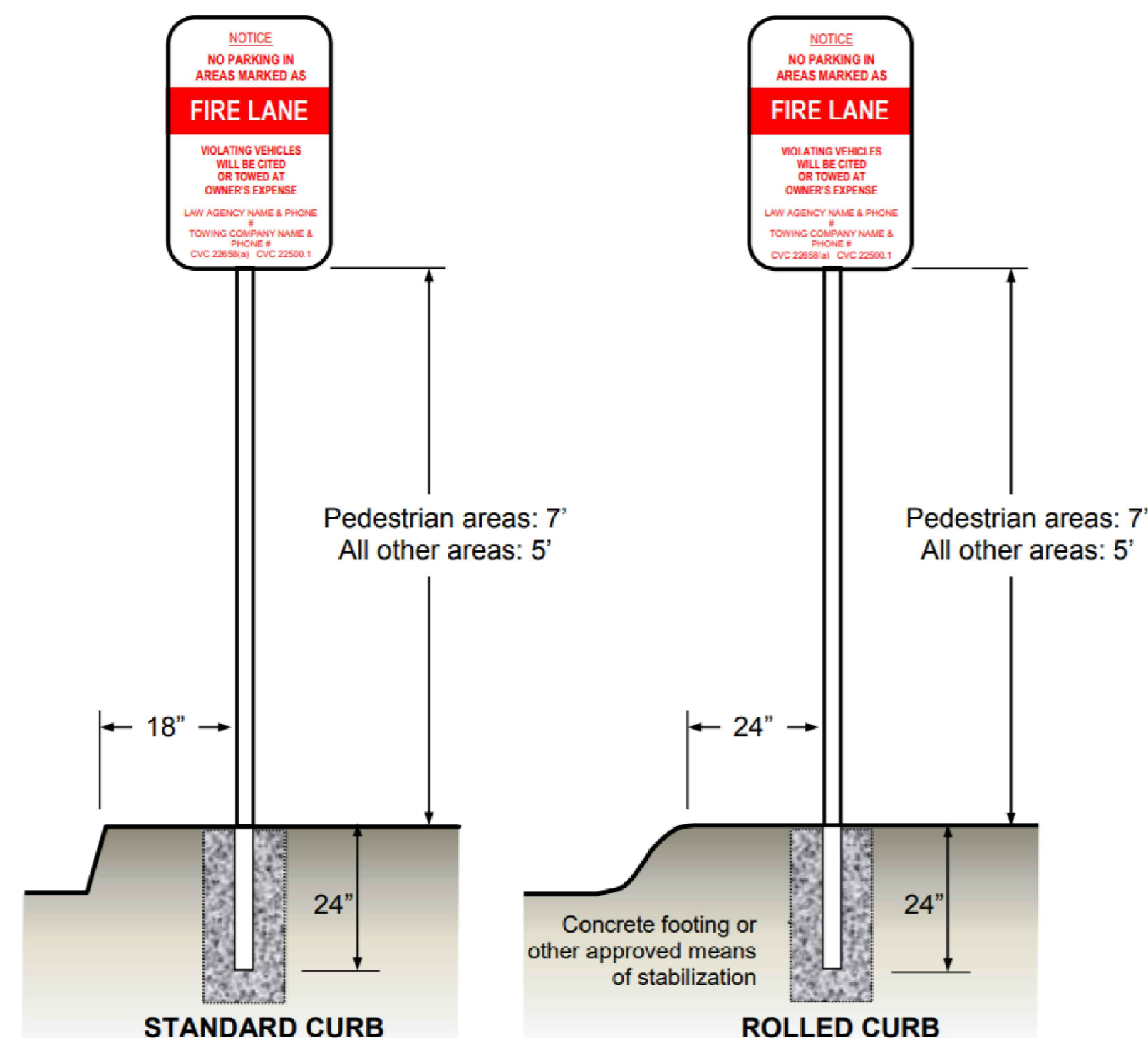
All sign and lettering dimensions shown are minimums. "Arial Narrow" font is used in sample above though other legible sans-serif fonts may be acceptable.

This sign shall be posted at all vehicle entrances to areas marked with either red curbs or fire lane "No Parking" signs. Signs shall be securely mounted facing the direction of travel and clearly visible to oncoming traffic entering the designated area. Signs shall be made of durable material and installed per Attachments 13 and 14.

Towing company contact information is required for all properties with a standing written agreement for services with a towing company per the California Vehicle Code.

ATTACHMENT 14

Mounting Specifications for Fire Lane Entrance and No Parking Signs



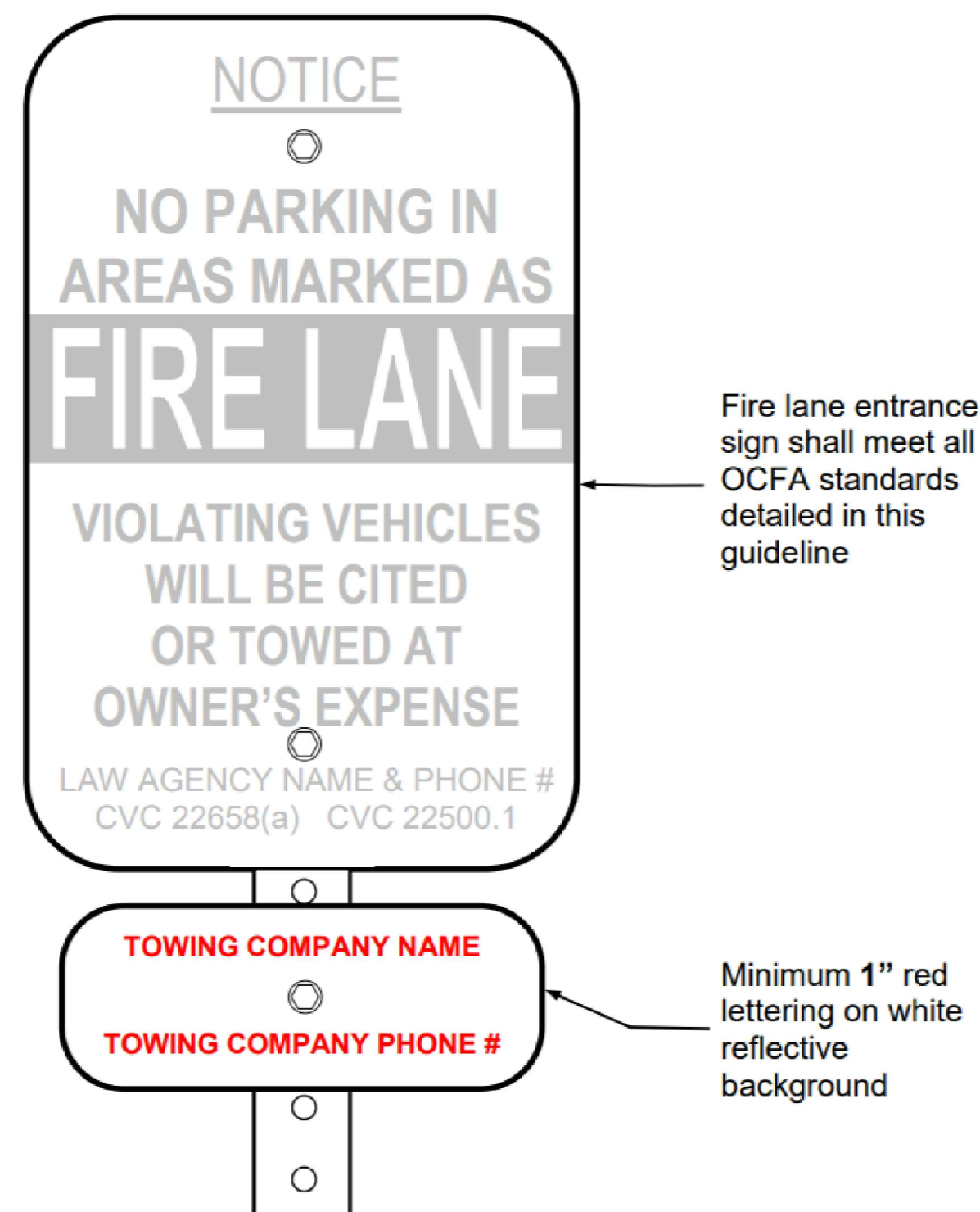
Signs shall be mounted facing the direction of vehicular travel.

Signs may be mounted on existing posts or buildings where the centerline of the sign is no more than 24" from the edge of the roadway.

Depth of bury shall be a *minimum* of 24" and rebar, a concrete footing, or another method to prevent removal of the sign is recommended. Footings for signs located in the public right-of-way shall be per the local jurisdiction's requirements.

ATTACHMENT 11

Specifications for Alternate Location of Towing Company Information



Fire lane entrance sign shall meet all OCFA standards detailed in this guideline

Minimum 1" red
lettering on white
reflective
background

Towing company contact information is required for all properties with a standing written agreement for services with a towing company per the California Vehicle Code.

To facilitate periodic changes in towing company contracts, the towing company contact information may be posted on a separate sign mounted directly below the fire lane entrance sign instead of on the entrance sign itself. The method of attachment to the post shall not obscure the wording on either sign.

OCFA FIRE MASTER PLAN NOTES

INSPECTION REQUIREMENTS

1. OCAFA SITE INSPECTIONS ARE REQUIRED FOR THIS PROJECT. PLEASE SCHEDULE ALL FIELD INSPECTIONS AT LEAST 48 HOURS IN ADVANCE. INSPECTIONS CANCELED AFTER 1 P.M. ON THE DAY BEFORE THE SCHEDULED DATE WILL BE SUBJECT TO A RE-INSPECTION FEE. CALL OCAFA INSPECTION SCHEDULING AT (714) 573-6150.
2. A LUMBER DROP INSPECTION SHALL BE PERFORMED PRIOR TO BRINGING COMBUSTIBLE MATERIALS (OR COMBUSTIBLE FIXTURES AND FINISHES FOR STRUCTURES OF NON-COMBUSTIBLE CONSTRUCTION). ALL-WEATHER ACCESS ROADS CAPABLE OF SUPPORTING 94,000 LBS., TOPPED WITH ASPHALT, CONCRETE, OR EQUIVALENT SHALL BE IN PLACE AND HYDRANTS OPERATIONAL AT TIME OF LUMBER DROP INSPECTION.
3. FOR PROJECTS WITH FUEL MODIFICATION, A VEGETATION CLEARANCE INSPECTION IS REQUIRED PRIOR TO A LUMBER DROP INSPECTION. USE THE FUEL MODIFICATION PLAN SERVICE REQUEST NUMBER TO SCHEDULE THE VEGETATION CLEARANCE INSPECTION.
4. PHASED INSTALLATION OF FIRE ACCESS ROADS REQUIRES ADDITIONAL INSPECTIONS NOT COVERED BY THE FEES PAID AT PLAN SUBMITTAL. CONTACT INSPECTION SCHEDULING TO ARRANGE FOR ADDITIONAL INSPECTIONS THAT MAY BE NEEDED AND ANY FEES THAT MAY BE DUE.
5. AN ORIGINAL APPROVED, SIGNED, WET-STAMPED OCAFA FIRE MASTER PLAN SHALL BE AVAILABLE ON-SITE AT TIME OF INSPECTION.
6. ACCESS ROADS AND HYDRANTS SHALL BE MAINTAINED AND REMAIN CLEAR OF OBSTRUCTIONS AT ALL TIMES DURING AND AFTER CONSTRUCTION. AREAS WHERE PARKING IS NOT PERMITTED SHALL BE CLEARLY IDENTIFIED AT ALL TIMES. OBSTRUCTION OF FIRE LANES AND HYDRANTS MAY RESULT IN CANCELLATION OR SUSPENSION OF INSPECTIONS.
7. TEMPORARY FIRE TANKS OF 60 OR MORE GALLONS SHALL BE REVIEWED, INSPECTED, AND PERMITTED BY THE OCAFA PRIOR TO USE.
8. THE PROJECT ADDRESS SHALL BE CLEARLY POSTED AND VISIBLE FROM THE PUBLIC ROAD DURING CONSTRUCTION.
9. ALL GATES IN CONSTRUCTION FENCING SHALL BE EQUIPPED WITH EITHER A KNOX OR BREAKAWAY PADLOCK.
10. BUILDINGS OF FOUR OR MORE STORIES SHALL BE PROVIDED WITH STAIRS AND A STANDPIPE BEFORE REACHING 40 FEET IN HEIGHT.

GENERAL REQUIREMENTS

11. FIRE LINE WIDTHS SHALL BE MEASURED FROM TOP FACE OF THE CURB TO TOP FACE OF THE CURB FOR FIRE LINES WITH STANDARD CURBS AND GUTTERS AND FROM FLOW-LINE TO FLOW-LINE FOR FIRE LINES WITH MODIFIED CURB DESIGNS (E.G., ROLLED, RAMPED, ETC.). THE DEVELOPER IS RESPONSIBLE TO VERIFY THAT ALL APPROVED PUBLIC WORKS OR GRADING DEPARTMENT STREET IMPROVEMENT PLANS OR PRECISE GRADING PLANS CONFORM TO THE MINIMUM STREET WIDTH MEASUREMENTS PER THE APPROVED OCFA FIRE MASTER PLAN AND STANDARDS IDENTIFIED IN OCFA GUIDELINE B-09 FOR ALL PORTIONS OF THE FIRE ACCESS ROADS.
12. PERMANENT, TEMPORARY, AND PHASED EMERGENCY ACCESS ROADS SHALL BE DESIGNED AND MAINTAINED TO SUPPORT AN IMPOSED LOAD OF 94,000 LBS. AND SURFACED TO PROVIDE ALL-WEATHER DRIVING CAPABILITIES.
13. FIRE LINE SIGNS AND RED CURBS SHALL MEET THE SPECIFICATIONS SHOWN IN OCFA GUIDELINE B-09 AND SHALL BE INSTALLED AS DESCRIBED THEREIN. ADDITIONAL FIRE LINE MARKINGS MAY BE REQUIRED AT THE TIME OF INSPECTION DEPENDING ON FIELD CONDITIONS.
14. ALL FIRE HYDRANTS SHALL HAVE A "BLUE REFLECTIVE PAVEMENT MARKER" INDICATING THEIR LOCATION PER THE OCFA STANDARD. ON PRIVATE PROPERTY MARKERS ARE TO BE MAINTAINED IN GOOD CONDITION BY THE PROPERTY OWNER.
15. ADDRESS NUMBERS SHALL BE LOCATED AND BE OF A COLOR AND SIZE SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE ROADWAY FROM WHICH THE BUILDING IS ADDRESSED IN ACCORDANCE WITH OCFA GUIDELINE B-09. WAYFINDING SIGNS, WHEN REQUIRED BY THE LOCAL AHJ, SHALL COMPLY WITH THE STANDARDS OF THAT AGENCY. WHEN WAYFINDING SIGNS ARE ALSO REQUIRED BY THE OCFA, THEY MAY BE DESIGNED TO LOCAL AHJ REQUIREMENTS PROVIDED THAT SUCH STANDARDS FACILITATE LOCATION OF STRUCTURES, SUITES, AND DWELLING UNITS BY EMERGENCY PERSONNEL.
16. ACCESS GATES SHALL BE APPROVED PRIOR TO INSTALLATION AND SHALL BE IN COMPLIANCE WITH CHAPTER 5 OF THE CFC AND OCFA GUIDELINES.
17. APPROVED ACCESS WALKWAYS SHALL BE PROVIDED TO ALL REQUIRED OPENINGS AND ALL RESCUE WINDOWS.
18. VEGETATION SHALL BE SELECTED AND MAINTAINED IN SUCH A MANNER AS TO ALLOW IMMEDIATE ACCESS TO ALL HYDRANTS, VALVES, FIRE DEPARTMENT CONNECTIONS, PULL STATIONS, EXTINGUISHERS, SPRINKLER RISERS, ALARM CONTROL PANELS, RESCUE WINDOWS, AND OTHER DEVICES OR AREAS USED FOR FIREFIGHTING PURPOSES. VEGETATION OR BUILDING FEATURES SHALL NOT OBSTRUCT ADDRESS NUMBERS OR INHIBIT THE FUNCTIONING OF ALARM BELLS, HORNS, OR STROBES.
19. DUMPSTERS AND TRASH CONTAINERS LARGER THAN 1.5 CUBIC YARDS SHALL NOT BE STORED IN BUILDINGS OR PLACED WITHIN 5 FEET OF COMBUSTIBLE WALLS, OPENINGS OR COMBUSTIBLE ROOF EAVE LINES UNLESS PROTECTED BY AN APPROVED SPRINKLER SYSTEM.
20. ANY FUTURE MODIFICATION TO THE APPROVED FIRE MASTER PLAN OR APPROVED SITE PLAN, INCLUDING BUT NOT LIMITED TO ROAD WIDTH, GRADE, SPEED HUMPS, TURNING RADII, GATES OR OTHER OBSTRUCTIONS, SHALL REQUIRE REVIEW, INSPECTION, AND APPROVAL BY THE OCFA.
21. APPROVAL OF THIS PLAN SHALL NOT BE CONSTRUED AS APPROVAL OF ANY INFORMATION OR PROJECT CONDITIONS OTHER THAN THOSE ITEMS AND REQUIREMENTS IDENTIFIED IN OCFA GUIDELINE B-09 AND RELATED PORTIONS OF THE 2016 CFC AND CBC. THIS PROJECT MAY BE SUBJECT TO ADDITIONAL REQUIREMENTS NOT STATED HEREIN UPON EXAMINATION OF ACTUAL SITE AND PROJECT CONDITIONS OR DISCLOSURE OF ADDITIONAL INFORMATION.

PROJECT SPECIFIC REQUIREMENTS

22. AN UNDERGROUND PIPING PLAN IS REQUIRED FOR THE INSTALLATION OF AN AUTOMATIC FIRE SPRINKLER SYSTEM OR FOR A PRIVATE FIRE HYDRANT SYSTEM. A SEPARATE PLAN SUBMITTAL IS REQUIRED.
23. AN ARCHITECTURAL PLAN IS REQUIRED TO BE SUBMITTED TO THE OCFA FOR REVIEW AND APPROVAL FOR PROJECTS CONTAINING A, C, E, F, H, I, L, AND R-4 OCCUPANCIES. A PLAN MAY ALSO BE REQUIRED FOR R-1 AND R-2 OCCUPANCIES OVER TWO STORIES OR THOSE UTILIZING SPRINKLERS OR FIRE WALLS TO INCREASE THE MAXIMUM BUILDING SIZE ALLOWED---SEE OCFA INFO BULLETIN 02-13.
24. A CHEMICAL CLASSIFICATION AND HAZARDOUS MATERIALS COMPLIANCE PLAN SHALL BE APPROVED BY THE OCFA PRIOR TO ANY HAZARDOUS MATERIALS BEING STORED OR USED ON SITE. A SEPARATE PLAN SUBMITTAL IS REQUIRED.
25. NOT APPLICABLE.
26. NOT APPLICABLE.
27. BUILDINGS CONTAINING INDUSTRIAL REFRIGERATION SYSTEMS SHALL COMPLY WITH CFC REQUIREMENTS. A SEPARATE PLAN SUBMITTAL IS REQUIRED IF REFRIGERANT QUANTITIES EXCEED THRESHOLDS.
28. A FIRE ALARM SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH APPLICABLE CODES AND LOCAL ORDINANCES, AMENDMENTS, AND GUIDELINES. A SEPARATE PLAN SUBMITTAL IS REQUIRED.
29. NOT APPLICABLE.
30. NOT APPLICABLE.
31. NOT APPLICABLE.
32. NOT APPLICABLE.

[illegible]

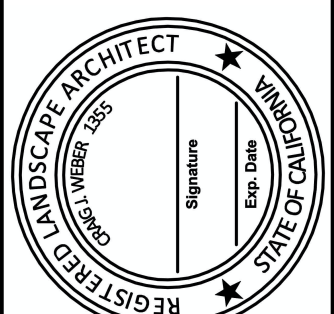
DRAWN BY	REVIEWED BY	STD ISSUE DATE	DATE ISSUED	SITE ID NO.
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SHEET TITLE	OCFA MASTER FIRE PLAN NOTES & DETAILS
SITE ADDRESS	243888 ALICIA PARKWAY LAGUNA HILLS, CA 92653

REVISIONS	BY
11/2020 REV.1	

CNA
CRAIG WEBER & ASSOCIATES

PLANS PREPARED FOR:
EMU LTD.
222 POPPY AVENUE
LAGUNA HILLS, CA 92653
(949) 758-5673
PREPARED BY:
CRAIG WEBER & ASSOCIATES
950 SANTIAGO WAY, LONG BEACH, CA 90804
PH/FAX 562-494-0411



PROJECT:
LAGUNA HILLS RETAIL CENTER
24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653

Date:	SEPT 2020
Scale:	1" = 20'
Drawn:	KGW
Job:	1543
Sheet:	

L1

Attachment: Attachment e - Plan Set (2355 : CUP No. 0053-2021 (Starbucks)/CUP No. 0054-2021 (Plant Power)/SDP No. 0031-2020)

LANDSCAPE PROJECT DATA

PARKING LOT AREA	50,802 SQ. FT.
COMMON LANDSCAPE AREA	18,752 SQ. FT.
PHASE 1 LANDSCAPE AREA (5,004 SQ. FT.)	
PHASE 2 LANDSCAPE AREA (13,748 SQ. FT.)	
PERIMETER LANDSCAPE AREA	9,732 SQ. FT.
TOTAL PROJECT LANDSCAPE AREA	28,484 SQ. FT.
R-O-W BENTLEY AVENUE LANDSCAPE AREA	865 SQ. FT.
TOTAL SITE LANDSCAPE AREA	29,349 SQ. FT.

TOTAL PROJECT LANDSCAPE AREA	28,484 SQ. FT.
TOTAL PROJECT SITE AREA	107,006 SQ. FT.
LANDSCAPE AREA PROVIDED	27%
LANDSCAPE AREA REQUIRED	15%

PERIMETER LANDSCAPE AREA	9,732 SQ. FT.
TOTAL PROJECT LANDSCAPE AREA	28,484 SQ. FT.
PERIMETER PERCENT L.A. PROVIDED	34%
PERIMETER PERCENT L.A. REQUIRED	< 60%

COMMON LANDSCAPE AREA	18,752 SQ. FT.
TOTAL PROJECT LANDSCAPE AREA	28,484 SQ. FT.
COMMON PERCENTAGE L.A. PROVIDED	66%
COMMON PERCENTAGE L.A. REQUIRED	>40%

COMMON LANDSCAPE AREA	18,752 SQ. FT.
PARKING LOT AREA	50,802 SQ. FT.
COMMON PERCENTAGE L.A. PROVIDED	37%
COMMON PERCENTAGE L.A. REQUIRED	MIN. 10%

WATER EFFICIENT LANDSCAPE CALCULATIONS

PER 2015 REVISED MODEL WATER EFFICIENT LANDSCAPE ORDINANCE

REFERENCE EVAPOTRANSPIRATION (ET₀) 48.0

PLANT DESCRIP.	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIG. EFF. (IE)	ETAF (PF / IE)	LAND. AREA	ETAF X AREA	ETWU
LOW WATER	0.2	DRIP	0.81	0.25	14,361	3590	106,838 GAL. / YR.
MODERATE WATER	0.5	DRIP	0.81	0.62	1,240	769	22,885 GAL. / YR.
				TOTAL	15,601 S.F.	4359	129,723 GAL. / YR.
						ETWU TOTAL	208,928 GAL. / YR.

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

$$MAWA = (ET_0) (0.62) [(ETAF \times LA) + ((1-ETAF) \times SLA)]$$

$$MAWA = (48.0) (0.62) [(0.45 \times 15,601) + (0.55 \times 0)]$$

$$MAWA = 208,928 \text{ GAL. / YR.}$$

ETAF CALCULATIONS

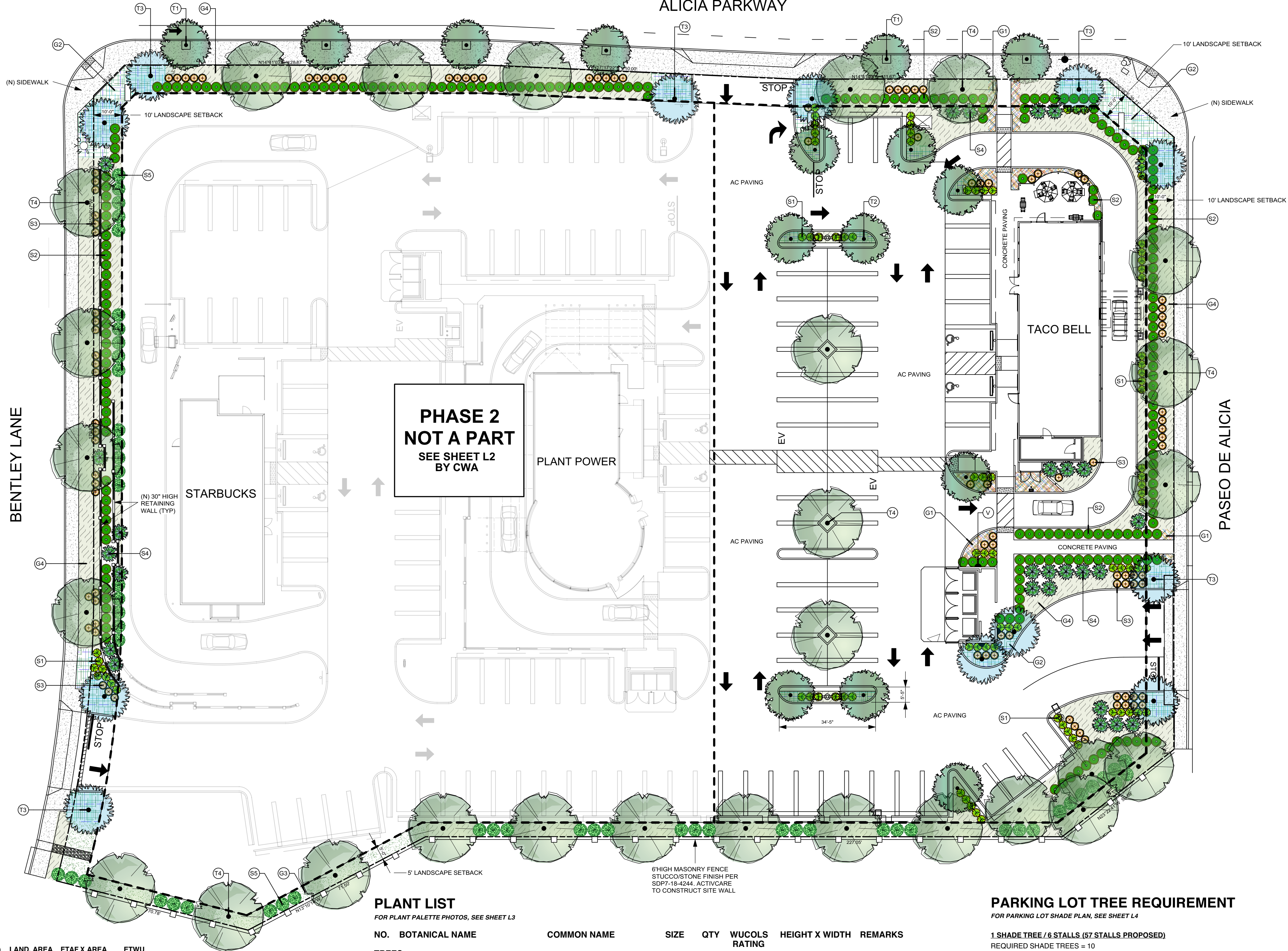
(AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE .45 OR BELOW FOR NON-RESIDENTIAL AREAS)

$$TOTAL \ ETAF \ X \ AREA = 4359$$

$$TOTAL \ AREA = 15,601 \ S.F.$$

$$AVERAGE \ ETAF = 0.28$$

BENTLEY LANE



PLANT LIST

FOR PLANT PALETTE PHOTOS, SEE SHEET L3

NO.	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WUCOLS RATING	HEIGHT X WIDTH	REMARKS
TREES:							
T1	LAGERSTROEMIA 'MUSKOGEE'	GRAPE MYRTLE	24" BOX	6	MODERATE	25-30' X 25-30'	ST. TREE, STD. TRUNK
T2	LAGERSTROEMIA 'MUSKOGEE'	GRAPE MYRTLE	15 GAL	9	MODERATE	25-30' X 25-30'	STD. TRUNK
T3	MAGNOLIA 'LITTLE GEM'	DWARF MAGNOLIA	24" BOX	12	MODERATE	15-20' X 10-15	MULTI TRUNK
T4	PLATANUS X HISPANICA	LONDON PLANE TREE	24" BOX	28	MODERATE	70-80' X 50-70'	STD. TRUNK
SHRUBS:							
S1	ANIGOZANTHOS 'HARMONY YELLOW'	KANGAROO PAW	5 GAL	87	MODERATE	2-3' X 2-3'	
S2	RAPHIOLEPIS 'PINK LADY'	INDIA HAWTHORN	5 GAL	220	LOW	3-4' X 3-4'	
S3	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL	104	LOW	3' X 3'	
S4	SENNA ARTEMISIOIDES	FEATHERY CASSIA	5 GAL	26	LOW	4-5' X 3-5'	
S5	WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL	56	LOW	3-5' X 3-5'	
GROUNDCOVERS:							
G1	BULBINE FRUTESCENS	STALKED BULBINE	4" POT	18" o.c.	LOW	12" X 1-2'	
G2	CISTUS X PULVERULENTA 'SUNSET'	CISTUS	1 GAL	24" o.c.	LOW	12-18" X 3-5'	
G3	MUHLBERGIA RIGENS	DEER GRASS	1 GAL	48" o.c.	LOW	3-4' X 3-4'	
G4	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	1 GAL	36" o.c.	LOW	1' X 2-4'	
VINE:							
V	FICUS REPENS	CREeping FIG	1 GAL	3	MODERATE		

PARKING LOT TREE REQUIREMENT

FOR PARKING LOT SHADE PLAN, SEE SHEET L4

1 SHADE TREE / 6 STALLS (57 STALLS PROPOSED)

REQUIRED SHADE TREES = 10

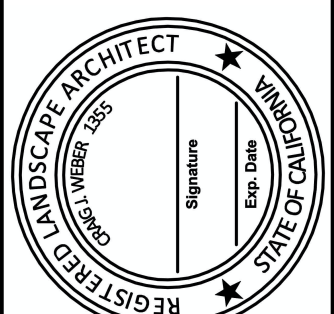
PROVIDED SHADE TREES = 19

PHASE 1 CONCEPTUAL LANDSCAPE PLAN

REVISIONS	BY
11/2020 REV.1	

CNA
CRAIG WEBER & ASSOCIATES

PLANS PREPARED FOR:
EMJ LTD.
222 POPPY AVENUE
SANTA ANA, CA 92705
(949) 758-5673
PREPARED BY:
CRAIG WEBER & ASSOCIATES
950 SANTIAGO WAY, LONG BEACH, CA 90804
PH/FAX 562-494-0411



PROJECT:
LAGUNA HILLS RETAIL CENTER
24888 ALICIA PARKWAY
LAGUNA HILL, CA 92653

Date:	SEPT 2020
Scale:	1" = 20'
Drawn:	KGW
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Sheet:	

L2

LANDSCAPE PROJECT DATA

PARKING LOT AREA	50,802 SQ. FT.
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R-O-W BENTLEY AVENUE LANDSCAPE AREA	865 SQ. FT.
TOTAL SITE LANDSCAPE AREA	29,349 SQ. FT.

TOTAL PROJECT LANDSCAPE AREA	28,484 SQ. FT.
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LANDSCAPE AREA PROVIDED	27%
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PERIMETER LANDSCAPE AREA	9,732 SQ. FT.
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PER 2015 REVISED MODEL WATER EFFICIENT LANDSCAPE ORDINANCE

REFERENCE EVAPOTRANSPIRATION (ET_o) 48.0

PLANT DESCRIP.	PLANT FACTOR (PF)	IRRIGATION METHOD	IRRIG. EFF. (IE)	ETAF (PF / IE)	LAND. AREA	ETAF X AREA	ETWU
LOW WATER	0.2	D RIP	0.81	0.25	9,703	2426	72,198 GAL. / YR.
MODERATE WATER	0.5	D RIP	0.81	0.62	4,045	2508	74,638 GAL. / YR.
				TOTAL	13,748 S.F.	4934	146,836 GAL. / YR.
						ETWU TOTAL	184,113 GAL. / YR.
						MAWA TOTAL	

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

$$MAWA = (ET_o) (0.62) [(ETAF \times LA) + ((1-ETAF) \times SLA)]$$

$$MAWA = (48.0) (0.62) [(0.45 \times 13,748) + (0.55 \times 0)]$$

$$MAWA = 184,113 \text{ GAL. / YR.}$$

ETAF CALCULATIONS

(AVERAGE ETAF FOR REGULAR LANDSCAPE AREAS MUST BE .45 OR BELOW FOR NON-RESIDENTIAL AREAS)

$$TOTAL \ ETAF \ X \ AREA = 4934$$

$$TOTAL \ AREA = 13,748 \ S.F.$$

$$AVERAGE \ ETAF = 0.36$$

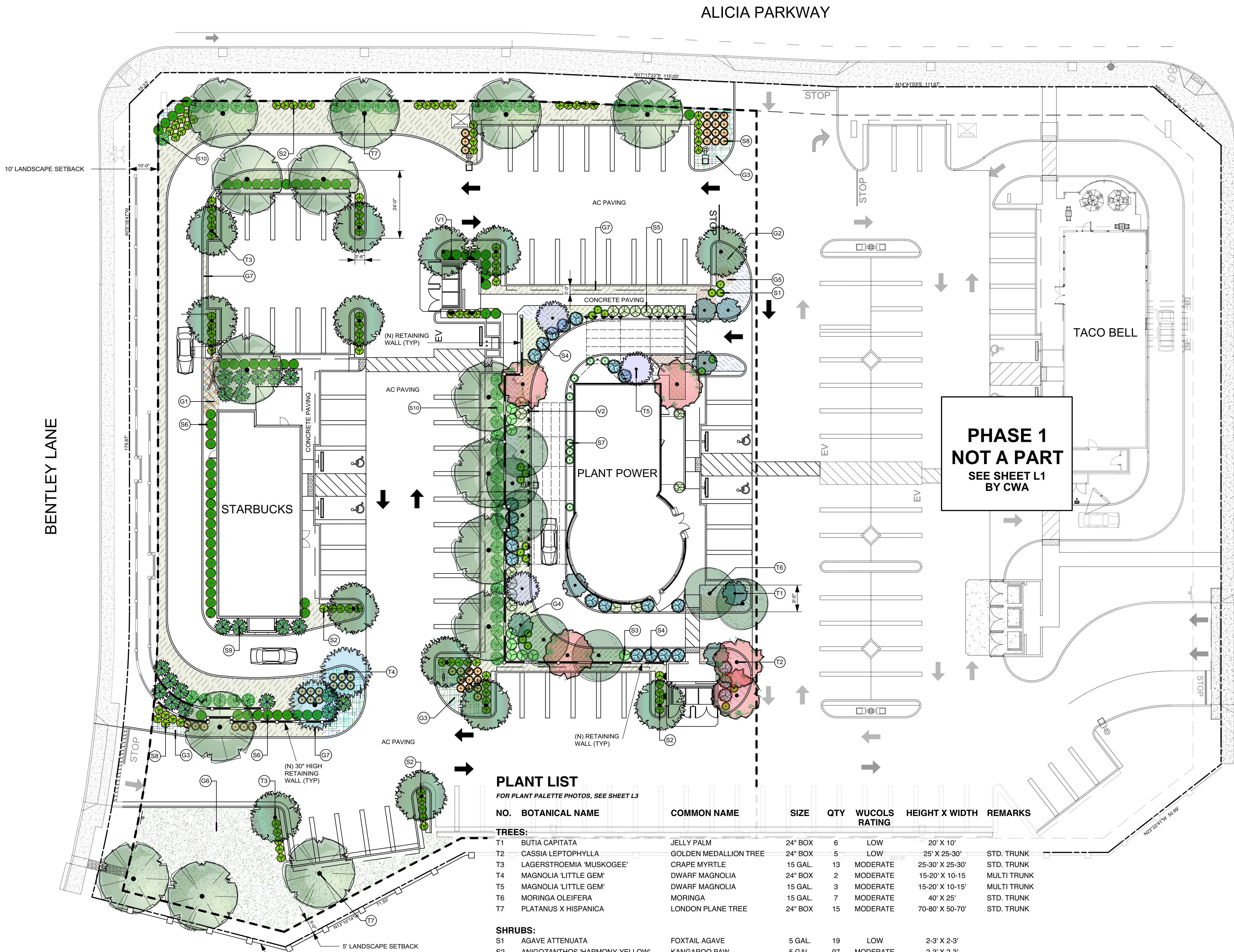
PARKING LOT TREE REQUIREMENT

FOR PARKING LOT SHADE PLAN, SEE SHEET L4

1 SHADE TREE / 6 STALLS (76 STALLS PROPOSED)

REQUIRED SHADE TREES = 13

PROVIDED SHADE TREES = 15



PLANT LIST

FOR PLANT PALETTE PHOTOS, SEE SHEET L3

NO.	BOTANICAL NAME	COMMON NAME	SIZE	QTY	WUCOLS RATING	HEIGHT X WIDTH	REMARKS
TREES:							
T1	BUTIA CAPITATA	JELLY PALM	24" BOX	6	LOW	20' X 10'	
T2	CASSIA LEPTOPHYLLA	GOLDEN MEDALLION TREE	24" BOX	5	LOW	25' X 25-30'	STD. TRUNK
T3	LAGERSTROEMIA 'MUSKOGEE'	CRAPE MYRTLE	15 GAL.	13	MODERATE	25-30' X 25-30'	STD. TRUNK
T4	MAGNOLIA 'LITTLE GEM'	DWARF MAGNOLIA	24" BOX	2	MODERATE	15-20' X 10-15'	MULTI TRUNK
T5	MAGNOLIA 'LITTLE GEM'	DWARF MAGNOLIA	15 GAL.	3	MODERATE	15-20' X 10-15'	MULTI TRUNK
T6	MORINGA OLEIFERA	MORINGA	15 GAL.	7	MODERATE	40' X 25'	STD. TRUNK
T7	PLATANUS X HISPANICA	LONDON PLANE TREE	24" BOX	15	MODERATE	70-80' X 50-70'	STD. TRUNK
SHRUBS:							
S1	AGAVE ATTENUATA	FOXTAIL AGAVE	5 GAL.	19	LOW	2-3' X 2-3'	
S2	ANIGONANTHOS 'HARMONY YELLOW'	KANGAROO PAW	5 GAL.	97	MODERATE	2-3' X 2-3'	
S3	FICUS 'NITIDA'	INDIAN LAUREL FIG	5 GAL.	9	MODERATE	6-8' X 3-4'	
S4	OTATEA ACUMINATA	MEXICAN WEEPING BAMBOO	5 GAL.	23	MODERATE	10-15' X 5-10'	
S5	PITTOSPORUM 'SILVER SHEEN'	KOHUHU	5 GAL.	17	MODERATE	10-15' X 5-10'	
S6	RAPHIOLEPIS 'PINK LADY'	INDIA HAWTHORN	5 GAL.	69	LOW	3-4' X 3-4'	
S7	RHAPIS EXCELSA	LADY PALM	5 GAL.	8	MODERATE	5-10' X 5-8'	
S8	SALVIA LEUCANTHA	MEXICAN BUSH SAGE	1 GAL.	44	LOW	3' X 3'	
S9	SENNA ARTEMISIOIDES	FEATHERY CASSIA	5 GAL.	21	LOW	4-5' X 3-5'	
S10	WESTRINGIA FRUTICOSA	COAST ROSEMARY	5 GAL.	46	LOW	3-5' X 3-5'	
GROUNDCOVERS:							
G1	BULBINE FRUTESCENS	STALKED BULBINE	4" POT	18" o.c.	LOW	12" X 1-2'	
G2	CEANOTHUS GLORIOSUS	CEANOTHUS	1 GAL.	36" o.c.	MODERATE	1-2' X 4-6'	
G3	CISTUS X PULVERULENTA 'SUNSET'	CISTUS	1 GAL.	24" o.c.	LOW	12-18" X 3-5'	
G4	LANTANA 'BANDANA LEMON ZEST'	TRAILING LANTANA	1 GAL.	36" o.c.	LOW	1-2' X 2-4'	
G5	LOMANDRA LONGIFOLIA	DWARF MAT RUSH	4" POT	18" o.c.	MODERATE	2' X 2'	
G6	MUHLENBERGIA RIGENS	DEER GRASS	1 GAL.	48" o.c.	LOW	3-4' X 3-4'	
G7	MYOPORUM PARVIFOLIUM	PROSTRATE MYOPORUM	1 GAL.	36" o.c.	LOW	1' X 2-4'	
VINES:							
V1	FICUS REPENS	CREeping FIG	1 GAL.	7	MODERATE		
PLANT POWER VINE OPTIONS LISTED BELOW							
V2	DISTICTUS BUCCINATORIA	BLOOD RED TRUMPET VINE	5 GAL.	6	MODERATE		
	HARDENBERGIA VIOLACEA	HAPPY WANDERER	5 GAL.	6	MODERATE		
	JASMINUM POLYANTHUM	PINK JASMINE	5 GAL.	6	MODERATE		
	LONICERA JAPONICA 'HALLIANA'	HALL'S HONEYSUCKLE	5 GAL.	6	LOW		

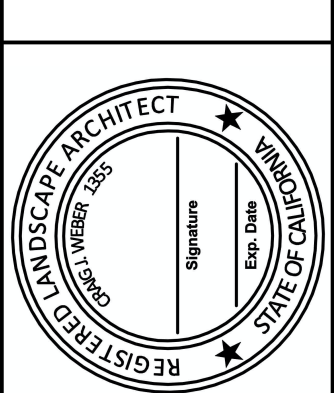
CONCEPTUAL LANDSCAPE PLAN

PHASE 2



PLANS PREPARED FOR:
EMJ LTD.
222 POPPY AVENUE
SAN ANTONIO, TX 78204
(214) 736-5679

PREPARED BY:
CRAIG WEBER & ASSOCIATES
950 SANTIAGO WAY, LONG BEACH, CA 90804
PH/FAX 562-494-0411



PROJECT:
LAGUNA HILLS RETAIL CENTER
24888 ALICIA PARKWAY
LAGUNA HILL, CA 92653

Date:	SEPT 2020
Scale:	1" = 20'
Drawn:	KGW
Job:	1543
Sheet:	L3

TREES



BUTIA CAPITATA



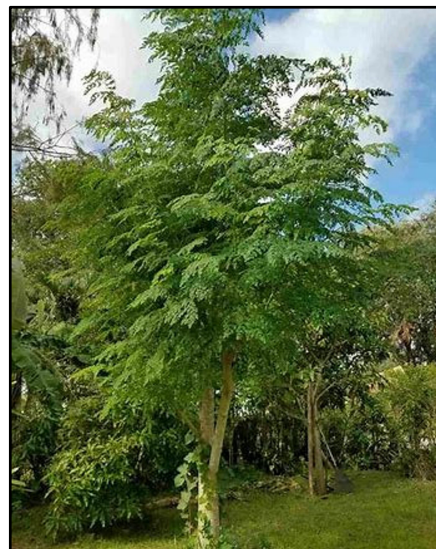
CASSIA LEPTOPHYLLA



LAGERSTROEMIA 'MUSKOGEE'



MAGNOLIA 'LITTLE GEM'



MORINGA OLEIFERA

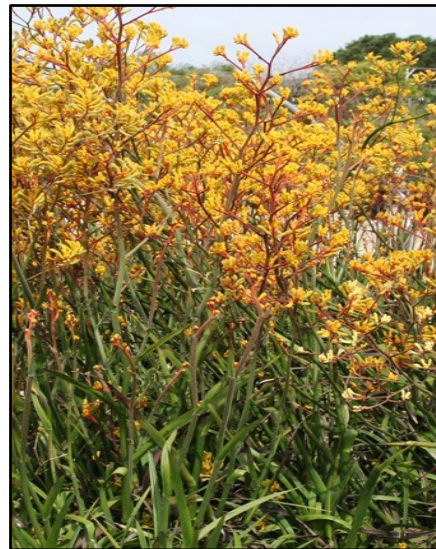


PLATANUS X HISPANICA

SHRUBS



AGAVE ATTENUATA



ANIGOZANTHOS 'HARMONY YELLOW'



FICUS 'NATIDA'



OTATEA ACUMINATA



PITTOSPORUM 'SILVER SHEEN'



RAPHIOLEPIS 'PINK LADY'



RHAPIS EXCELSA



SALVIA LEUCANTHA



SENNA ARTEMISIOIDES



WESTRINGIA FRUTICOSA

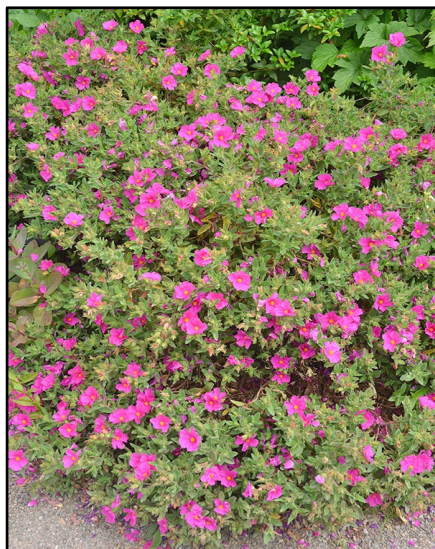
GROUNDCOVER



BULBINE FRUTESCENS



CEANOTHUS 'CARAMEL CREEPER'



CISTUS 'SUNSET'



LANTANA 'BANDANA LEMON ZEST'



LOMANDRA LONGIFOLIA



MUHLENBERGIA RIGENS



MYOPORUM PARVIFOLIUM

VINES



DISTICTUS BUCCINATORIA



FICUS REPENS



HARDENBERGIA VIOLACEA



JASMINUM POLYANTHUM



LONICERA 'HALLIANA'

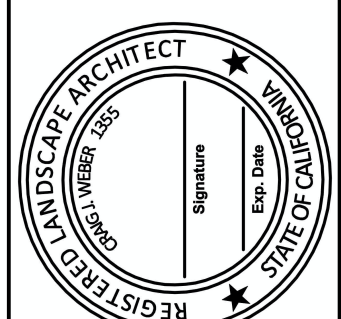
PLANT PALETTE

REVISIONS	BY
11/2020 REV.1	



PLANS PREPARED FOR:
EMJ LTD.
2222 POPPY AVENUE
CORONA DEL MAR, CA.
(949) 795-8679

PREPARED BY:
CRAIG WEBB
9550 SANTIAGO WAY, LONG BEACH, CA 90803
PH/FAX 562.494.0411

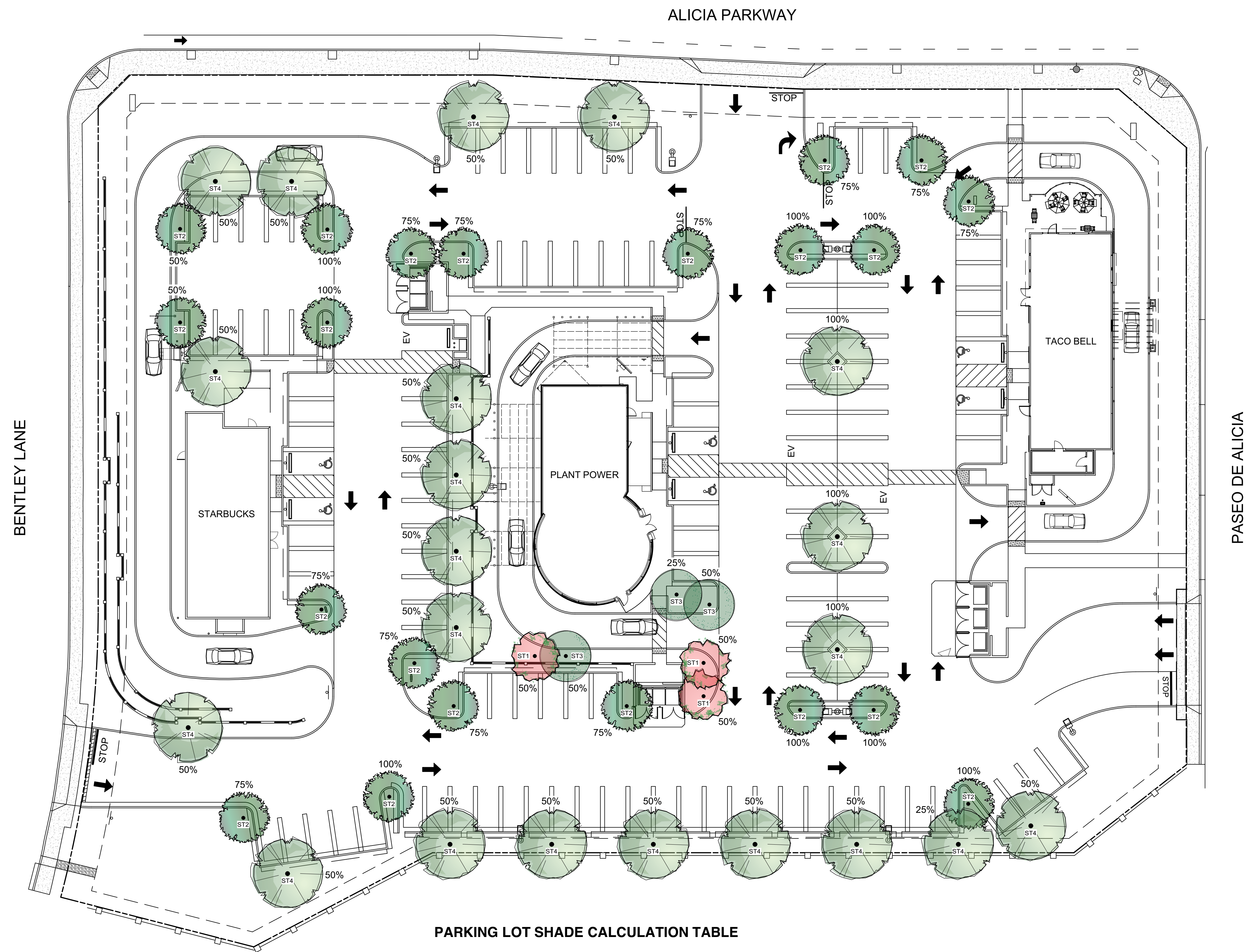


PROJECT: LAGUNA HILLS RETAIL CENTER
24888 ALICIA PARKWAY
LAGUNA HILL, CA 92653

Date:	SEPT 2020
Scale:	1" = 20'
Drawn:	KGW
Job:	1543
Sheet:	

L4

Packet Pg. 133



PARKING LOT SHADE CALCULATION TABLE

[illegible]

NOTES

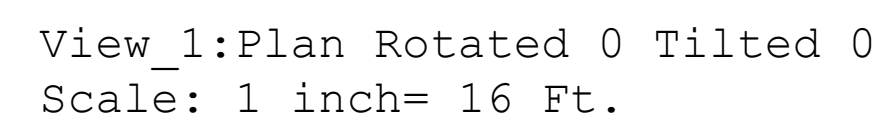
- 1 THE ABOVE PLAN INDICATES ONLY THE SHADE TREES COUNTED IN ABOVE CALCULATION TABLE.
FOR ALL OTHER PROPOSED TREES ON SITE AND IN R-O-W, SEE SHEETS L1 AND L2 BY CWA.
- 2 THE ABOVE SHADE DIAGRAM IS INTENDED TO REFLECT THE MANNER IN WHICH SHADE IS CREDITED UNDER
VARIOUS CONDITIONS. IT IS NOT GRAPHICALLY INDICATING AN EXACT 40% MINIMUM COVERAGE.
- 3 SHADE TREES MAY RECEIVE 25%, 50%, 75% OR 100% CREDIT AS SHOWN IN TABLE ABOVE.
- 4 SHADE OVERLAP IS NOT COUNTED TWICE.

PARKING LOT SHADE PLAN

WWW.MAXLITE.COM

1000

TACO BELL
OPTION-C



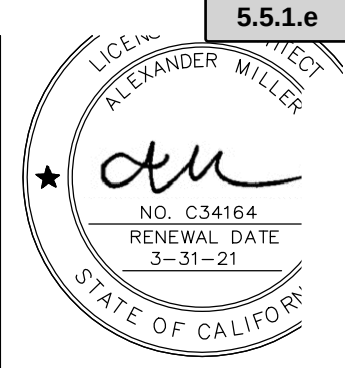
Luminaire Schedule						
Symbol	Qty	Label	Arrangement	Lum. Lumens	LLF	Description
	16	T3	SINGLE	12838	0.900	AR100UT3-40BK
	4	T3-2	BACK-BACK	12838	0.900	AR100UT3-40BK

PRELIMINARY PHOTOMETRIC PLAN – NOT TO SCALE

PLANT POWER FAST FOOD



SHEET INDEX		PROJECT INFORMATION							
TS R1 L1 L2 SP1 SP2 A1 A2 A3 A4 A5 A6 A7 A8 A11	PROJECT INFORMATION PROPOSED RENDERINGS LANDSCAPE PLAN LANDSCAPE PLAN SITE PLAN ENLARGED SITE PLAN FLOOR PLAN ELEVATIONS ELEVATIONS SECTIONS EXTERIOR SIGNS DRIVE-THRU MENU BOARD MATERIALS EXTERIOR LIGHTING PLAN FLOOR AREA FOR PARKING SUMMARY	PROPERTY INFORMATION OWNER: EMJ LIMITED 222 POPPY AVENUE CORONA DEL MAR, CA 92625 ADDRESS: TBD ALICIA PKWY LAGUNA HILLS, CA 92653 LEGAL DESCRIPTION: PARCEL 1 OF PARCEL MAP NO. 2018-182, IN THE CITY OF LAGUNA HILLS, IN THE COUNTY OF ORANGE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 402 PAGES 14 TO 16 INCLUSIVE OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. A.P.N.: 620-231-10 (PORTION)		ZONING ZONE: NMU (NEIGHBORHOOD MIXED USE) HEIGHT: 40'-0" MAX. ALLOWED (24'-0" PROPOSED)		PARKING SUMMARY AUTOMOBILE PARKING SPACES: PER LHMC TABLE 9-44.A: 1 STALL PER 50 SF INTERIOR GSF (NOT INCL. RESTROOMS) 1 STALL PER 150 SF EXTERIOR DINING (NONE REQ. FOR MAX. 16 SEATS) 2,503 SF - 205 SF RESTROOMS = 2,298 SF / 50 = 45.9 STALLS REQ. 46 STALLS REQ. FOR PLANT POWER FAST FOOD		PROJECT TEAM ARCHITECT: ALEX MILLER STUDIO Architect License Number: C34164 9187 Clairemont Mesa Blvd, Suite #6 -743 San Diego, CA 92123 858.692.2529 ALEXMILLER.MAIL2@GMAIL.COM	
		BUILDING AREAS PER LHMC TABLE 9-29.040, NMU MAX F.A.R. IS .38, PROPOSED FAST FOOD RESTAURANT - 2,503 SF TOTAL GFA: 2,503 SF							
		BUILDING INFORMATION USE: FAST FOOD RESTAURANT WITH DRIVE-THRU OCCUPANCY: A-2 CONSTRUCTION TYPE: V-B, NON-SPRINKLERED							
		VICINITY MAP							



Plant Power Fast Food
24888 Alicia Parkway
Laguna Hills, CA

Alex Miller Studio
9187 Clairemont Mesa Blvd, Suite #6 -743
San Diego, CA 92123
(619) 447-7570
Attachment: Attachment e - Plan Set (2355 : CUP No. 0053-2021 (Starbucks)/CUP No. 0054-2021 (Plant Power)/SDP No. 0031-2020)

Date: 10-21-2

TS



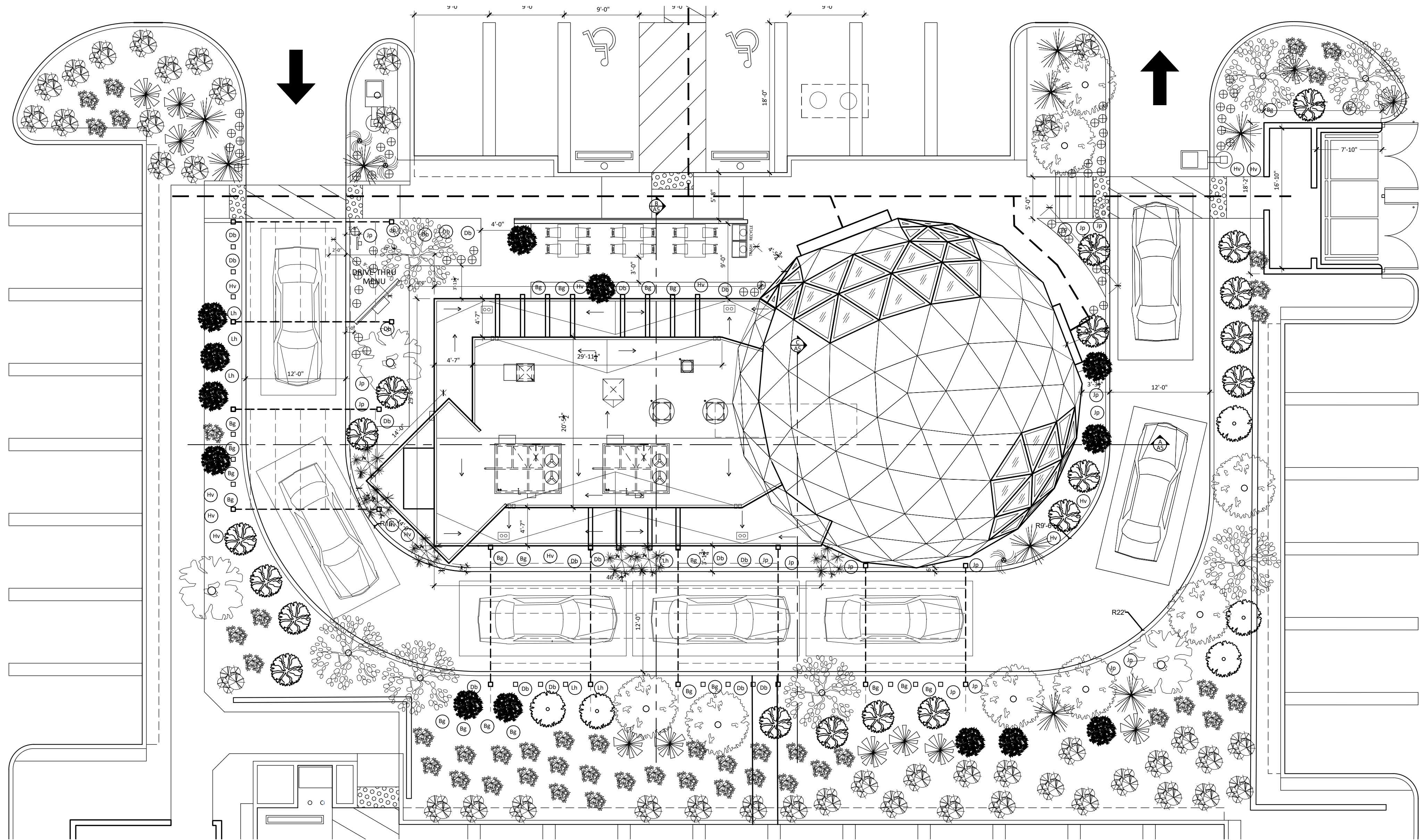
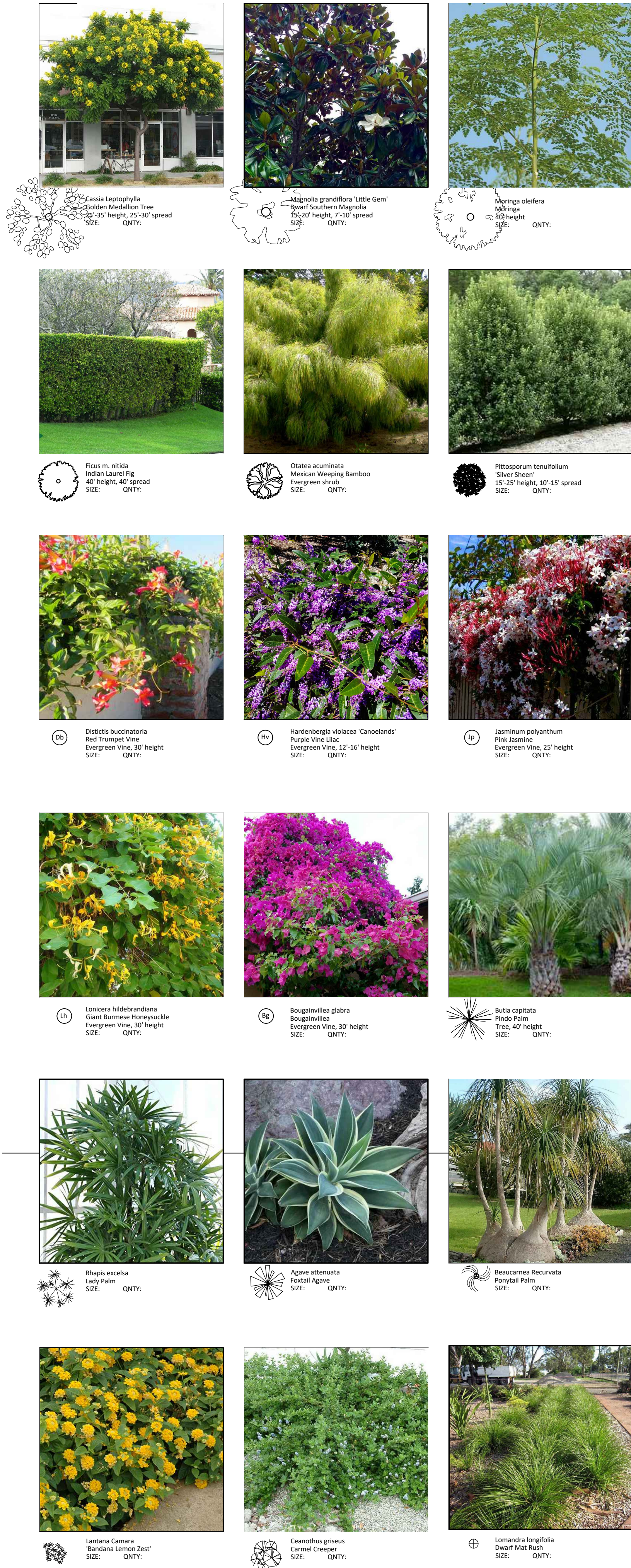
VIEW FROM NORTH



VIEW FROM SOUTH



VIEW FROM WEST



PROPOSED LANDSCAPE PLAN

SCALE: 1/8" = 1'-0"



Plant Power Fast Food
24888 Alicia Parkway
Laguna Hills, CA

Alex Miller Studio
2329 Chicago Street
San Diego, CA 92110
(858) 692-2529

Date: 9-7-2021



PROPOSED INTERIOR LANDSCAPE PLAN

SCALE: 1/4" = 1'-0"



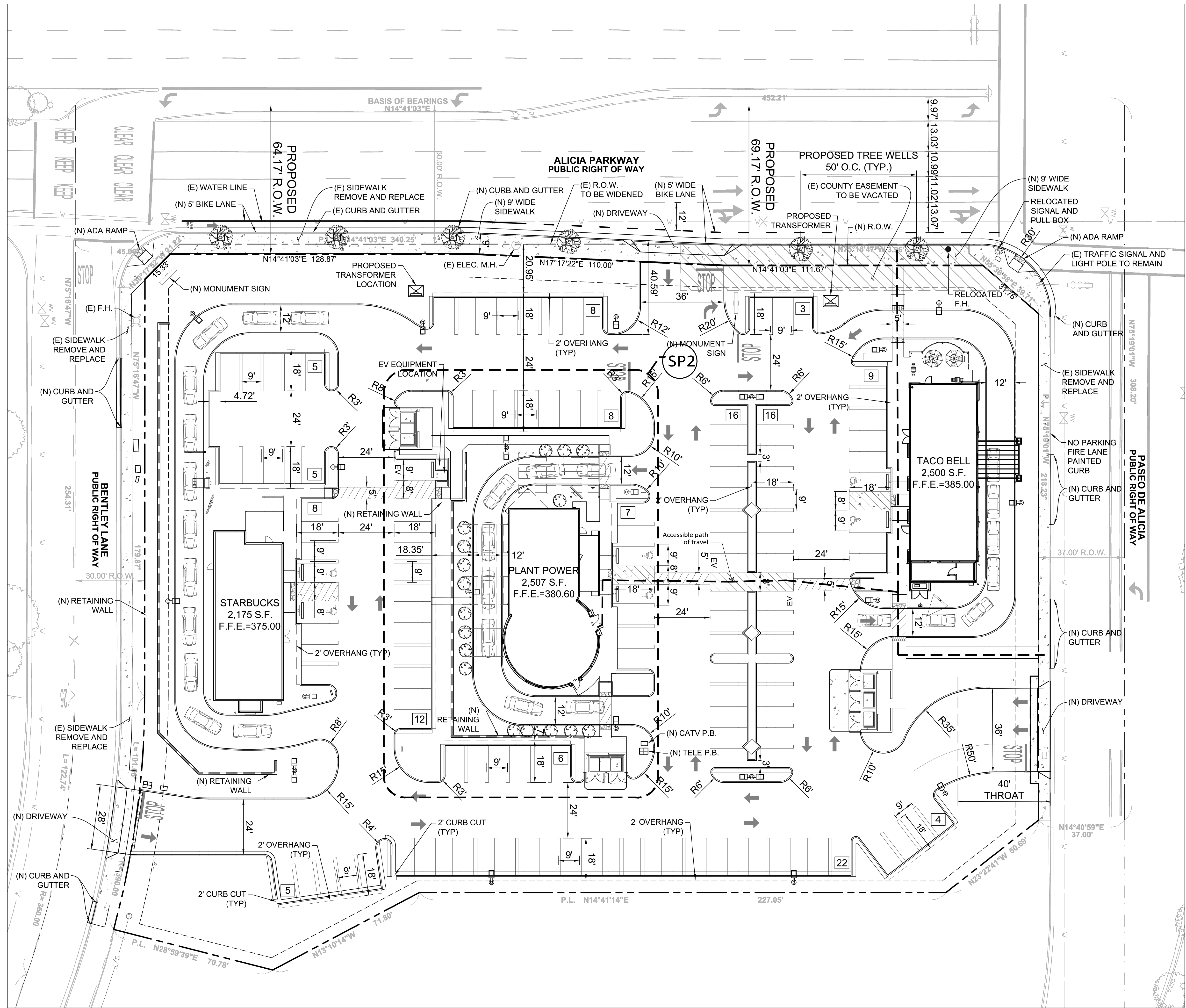


Plant Power Fast Food
24888 Alicia Parkway
Laguna Hills, CA

Alex Miller Studio
2329 Chicago Street
San Diego, CA 92110
(858) 692-2529

Date: 9-7-202

SP1



PROPOSED SITE PLAN

SCALE: 1" = 20'-0"



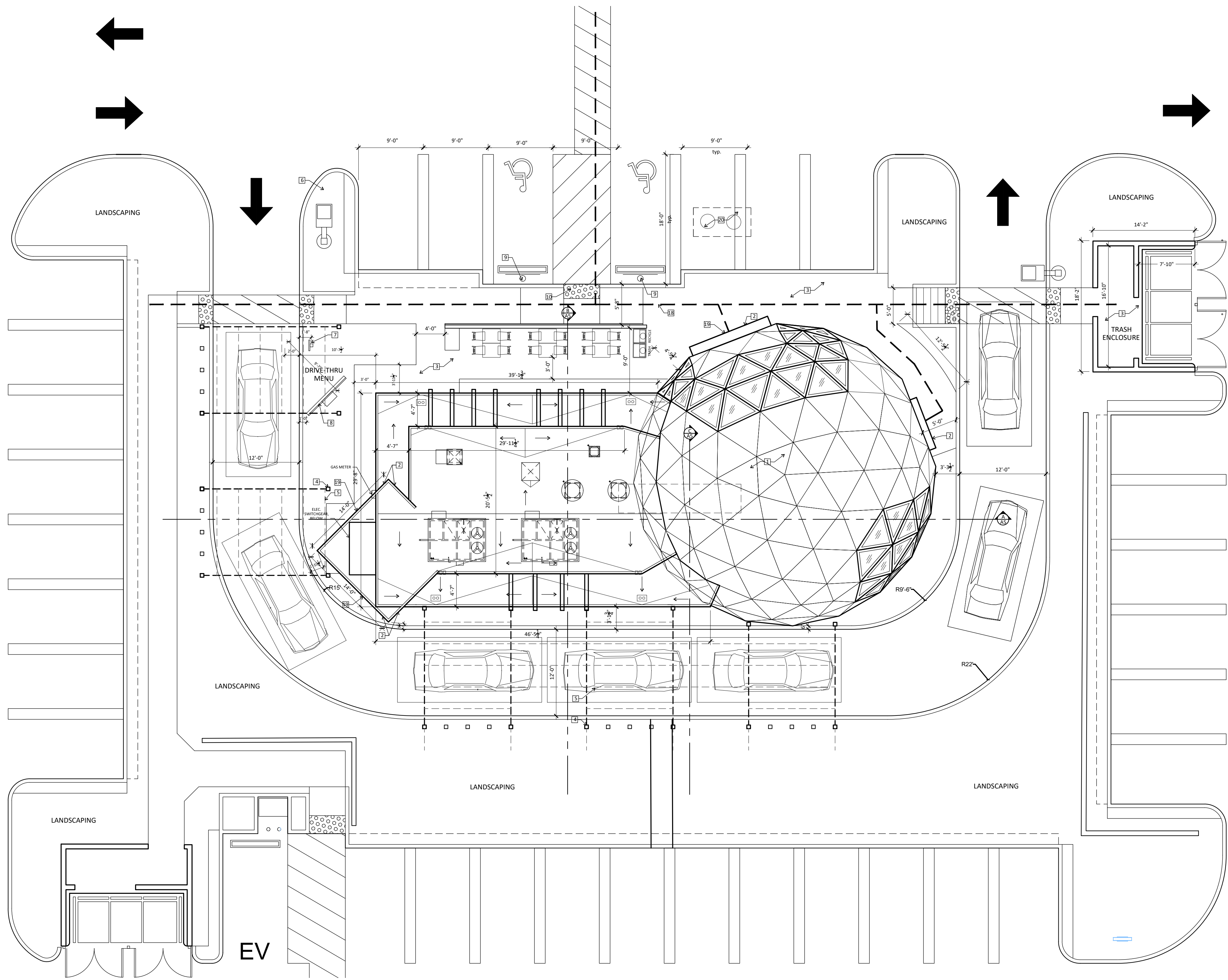
Plant Power Fast Food
24888 Alicia Parkway
Laguna Hills, CA

Alex Miller Studio
2329 Chicago Street
San Diego, CA 92110
(858) 692-2529

Attachment: Attachment e - Plan Set (2355 : CUP No. 0053-2021 (Starbucks)/CUP No. 0054-2021 (Plant Power)/SDP No. 0031-2020)

Date: 9-7-202

SP2

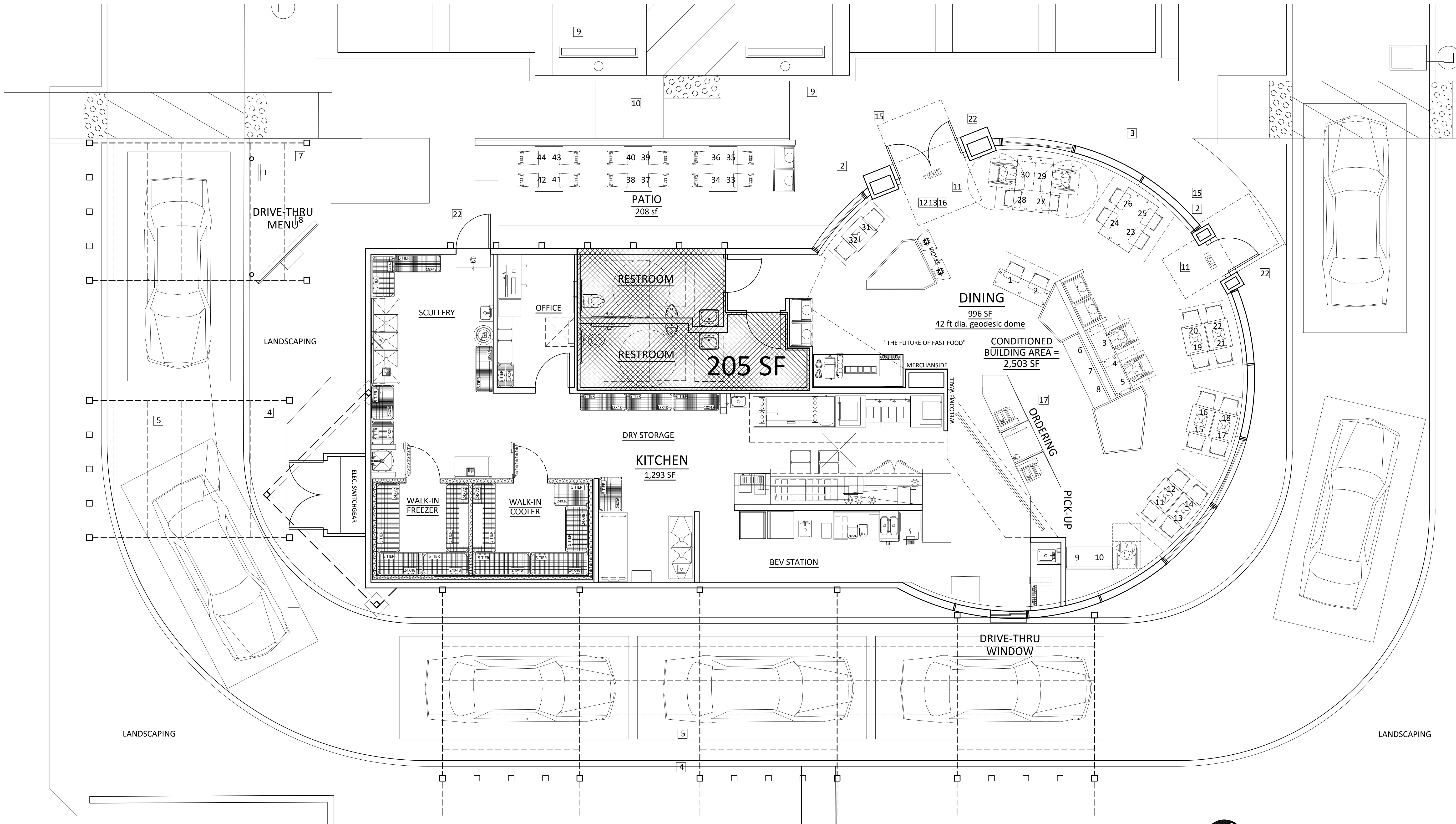


PROPOSED SITE PLAN

SCALE: 1/8" = 1'-0"

KEYNOTES

- | | | |
|---|--|---|
| 1 Corrugated aluminum panels | 11 Illuminated exit sign | 20 Grease Interceptor |
| 2 Wood composite siding | 12 Tactile exit sign per CBC 1011.3 with word 'exit' | 21 Trash Enclosure per LPMC 9-40.070. Walls on three sides min. 6'-0" high. Gate min. 5'-0" high. |
| 3 Gray concrete, light broom finish | 13 Occupant load posted here | 22 Glass door with black aluminum frame |
| 4 Post wrapped with wood composite siding | 14 Common use circulation path, accessible path to all employee areas | |
| 5 Stainless steel cables for plants | 15 Level landing, emergency lighting to be provided per CBC 1008.3 | |
| 6 Drive Thru entry sign, per sheet A5 | 16 Signage at door "This door to remain unlocked when this space is occupied" contrasting letters 1" min | |
| 7 Speaker box, per sheet A6 | 17 Counter, 34" max. abv. f.f. | |
| 8 Menu board, per sheet A6 | 18 Accessible path of travel | |
| 9 Accessible parking signage | 19 Wall sign per sheet A5 | |
| 10 Detectable warning strip | | |



PROPOSED FLOOR AREAS FOR PARKING SUMMARY

SCALE: 1/4" = 1'-0"

PARKING SUMMARY

AUTOMOBILE PARKING SPACES: PER LHMC TABLE 9-44.A:

1 STALL PER 50 SF INTERIOR GSF (NOT INCL. RESTROOMS)
1 STALL PER 150 SF EXTERIOR DINING (NONE REQ. FOR MAX. 16 SEATS)
2,503 SF - 205 SF RESTROOMS = 2,298 SF / 50 = 45.9 STALLS REQ.

46 STALLS REQ. FOR PLANT POWER FAST FOOD

Date: 10-21-2

A11

Plant Power Fast Food
24888 Alicia Parkway
Laguna Hills, CA

Alex Miller Studio
9187 Clairemont Mesa Blvd, Suite #6 -743
San Diego, CA 92123
(858) 697-7579



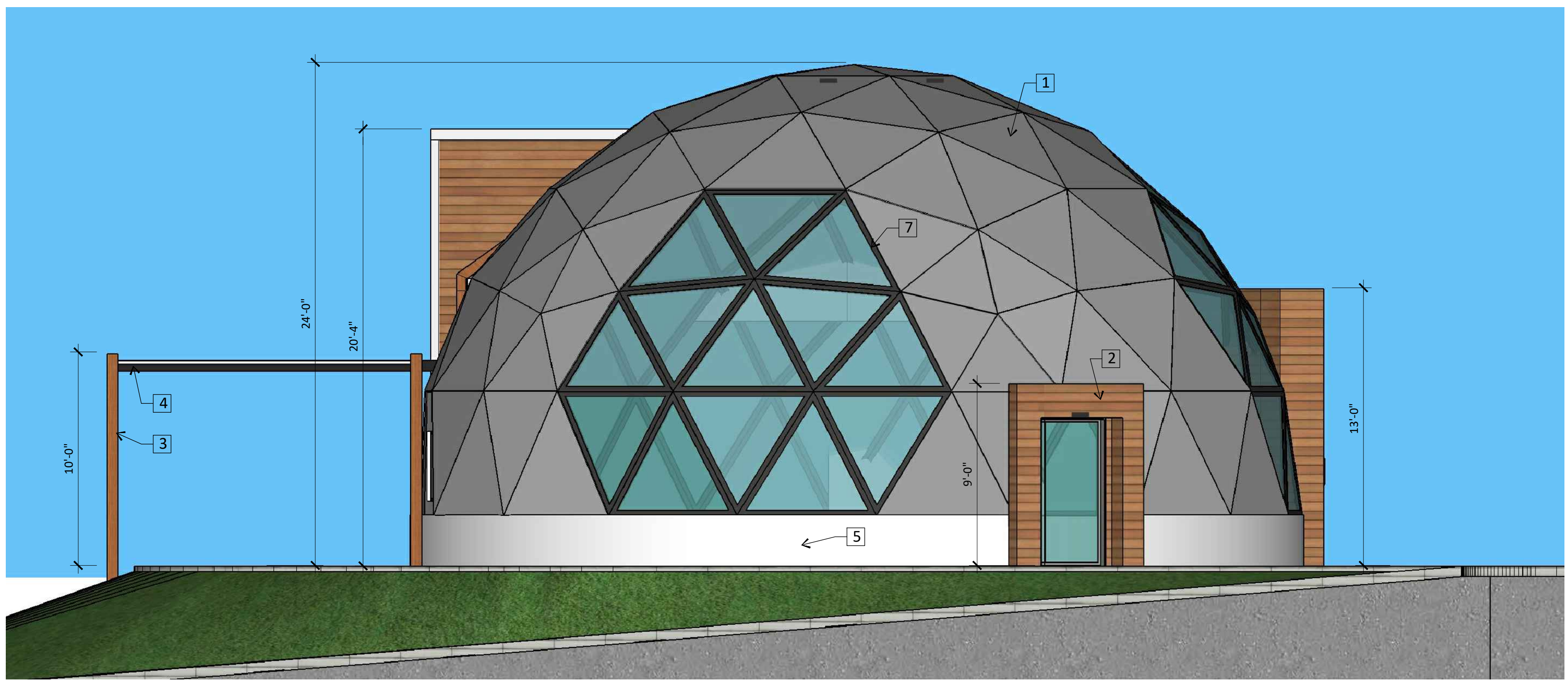
Attachment: Attachment e - Plan Set (2355 : CUP No. 0053-2021 (Starbucks)/CUP No. 0054-2021 (Plant Power)/SDP No. 0031-2020)



1

PROPOSED NORTHEAST ELEVATION

SCALE: 1/4" = 1'-0"

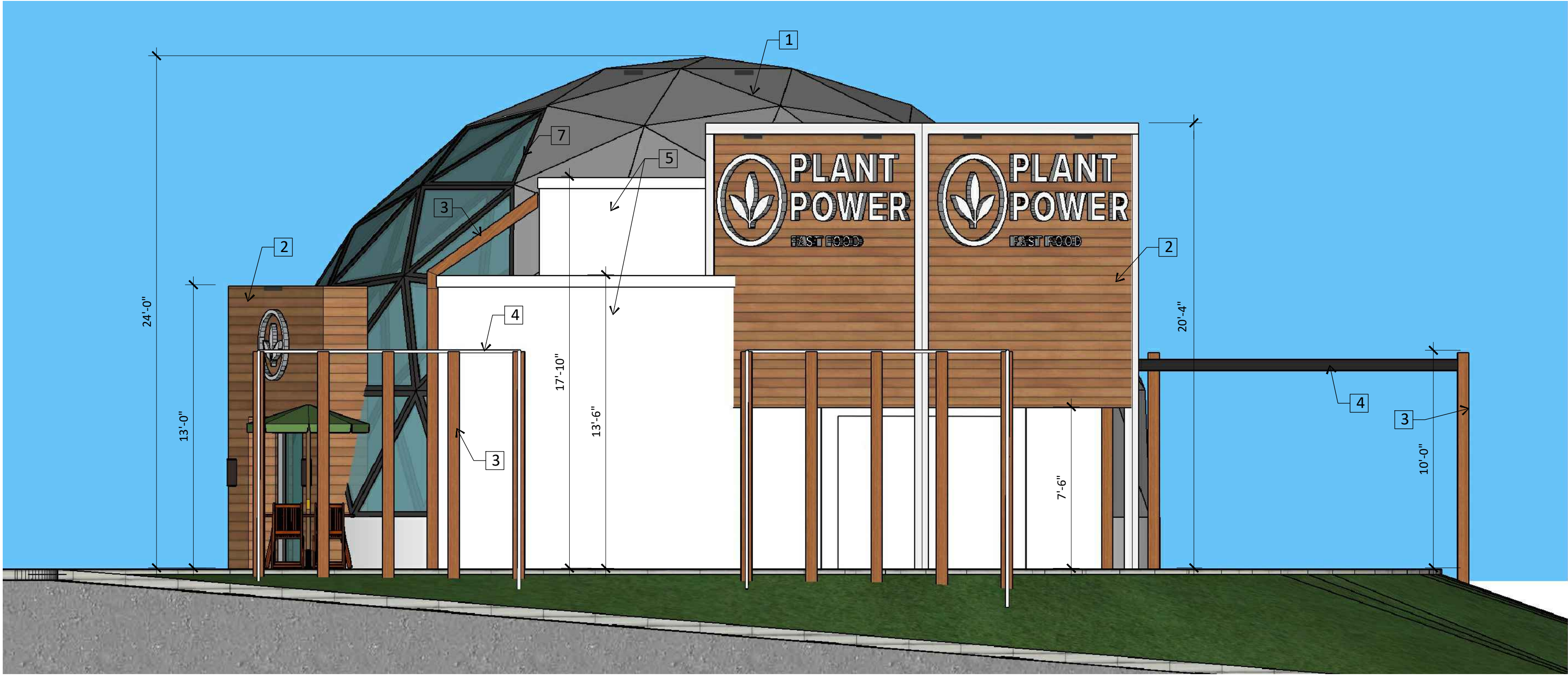


2

PROPOSED SOUTHEAST ELEVATION

SCALE: 1/4" = 1'-0"

KEYNOTES	
1	Corrugated aluminum panels per A7
2	Wood composite siding per A7
3	Post wrapped in wood composite siding per A7
4	Stainless steel cables for plants
5	Stucco, light sand finish, color per A7
6	Light fixture per sheet A8
7	Windows & Doors with black aluminum frame per A7



- KEYNOTES
- 1

Corrugated aluminum panels per A7
- 2

Wood composite siding per A7
- 3

Post wrapped in wood composite siding per A7
- 4

Stainless steel cables for plants
- 5

Stucco, light sand finish, color per A7
- 6

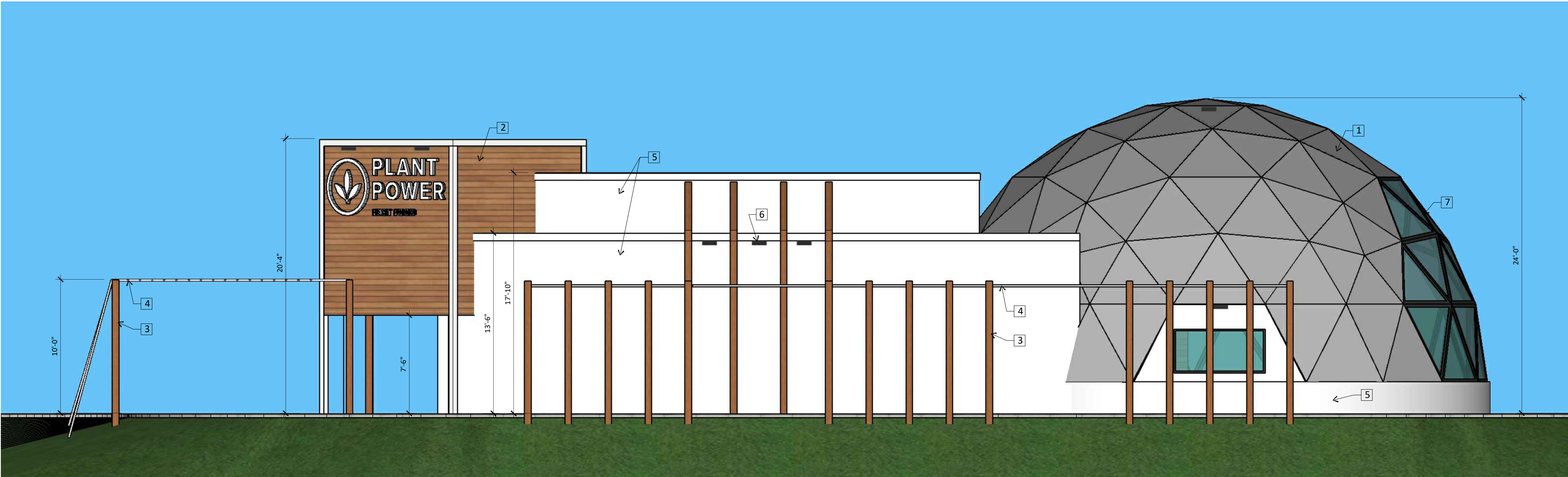
Light fixture per sheet A8
- 7

Windows & Doors with black aluminum frame per A7

3

PROPOSED NORTHWEST ELEVATION

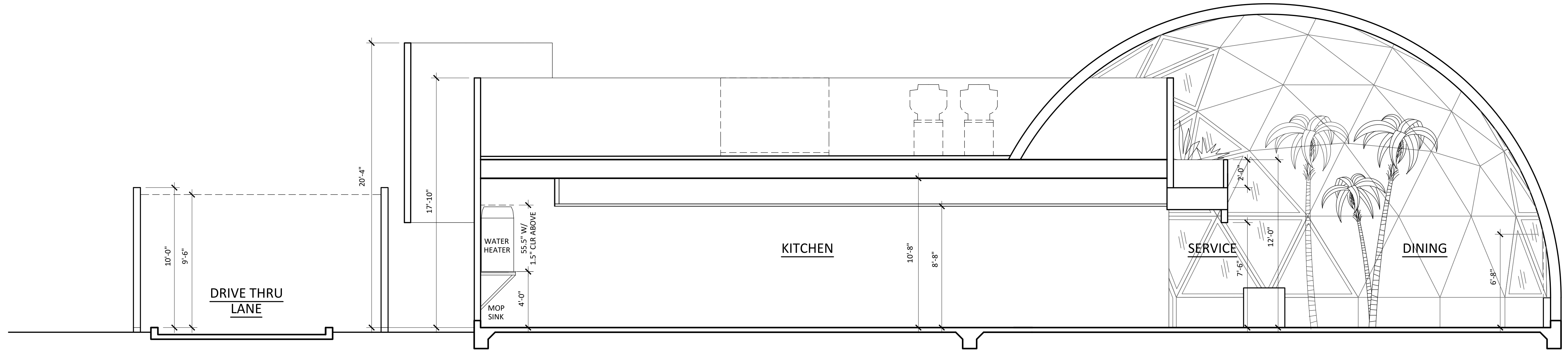
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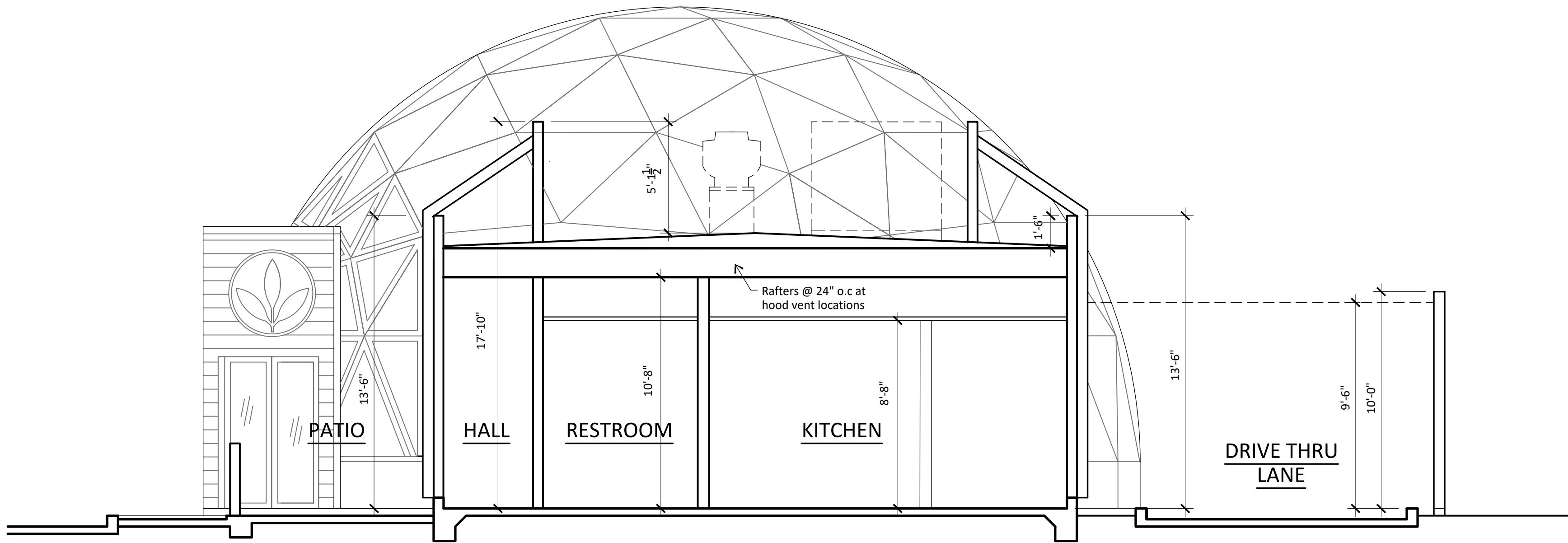
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PROPOSED SOUTHWEST ELEVATION

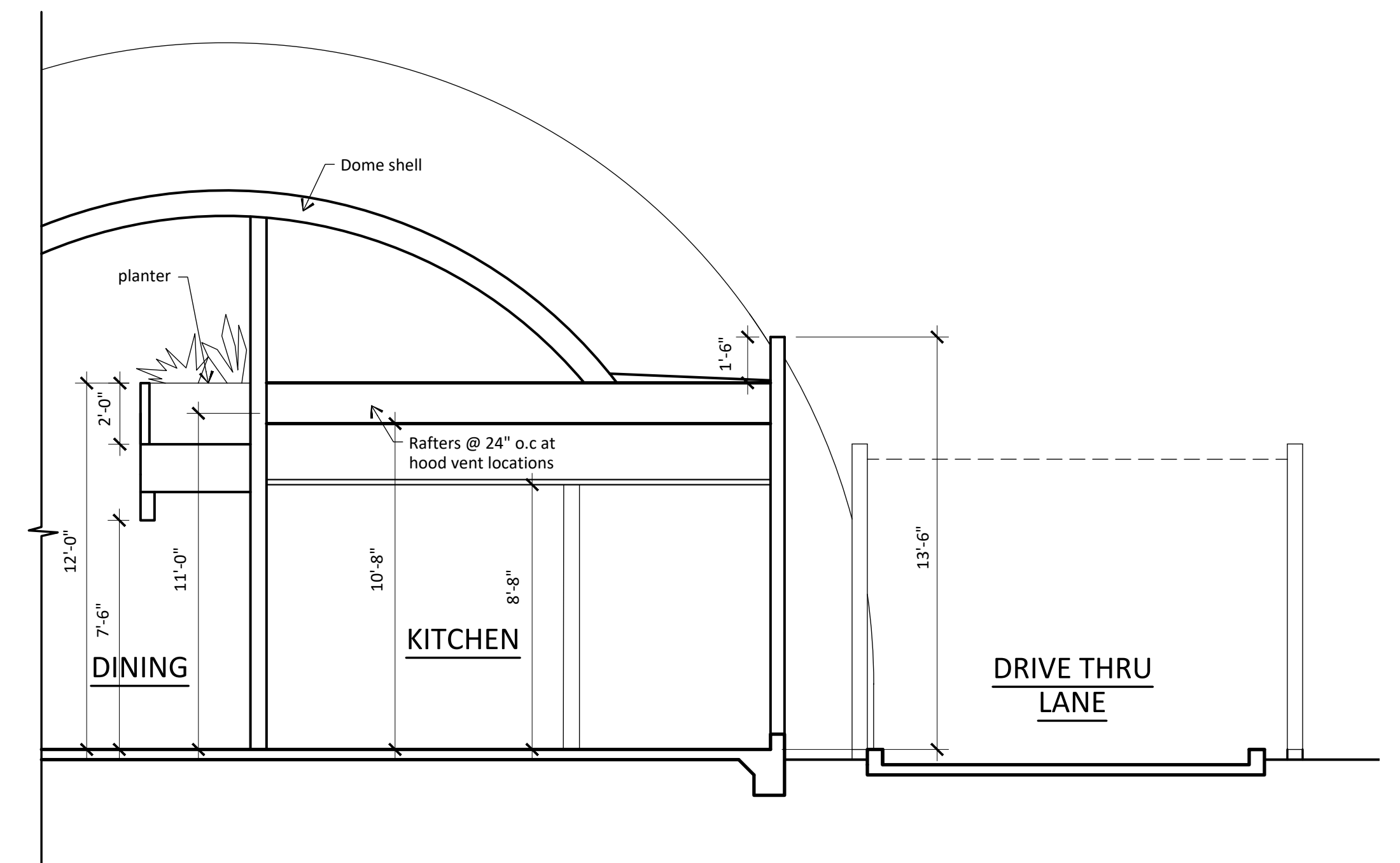
SCALE: 1/4" = 1'-0"



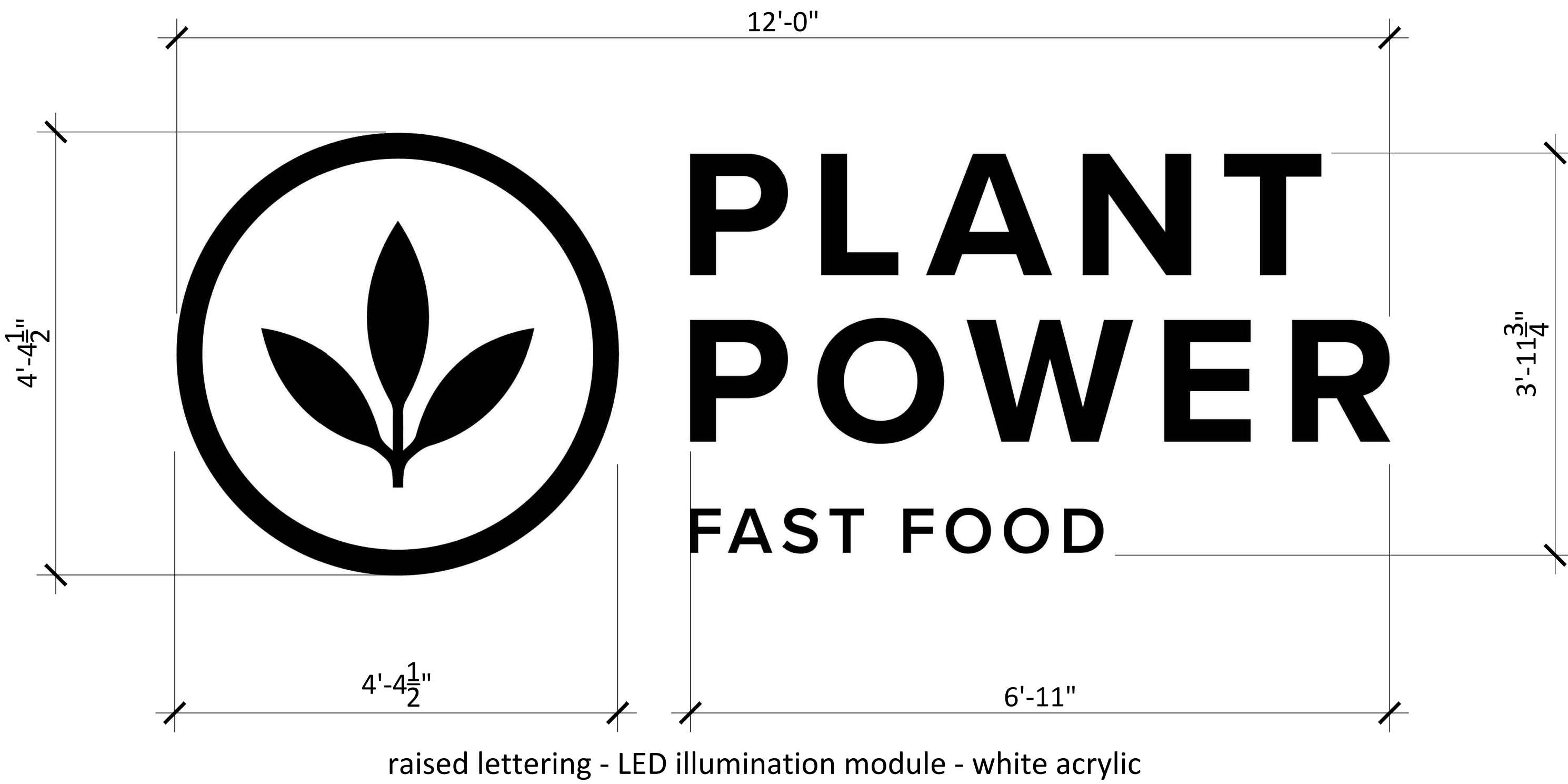
A BUILDING SECTION 'A'
SCALE: 1/4" = 1'-0"



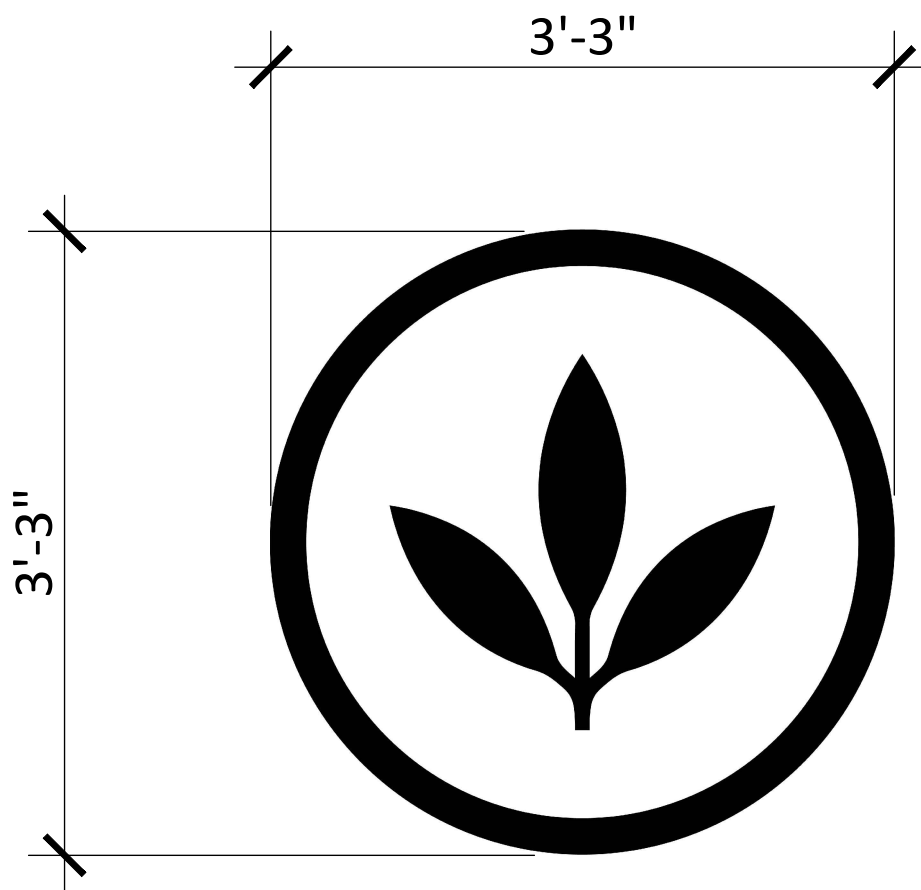
B BUILDING SECTION 'B'
SCALE: 1/4" = 1'-0"



C BUILDING SECTION 'C'
SCALE: 1/4" = 1'-0"

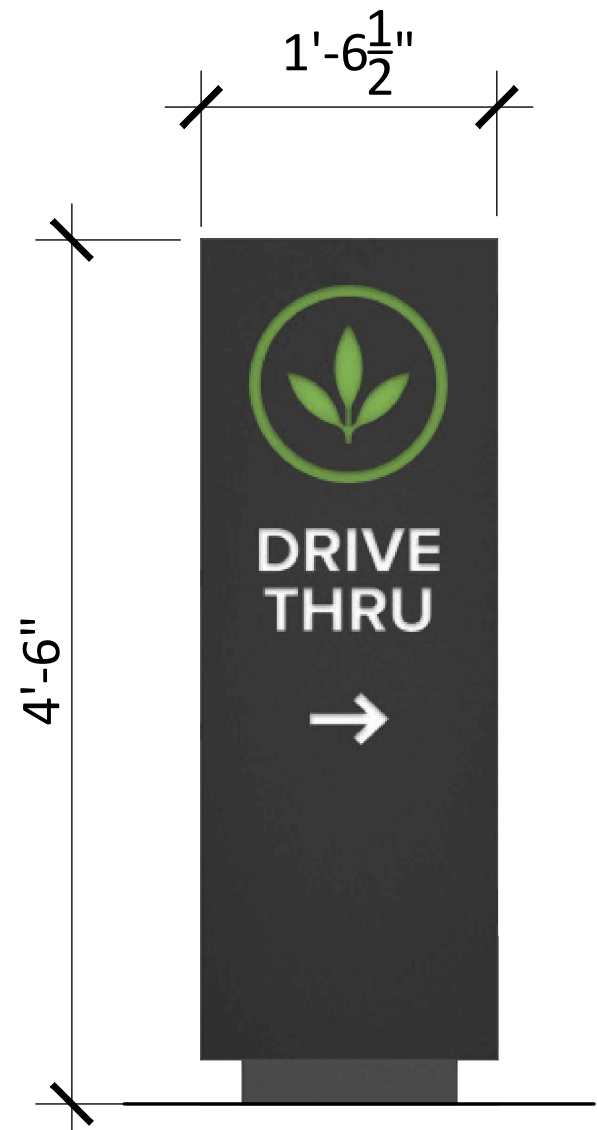


1 WALL SIGN (2 LOCATIONS)
NTS



raised lettering - LED illumination module - white acrylic

2 WALL SIGN AT MAIN ENTRY
NTS



black aluminum panel with recessed lettering -
LED illumination module - white & green acrylic

3 DRIVE-THRU ENTRY SIGN
NTS



Plant Power Fast Food
24888 Alicia Parkway
Laguna Hills, CA

Alex Miller Studio
2329 Chicago Street
San Diego, CA 92110
(858) 692-2529

Date: 9-7-202



THE HOWARD COMPANY, founded in 1950, is an employee-owned point-of-purchase display manufacturer located in Brookfield, Wisconsin. We specialize in menu boards and food service products, as well as permanent and semi-permanent retail merchandising displays.



OVERVIEW

- The flexible design allows any combination of digital and static menu boards in the same housing, and placed how you prefer. You may want two digital menu boards and one static. Place the static flanked by the digital, or the digital screens next to each other with the static to one side.
- Revolutionary modularity allows you to upgrade as your business grows, even after installation with minimal interruption to drive-thru operations. You can start with a single door with the option to upgrade to the 3-door unit by swapping out the frame on site (keeping the base, the backing and hardware). If you have a 3-door static unit, you can upgrade to a digital with the flexibility to add one, two or three digital screens in the future. Upgrades can be done on site with only slight modifications to the housing backing.
- The dynamic heating and cooling system guarantees internal components are kept safely warm in severe cold and properly cooled in extreme heat.
- Screens are weatherproof, have a thin profile, and operate independently of each other for easy installation and maintenance.
- Ambient light sensors assure the information displayed is visible regardless of the time of day or weather.
- Ultra-thin 1/4" bezel and full 1080p HD screen offers clear viewing of menu content to edge of screen.
- Our Content Manager is a web-based interface that enables users to create, organize, manage and publish content to networks of displays. The solution supports all popular media formats, and provides real-time feedback and reporting.

FEATURES

- Easy two-man installation process
- Withstands pressure washing from any angle.
- Eliminates air conditioning to cool the systems.
- Practical modular design for quick repairs or maintenance.
- Wind load rated up to 180 mph.
- Color: Textured Black

OPTIONS

- 3 Digital Screens.
- 2 Digital Screens & 1 Static Graphic.
- 1 Digital Screen & 2 Static Graphics.



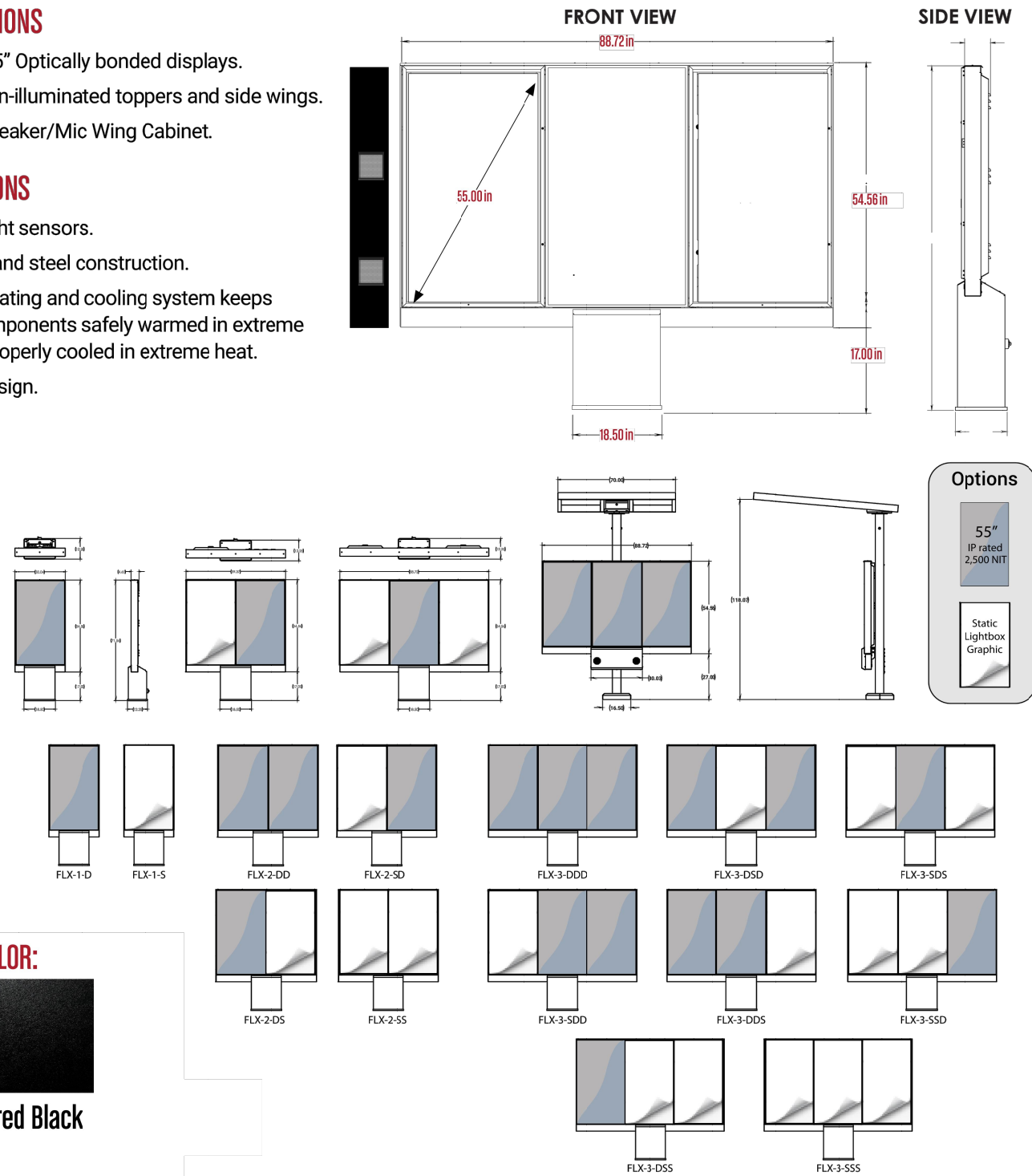
DRIVE-THRU FLEX
DRIVE-THRU
DIGITAL SOLUTIONS

CONFIGURATIONS

- 1, 2 or 3 55" Optically bonded displays.
- Optional non-illuminated toppers and side wings.
- Optional Speaker/Mic Wing Cabinet.

SPECIFICATIONS

- Ambient light sensors.
- Aluminum and steel construction.
- Dynamic heating and cooling system keeps internal components safely warmed in extreme cold and properly cooled in extreme heat.
- Modular Design.

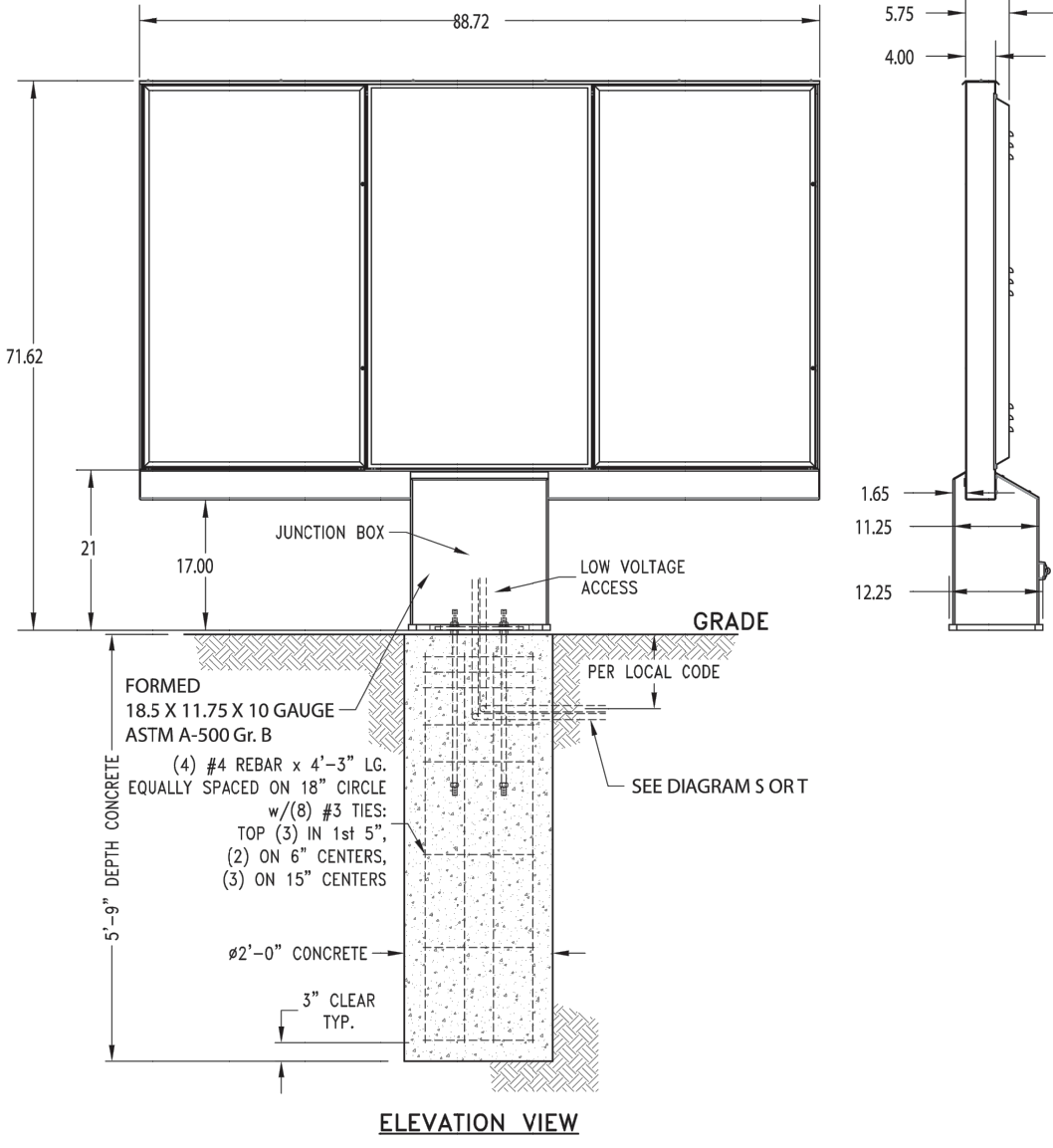
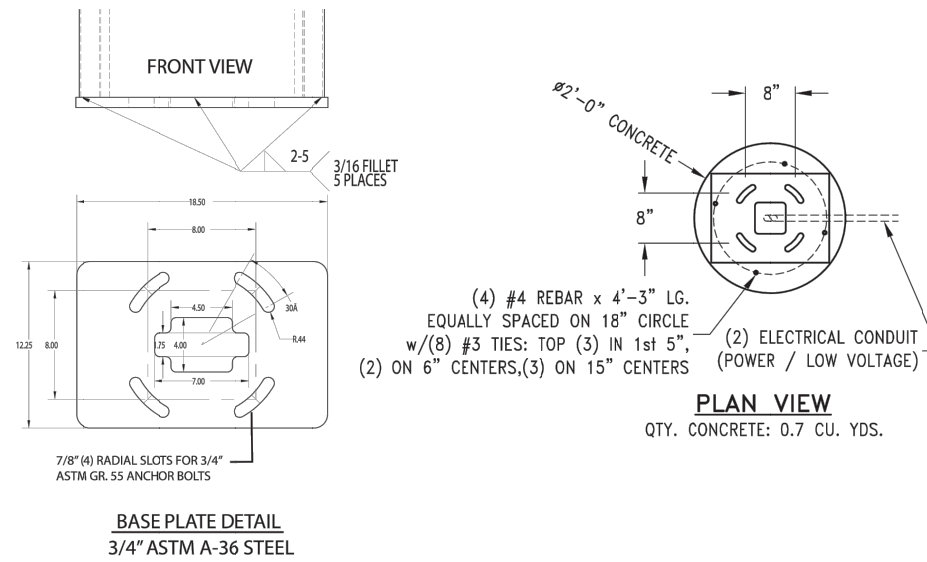


FRAME COLOR:



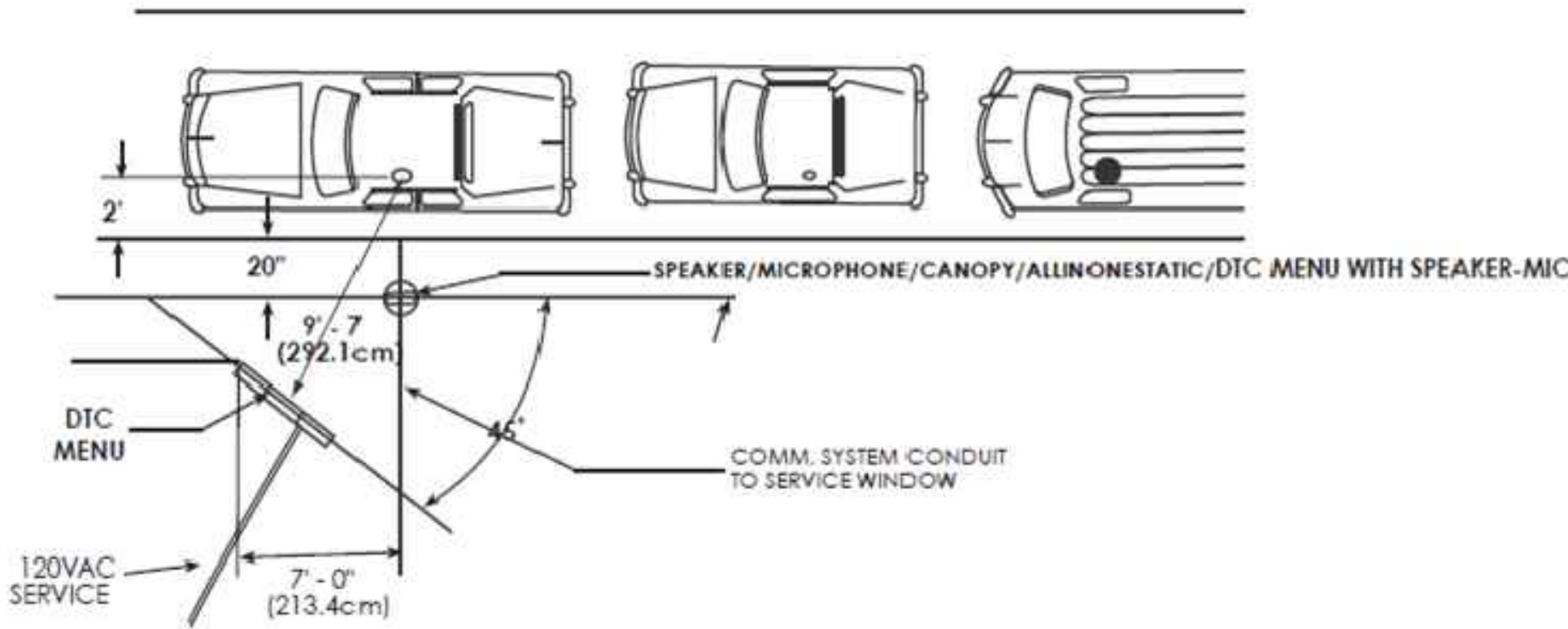
1375 North Barker Road • Brookfield, WI 53045 | toll free: 800.782.6222 | direct: 262.782.6000 | fax: 877.782.6515
info@howardcompany.com | howardcompany.com

6-24-19 BC/SW



SEE DETAIL VIEWS - SHEET 2

STRAIGHT DRIVE



MENU BOARD & SPEAKER PLAN LAYOUT

NTS

DRIVE-THRU MENU BOARD

NTS





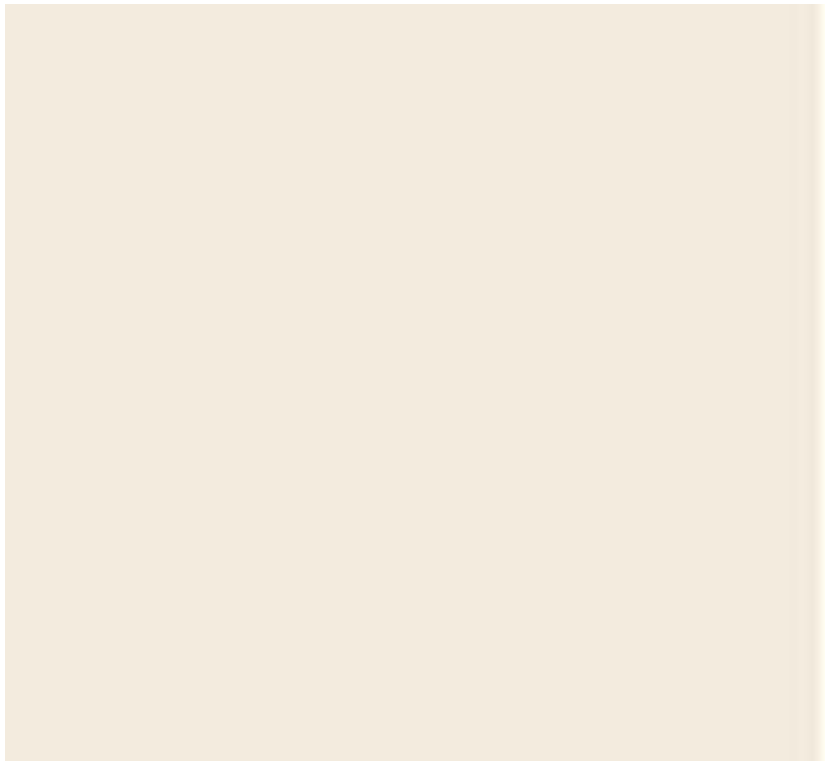
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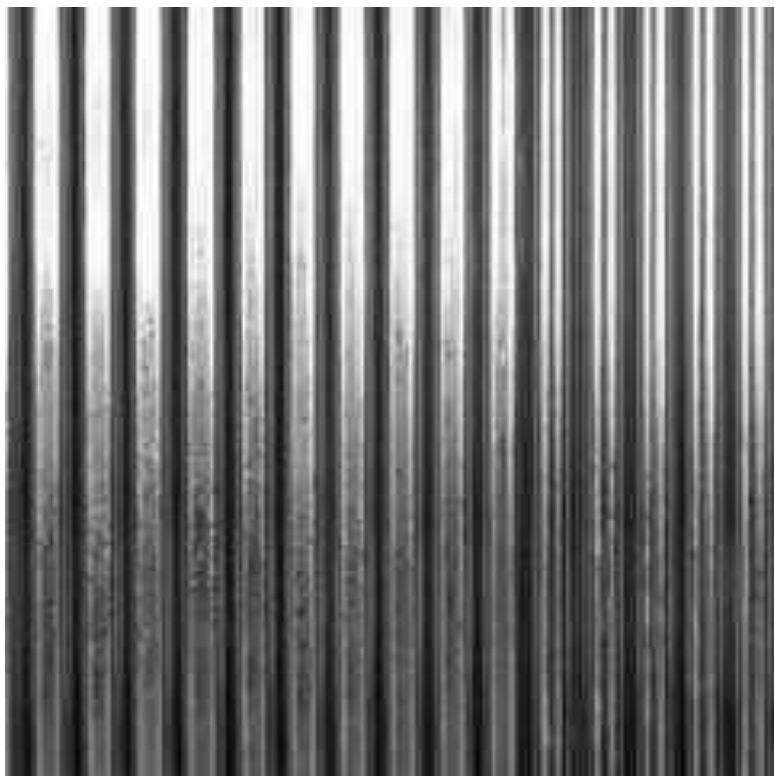
Attachment: Attachment e - Plan Set (2355 : CUP No. 0053-2021 (Starbucks)/CUP No. 0054-2021 (Plant Power)/SDP No. 0031-2020)

Date: 9-7-202

MATERIAL SAMPLES



1 STUCCO
BENJAMIN MOORE - SIMPLY WHITE OC -117 (OR SIMILIMAR)



2 CORRUGATED METAL
GALVANIZED METAL ROOFING



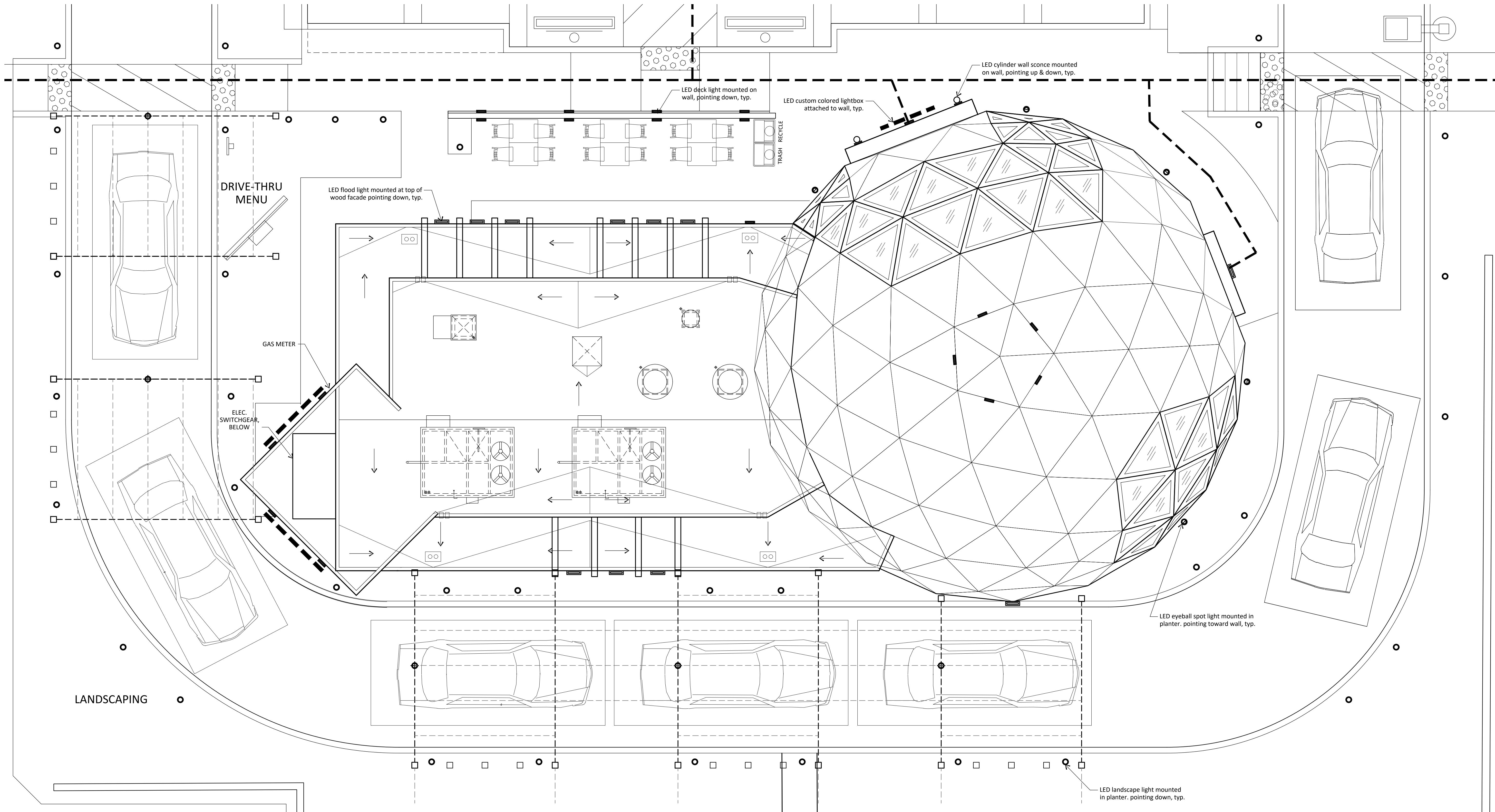
3 SIDING
"EPIC COGNAC" FUSED EXTERIOR BAMBOO BY DASSOXTR



4 STAINLESS STEEL CABLES



5 BLACK ALUMINUM
ALL DOOR & WINDOW FRAMES

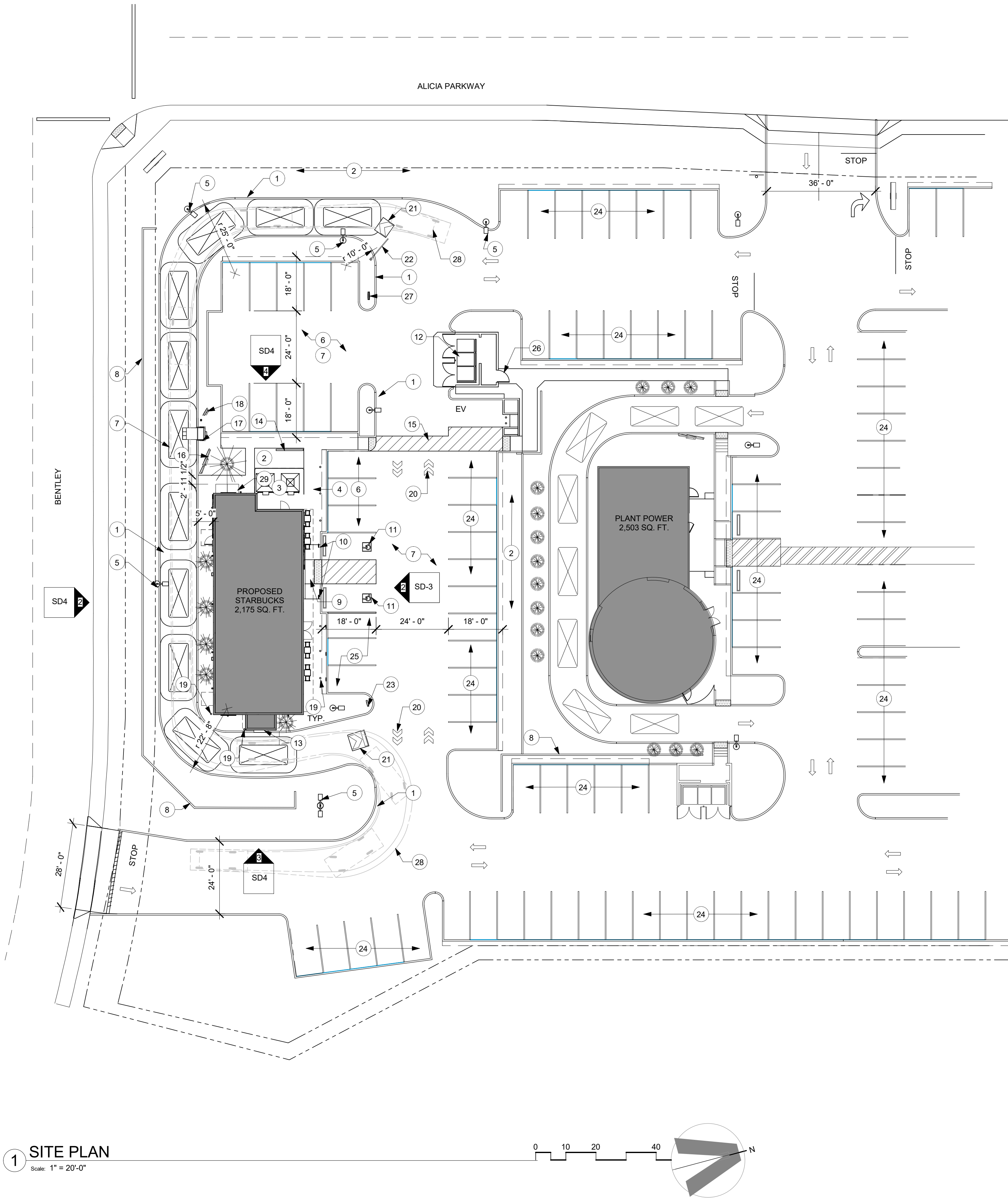


EXTERIOR LIGHTING PLAN

SCALE: 1/4" = 1'-0"

LIGHTING LEGEND

- LED flood light mounted at top of wood facade pointing down -
Hampton Bay 4.5-Watt Black Adjustable Light Color Outdoor Integrated LED Landscape Flood Light, 80 CRI, 200 Lumens, 12-Volt (or 15-Volt), 3000K (adjustable), Model # IWH1501LS-6
- LED deck light mounted 2 ft above conc. pointing up -
Hampton Bay Black integrated LED Deck Light, 2.7 Watt, 40 Lumens, 12-Volt (or 15-Volt), 3000K, Model # JAO2601LL
- LED flood light mounted in planter pointed at wall -
Hampton Bay 4.5-Watt Black Adjustable Light Color Outdoor Integrated LED Landscape Flood Light
- LED custom colored sign attached to parapet wall
- LED landscape light mounted in planter -
Portfolio 3-Watt Low Voltage hardwired Integrated LED light. 300K light, 70 lumens. Model #ZDL1106-LED3K8030
- LED wall sconce -
Volume Lighting Integrated LED Cylinder Wall Sconce. 30 watts. 2000 lumen, 3000K, Model # V9646-5, Up & Down Lights 18" tall
- LED surface light mounted to underside of trellis support -
Access Lighting Ulko Exterior LED for damp location. 11 watts. 700 lumens. Model #20070LEDD-WH/ACR



KEYED NOTES

- 6" CONCRETE CURB.
- LANDSCAPE AREA.
- PROPOSED OUTDOOR PATIO LOCATION
- CONCRETE SIDEWALK
- NEW SITE LIGHT
- PROPOSED PARKING
- ASPHALT PAVED PARKING AND DRIVE AISLE.
- EXISTING RETAINING WALL-VERIFY EXACT LOCATION IN FIELD.
- ADA RAMP.
- ACCESSIBLE PARKING SPACE IDENTIFICATION SIGN.
- NEW ACCESSIBLE PARKING.
- TRASH ENCLOSURE.
- DRIVE THRU WINDOW.
- BICYCLE PARKING.
- ACCESSIBLE PATH OF TRAVEL.
- NEW DRIVE THRU PANEL MENU BOARD
- NEW ORDER SCREEN (BY TENANT).
- NEW PREVIEW MENU BOARD (BY TENANT).
- NEW BOLLARD.
- NEW WAYFINDING PAVEMENT DIRECTIONAL ARROW (BY TENANT).
- NEW DT LANE ARROW.
- NEW RESTRICTION BAR (BY TENANT).
- NEW THANK YOU EXIT SIGN.
- EXISTING PARKING TO REMAIN.
- NEW MOBILE ORDER PICK-UP PARKING SPACE WITH PICK-UP SIGNAGE.
- ACCESSIBLE OPENING WITH LOCKABLE GATE.
- NEW DRIVE THRU DIRECTIONAL SIGNAGE.
- VEHICLE TRACKING RUN.
- SES

GENERAL NOTES

- LANDSCAPING TO BE PROVIDED PER ZONING CODE AND SUSTAINABILITY REQUIREMENTS.
- DRIVE-THRU EQUIPMENT INCLUDING VEHICLE DETECTION LOOP, WIRELESS COMMUNICATION AND MONITORS SHALL BE COORDINATED BY STARBUCKS CONSTRUCTION MANAGER. REFER TO ELECTRICAL DRAWINGS FOR ADDITIONAL REQUIREMENTS.
- PROVIDE 6" (150MM) THICK CONCRETE PAVING THE LENGTH OF THE DRIVE-THRU LANE, EXTENT TO INCLUDE DRIVE-THRU ENTRY POINT THROUGH WINDOW STANDING PAD.
- GENERAL CONTRACTOR TO APPLY CONCRETE SEALER TO ALL EXTERIOR CONCRETE PATIO AND WALKWAY SURFACES.
- GENERAL CONTRACTOR TO VERIFY ALL EXISTING ELEVATIONS AND BUILDING CONDITIONS IN FIELD PRIOR TO START OF CONSTRUCTION.
- PROVIDE DETECTABLE WARNING (IF APPLICABLE PER LOCAL CODE) AT TRANSITION FROM SIDEWALK TO DRIVE AISLE.
- ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL HAVE SURFACE SLOPE NOT TO EXCEED 2% IN ALL DIRECTIONS.

VICINITY MAP



DESCRIPTION OF WORK

NEW CONSTRUCTION FOR PROPOSED FREE-STANDING RESTAURANT BUILDING (STARBUCKS).

PROJECT DATA

PROJECT LOCATION:
24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653

ZONING AND SITE INFORMATION
ZONING: NEIGHBORHOOD MIXED USE
CONSTRUCTION TYPE: V-B (NON-SPRINKLERED)
OCCUPANCY TYPE: A-2 (RESTAURANT)

PARKING:
TACO BELL (REQUIRED) 1/50 SF (2,500) - (R.R. (253 SF) = 45
PLANT POWER (REQUIRED) 1/50 SF (2,503) - (R.R. (205 SF) = 46
STARBUCKS (REQUIRED) 1/50 SF- (2,175) (R.R. (234 SF) = 39

TOTAL PARKING REQUIRED: 130 SPACES
TOTAL PARKING PROVIDED: 131 SPACES

APPLICABLE BUILDING CODES

2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA ELECTRICAL CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS
ALL CODES AS AMENDED BY THE CITY OF LAGUNA HILLS

PROJECT TEAM

ARCHITECT CONTACT

AMPL INC
8300 NORTH HAYDEN ROAD, SUITE A-209
SCOTTSDALE, ARIZONA 85258

WILL REILLY
T: 602.540.5508 480.998.0709
wreilly@apmi.com

LEGEND

- NEW 6" (150MM) CONCRETE CURB
- CONCRETE DRIVE THRU LANE
- ACCESSIBLE PATH OF TRAVEL

DESIGN DEVELOPMENT ONLY - NOT INTENDED FOR CONSTRUCTION USE



STARBUCKS®
2401 UTAH AVENUE SOUTH
SEATTLE, WASHINGTON 98134
(206) 318-1575

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STARBUCKS TEMPLATE VERSION: (2020-04-20)

ARCHITECT OF RECORD

APMI
architecture
3003 NORTH CENTRAL AVENUE, SUITE 1100 480.998.0709
PHOENIX, ARIZONA 85012 apmi.com

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**PRELIMINARY- NOT
FOR CONSTRUCTION**

PROJECT NAME:
ALICIA AND BENTLEY

PROJECT ADDRESS:
**24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653**

STORE #: 5749
PROJECT #: 20131.00
ISSUE DATE: 10.29.2020
DESIGN MANAGER: TBD
PRODUCTION DESIGNER: TBD
APMI PROJECT #: 20131.00

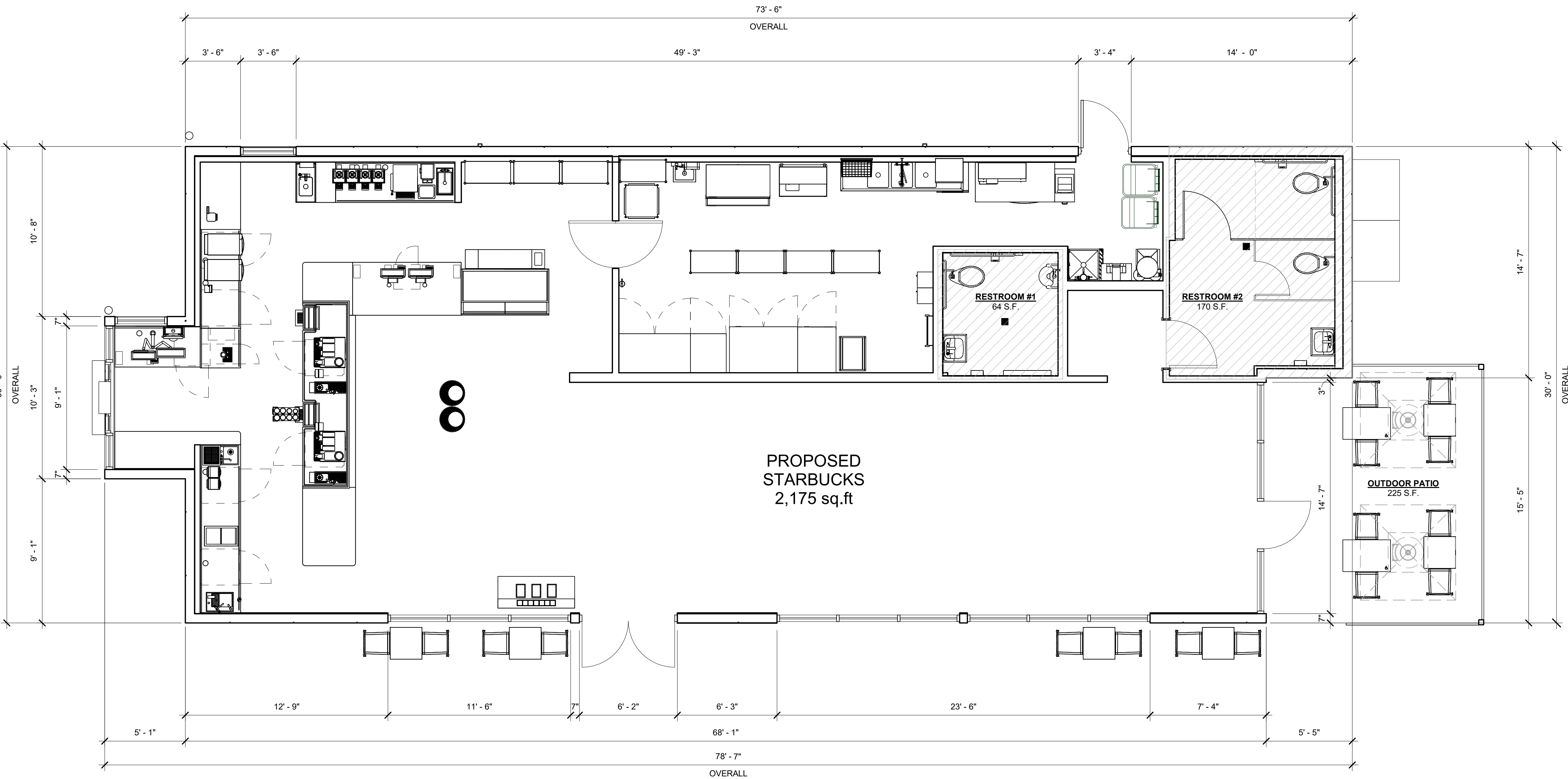
Revision Schedule			
Rev	Date	By	Description

SHEET TITLE:
SCHEMATIC SITE PLAN

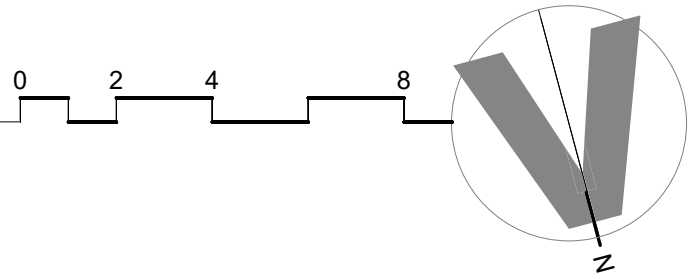
SCALE: AS SHOWN

SHEET NUMBER:

SD1



1 FLOOR PLAN
Scale: 1/4" = 1'-0"



SCHEMA **TIC DESIGN ONLY - NOT INTENDED FOR CONSTRUCTION USE**



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PROJECT NAME:
ALICIA AND BENTLEY

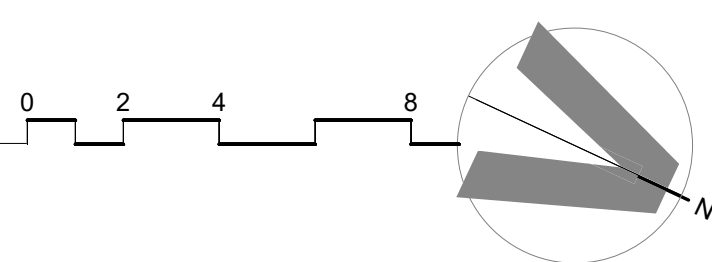
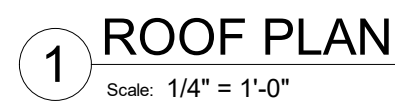
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STORE #: 5749
PROJECT #: 20131.00
ISSUE DATE: 10.29.2020
DESIGN MANAGER: TBD
PRODUCTION DESIGNER: TBD
APMI PROJECT #: 20131.00

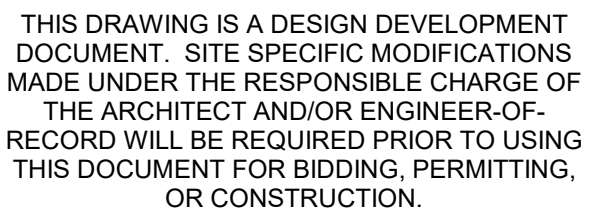
Revision Schedule			
Rev	Date	By	Description

SHEET TITLE:
SCHEMATIC FLOOR PLAN
SCALE: AS SHOWN

SHEET NUMBER:
SD2

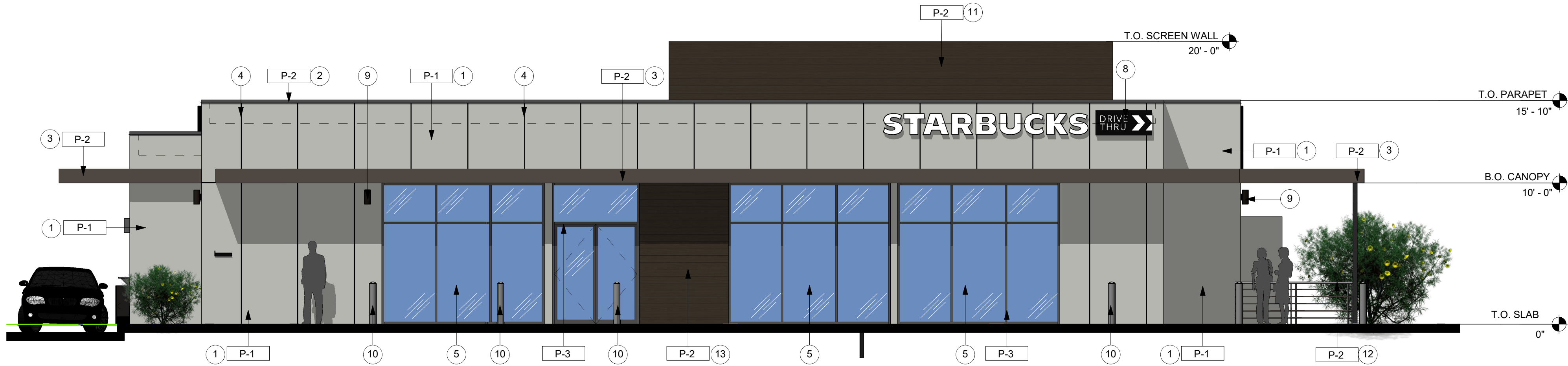


- A. GENERAL CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY STARBUCKS CONSTRUCTION MANAGER OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION. ALL DIMENSIONS TO BE TAKEN FROM DESIGNATED DATUM POINT.
- B. IN FREEZE THAW CLIMATES ONLY: INSTALL SELF-REGULATING HEAT TUBE IN ALL DOWNSPOUTS. SEE ELECTRICAL FOR FURTHER INFORMATION.
- C. ROOF TOP PLUMBING VENTS ARE NOT SHOWN FOR CLARITY. REFER TO PLUMBING DRAWINGS FOR VTR LOCATIONS AND FURTHER INFORMATION.

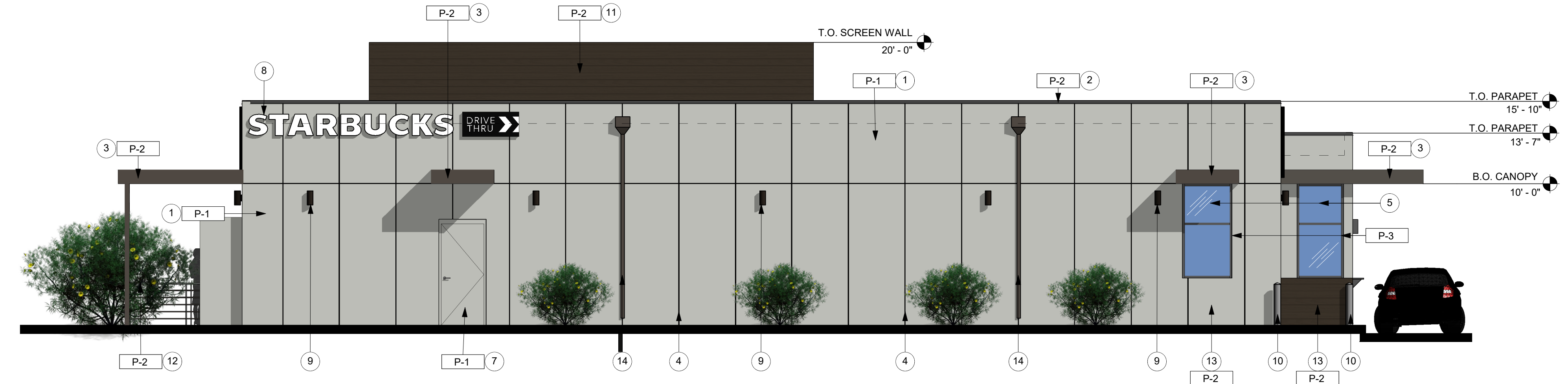


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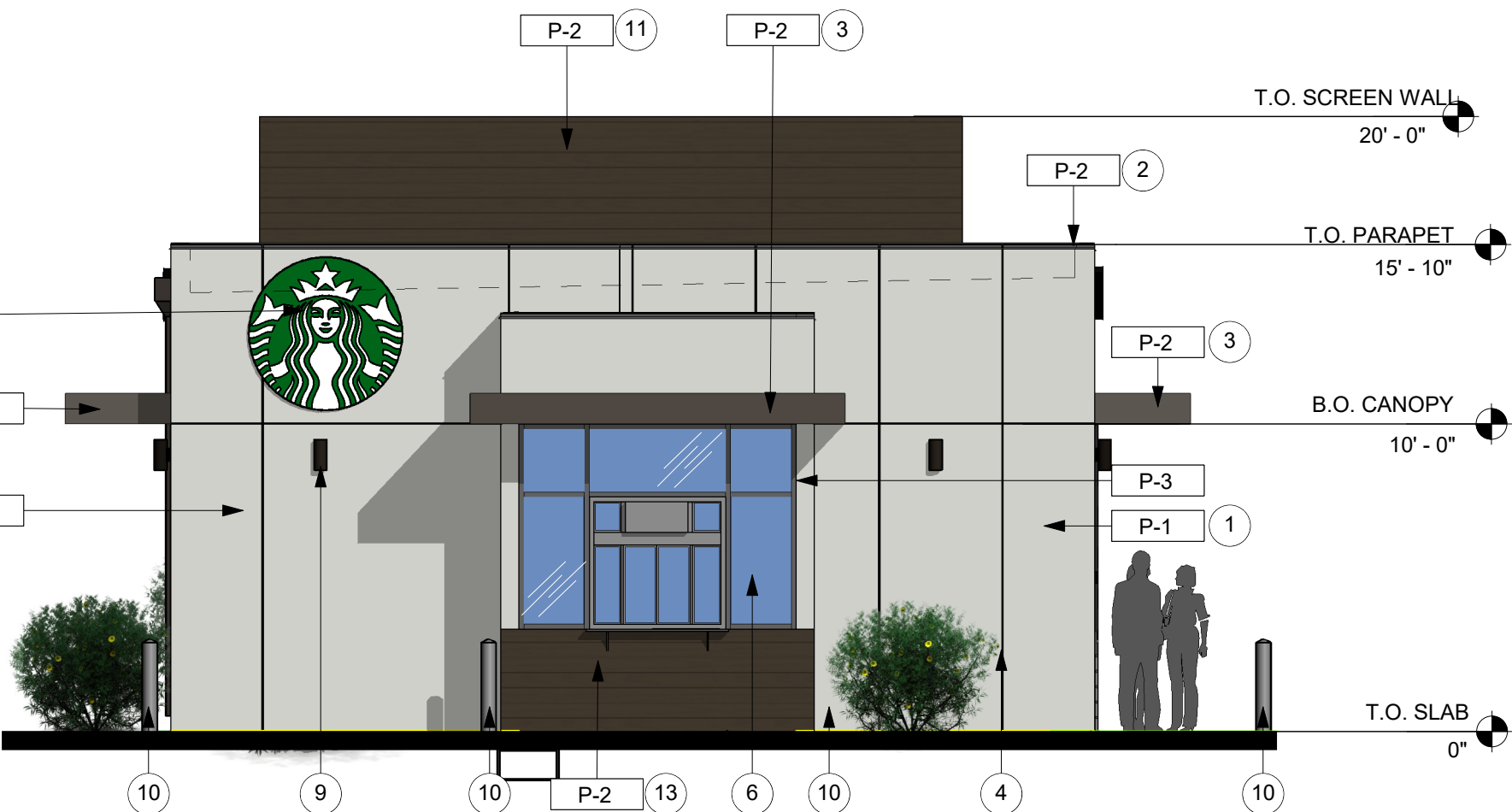
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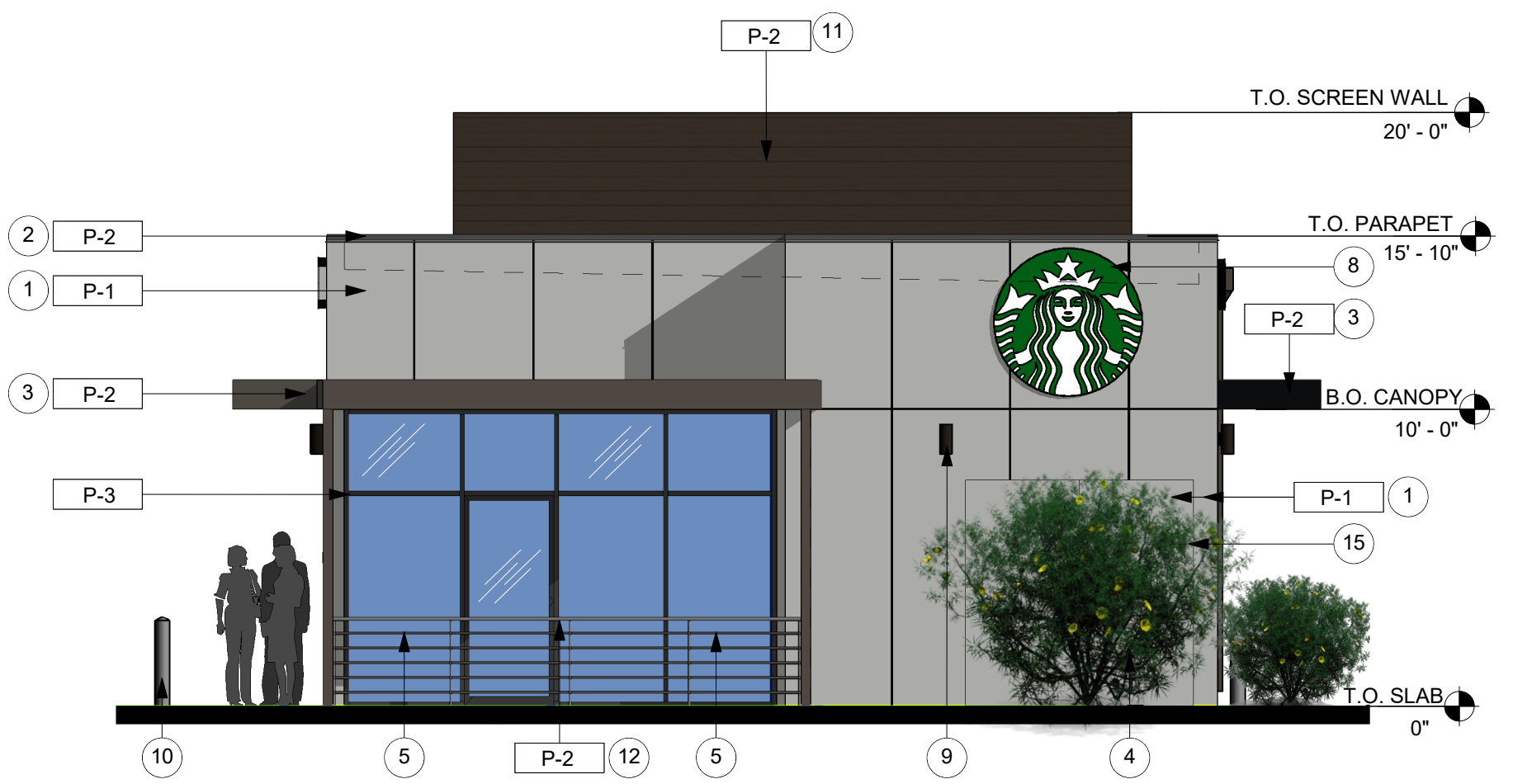
1 SOUTH ELEVATION
Scale: 3/16" = 1'-0"



2 NORTH ELEVATION
Scale: 3/16" = 1'-0"



3 WEST ELEVATION
Scale: 3/16" = 1'-0"



4 EAST ELEVATION
Scale: 3/16" = 1'-0"

KEYED NOTES

1. STUCCO WITH INTEGRAL COLOR FINISH COAT- MEDIUM SAND FLOAT.
2. PRE-FINISHED METAL COPING.
3. METAL CANOPY.
4. CEMENT PLASTER CONTROL JOINT.
5. ALUMINUM STOREFRONT SYSTEM.
6. DRIVE-THRU WINDOW.
7. HOLLOW METAL DOOR AND FRAME.
8. SIGNAGE UNDER SEPARATE PERMIT.
9. EXTERIOR WALL SCONCE.
10. BOLLARD.
11. ROOF TOP METAL EQUIPMENT SCREEN.
12. PATIO RAILING
13. COMPOSITE PLANKING (PAINTED)
14. SCUPPER
15. SES- PAINT TO MATCH BUILDING

EXTERIOR FINISH SCHEDULE

NO.	MATERIAL/FINISH	COLOR
P-1	STUCCO	NATURAL STANDARD GRAY
P-2	PAINT	SHERWIN WILLIAMS- SW7020- BLACK FOX
P-3	METAL / ANODIZED	DARK BRONZE



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STARBUCKS TEMPLATE VERSION: (2020-04-20)

ARCHITECT OF RECORD

APM
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APMI PROJECT #: 20131.00

Revision Schedule

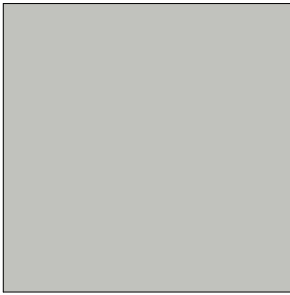
Rev	Date	By	Description

SHEET TITLE:
**SCHEMATIC EXTERIOR
ELEVATIONS**
SCALE: AS SHOWN

SHEET NUMBER:

SD4

SCHEMA TIC DESIGN ONLY - NOT INTENDED FOR CONSTRUCTION USE



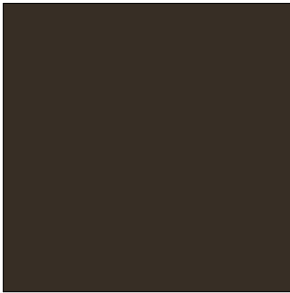
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 MANUFACTURER: TBD
 COLOR: NATURAL STANDARD GRAY

FINISH: MEDIUM SAND FLOAT



MATERIAL: PAINT
 MANUFACTURER: SHERWIM WILLIAMS
 COLOR: BLACK FOX
 SW7020

FINISH: EGGSHELL



MATERIAL: METAL / ANODIZED
 MANUFACTURER: TBD
 COLOR: TBD
 DARK BRONZE

FINISH:

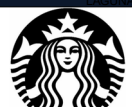


DRAWN KLM
 DATE 09-03-2020
 PROJECT 20131.00

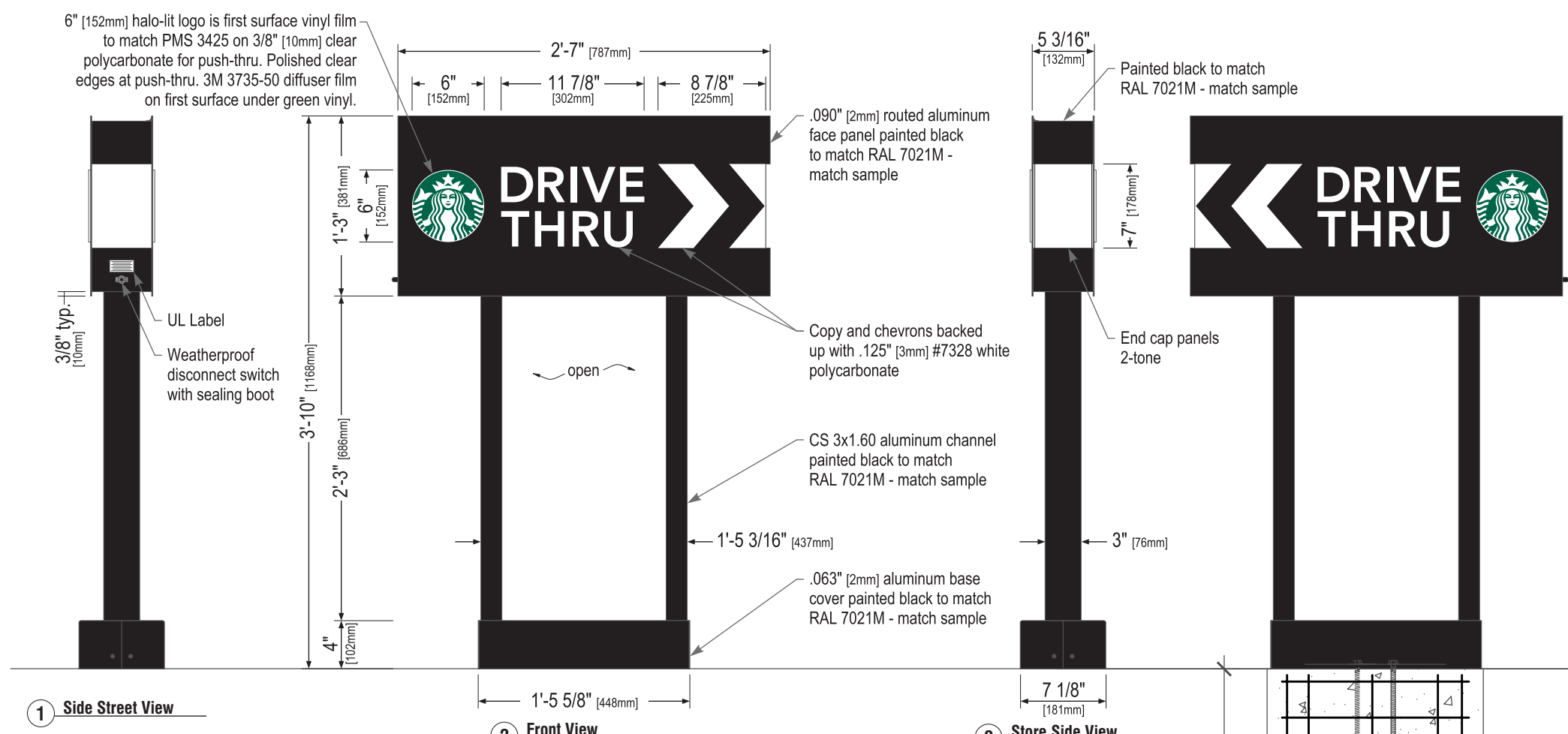
SD-3



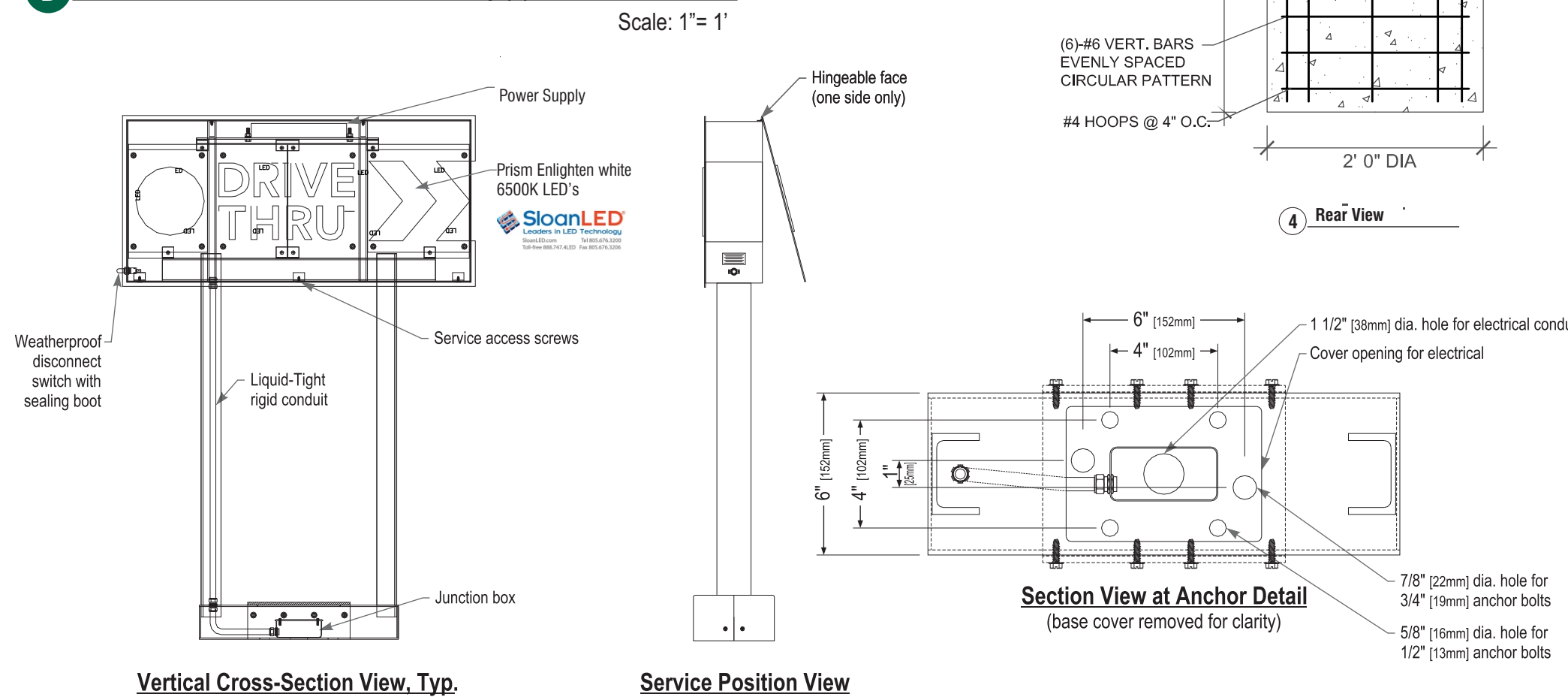
ALICIA AND BENTLE
 24888 ALICIA PARKW



Packet Pg. 154



D/D/F DRIVE THRU DIRECTIONAL SIGNS~ Qty (1)



Sign Specifications: Design ID#14104

- Cabinet:
- Fabricated .090" [2mm] aluminum housing painted black to match RAL 7021M with white end caps as shown.
 - Directional copy backed up with .125" [3mm] #7328 white polycarbonate. Siren logo is 6" [152mm] diameter, 3/8" [10mm] clear polycarbonate routed to push thru aluminum face. Decorate logo with 1st surface computer cut vinyl film to match PMS 3425 and 3735-50 diffuser film underneath green vinyl. Edges of push thru logo are to be clear polished. All polycarbonate face elements to be attached to aluminum face panel with weld studs.
 - Interior aluminum surfaces of sign cabinet to be painted white with Lacey Startrite.
 - Welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in the assembly of internal components shall be coated to prevent corrosion.
 - Internal structure of cabinet shall be per approved shop drawings.
 - Internally illuminated logo disc with Sloan Prism Enlighten white 6500K, laid out at 1.5 modules per foot, 7" on center with self-contained power supply with U.L. approved enclosure.
- Support:
- Supporting structure will be all welded aluminum tube and channel construction painted black to match RAL 7021M as per approved shop drawings and shall be integral to the sign cabinet.
 - Base tube will be constructed so that it can be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet all local city or state codes regulations.

- Regulatory:
- Sign must meet all regulations in the National Electric Code as well as any local or state electrical codes.
 - As per NEC 600.6, sign is equipped with a service disconnect switch.
 - Sign must be listed as an Electric Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL or CSA relevant certification marks.
 - Primary power by electrical contractor per NEC.

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Size	Sq. Ft.¹	Sq. Ft.²	Volts	Amps
46" (1168mm)	1.51	9.90	120	0.85

1: Figured as illuminated center part
2: Figured as complete signage

Project: **Starbucks**

Location: 24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653

Client Approval: _____

Date of Approval: _____

Sales Rep: Paul L.

Date: 07-29-20 Drawn by: P.S.

1	08-27-20	P.S.
2	09-03-20	P.S.
3		
4		
5		
6		

Electrical Requirement: ☒ 120 Volts ☐ 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code U.L. LABELS REQUIRED

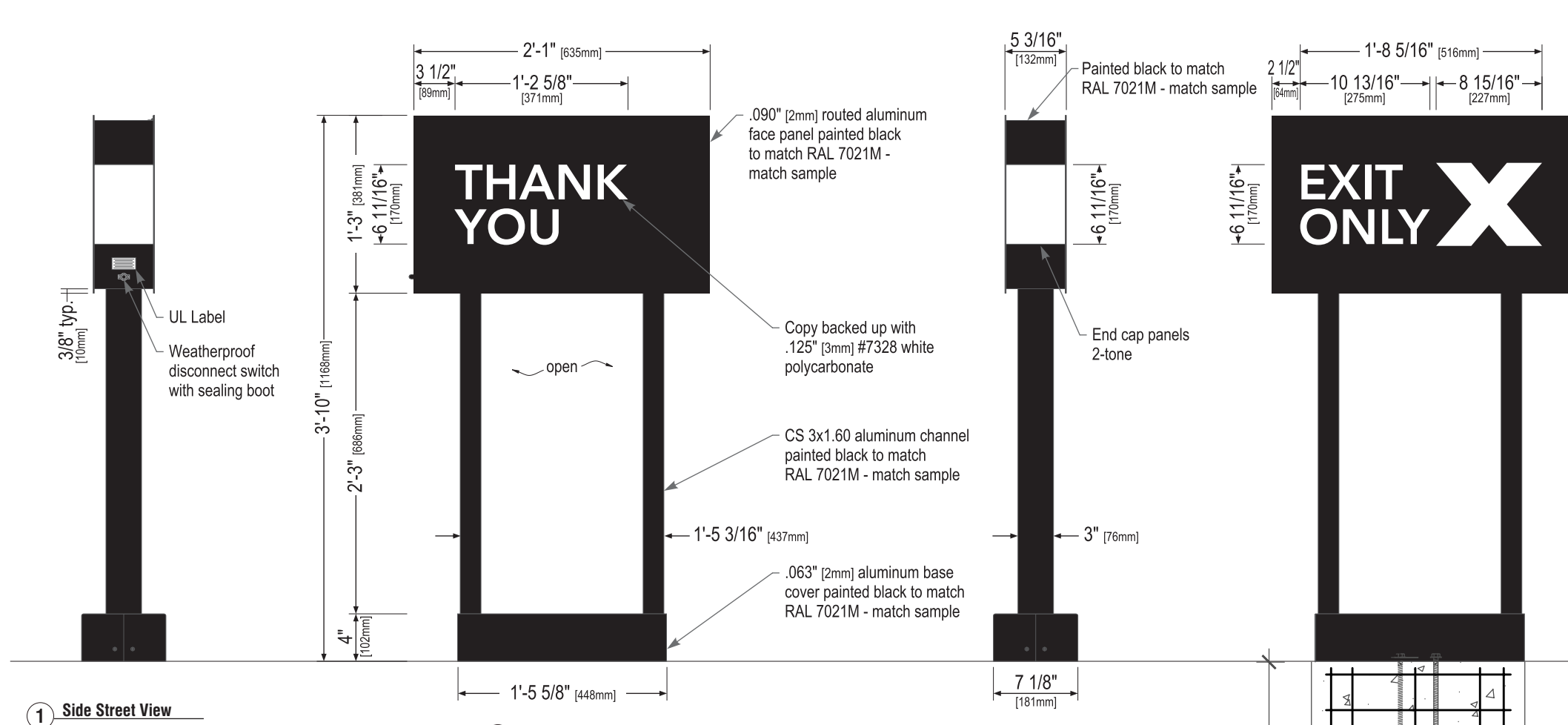
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Web: www.signindustries.tv

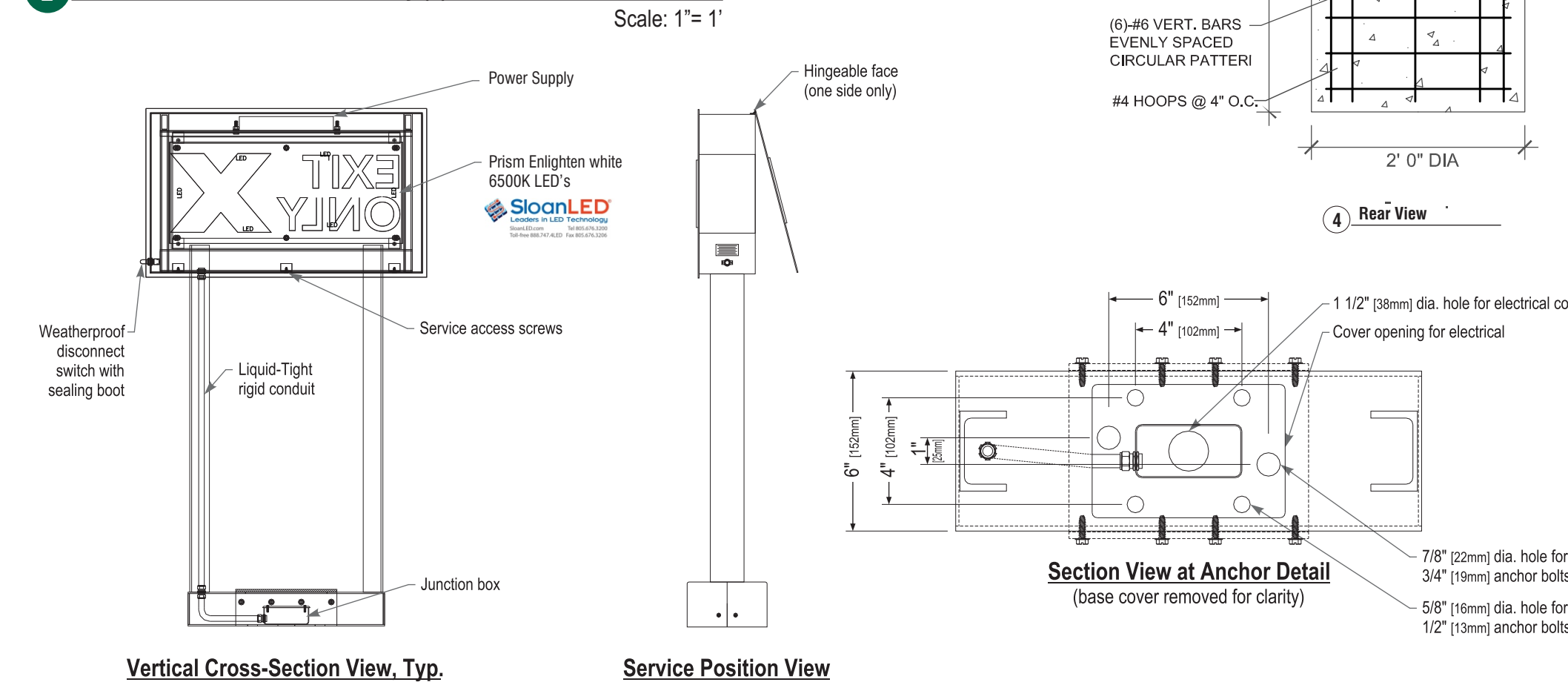
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E/D/F EXIT DIRECTIONAL SIGNS~ Qty (1)



Sign Specifications: Design ID#14191

- Cabinet:
- Fabricated .090" [2mm] aluminum housing painted black to match RAL 7021M with white end caps as shown.
 - Directional copy backed up with .125" [3mm] #7328 white polycarbonate. Siren logo is 6" [152mm] diameter, 3/8" [10mm] clear polycarbonate routed to push thru aluminum face. Decorate logo with 1st surface computer cut vinyl film to match PMS 3425 and 3735-50 diffuser film underneath green vinyl. Edges of push thru logo are to be clear polished. All polycarbonate face elements to be attached to aluminum face panel with weld studs.
 - Interior aluminum surfaces of sign cabinet to be painted white with Lacey Startrite.
 - Welded aluminum construction with no visible fasteners. Fasteners retaining the hinged face will be located on the bottom such that they are not visible. All fasteners used in the assembly of internal components shall be coated to prevent corrosion.
 - Internal structure of cabinet shall be per approved shop drawings.
 - Internally illuminated logo disc with Sloan Prism Enlighten white 6500K, laid out at 1.5 modules per foot, 7" on center with self-contained power supply with U.L. approved enclosure.
- Support:
- Supporting structure will be all welded aluminum tube and channel construction painted black to match RAL 7021M as per approved shop drawings and shall be integral to the sign cabinet.
 - Base tube will be constructed so that it can be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet all local city or state codes regulations.

- Regulatory:
- Sign must meet all regulations in the National Electric Code as well as any local or state electrical codes.
 - As per NEC 600.6, sign is equipped with a service disconnect switch.
 - Sign must be listed as an Electric Sign per Underwriters Laboratories UL48 and/or CSA and bear the appropriate UL, CUL or CSA relevant certification marks.
 - Primary power by electrical contractor per NEC.

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Size	Sq. Ft.¹	Sq. Ft.²	Volts	Amps
46" (1168mm)	0.94	7.99	120	0.85

1: Figured as illuminated center part
2: Figured as complete signage

Project: **Starbucks**

Location: 24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653

Client Approval: _____

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6		

Electrical Requirement: ☒ 120 Volts ☐ 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code U.L. LABELS REQUIRED

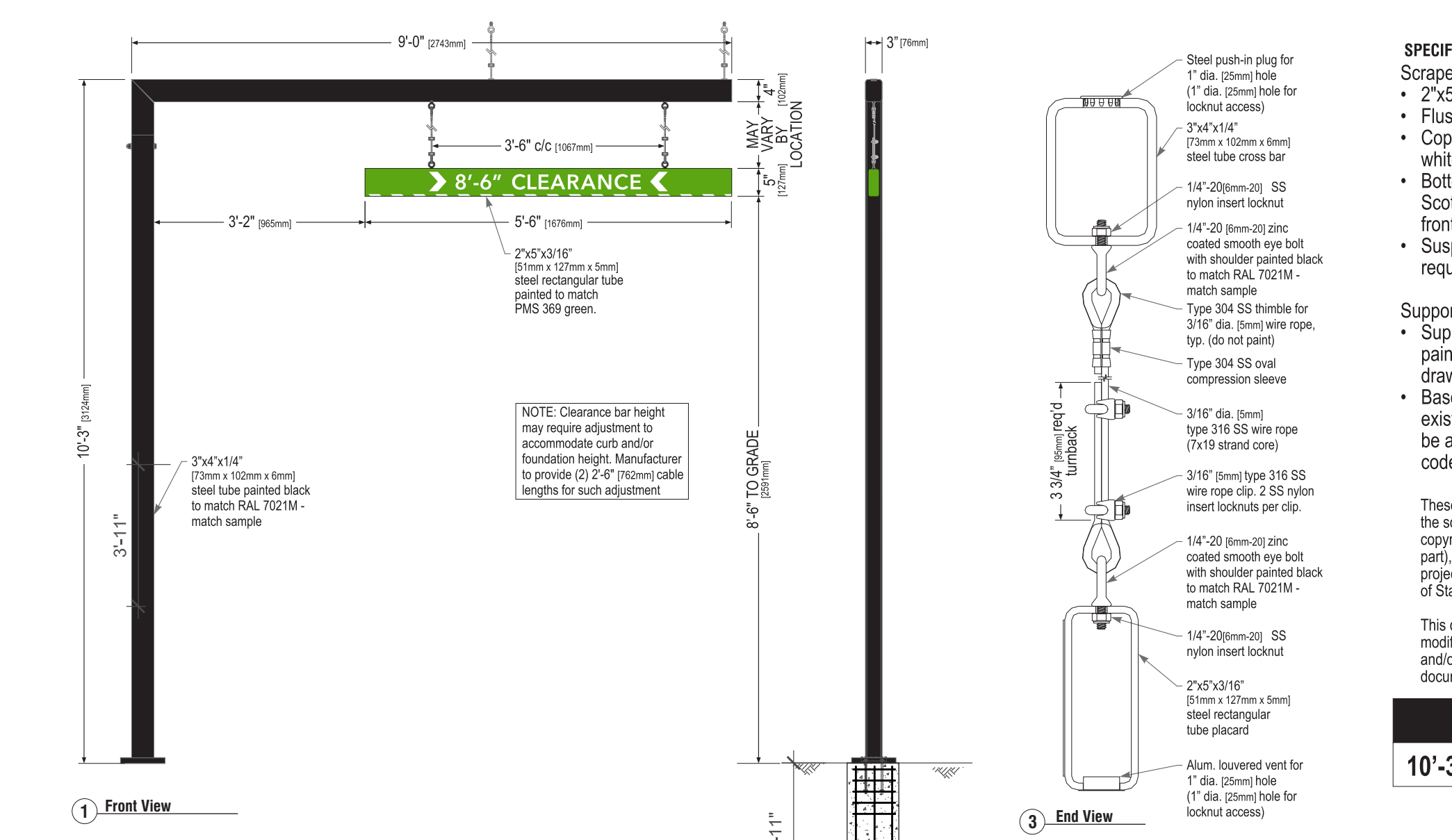
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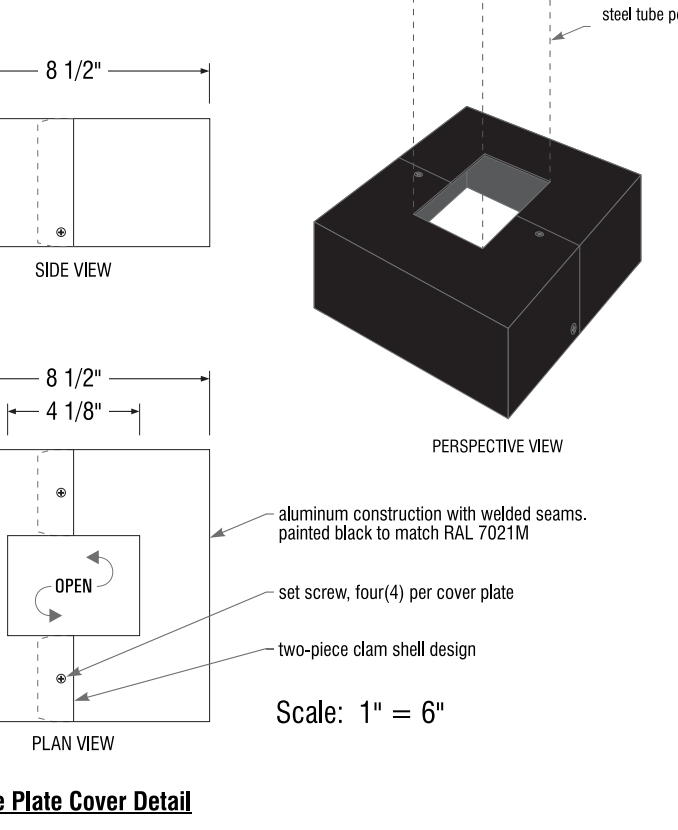


Design ID#14106

- SPECIFICATIONS:
- Scraper Bar:
 - 2"x5" [1mm x 127mm] steel tube painted to match PMS 369 green.
 - Flush steel end caps painted to match PMS 369 green.
 - Copy and chevrons to be 1st surface computer cut 3M #680-10 white Scotchlite reflective vinyl film.
 - Bottom striping to be 1st surface computer cut 3M #680-10 white Scotchlite reflective vinyl film. Striping extends 3/8" [10mm] onto front face.
 - Suspend from support with SS cable & hardware. Cable provided requires field adjustment for proper clearance height.
- Support:
- Supporting structure will be all welded steel tube construction painted black to match RAL 7021M as per approved shop drawings.
 - Base tube will be constructed so that it can be retro-fittable to existing sign foundations. All foundations, existing and new must be analyzed for suitability and must meet all local city or state codes regulations.

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Size	Sq. Ft.
10'-3" (3124mm)	2.29



Project: **Starbucks**

Location: 24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653

Client Approval: _____

Date of Approval: _____

Sales Rep: Paul L.

Date: 07-29-20 Drawn by: P.S.

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Electrical Requirement: ☒ 120 Volts ☐ 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code U.L. LABELS REQUIRED

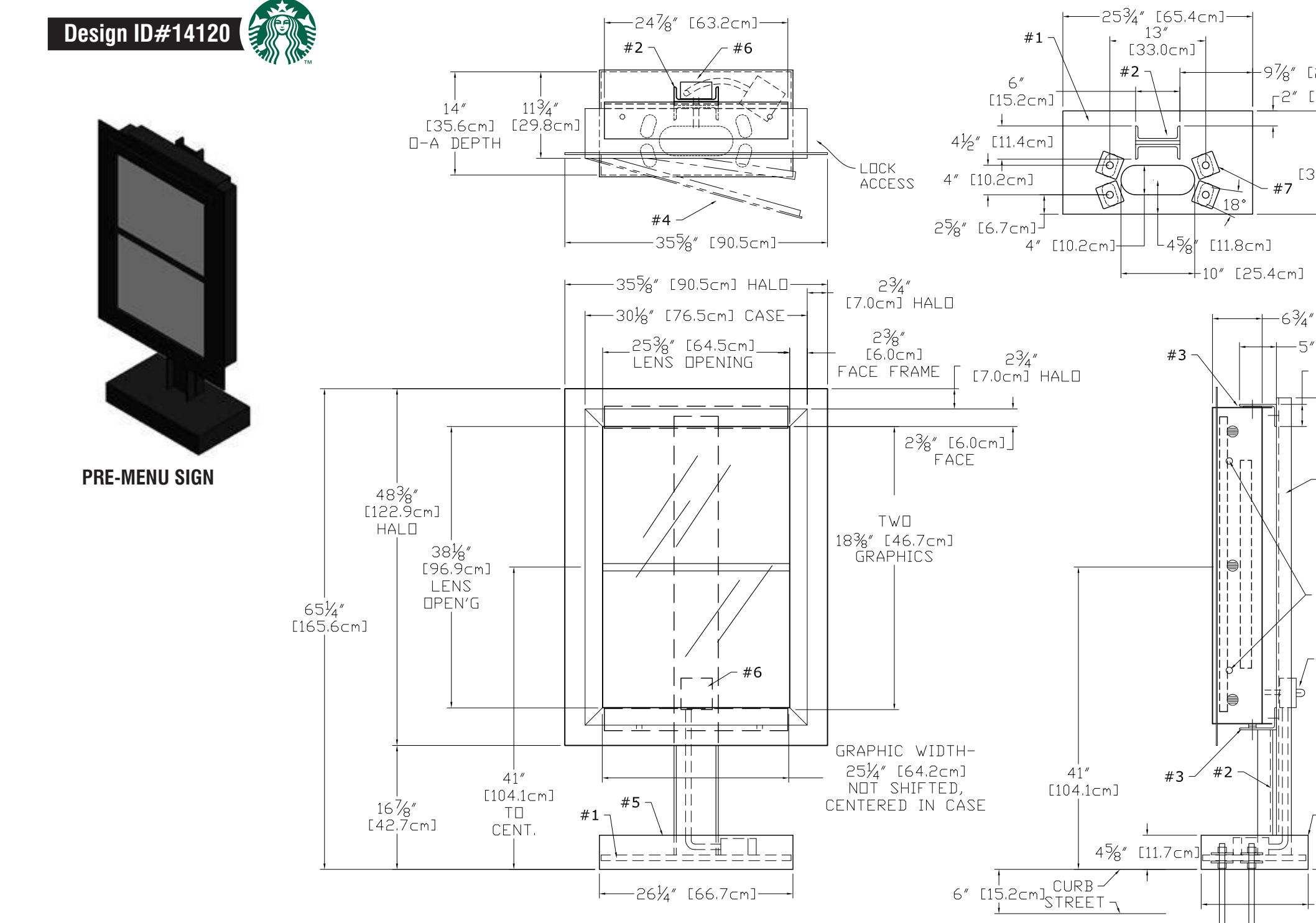
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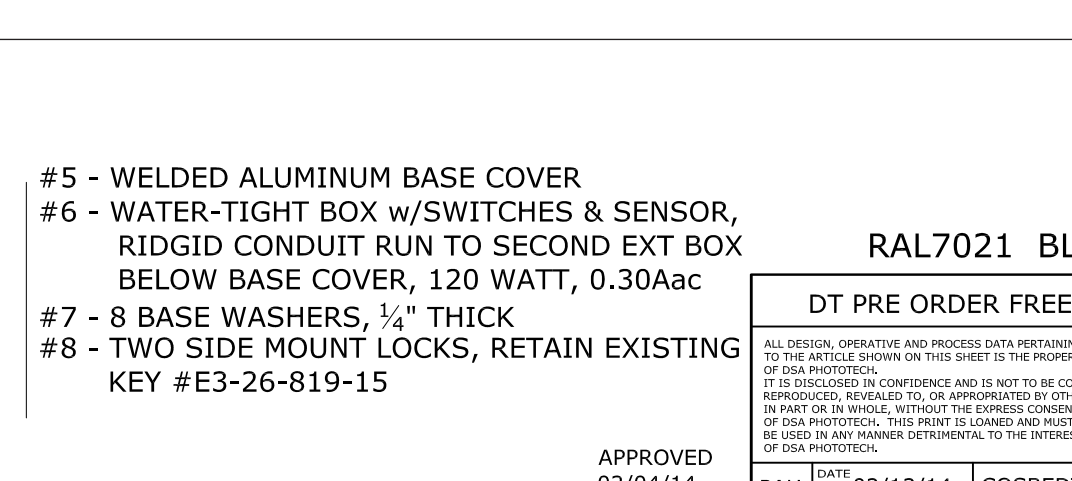
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6 DRIVE THRU PRE-MENU SIGN~ Qty (1)

- Sign Specifications:
- #1 - 3/4" [19mm] STEEL BASE PLATE w/ 18deg HOLES PATTERN LEFT SQUARE / SYMMETRICAL
 - #2 - C6X10.5 (6"x2"x8 1/4") STEEL POST (1x)
 - #3 - 5"x3"x1/4" STEEL SUPPORT ANGLES (2x) (WELDED TO STEEL POST)
 - #4 - EXTRUDED ALUMINUM MOUNT BOARD (1x) ONE SPLIT PANEL LIGHTBOX TWO 25 1/4"x18 3/8" GRAPHICS GRAPHIC ASSEMBLY CENTERED, NOT SHIFTED STANDARD LED TUBE LIGHTING, SIDE LOCKS
 - #5 - WELDED ALUMINUM BASE COVER
 - #6 - WATER-TIGHT BOX w/SWITCHES & SENSOR, RIGID CONDUIT RUN TO SECOND EXT BOX BELOW BASE COVER, 120 WATT, 0.30Aac
 - #7 - 8 BASE WASHERS, 1/2" THICK
 - #8 - TWO SIDE MOUNT LOCKS, RETAIN EXISTING KEY #E3-26-819-15



Scale: 3/4" = 1'

DT PRE ORDER FREESTANDING 11036584

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DSA/PHOTOTECH
16061 Central Avenue, Carson, CA 90746
(310) 537-0000 (310) 537-7050 Fax
phubell@dsaphototech.com

DRIVE THRU PRE ORDER w/ STAND

APPROVED 02/04/14

PAI DATE 02/14/14 CQSBDTPRELO

SCALE 1:16 IS

Project: **Starbucks**

Location: 24888 ALICIA PARKWAY
LAGUNA HILLS, CA 92653

Client Approval: _____

Date of Approval: _____

Sales Rep: Paul L.

Date: 07-29-20 Drawn by: P.S.

1	08-27-20	P.S.
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Electrical Requirement: ☒ 120 Volts ☐ 277 Volts

Construct & install using only U.L. listed components & in accordance with national electrical code U.L. LABELS REQUIRED

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REVISED TRAFFIC IMPACT ANALYSIS REPORT
24888 ALICIA PARKWAY COMMERCIAL PROJECT

Laguna Hills, California
September 25, 2020
(Revision of the August 28, 2020 Report)

Prepared for:

Cotti Foods

29889 Santa Margarita Parkway
Rancho Santa Margarita, CA 92688

&

EMJ Ltd.

414 Poinsettia Avenue
Corona Del Mar, CA 92625

LLG Ref. 2-19-4151-1



Prepared by
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&
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Under the Supervision of:
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Packet Pg. 158

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EXECUTIVE SUMMARY

Project Description

- The Project site is located on the former Phillips Mazda automobile dealership which is an approximately 5.2-acre property located south of Alicia Parkway and west of Paseo De Alicia in the City of Laguna Hills, California. A Tentative Parcel Map was approved in March 2019 subdividing the 5.2-acre property into two parcels, a 2.47-acre parcel located to the north (abutting Alicia Parkway) which will contain all of the proposed Project components and a 2.73-acre parcel located to the south which is proposed to contain a 72-bed residential care facility for the elderly. To the east of the Project site are existing office buildings and a preschool. To the west across Bentley Lane is an existing public storage facility. Abutting the Project site along the southern border is the previously mentioned proposed 72-bed residential care facility parcel. To the north, across Alicia Parkway, are existing commercial centers. The dealership has been closed since 2015 and multiple vacated buildings, including sales offices, service garages and trellis/shade structures, were demolished in 2018.
- The proposed Project consists of the development of a 2,500 square-foot (SF) drive-through Taco Bell restaurant, a 2,175 SF drive-through Starbucks coffee shop, and a 2,503 SF drive-through Plant Power restaurant. The proposed Project also includes associated landscaping and parking areas. The proposed Project is expected to be constructed over the next year and completed by Year 2021. As such, Year 2021 has been utilized to assess the Project's potential traffic impacts at full occupancy of the Project within a near-term cumulative traffic setting.
- Vehicular access is proposed via one (1) full-access, unsignalized driveway located along Paseo de Alicia opposite to the existing Alicia Park Office driveway (i.e. Project Driveway No. 1), one (1) right-in/right-out only, unsignalized driveway located along Alicia Parkway (i.e. Project Driveway No. 2), and one (1) full-access, unsignalized driveway located along Bentley (i.e. Project Driveway No. 3).
- The Project is forecast to generate 3,107 daily trips (one half arriving and one half departing), with 200 trips (102 inbound, 98 outbound) produced in the AM peak hour and 152 trips (77 inbound, 75 outbound) produced in the PM peak hour.

Study Area

- The key intersections selected for evaluation in this report are listed below and provide local and regional access to the study area. It should be noted that both key study intersections are located within the City of Laguna Hills:

1. Hon Avenue/ Paseo De Alicia at Alicia Parkway
2. Bentley at Alicia Parkway

Cumulative Projects Traffic

- The six (6) cumulative projects are expected to generate 7,961 daily trips (one half arriving, one half departing) on a “typical” weekday, with 355 trips (183 inbound and 172 outbound) forecast during the AM peak hour and 640 trips (307 inbound and 333 outbound) forecast during the PM peak hour.

Traffic Impact Analysis

Existing Traffic Conditions

- For Existing traffic conditions, the intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway currently operates at an acceptable level of service during the AM and PM peak hours while the intersection of Bentley at Alicia Parkway currently operates at adverse levels of service during the AM and PM peak hours.

Existing With Project Traffic Conditions

- For Existing With Project traffic conditions, comparing the delay values of the turning movements through the intersection of Bentley at Alicia Parkway indicate an increased delay due to the overall trips generated by the Project. However, although the intersection of Bentley at Alicia Parkway is forecast to operate at an unacceptable LOS F during the AM and PM peak hours with the addition of Project traffic, the proposed Project is expected to add less than the allowable threshold to the ICU value (i.e. less than 0.010). The intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway currently operates and is forecast to continue to operate at an acceptable LOS B during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Furthermore, although the intersection of Bentley at Alicia Parkway is forecast to continue to operate at adverse levels of service under Existing with Project traffic conditions, it should be noted that it is not uncommon for unsignalized minor roadways that have direct access to primary arterials, such as Alicia parkway, to operate at an unacceptable LOS due to the limited gaps in traffic and the high volume of traffic on the major street. Based on these considerations, the Project’s cumulative impact to the adverse level of service is not considered significant.

Year 2021 Without Project Traffic Conditions

- For Year 2021 Without Project traffic conditions, the intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway is forecast to continue to operate at an acceptable level of service during the AM and PM peak hours, while the intersection of Bentley at Alicia Parkway is

forecast to continue to operate at adverse levels of service during the AM and PM peak hours.

Year 2021 With Project Traffic Conditions

- For Year 2021 With Project traffic conditions, comparing the delay values of the turning movements through the intersection of Bentley at Alicia Parkway indicate an increased delay due to the overall trips generated by the Project. However, although the intersection of Bentley at Alicia Parkway is forecast to operate at an unacceptable LOS F during the AM and PM peak hours with the addition of Project traffic, the proposed Project is expected to add less than the allowable threshold to the ICU value (i.e. less than 0.010). The intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway currently operates and is forecast to continue to operate at an acceptable LOS B during the AM and PM peak hours with the addition of Project generated traffic to Year 2021 cumulative traffic.

Furthermore, although the intersection of Bentley at Alicia Parkway is forecast to continue to operate at adverse levels of service under Year 2021 with Project traffic conditions, it should be noted that it is not uncommon for unsignalized minor roadways that have direct access to primary arterials, such as Alicia parkway, to operate at an unacceptable LOS due to the limited gaps in traffic and the high volume of traffic on the major street. Based on these considerations, the Project's cumulative impact to the adverse level of service is not considered significant.

Project-Specific Improvements

- The Project proposes to widen Alicia Parkway to provide a 5-foot bicycle lane along the Project frontage.

Recommended Improvements

Existing With Project Traffic Conditions

- The proposed Project is not anticipated to have a direct significant impact at the two (2) key study intersections under the Existing With Project traffic conditions. Hence, no mitigation measures are needed nor recommended.

Year 2021 With Project Traffic Conditions

- The proposed Project is not anticipated to have a direct significant impact at the two (2) key study intersections under the Year 2021 With Project traffic conditions. Hence, no mitigation measures are needed nor recommended.

Exclusive Right-Turn Assessment

- Per City Staff concerns, this report assesses the potential for an exclusive eastbound right-turn lane from Alicia Parkway onto southbound Paseo De Alicia. Future Year 2021 operating conditions at the intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway under the following geometries:
- Existing lane geometry
 - Conversion of existing eastbound through/right-turn to an exclusive eastbound right-turn lane (i.e. removal of one existing eastbound through lane)
 - Widen Alicia Parkway to provide for an exclusive eastbound right-turn lane

The conversion of the shared eastbound through/right-turn lane to an exclusive eastbound right-turn lane, the ICU and LOS values would degrade during both the AM and PM peak hours. Additionally, with the widening of Alicia Parkway to add an exclusive eastbound right-turn lane, the ICU value would slightly improve during the AM peak hour and remain unchanged during the PM peak hour. The intersection operates at acceptable levels of service without either the conversion or widening, thus it is not recommended to convert the shared eastbound through/right-turn lane to an exclusive eastbound right-turn lane or widen to provide an exclusive eastbound right-turn lane.

Site Access, Internal Circulation & Parking Evaluation

- Project driveways No. 1 and No. 3 are forecast to operate at acceptable levels of service during the AM and PM peak hours for Year 2021 With Project traffic conditions. Project Driveway No. 2 is forecast to operate at adverse levels of service during the AM and PM peak hours for Year 2021 With Project traffic conditions. However, it is not uncommon for unsignalized driveways, such as that of Project Driveway No. 2, to experience a longer delay due to the heavy volumes on the major streets, like Alicia Parkway. Additionally, there is extra lane width within the curb lane along Alicia Parkway as to facilitate right turn ingress into the site and Project Driveway No. 2 is anticipated to operate at acceptable levels of service during the other hours of the day. Furthermore, there is adequate storage provided on-site for the northbound right-turn movement at Project Driveway No. 2 and the layout of the site is such that each business has the ingress and egress of the drive-through lanes adequately separated from each other as not to create congested internal traffic flow in any particular location. Lastly, appropriate wayfinding signs should be installed at the drive-through lane exits to direct vehicles towards the Paseo De Alicia driveway to help alleviate congestion exiting directly onto Alicia Parkway. Specifically, “Right-Turn Only” signage at the Plant Power drive-through exit and directional signage emphasizing usage of Paseo de Alicia at the Starbucks, Plant Power, and Taco Bell drive-through exits. As such, motorists entering and exiting the Project site will be able to do so comfortably, safely and without undue congestion.

- The on-site circulation layout of the proposed Project on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks. In addition, access to the drive-through lane is adequate without any impact to the parking lot circulation.
- Application of the City parking code ratios to the development totals results in a code-parking requirement of **129 spaces**. With a proposed parking supply of 134 spaces, a theoretical parking surplus of 5 spaces is forecast. It should be noted that although a surplus of 5 parking spaces is currently calculated, it is the intent of the Owner/Applicant to remove the 5 excess parking spaces in favor of landscaping during the permitting process.

Queuing Analysis

- The results of the Taco Bell queuing analysis indicate that the distance between the proposed entry of the drive-through lane and the pick-up window of the proposed Project is of sufficient length and can accommodate the peak stacking requirements of the proposed restaurant. The drive-thru lane provides enough storage to accommodate up to seven (7) vehicles. Therefore, the drive-through lane storage capacity is adequate to accommodate the projected queues for the 85th percentile (i.e. 6 vehicles) needs for the site. The 95th percentile (i.e. 8 vehicles) needs for the site can easily be accommodated on-site within the drive aisles. It should be noted that the maximum queue of 10 vehicles, which only occurred one time and only at one site throughout the survey days, can also be accommodated on-site within the drive aisles.
- The results of the Starbucks queuing analysis indicate that the distance between the proposed entry of the drive-through lane and the pick-up window of the proposed Project is of sufficient length and can accommodate the peak stacking requirements of the proposed restaurant. The drive-thru lane provides enough storage to accommodate up to twelve (12) vehicles. Therefore, the drive-through lane storage capacity is adequate to accommodate the projected queues for the 85th percentile (i.e. 10 vehicles) and 95th percentile (i.e. 11 vehicles) needs for the site. It should be noted that the maximum queue of 17 vehicles, which only occurred one time and only at one site throughout the survey days, can also be accommodated on-site within the drive aisles. Additionally, similar drive-through queuing studies for other nearby Starbucks locations suggest a potential 95th percentile queue of up to 18 vehicles, which can also be accommodated on-site within the drive aisles.

REVISED TRAFFIC IMPACT ANALYSIS REPORT

24888 ALICIA PARKWAY COMMERCIAL PROJECT

Laguna Hills, California
September 25, 2020
(Revision of the August 28, 2020 Report)

1.0 INTRODUCTION

This traffic impact analysis evaluates the potential traffic impacts of the 24888 Alicia Parkway Commercial Project (hereinafter referred to as Project) in the city of Laguna Hills, California. The Project site is located on the former Phillips Mazda automobile dealership which is an approximately 5.2-acre property located south of Alicia Parkway and west of Paseo De Alicia. A Tentative Parcel Map was approved in March 2019 subdividing the 5.2-acre property into two parcels, a 2.47-acre parcel located to the north (abutting Alicia Parkway) which will contain all of the proposed Project components and a 2.73-acre parcel located to the south which is proposed to contain a 72-bed residential care facility for the elderly. The proposed Project is expected to be constructed over the next year and completed by Year 2021. As such, Year 2021 has been utilized to assess the Project's potential traffic impacts at full occupancy of the Project within a near-term cumulative traffic setting.

This report documents the findings and recommendations of a traffic impact analysis conducted by Linscott, Law & Greenspan, Engineers (LLG) to determine the potential traffic impacts that the Project may have on the local and/or regional transportation network in the vicinity of the Project site. The traffic impact analysis evaluates the operating conditions at two (2) existing key study intersections, within the Project vicinity, estimates the trip generation potential of the Project and forecasts future (near-term) operating conditions without and with the Project. The Scope of Work, which is included in **Appendix A**, for this traffic impact analysis was developed in collaboration with the City of Laguna Hills Engineering Department.

The Project site has been visited and an inventory of adjacent area roadways and intersections was performed. Existing AM and PM peak hours traffic information has been collected at key study intersections on a "typical" weekday for use in the preparation of intersection level of service calculations. This traffic report analyzes existing and future (near-term) weekday AM and PM peak hour traffic conditions for Existing and Year 2021 traffic conditions without and with the proposed Project. Peak hour traffic forecasts for the Year 2021 traffic conditions have been projected by increasing existing traffic volumes by an annual growth rate of two percent (2%) per year and adding the traffic from six (6) cumulative projects.

1.1 Study Area

Two (2) existing key study intersections were designated for evaluation utilizing the current *Congestion Management Program (CMP) for Orange County* analysis criteria, the *City of Laguna*

Hills Traffic Study Guidelines, prepared by RK Engineering, Inc., dated August 31, 2010 and consultation with City of Laguna Hills staff. The key intersections selected for evaluation in this report are listed below and provide local and regional access to the study area. It should be noted that both key study intersections are located within the City of Laguna Hills:

1. Hon Avenue/ Paseo De Alicia at Alicia Parkway
2. Bentley at Alicia Parkway

Figure 1-1 presents a Vicinity Map, which illustrates the general location of the Project and depicts the study locations and surrounding street system.

1.2 Traffic Impact Analysis Components

The *Intersection Capacity Utilization (ICU)* method of analysis for signalized intersections and *Highway Capacity Manual 6th Edition (HCM 6)* method of analysis for unsignalized intersections, as well as corresponding Level of Service (LOS) calculations at the key study locations, were used to evaluate the potential traffic-related impacts associated with area growth, cumulative projects and the Project. When necessary, this report recommends intersection improvements that may be required to accommodate future traffic volumes and restore/maintain an acceptable Level of Service and/or addresses the impact of the Project.

Included in this Traffic Impact Analysis are:

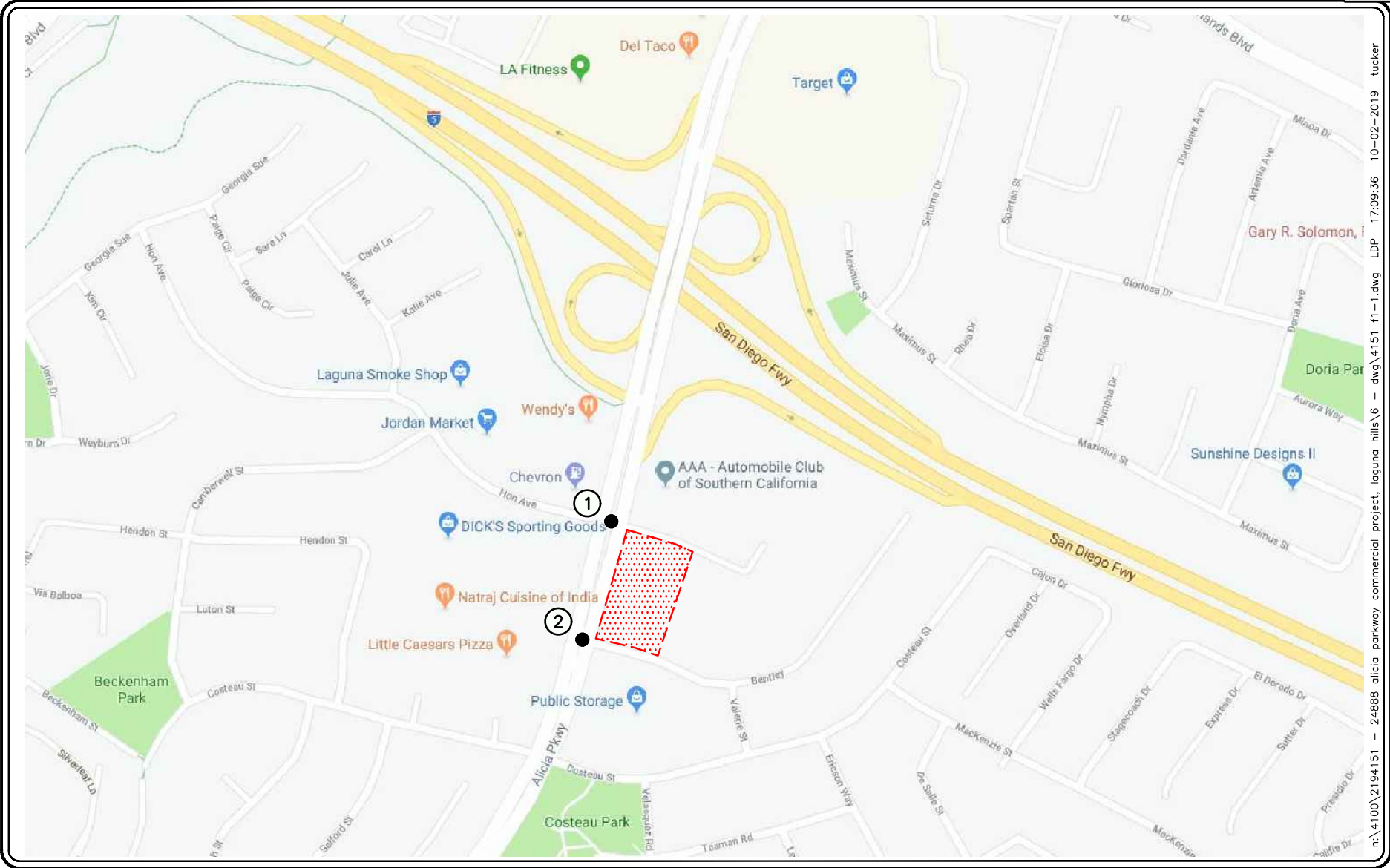
- Existing traffic counts,
- Estimated Project trip generation/distribution/assignment,
- Estimated cumulative projects trip generation/distribution/assignment,
- AM and PM peak hour LOS analyses for Existing Conditions,
- AM and PM peak hour LOS analyses for Existing Conditions with Project traffic,
- AM and PM peak hour LOS analyses for Near-Term (Year 2021) Conditions without and with Project traffic,
- Drive-Through Queuing Analyses,
- Parking Analysis,
- Evaluation of an Exclusive Eastbound Right-Turn Lane Along Alicia Parkway onto Paseo De Alicia,
- Recommended Improvements and
- Site Access and Internal Circulation Evaluation.

1.3 Traffic Impact Analysis Scenarios

The following scenarios are those for which ICU/Delay and corresponding LOS calculations have been performed at the key intersections for existing and near-term traffic conditions:

1. Existing Traffic Conditions,
2. Existing With Project Traffic Conditions,

3. Scenario (2) with Mitigation Measures, if necessary,
4. Year 2021 Without Project Traffic Conditions,
5. Year 2021 With Project Traffic Conditions,
6. Scenario (9) with Mitigation Measures, if necessary.



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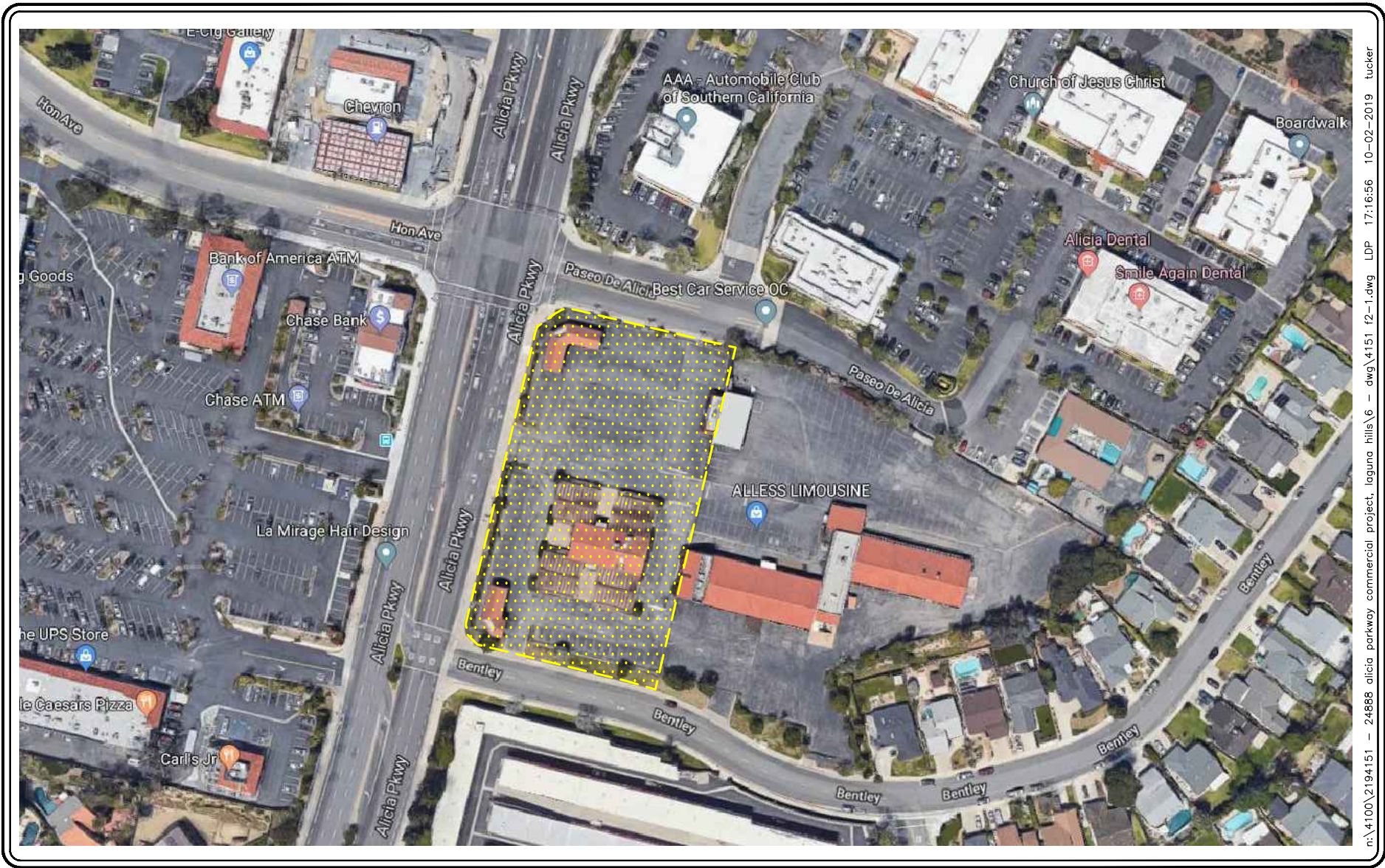
2.0 PROJECT DESCRIPTION AND LOCATION

The Project site is located on the former Phillips Mazda automobile dealership which is an approximately 5.2-acre property located south of Alicia Parkway and west of Paseo De Alicia in the City of Laguna Hills, California. A Tentative Parcel Map was approved in March 2019 subdividing the 5.2-acre property into two parcels, a 2.47-acre parcel located to the north (abutting Alicia Parkway) which will contain all of the proposed Project components and a 2.73-acre parcel located to the south which is proposed to contain a 72-bed residential care facility for the elderly. To the east of the Project site are existing office buildings and a preschool. To the west across Bentley Lane is an existing public storage facility. Abutting the Project site along the southern border is the previously mentioned proposed 72-bed residential care facility parcel. To the north, across Alicia Parkway, are existing commercial centers. The dealership has been closed since 2015 and multiple vacated buildings, including sales offices, service garages and trellis/shade structures, were demolished in 2018. **Figure 2-1** presents the existing aerial photograph of the Project site.

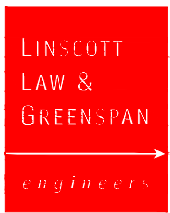
The proposed Project consists of the development of a 2,500 square-foot (SF) drive-through Taco Bell restaurant, a 2,175 SF drive-through Starbucks coffee shop, and a 2,503 SF drive-through Plant Power restaurant. The proposed Project also includes associated landscaping and parking areas. The proposed Project is expected to be constructed over the next year and completed by Year 2021. As such, Year 2021 has been utilized to assess the Project's potential traffic impacts at full occupancy of the Project within a near-term cumulative traffic setting. **Figure 2-2** presents the proposed site plan prepared by *EBI Consulting*.

2.1 Site Access

As shown in *Figure 2-2*, vehicular access is proposed via one (1) full-access, unsignalized driveway located along Paseo de Alicia opposite to the existing Alicia Park Office driveway (i.e. Project Driveway No. 1), one (1) right-in/right-out only, unsignalized driveway located along Alicia Parkway (i.e. Project Driveway No. 2), and one (1) full-access, unsignalized driveway located along Bentley (i.e. Project Driveway No. 3).



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SOURCE: GOOGLE

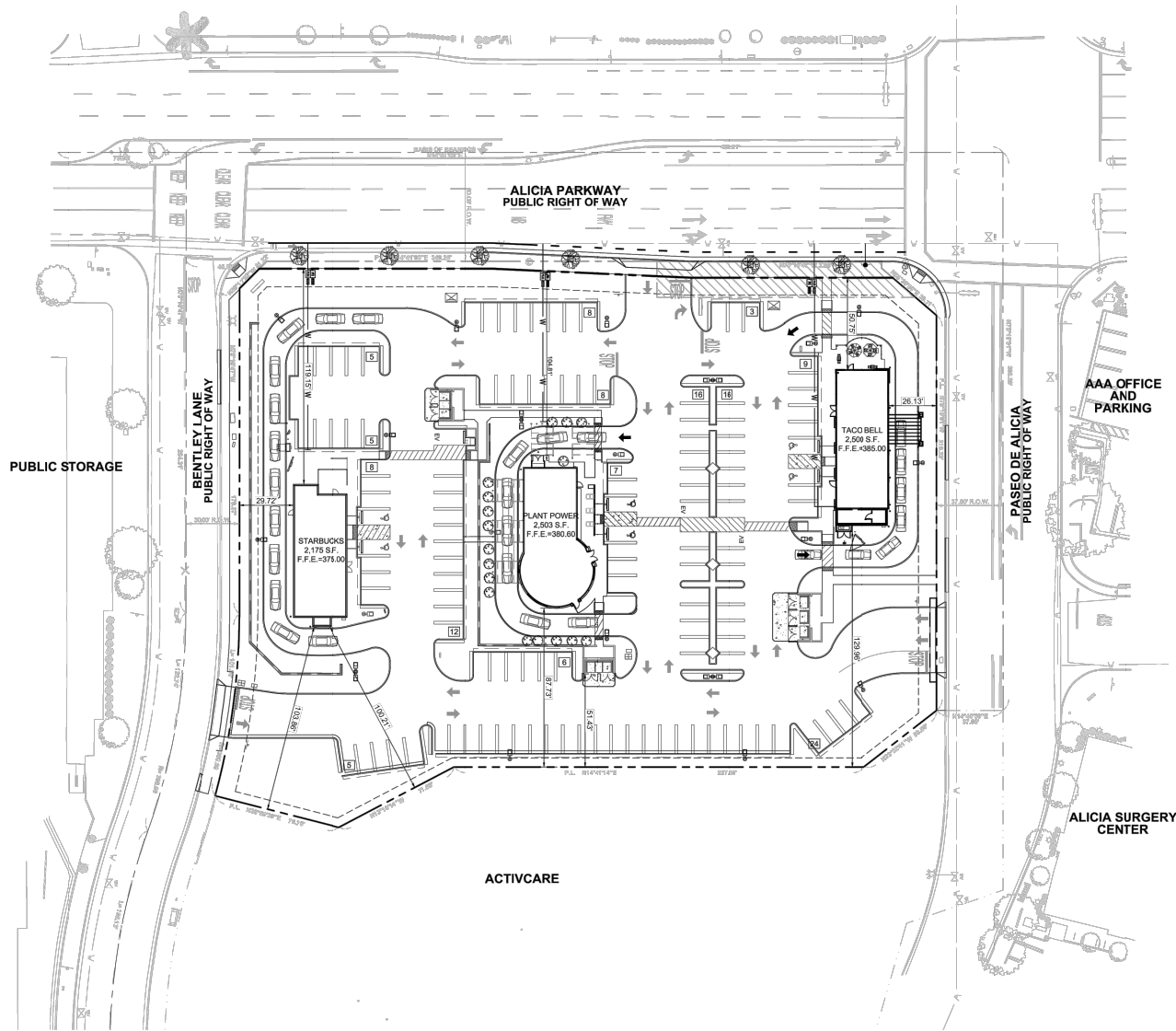
KEY
= PROJECT SITE

FIGURE 2-1

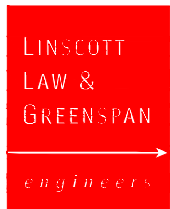
EXISTING SITE AERIAL

24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS

Attachment: Attachment f - Parking and Traffic Study (2355 : CUP No. 0053-2021 (Starbucks)/CUP No.



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SOURCE: EBI ENGINEERING

FIGURE 2-2

PROPOSED PROJECT SITE PLAN

24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS

3.0 ANALYSIS CONDITIONS AND METHODOLOGY

3.1 Existing Street Network

Regional access to the Project site is provided via the I-5 Freeway. The primary principal local network of streets serving the proposed Project site is Alicia Parkway, Paseo De Alicia and Bentley. The following discussion provides a brief synopsis of these key area streets. The descriptions are based on an inventory of existing roadway conditions.

Alicia Parkway is an east-west, six-lane divided roadway bordering the Project site to the north. Alicia Parkway has a posted speed limit of 40 miles per hour (mph) east of Costeau Street and 45 mph west of Costeau Street. Parking is not permitted on either side of the roadway within the vicinity of the Project. The intersection of Alicia Parkway at Hon Avenue/Paseo De Alicia is controlled by a traffic signal. The intersection of Alicia Parkway at Bentley is stop-controlled.

Hon Avenue/Paseo De Alicia is a north-south, two-lane undivided roadway bordering the Project site to the east. Parking is not permitted on either side of the roadway within the vicinity of the Project. Hon Avenue has a posted speed limit of 25 mph.

Bentley is a north-south, two-lane undivided roadway bordering the Project site to the west. Bentley has a posted speed limit of 25 mph. Parking is generally permitted on both sides of the roadway within the vicinity of the Project.

Figure 3-1 presents an inventory of the existing roadway conditions for the arterials and intersections evaluated in this report. This figure identifies the number of travel lanes for key arterials, as well as intersection configurations and controls for the key area study intersections.

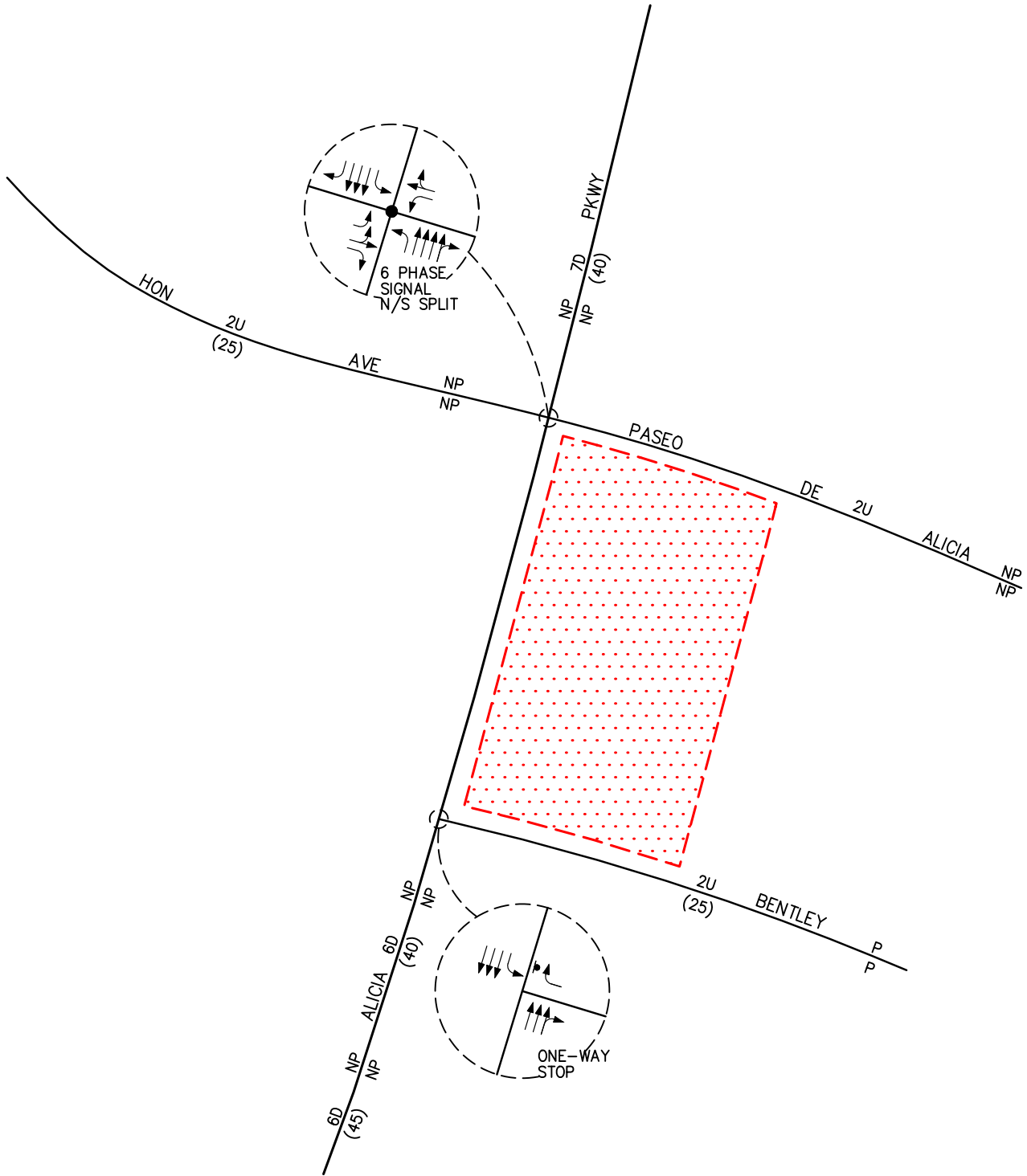
3.2 Existing Traffic Volumes

Two (2) key study intersections have been identified as the locations at which to evaluate existing and future traffic operating conditions. Some portion of potential Project-related traffic will pass through each of these intersections and their analysis will reveal the expected relative impacts of the Project. The data collection for the two (2) key study intersections were conducted by *National Data and Surveying, Inc.* in September 2019 while schools were in session. **Appendix B** contains the detailed peak hour traffic count sheets for the key intersections evaluated in this report.

Figures 3-2 and **3-3** illustrate the existing AM and PM peak hour traffic volumes at the key study intersections evaluated in this report, respectively.

3.3 Existing Intersection Conditions

AM and PM peak hour operating conditions for the key study intersections were evaluated using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections and the methodology outlined in the *Highway Capacity Manual 6* (HCM 6) for unsignalized intersections.



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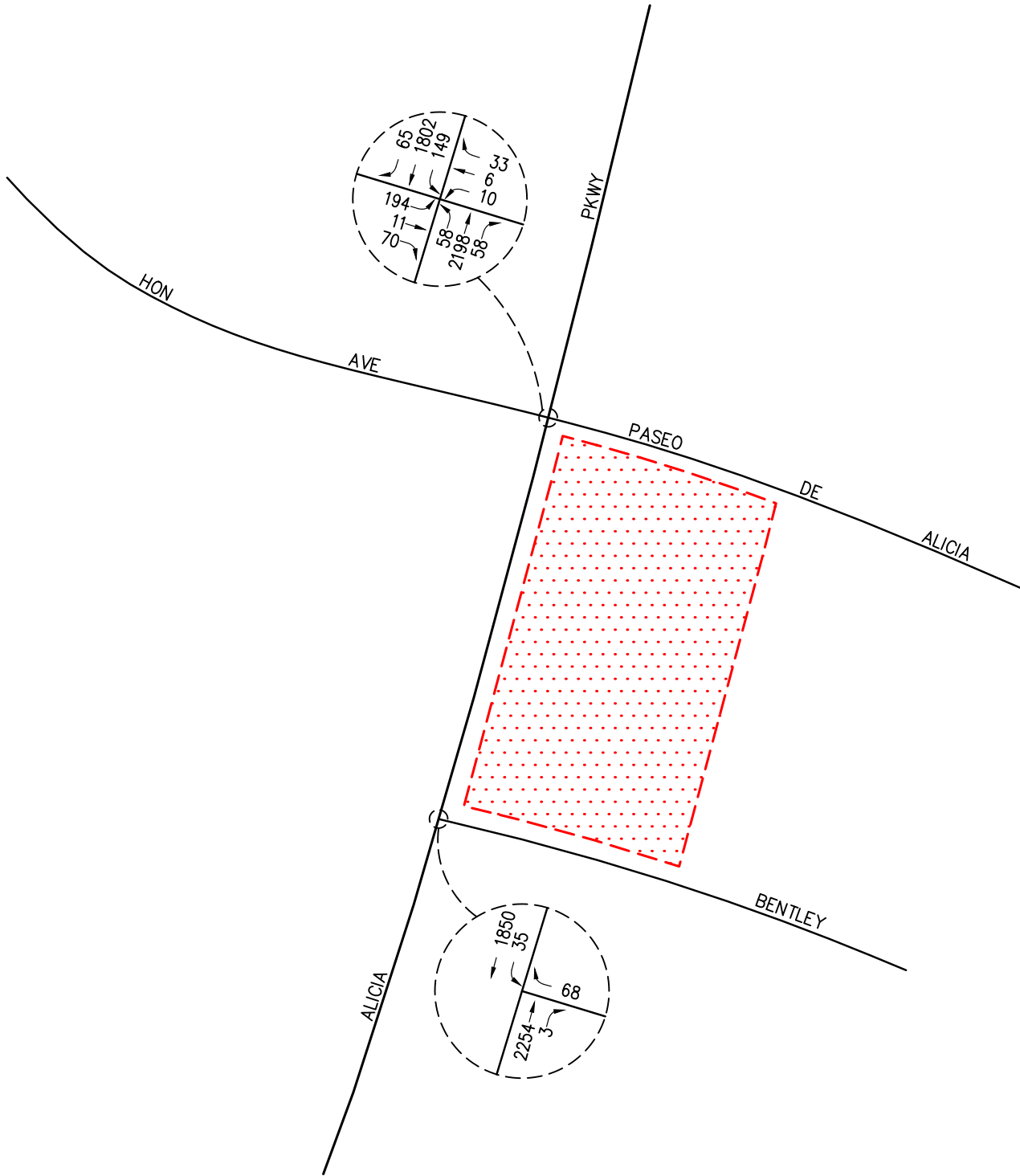
NO SCALE

KEY

- ← = APPROACH LANE ASSIGNMENT
- = TRAFFIC SIGNAL, ▼ = STOP SIGN
- P = PARKING, NP = NO PARKING
- U = UNDIVIDED, D = DIVIDED
- 2 = NUMBER OF TRAVEL LANES
- (XX) = POSTED SPEED LIMIT (MPH)
- [Red Hatched Box] = PROJECT SITE

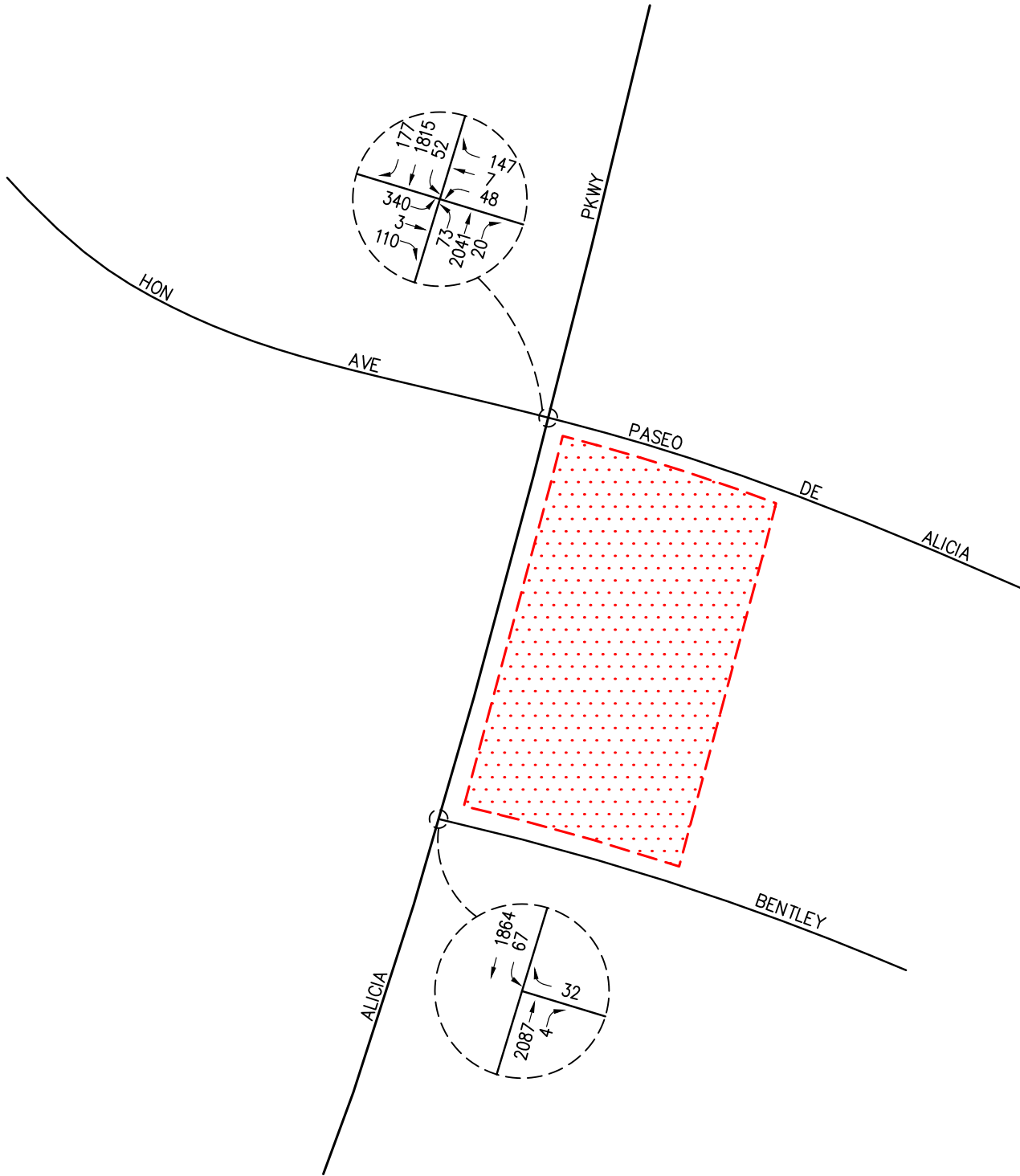
FIGURE 3-1

EXISTING ROADWAY CONDITIONS
AND INTERSECTION CONTROLS
24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS



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3.3.1 Intersection Capacity Utilization (ICU) Method of Analysis

In conformance with City Laguna Hills and Orange County CMP requirements, existing AM and PM peak hour operating conditions for the key signalized study intersections were evaluated using the Intersection Capacity Utilization (ICU) method. The ICU technique is intended for signalized intersection analysis and estimates the volume to capacity (V/C) relationship for an intersection based on the individual V/C ratios for key conflicting traffic movements. The ICU numerical value represents the percent signal (green) time and thus capacity, required by existing and/or future traffic. It should be noted that the ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing.

Per City of Laguna Hills requirements, the ICU calculations use a lane capacity of 1,700 vph for all through and turn lanes. A clearance adjustment factor of 0.05 was added to each Level of Service calculation.

The ICU value translates to a Level of Service (LOS) estimate, which is a relative measure of the intersection performance. The ICU value is the sum of the critical volume to capacity ratios at an intersection; it is not intended to be indicative of the LOS of each of the individual turning movements. The six qualitative categories of Level of Service have been defined along with the corresponding ICU value range and are shown in **Table 3-1**.

3.3.2 Highway Capacity Manual (HCM) Method of Analysis (Unsignalized Intersections)

The HCM unsignalized methodology for stop-controlled intersections was utilized for the analysis of the unsignalized intersections. LOS criteria for unsignalized intersections differ from LOS criteria for signalized intersections as signalized intersections are designed for heavier traffic and therefore a greater delay. Unsignalized intersections are also associated with more uncertainty for users, as delays are less predictable, which can reduce users' delay tolerance.

3.3.2.1 Two-Way Stop-Controlled Intersections

Two-way stop-controlled intersections are comprised of a major street, which is uncontrolled and a minor street, which is controlled by stop signs. Level of service for a two-way stop-controlled intersection is determined by the computed or measured control delay. The control delay by movement, by approach and for the intersection as a whole is estimated by the computed capacity for each movement. LOS is determined for each minor-street movement (or shared movement) as well as major-street left turns. The worst side street approach delay is reported. LOS is not defined for the intersection as a whole or for major-street approaches, as it is assumed that major-street through vehicles experience zero delay. The HCM control delay value ranges for two-way stop-controlled intersections are shown in **Table 3-2**.

3.3.2.2 All-Way Stop-Controlled Intersections

All-way stop-controlled intersections require every vehicle to stop at the intersection before proceeding. Because each driver must stop, the decision to proceed into the intersection is a function of traffic conditions on the other approaches. The time between subsequent vehicle departures depends on the degree of conflict that results between the vehicles and vehicles on the other

approaches. This methodology determines the control delay for each lane on the approach, computes a weighted average for the whole approach and computes a weighted average for the intersection as a whole. Level of service (LOS) at the approach and intersection levels is based solely on control delay. The HCM control delay value ranges for all-way stop-controlled intersections are shown in *Table 3-2*.

3.4 Level of Service Standards and Impact Criteria Thresholds

3.4.1 City of Laguna Hills criteria

According to the *City of Laguna Hills Traffic Study Guidelines*, prepared by RK Engineering, Inc., dated August 31, 2010, LOS “D” is the minimum acceptable condition that should be maintained during the peak commute hours. Hence, any intersection operating at LOS “E” or “F” is considered deficient/unsatisfactory.

For purposes of analyzing CEQA impacts, the City of Laguna Hills utilizes the following thresholds of significance:

- An unacceptable peak hour Level of Service (LOS) (i.e. LOS E or F) at any of the key intersections or roadway segments is projected. The City of Laguna Hills considers LOS D (ICU = 0.801 - 0.900) to be the minimum desirable LOS for all intersections; and
- The addition of Project traffic causes an increase by 1% of capacity (0.010 or greater in the ICU value) for signalized or unsignalized intersections, causing or worsening LOS E or F (ICU > 0.900).

TABLE 3-1
LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS (ICU METHODOLOGY)

Level of Service (LOS)	Intersection Capacity Utilization Value (V/C)	Level of Service Description
A	≤ 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.601 – 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701 – 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 – 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 – 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Potentially very long delays with continuously increasing queue lengths.

TABLE 3-2

LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS (HCM 6 METHODOLOGY)^{1,2}

Level of Service (LOS)	Highway Capacity Manual (HCM) Delay Per Vehicle (seconds/vehicle)	Level of Service Description
A	≤ 10.0	Little or no delay
B	> 10.0 and ≤ 15.0	Short traffic delays
C	> 15.0 and ≤ 25.0	Average traffic delays
D	> 25.0 and ≤ 35.0	Long traffic delays
E	> 35.0 and ≤ 50.0	Very long traffic delays
F	> 50.0	Severe congestion

¹ Source: *Highway Capacity Manual 6*, Chapter 20: Two-Way Stop-Controlled Intersections. The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection as a whole.

² Source: *Highway Capacity Manual 6*, Chapter 21: All-Way Stop-Controlled Intersections. For approaches and intersection-wide assessment, LOS is defined solely by control delay.

4.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the Project, a multi-step process has been utilized. The first step is traffic generation, which estimates the total arriving and departing traffic on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations and/or rates to the Project development tabulation.

The second step of the forecasting process is traffic distribution, which identifies the origins and destinations of inbound and outbound Project traffic. These origins and destinations are typically based on demographics and existing/expected future travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of Project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds.

Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway segments and intersection turning movements throughout the study area.

With the forecasting process complete and Project traffic assignments developed, the impact of the Project is isolated by comparing operational (LOS) conditions at selected key intersections using expected future traffic volumes with and without forecast Project traffic. If necessary, the need for site-specific and/or cumulative local area improvements can then be evaluated.

5.0 PROJECT TRAFFIC CHARACTERISTICS

5.1 Project Trip Generation Forecast

Trip generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation equations and/or rates used in the traffic forecasting procedure are found in the Tenth Edition of *Trip Generation*, published by the Institute of Transportation Engineers (ITE) [Washington D.C., 2017].

The top portion of **Table 5-1** summarizes the trip generation rates used in forecasting the vehicular trips generated by the proposed Project and the lower portion presents the forecast daily and peak hour Project traffic volumes for a "typical" weekday. The trip generation potential for the proposed Project was forecast using ITE Land Use Code 934: Fast-Food Restaurant with Drive-Through Window rates and ITE Land Use Code 937: Coffee/Donut Shop with Drive-Through Window rates.

A review of the lower portion of *Table 5-1* indicates that the proposed Project is forecast to generate 3,105 daily trips (one half arriving and one half departing), with 200 trips (102 inbound, 98 outbound) produced in the AM peak hour and 152 trips (77 inbound, 75 outbound) produced in the PM peak hour.

Please note that the aforementioned overall Project trip generation includes adjustments for pass-by per the *Trip Generation Handbook, 3rd Edition*, published by ITE (2014), to account for trips that are already in the everyday traffic stream on the adjoining streets (i.e. Alicia Parkway) and will stop as they pass by the Project site as a matter of convenience on their path to another destination. Per the *Trip Generation Handbook*, a pass-by reduction factor of 49% and 50% is recommended for the AM and PM peak hours, respectively for fast-food restaurants with drive-through. The daily pass-by percentage was estimated to be 25%. Additionally, per the *Trip Generation Handbook*, pass-by rates for ITE Land Use Code 937 are not provided. However, the *Trip Generation Handbook* provides a pass-by rate of 89% for ITE Land Use 938: Coffee/Donut Shop with Drive-Thru Window and No Indoor Seating. To provide a conservative assessment for the coffee/donut shop with drive-through window land use, a rate of 25% was assumed for the Daily and PM peak period and a pass-by rate of 50% was assumed for the AM peak period. **Appendix C** contains the pass-by trip distribution pattern and as well as the AM and PM peak hour pass-by traffic volumes.

5.2 Project Trip Distribution and Assignment

Figure 5-1 illustrates the general directional traffic distribution pattern for the proposed Project. Project traffic volumes both entering and exiting the Project site have been distributed and assigned to the adjacent street system based on the following considerations:

- directional flows on the freeways in the immediate vicinity of the Project site (i.e. I-5 Freeway)
- the site's proximity to major traffic carriers (i.e. Alicia Parkway),
- expected localized traffic flow patterns based on adjacent street channelization and presence of traffic signals,

- the traffic-carrying capacity and travel speed available on roadways serving the Project site,
- input from City of Laguna Hills staff.

The anticipated AM and PM peak hour traffic volumes associated with the proposed Project are presented in **Figures 5-2** and **5-3**, respectively. The traffic volume assignments presented in *Figures 5-2* and *5-3* reflect the traffic distribution characteristics shown in *Figure 5-1* and the traffic generation forecast presented in *Table 5-1*.

TABLE 5-1
PROJECT TRIP GENERATION FORECAST³

ITE Land Use Code / Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
<u>Project Trip Generation Rates:</u>							
▪ 934: Fast-Food Restaurant with Drive-Through Window (TE/TSF)	470.95	20.50	19.69	40.19	16.99	15.68	32.67
▪ 937: Coffee/Donut Shop with Drive-Through Window (TE/TSF)	820.38	45.38	43.61	88.99	21.69	21.69	43.38
<u>Project Trip Generation Forecast:</u>							
▪ Taco Bell Restaurant with Drive-Thru (2,500 SF)	1,177	51	49	100	43	39	82
Pass-By (Daily: 25%, AM: 49%, PM: 50%) ⁴	<u>-294</u>	<u>-25</u>	<u>-24</u>	<u>-49</u>	<u>-22</u>	<u>-19</u>	<u>-41</u>
Taco Bell Restaurant Subtotal	883	26	25	51	21	20	41
▪ Starbucks with Drive-Thru (2,175 SF)	1,784	99	95	194	47	47	94
Pass-By (Daily: 25%, AM: 50%, PM: 25%) ⁵	<u>-446</u>	<u>-50</u>	<u>-47</u>	<u>-97</u>	<u>-12</u>	<u>-12</u>	<u>-24</u>
Starbucks Subtotal	1,338	49	48	97	35	35	70
▪ Plant Power Restaurant with Drive-Thru (2,503 SF)	1,179	52	49	101	43	39	82
Pass-By (Daily: 25%, AM: 49%, PM: 50%) ⁴	<u>-295</u>	<u>-25</u>	<u>-24</u>	<u>-49</u>	<u>-22</u>	<u>-19</u>	<u>-41</u>
Plant Power Restaurant Subtotal	884	27	25	52	21	20	41
Total Proposed Project Trip Generation Forecast	3,105	102	98	200	77	75	152

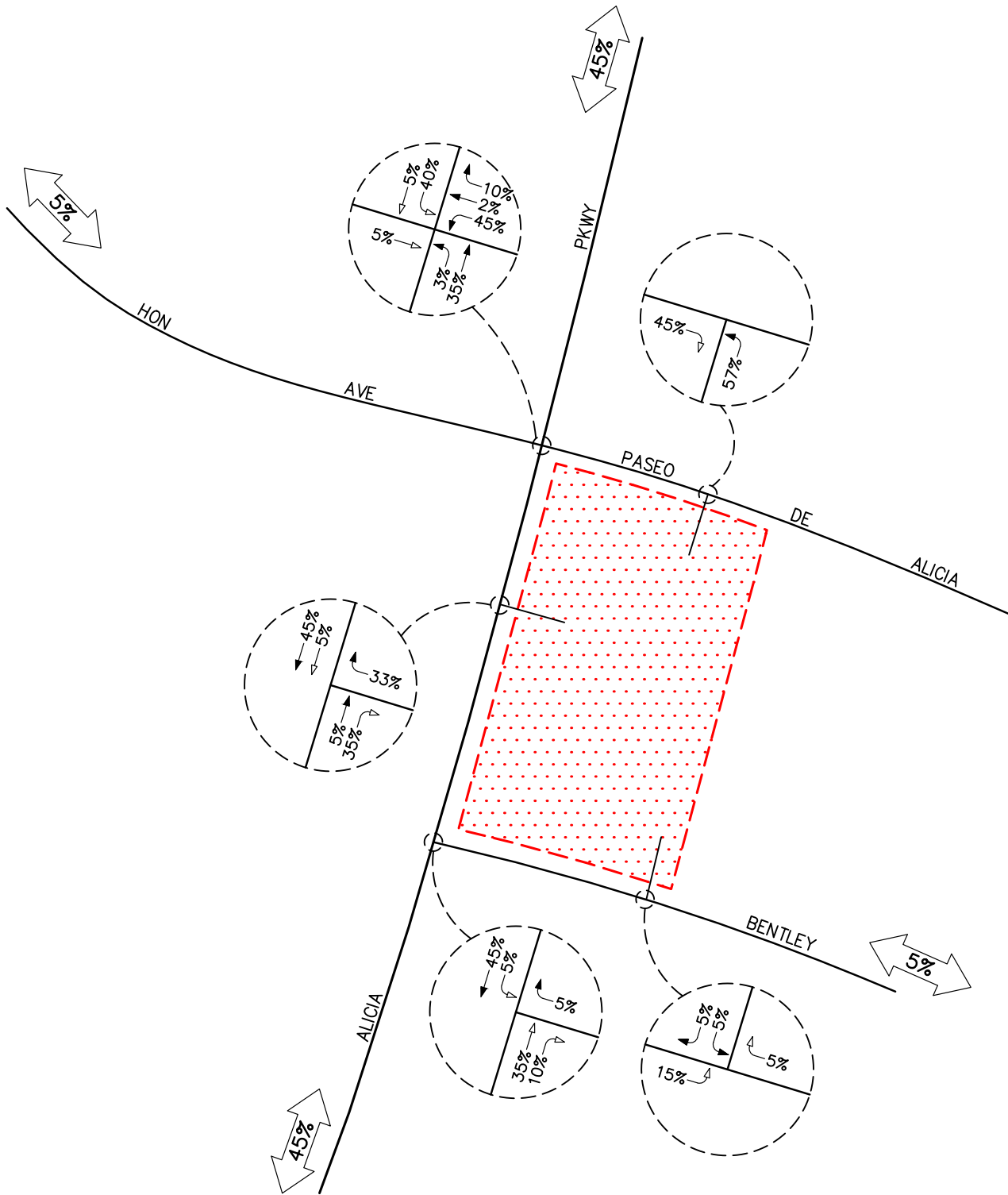
Notes:

- TE/TSF = Trip end per Thousand Square-Feet
- SF = Square-Feet

³ Source: *Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).*

⁴ Consistent with the *Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, (ITE) [Washington, D.C. (2014)]*. Pass-by reductions for ITE Land Use 934: Fast-Food Restaurant with Drive-Through Window consist of the following: 25% daily (estimated), 49% AM and 50% PM.

⁵ Pass-by rates for ITE Land Use 937 are not provided in the *ITE Trip Generation Handbook*. However, it should be noted that the pass-by rate for ITE Land Use 938: Coffee/Donut Shop with Drive-Thru Window and No Indoor Seating is 89%. To provide a conservative assessment, a rate of 25% was assumed for the Daily and PM peak period. A pass-by rate of 50% was assumed for the AM peak period.



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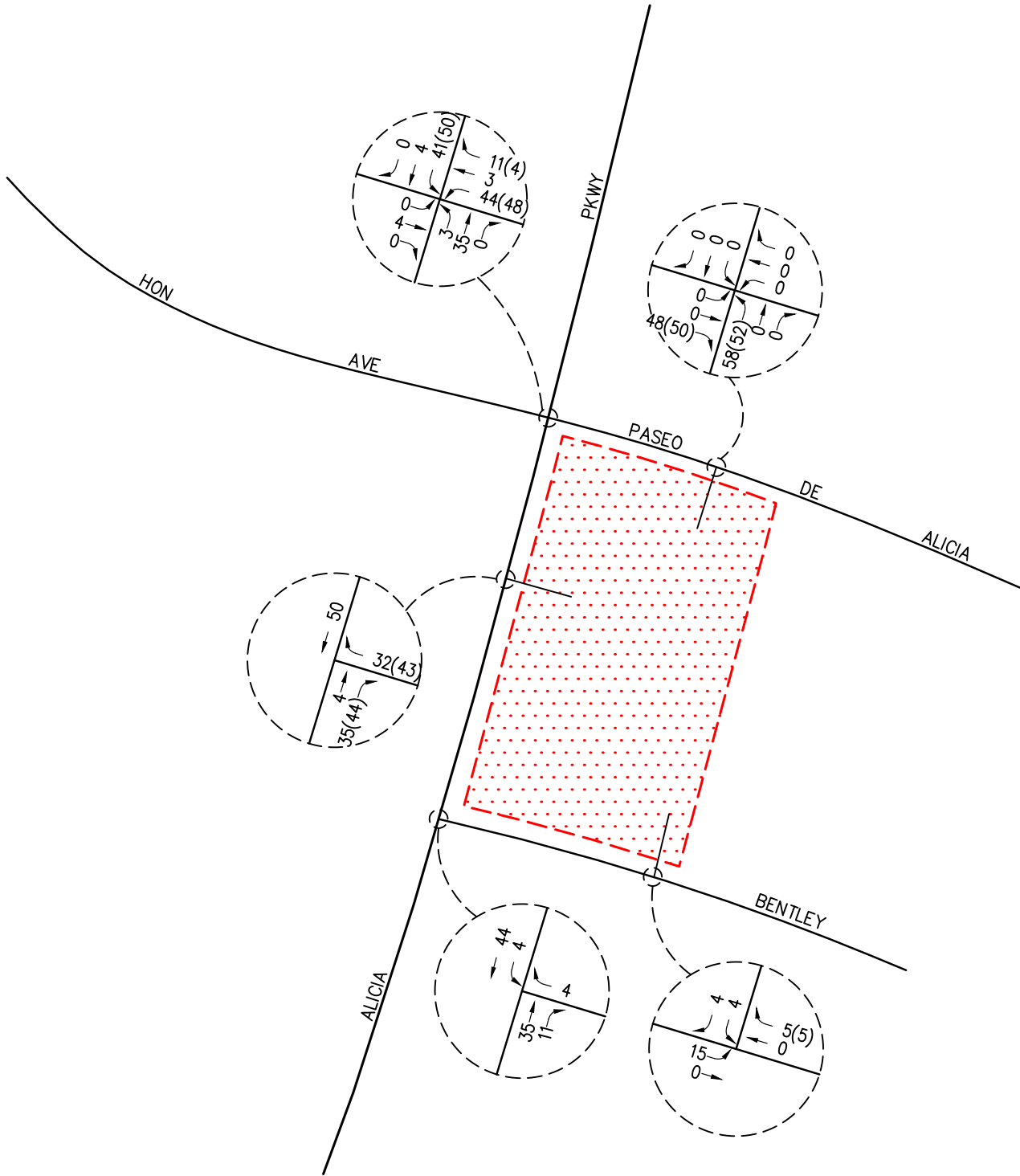
KEY

- = INBOUND PERCENTAGE
- = OUTBOUND PERCENTAGE
- = PROJECT SITE

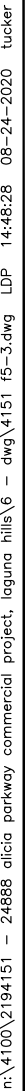
FIGURE 5-1

PROJECT TRIP
DISTRIBUTION PATTERN

24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS



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KEY

XX(XX) = PROJECT TRIPS (PASS-BY TRIPS)



FIGURE 5-3

PROJECT PM PEAK HOUR TRAFFIC VOLUMES

24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS

6.0 FUTURE TRAFFIC CONDITIONS

6.1 Year 2021 Cumulative Growth

6.1.1 Ambient Growth Traffic

Near-term horizon year traffic growth estimates have been calculated using an ambient growth factor. The ambient growth factor is intended to include unknown and future cumulative projects in the study area, as well as account for regular growth in traffic volumes due to the development of projects outside the study area. The application of the two percent (2%) annual growth rate from existing Year 2019 to baseline Year 2021 traffic volumes results in a four percent (4%) growth in existing volumes at the key study intersections.

6.1.2 Cumulative Projects Traffic

The City of Laguna Hills identified six (6) cumulative projects within the Project study area. Cumulative projects, as defined by Section 15355 of the CEQA Guidelines, are “closely related past, present and reasonably foreseeable probable future projects.” The Traffic Impact Analysis assumes that these cumulative projects will be developed and operational when the proposed Project is operational. This is the most conservative, worst-case approach, since the exact timing of each cumulative project is uncertain. In addition, impacts for these cumulative projects would likely be, or have been, subject to mitigation measures, which could reduce potential impacts. Under this analysis, however, those mitigation measures are not considered. The locations of these cumulative projects are presented in **Figure 6-1**.

Table 6-1 presents the jurisdiction, location, description, and development totals of the cumulative projects. **Table 6-2** presents the resultant trip generation for the cumulative projects. As shown in **Table 6-2**, the cumulative projects are expected to generate 7,961 daily trips (one half arriving, one half departing) on a “typical” weekday, with 355 trips (183 inbound and 172 outbound) forecast during the AM peak hour and 640 trips (307 inbound and 333 outbound) forecast during the PM peak hour.

The anticipated AM and PM peak hour cumulative projects traffic volumes at the key study intersections are presented in **Figures 6-2** and **6-3**, respectively.

It should again be emphasized that because this traffic impact analysis utilizes both an ambient growth factor along with a list of cumulative projects approach to analyze cumulative impacts, this traffic impact analysis is highly conservative and would tend to overstate cumulative traffic impacts.

6.2 Existing With Project Traffic Volumes

The estimates of Project-generated traffic volumes were added to Existing traffic conditions to develop traffic projections for Existing With Project traffic conditions. **Figures 6-4** and **6-5** present the anticipated AM and PM peak hour Existing With Project traffic volumes, respectively, at the two (2) key study intersections.

6.3 Year 2021 Without Project Traffic Volumes

Figures 6-6 and **6-7** present Year 2021 Without Project AM and PM peak hour traffic volumes at the key study intersections, respectively. It should be noted that the Year 2021 Without Project traffic volumes include ambient traffic growth as well as the traffic from the six (6) cumulative projects.

6.4 Year 2021 With Project Traffic Volumes

The estimates of Project generated traffic volumes were added to the Year 2021 Without Project traffic conditions to develop traffic projections for Year 2021 With Project traffic conditions. **Figures 6-8** and **6-9** present the anticipated AM and PM peak hour Year 2021 With Project traffic volumes, respectively, at the two (2) key study intersections.

**TABLE 6-1
LOCATION AND DESCRIPTION OF CUMULATIVE PROJECTS⁶**

No.	Cumulative Project	Location/Address	Description
<u>City of Laguna Hills</u>			
1.	Oakbrook Village	Avenida de la Carlota, north of Los Alisos Boulevard	289 DU Multi-Family 139,000 SF Retail
2.	ActivCare	24888 Alicia Parkway	72 Bed Elderly Care Housing
3.	MNWD Facility Expansion	26161 Gordon Road	64,000 SF MNWD Facility Expansion
<u>City of Lake Forest</u>			
4.	Kingdom Hall of Jehovah Witness	23061 & 23071 El Toro Road	Two 3,312 SF (6,624 SF) Religion Institution
5.	U-Haul Self-Storage Facility	Orange Avenue and Jeronimo Road	120,172 SF Storage Building 5,350 SF General Warehouse Building
<u>City of Aliso Viejo</u>			
6.	Polaris Office Building	6 Polaris	42,400 SF Office

⁶ Source: City of Laguna Hills, Lake Forest, and Aliso Viejo Planning Departments.

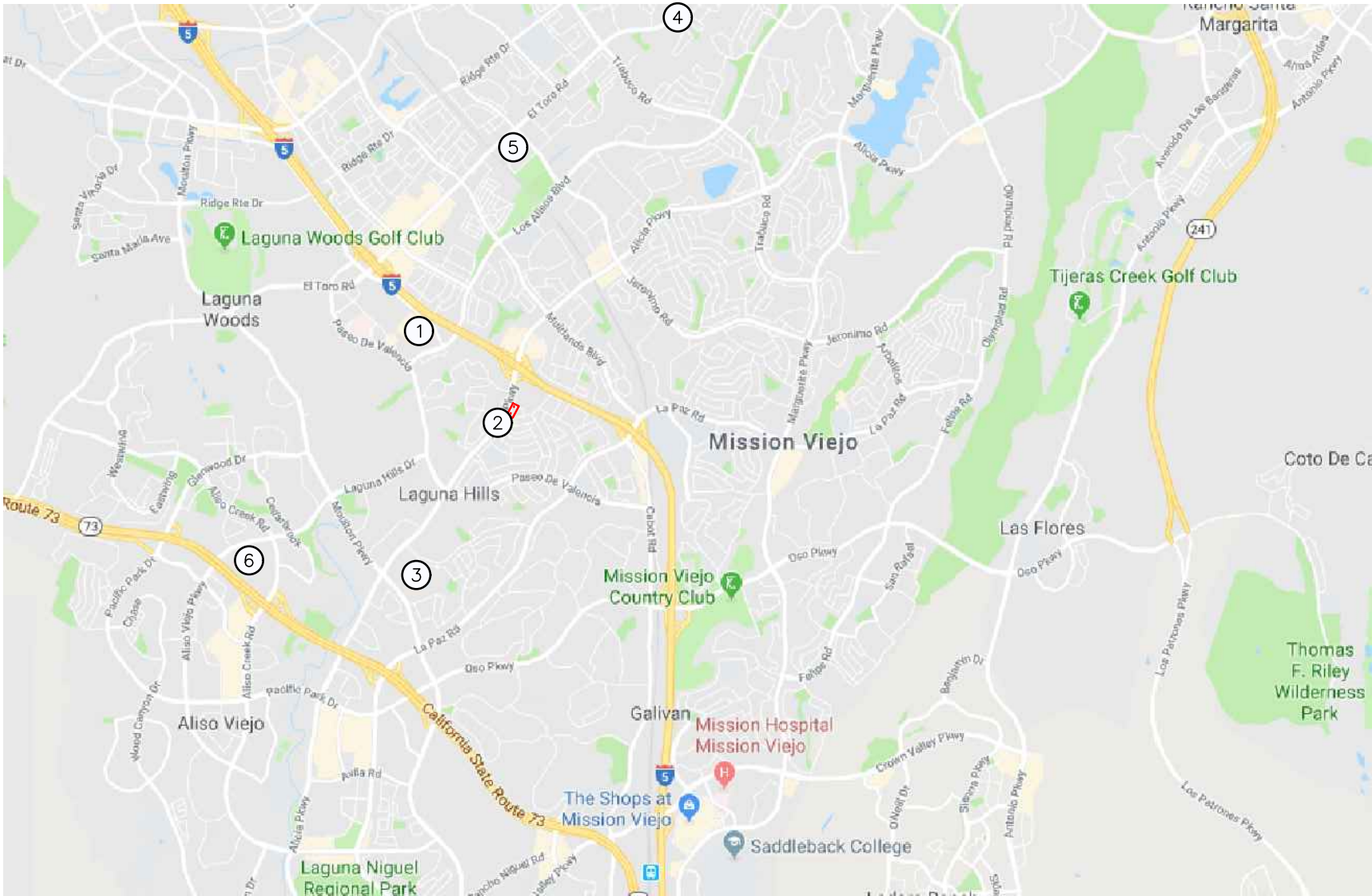
TABLE 6-2
CUMULATIVE PROJECTS TRIP GENERATION FORECAST⁷

Cumulative Project Description	Daily 2-Way	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1. Oakbrook Village	6,837	104	147	251	270	242	512
2. ActivCare ⁸	187	9	5	14	7	12	19
3. MNWD Facility Expansion ⁹	288	19	7	26	12	24	36
4. Kingdom Hall of Jehovah Witness	46	1	1	2	1	2	3
5. U-Haul Self-Storage Facility	190	8	5	13	9	12	21
6. Polaris Office Building	413	42	7	49	8	41	49
Cumulative Projects Trip Generation Forecast	7,961	183	172	355	307	333	640

⁷ Unless otherwise noted, Source: *Trip Generation*, 10th Edition, Institute of Transportation Engineers (ITE), Washington, D.C. (2017).

⁸ Source: *ActivCare Laguna Hills Trip Generation Evaluation (Urban Crossroads, Inc.)*, dated January 4, 2019.

⁹ Source: *Traffic Impact Study Moulton Niguel Water District Site Consolidation*, dated May 2017, prepared by LSA.



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SOURCE: GOOGLE

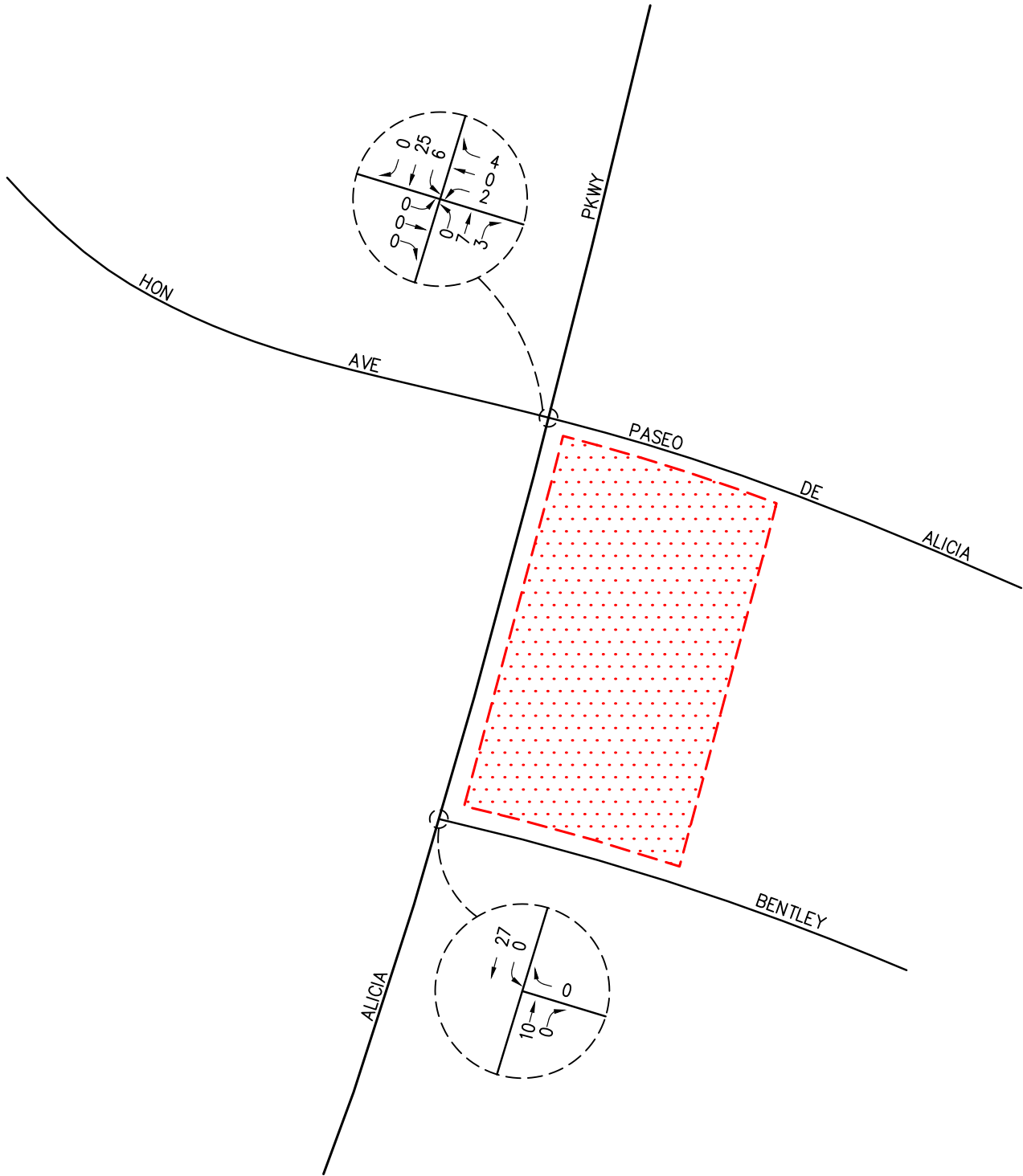
KEY

- = CUMULATIVE PROJECT LOCATION
- = PROJECT SITE

FIGURE 6-1

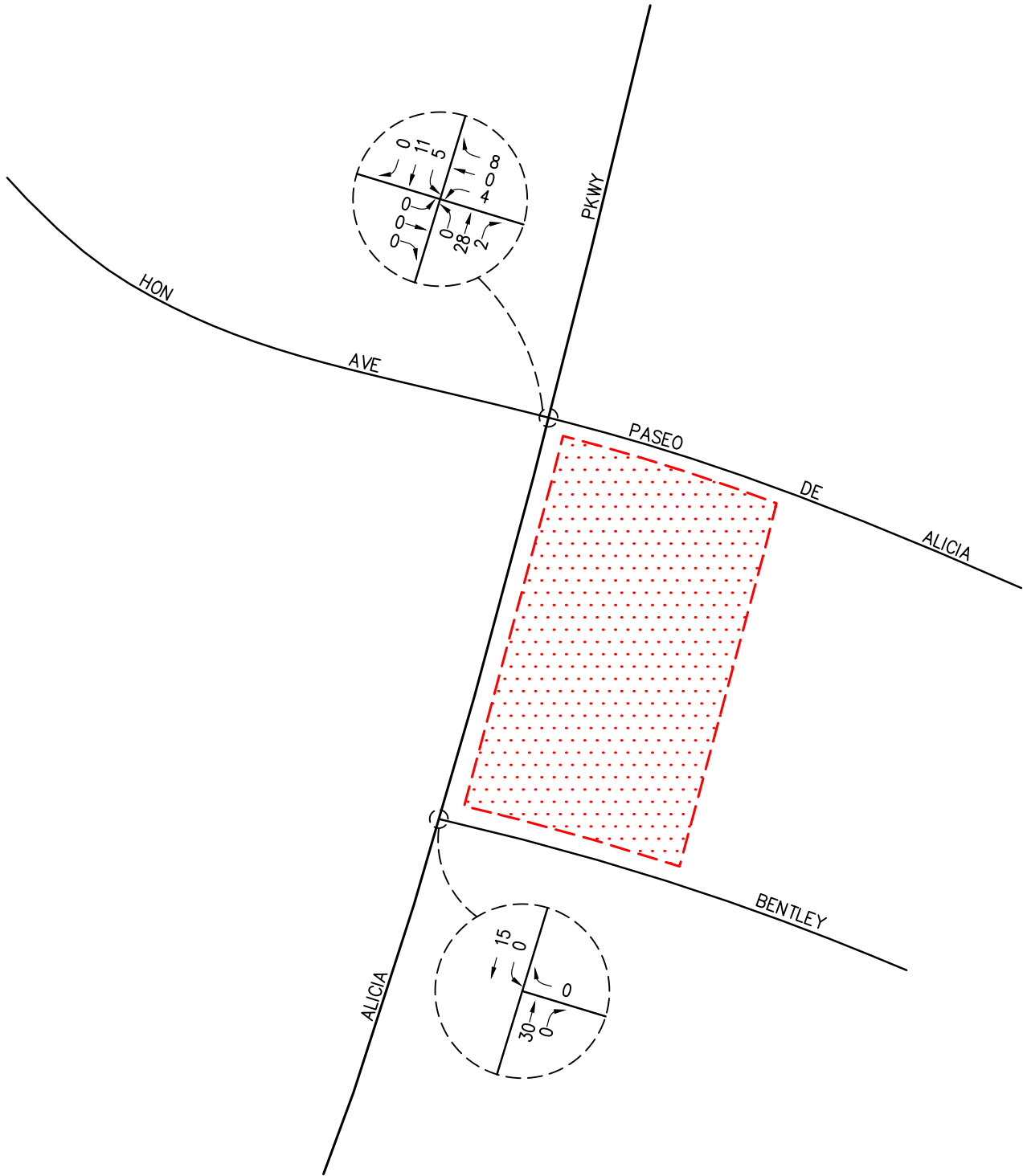
LOCATION OF CUMULATIVE PROJECTS

24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS



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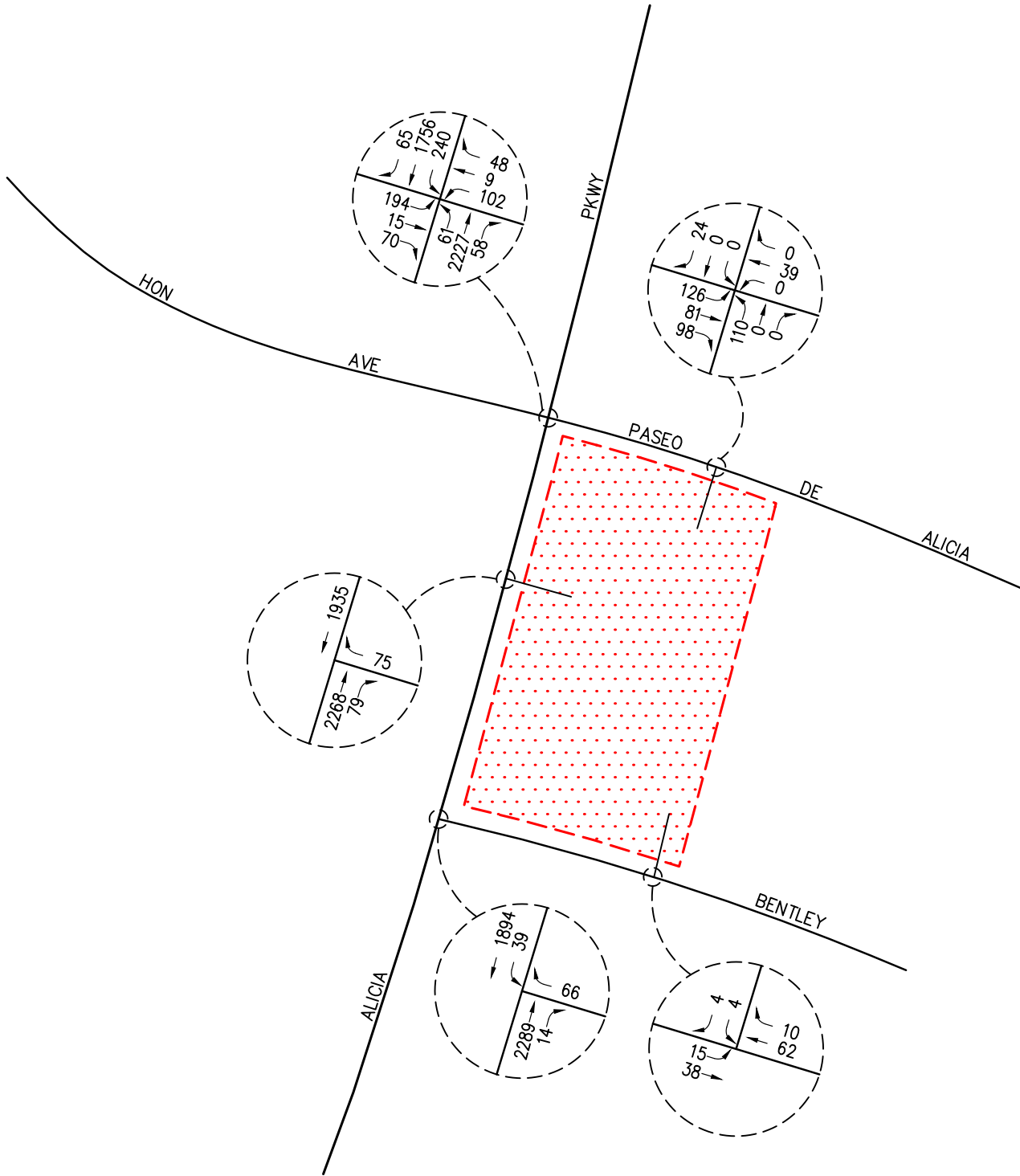


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KEY
[Red dotted rectangle] = PROJECT SITE

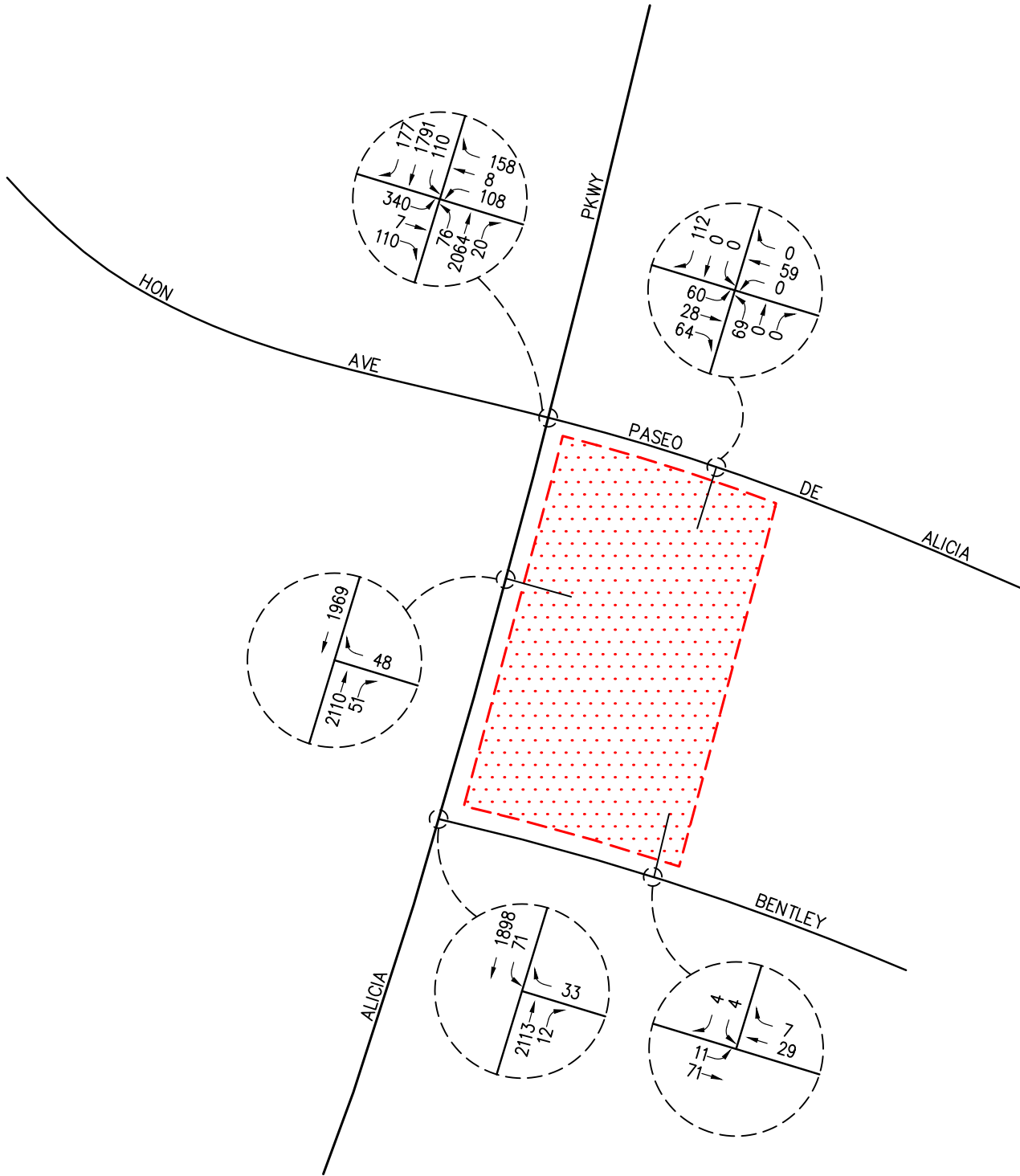
FIGURE 6-3

PM PEAK HOUR
CUMULATIVE PROJECTS TRAFFIC VOLUMES
24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS



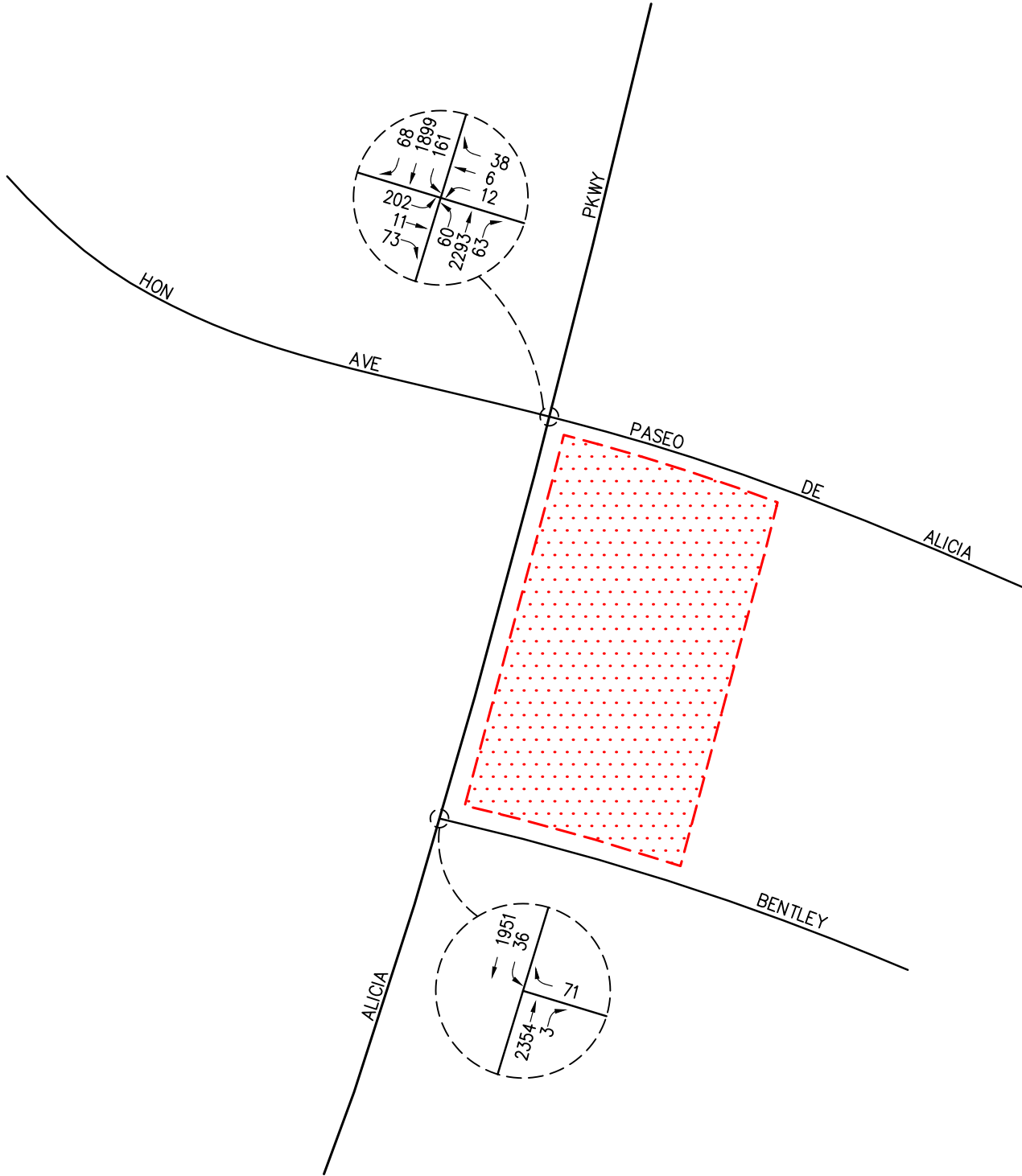
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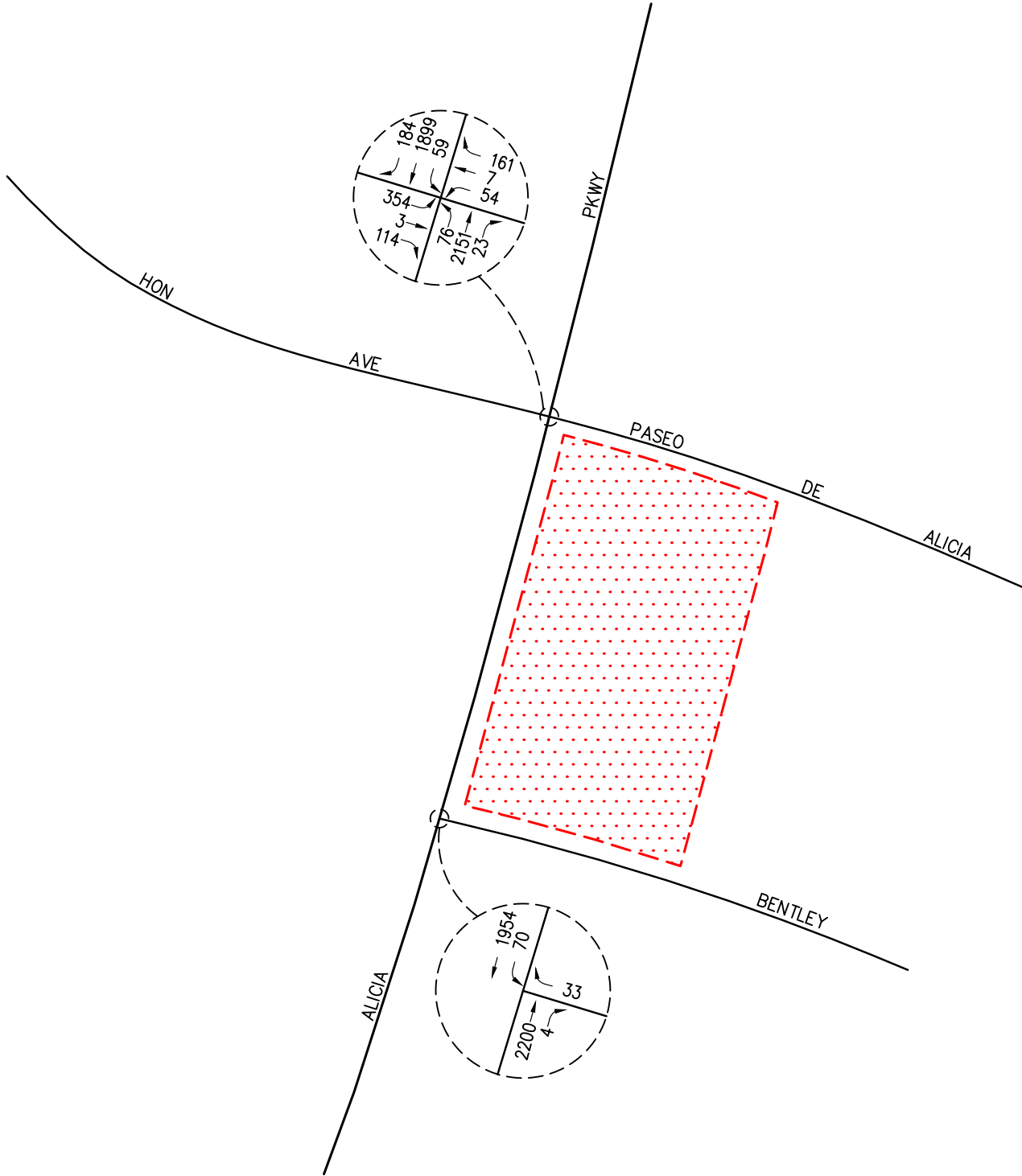
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KEY
[Red dotted rectangle] = PROJECT SITE

FIGURE 6-6

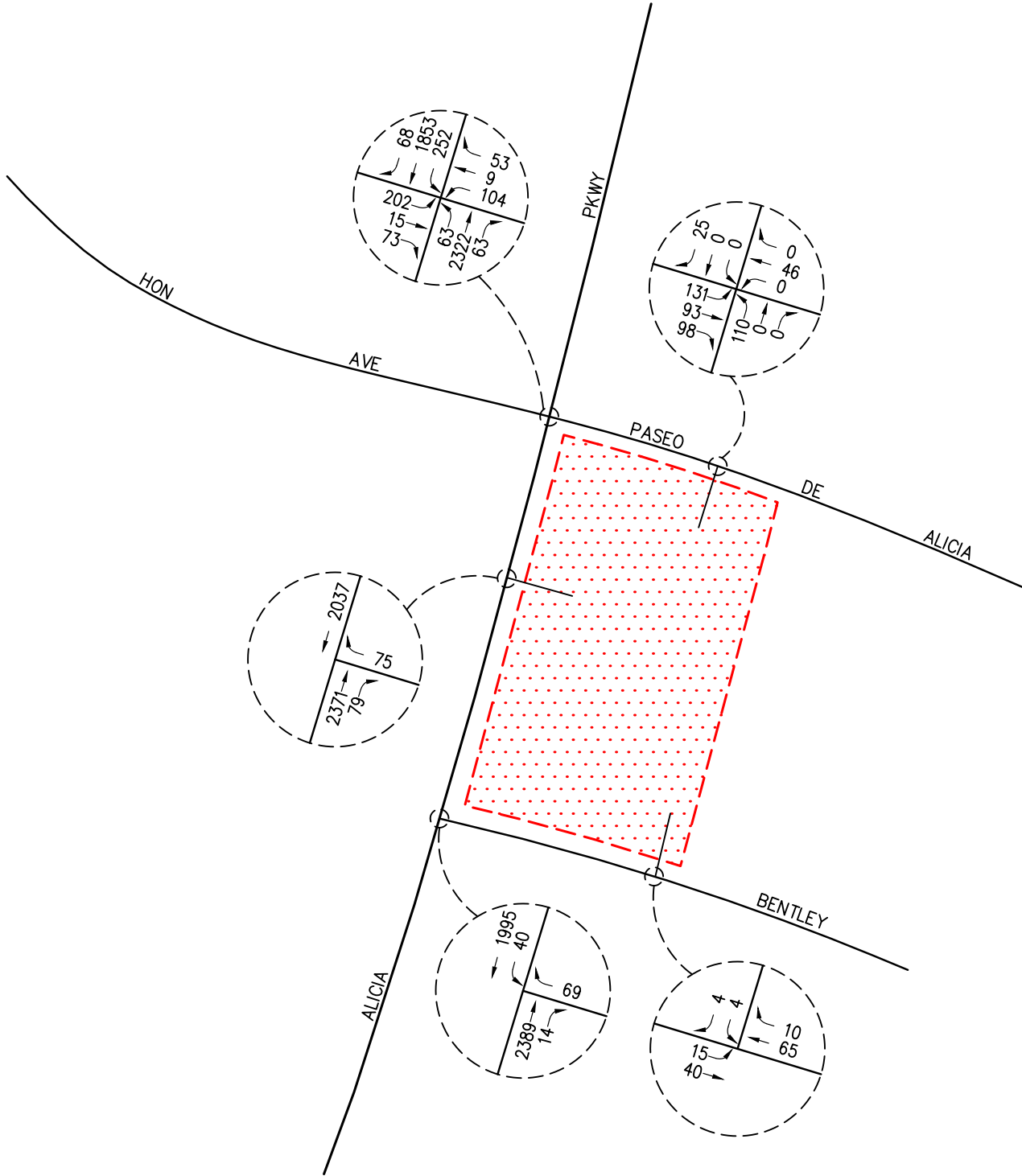
YEAR 2021 WITHOUT PROJECT
AM PEAK HOUR TRAFFIC VOLUMES

24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS



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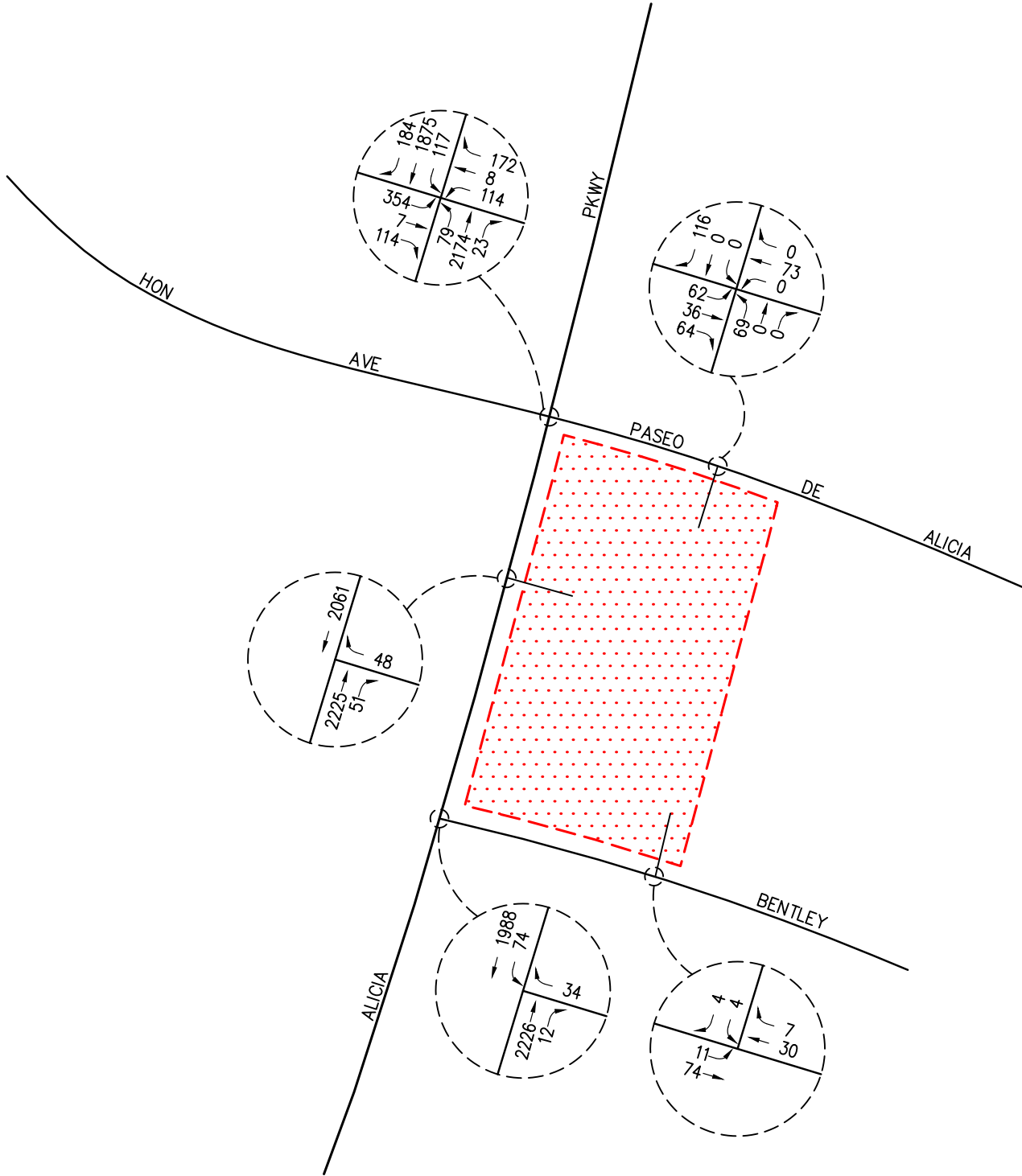
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KEY
[Red hatched box] = PROJECT SITE

FIGURE 6-8

YEAR 2021 WITH PROJECT
AM PEAK HOUR TRAFFIC VOLUMES

24888 ALICIA PARKWAY COMMERCIAL PROJECT, LAGUNA HILLS



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7.0 EXISTING CONDITIONS TRAFFIC IMPACT ANALYSIS

The existing conditions traffic analysis establishes the basis for the future forecasts for the Project and is based on existing intersection counts collected in September 2019. The existing conditions analysis reflects these counts as well as existing lane configurations for all analyzed intersections.

7.1 Existing Conditions Intersection Capacity Analysis

The first column (1) of ICU/LOS and Delay/LOS values in **Table 7-1** presents a summary of Existing AM and PM traffic conditions. The second column (2) presents forecast Existing With Project traffic conditions. The third column (3) shows whether the traffic associated with the Project will have a significant impact based on the LOS standards and the significance impact criteria defined in this report. The fourth column (4) presents the resultant level of service with the inclusion of recommended improvements, if any, to achieve an acceptable level of service.

7.1.1 Existing Traffic Conditions

Review of column (1) of **Table 7-1** indicates that the intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway currently operates at an acceptable level of service during the AM and PM peak hours while the intersection of Bentley at Alicia Parkway currently operates at adverse levels of service during the AM and PM peak hours.

Appendix D contains the ICU/LOS and Delay/LOS calculation worksheets for Existing traffic conditions.

7.1.2 Existing With Project Traffic Conditions

Comparing Column (2) to Column (1) of **Table 7-1**, the turning movements through the intersection of Bentley at Alicia Parkway indicate an increased delay due to the overall trips generated by the Project. However, although the intersection of Bentley at Alicia Parkway is forecast to operate at an unacceptable LOS F during the AM and PM peak hours with the addition of Project traffic, the proposed Project is expected to add less than the allowable threshold to the ICU value (i.e. less than 0.010). The intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway currently operates and is forecast to continue to operate at an acceptable LOS B during the AM and PM peak hours with the addition of Project generated traffic to existing traffic.

Furthermore, although the intersection of Bentley at Alicia Parkway is forecast to continue to operate at adverse levels of service under Existing with Project traffic conditions, it should be noted that it is not uncommon for unsignalized minor roadways that have direct access to primary arterials, such as Alicia parkway, to operate at an unacceptable LOS due to the limited gaps in traffic and the high volume of traffic on the major street. Based on these considerations, the Project's cumulative impact to the adverse level of service is not considered significant.

Appendix D also presents the ICU/LOS and Delay/LOS calculation worksheets for Existing With Project traffic conditions.

TABLE 7-1
EXISTING WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY¹⁰

	Minimum Acceptable LOS	Time Period	Movement	(1) Existing Traffic Conditions		(2) Existing With Project Traffic Conditions		(3) Direct Significant Impact		(4) Existing With Project With Mitigation	
				ICU/Delay	LOS	ICU/Delay	LOS	Increase	Yes/No	ICU/Delay	LOS
1. Hon Avenue/Paseo De Alicia at Alicia Parkway	D	AM	--	0.553	A	0.649	B	0.096	No	--	--
		PM	--	0.640	B	0.646	B	0.006	No	--	--
2. Bentley at Alicia Parkway	D	AM	NBR	50.8 s/v	F	53.0 s/v	F	2.2 s/v	No [a]	--	--
			WBL	94.7 s/v	F	113.1 s/v	F	18.4 s/v	No [a]	--	--
		PM	NBR	28.4 s/v	D	29.3 s/v	D	0.9 s/v	No	--	--
			WBL	85.1 s/v	F	99.8 s/v	F	14.7 s/v	No [a]	--	--
➤ ICU Methodology	D	AM	--	0.533	A	0.540	A	0.007	--	--	--
		PM	--	0.499	A	0.508	A	0.009	--	--	--

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- ICU = Intersection Capacity Utilization methodology
- NBR = Northbound Right-Turn; WBL = Westbound Left-Turn
- [a] = Although this movement operates at an adverse LOS, the proposed Project is expected to add less than the allowable threshold to the ICU value (i.e. less than 0.010). As such, the adverse level of service is not considered significant.

¹⁰ Appendix D contains the ICU/LOS and Delay/LOS calculation worksheets for all study intersections.

8.0 YEAR 2021 CONDITIONS TRAFFIC IMPACT ANALYSIS

The relative impacts of the Project traffic volumes generated by proposed Project during the AM and PM peak hour conditions were evaluated based on analysis of future Year 2021 operating conditions at the key study intersections with and without the proposed Project. The previously discussed capacity analysis procedures were utilized to investigate the future ICU/Delay and service level characteristics at each study intersection. The significance of the potential impacts of the Project at each key intersection was then evaluated using the traffic impact criteria mentioned in this report.

8.1 Year 2021 Conditions Intersection Capacity Analysis

The first column (1) of ICU/LOS and Delay/LOS values in **Table 8-1** presents a summary of Existing AM and PM traffic conditions (which were also presented in **Table 7-1**). The second column (2) presents forecast Year 2021 Without Project traffic conditions. The third column (3) identifies forecast Year 2021 With Project traffic conditions. The fourth column (4) indicates whether the traffic associated with the Project will have a significant impact based on the significant impact criteria mentioned in this report. The fifth column (5) presents the resultant level of service with the inclusion of recommended improvements, if any, to achieve an acceptable level of service.

8.1.1 Year 2021 Without Project Traffic Conditions

Review of column (2) of **Table 8-1** indicates that the intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway is forecast to continue to operate at an acceptable level of service during the AM and PM peak hours while the intersection of Bentley at Alicia Parkway is forecast to continue to operate at adverse levels of service during the AM and PM peak hours.

Appendix E contains the ICU/LOS and Delay/LOS calculation worksheets for Year 2021 Without Project traffic conditions.

8.2 Year 2021 With Project Traffic Conditions

Comparing Column (3) to Column (2) of **Table 8-1**, the turning movements through the intersection of Bentley at Alicia Parkway indicate an increased delay due to the overall trips generated by the Project. However, although the intersection of Bentley at Alicia Parkway is forecast to operate at an unacceptable LOS F during the AM and PM peak hours with the addition of Project traffic, the proposed Project is expected to add less than the allowable threshold to the ICU value (i.e. less than 0.010). The intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway currently operates and is forecast to continue to operate at an acceptable LOS B during the AM and PM peak hours with the addition of Project generated traffic to Year 2021 cumulative traffic.

Furthermore, although the intersection of Bentley at Alicia Parkway is forecast to continue to operate at adverse levels of service under Year 2021 with Project traffic conditions, it should be noted that it is not uncommon for unsignalized minor roadways that have direct access to primary arterials, such as Alicia parkway, to operate at an unacceptable LOS due to the limited gaps in traffic and the high volume of traffic on the major street. Based on these considerations, the Project's cumulative impact to the adverse level of service is not considered significant.

Appendix E also presents the ICU/LOS and Delay/LOS calculation worksheets for Year 2021 With Project traffic conditions.

TABLE 8-1
YEAR 2021 WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY¹¹

Key Intersection	Minimum Acceptable LOS	Time Period	Movement	(1) Existing Traffic Conditions		(2) Year 2021 Without Project Traffic Conditions		(3) Year 2021 With Project Traffic Conditions		(4) Direct Significant Impact		(5) Year 2021 With Project With Mitigation	
				ICU/Delay	LOS	ICU/Delay	LOS	ICU/Delay	LOS	Increase	Yes/No	ICU/Delay	LOS
1. Hon Avenue/Paseo De Alicia at Alicia Parkway	D	AM PM	-- --	0.553 0.640	A B	0.580 0.671	A B	0.674 0.676	B B	0.094 0.005	No No	-- --	-- --
2. Bentley at Alicia Parkway ➤ <i>ICU Methodology</i>	D	AM	NBR	50.8 s/v	F	61.1 s/v	F	63.2 s/v	F	2.1 s/v	No [a]	--	--
			WBL	94.7 s/v	F	119.6 s/v	F	145.4 s/v	F	25.8 s/v	No [a]	--	--
		PM	NBR	28.4 s/v	D	31.2 s/v	D	32.3 s/v	D	1.1 s/v	No	--	--
			WBL	85.1 s/v	F	119.4 s/v	F	140.5 s/v	F	21.1 s/v	No [a]	--	--
	D	AM PM	-- --	0.533 0.499	A A	0.554 0.523	A A	0.562 0.532	A A	0.008 0.009	-- --	-- --	-- --

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service, please refer to *Tables 3-1* and *3-2* for the LOS definitions
- ICU = Intersection Capacity Utilization
- NBR = Northbound Right-Turn; WBL = Westbound Left-Turn
- [a] = Although this movement operates at an adverse LOS, the proposed Project is expected to add less than the allowable threshold to the ICU value (i.e. less than 0.010). As such, the adverse level of service is not considered significant.

¹¹ *Appendix E* contains the ICU/LOS and Delay/LOS calculation worksheets for all study intersections.

9.0 PLANNED AND RECOMMENDED IMPROVEMENTS

For those intersections where projected traffic volumes are expected to result in significant impacts, this report recommends improvements that change the intersection and/or roadway segments geometry to increase capacity. These capacity improvements involve roadway widening and/or re-striping to reconfigure (add lanes) roadways to specific approaches of a key intersection and/or roadway segments. The identified improvements are expected to:

- Address the impact of existing traffic, Project traffic and future non-project (ambient traffic growth and cumulative projects) traffic and
- Improve Levels of Service to an acceptable range and/or to pre-project conditions.

9.1 Project-Specific Improvements

The Project proposes to widen Alicia Parkway to provide a 5-foot bicycle lane along the Project frontage.

9.2 Recommended Improvements

9.2.1 Existing With Project Traffic Conditions

The results of the Existing With Project traffic conditions level of service analyses presented previously in *Table 7-1* indicate that the proposed Project is not anticipated to have a direct significant impact at the two (2) key study intersections. Hence, no mitigation measures are needed nor recommended.

9.2.2 Year 2021 With Project Traffic Conditions

The results of the Year 2021 With Project traffic conditions level of service analyses presented previously in *Table 8-1* indicate that the proposed Project is not anticipated to have a direct significant impact at the two (2) key study intersections. Hence, no mitigation measures are needed nor recommended.

9.3 Exclusive Right-Turn Assessment

Per City Staff concerns, this report assesses the potential for an exclusive eastbound right-turn lane from Alicia Parkway onto southbound Paseo De Alicia. **Table 9-1** compares the results of future Year 2021 operating conditions at the intersection of Hon Avenue/Paseo De Alicia at Alicia Parkway under the following geometries:

- Existing lane geometry
- Conversion of existing eastbound through/right-turn to an exclusive eastbound right-turn lane (i.e. removal of one existing eastbound through lane)
- Widen Alicia Parkway to provide for an exclusive eastbound right-turn lane

As shown in column (2) of *Table 9-1*, with the conversion of the shared eastbound through/right-turn lane to an exclusive eastbound right-turn lane, the ICU and LOS values would degrade during both the AM and PM peak hours. As shown in column (3) of *Table 9-1*, with the widening of Alicia Parkway to add an exclusive eastbound right-turn lane, the ICU value would slightly improve during

the AM peak hour and remain unchanged during the PM peak hour. The intersection operates at acceptable levels of service without either the conversion or widening, thus it is not recommended to convert the shared eastbound through/right-turn lane to an exclusive eastbound right-turn lane or widen to provide an exclusive eastbound right-turn lane. **Appendix F** contains the ICU/LOS calculation worksheets for the exclusive right-turn assessment.

TABLE 9-1
YEAR 2021 WITH PROJECT PEAK HOUR INTERSECTION CAPACITY ANALYSIS SUMMARY
EXCLUSIVE RIGHT-TURN ASSESSMENT

			(1)		(2)		(3)	
			Year 2021 With Project Traffic Conditions <i>[Existing Geometry: EB Shared Through/ Right-Turn Lane]</i>		Year 2021 With Project Traffic Conditions <i>[Convert EB Shared Through/Right-Turn Lane to Exclusive Right-Turn Lane]</i>		Year 2021 With Project Traffic Conditions <i>[Widen to Add an EB Exclusive Right-Turn Lane]</i>	
	Minimum Acceptable LOS	Time Period	ICU	LOS	ICU	LOS	ICU	LOS
1. Hon Avenue/Paseo De Alicia at Alicia Parkway	D	AM	0.674	B	0.779	C	0.665	B
		PM	0.676	B	0.757	C	0.676	B

Notes:

- LOS = Level of Service, please refer to *Tables 3-1* for the LOS definitions
- ICU = Intersection Capacity Utilization methodology

10.0 SITE ACCESS, INTERNAL CIRCULATION & PARKING EVALUATION

10.1 Level of Service Analysis For Project Access Locations

As shown in *Figure 2-2*, vehicular access is proposed via one (1) full-access, unsignalized driveway located along Paseo de Alicia opposite to the existing Alicia Park Office driveway (i.e. Project Driveway No. 1), one (1) right-in/right-out only, unsignalized driveway located along Alicia Parkway (i.e. Project Driveway No. 2), and one (1) full-access, unsignalized driveway located along Bentley (i.e. Project Driveway No. 3).

Table 10-1 summarizes the intersection operations at the Project driveways under Year 2021 cumulative traffic conditions at completion and full occupancy of the proposed Project. The operations analysis for the Project driveways is based on the HCM 6 methodology for unsignalized intersections. *Table 10-1* identifies forecast Year 2021 With Project traffic conditions.

Review of *Table 10-1* shows that Project driveways No. 1 and No. 3 are forecast to operate at acceptable levels of service during the AM and PM peak hours for Year 2021 With Project traffic conditions. Project Driveway No. 2 is forecast to operate at adverse levels of service during the AM and PM peak hours for Year 2021 With Project traffic conditions. However, it is not uncommon for unsignalized driveways, such as that of Project Driveway No. 2, to experience a longer delay due to the heavy volumes on the major streets, like Alicia Parkway. Additionally, there is extra lane width within the curb lane along Alicia Parkway as to facilitate right turn ingress into the site and Project Driveway No. 2 is anticipated to operate at acceptable levels of service during the other hours of the day. Furthermore, there is adequate storage provided on-site for the northbound right-turn movement at Project Driveway No. 2 and the layout of the site is such that each business has the ingress and egress of the drive-through lanes adequately separated from each other as not to create congested internal traffic flow in any particular location. Lastly, appropriate wayfinding signs should be installed at the drive-through lane exits to direct vehicles towards the Paseo De Alicia driveway to help alleviate congestion exiting directly onto Alicia Parkway. Specifically, “Right-Turn Only” signage at the Plant Power drive-through exit and directional signage emphasizing usage of Paseo de Alicia at the Starbucks, Plant Power, and Taco Bell drive-through exits.

As such, motorists entering and exiting the Project site will be able to do so comfortably, safely and without undue congestion.

Appendix G contains the Year 2021 With Project Delay/LOS calculation worksheets for the three (3) Project driveways.

Additionally, several alternative site access options were considered and evaluated as part of the Project, and they consist of the following:

- Partial access at Driveway No. 2 along Alicia Parkway (i.e. inbound only)
- No driveway access along Alicia Parkway
- Partial access at driveway along Bentley (i.e. no left-turn out)
- No driveway access along Bentley

However, by restricting or eliminating access at either the Alicia Parkway or Bentley driveways, it was determined there was no significant benefit to the service levels of the adjacent intersections and the other driveways were expected to operate at worse service levels as a result. Furthermore, As with almost all commercial/retail centers, the most efficient internal circulation pattern of the site includes ingress and egress driveways along all Project frontages, which is the case with this Project. As such, the proposed site access plan for the Project is considered superior and is therefore recommended.

TABLE 10-1
PROJECT DRIVEWAY PEAK HOUR LEVELS OF SERVICE SUMMARY¹²

Key Intersection	Intersection Control	Time Period	Year 2021 With Project Traffic Conditions	
			Delay (s/v)	LOS
A. Paseo De Alicia at Project Driveway No. 1/Alicia Office Park Driveway	Two-Way Stop	AM	16.0 s/v	C
		PM	13.1 s/v	B
B. Project Driveway No. 2 at Alicia Parkway	One-Way Stop	AM	66.0 s/v	F
		PM	39.9 s/v	E
C. Bentley at Project Driveway No. 3	One-Way Stop	AM	9.0 s/v	A
		PM	8.9 s/v	A

Notes:

- s/v = seconds per vehicle (delay)
- LOS = Level of Service
- **Bold Delay/LOS values** indicate adverse service levels based on the LOS standards as defined in this report

¹² Appendix G contains the Delay/LOS calculation worksheets for the Project driveways.

10.2 Internal Circulation

The on-site circulation layout of the proposed Project as illustrated in *Figure 2-2* on an overall basis is adequate. Curb return radii have been confirmed and are generally adequate for small service/delivery (FedEx, UPS) trucks and trash trucks. In addition, access to the drive-through lanes are adequate without any impact to the parking lot circulation.

10.3 City Code Parking Requirements

The code parking calculation for the proposed Project is based on the City's requirements as outlined in the *Laguna Hills Municipal Code; Chapter 9-44; Access and Parking*. The City specifies the following:

- *“The required parking shall be the total of all uses on the site. In calculating the square footage applicable, areas for restrooms, elevator shafts, utility shafts and open patios where no service or seating occurs shall be exempted. Waiting areas shall be calculated the same as seating or service areas. Building aisles or corridors shall not be exempt.”*
- *Per Table 9-44.A – Number of Parking Stalls Required:*
 - *Fast Food Restaurant: 10 stalls, or 1 stall/50 SF-GFA, whichever is greater.*
 - *Outdoor Dining Areas in Excess of 16 Seats: 1 Stall for 150 SF of entire outdoor dining area*

Table 10-2 presents the code parking requirements for the proposed Project. As shown, application of the above-referenced parking code ratios to the development totals results in a code-parking requirement of **129 spaces**. With a proposed parking supply of 134 spaces, a theoretical parking surplus of 5 spaces is forecast. It should be noted that although a surplus of 5 parking spaces is currently calculated, it is the intent of the Owner/Applicant to remove the 5 excess parking spaces in favor of landscaping during the permitting process.

TABLE 10-2
CITY CODE PARKING REQUIREMENTS¹³

Project Description	Size	City of Laguna Hills Code Parking Ratio	Spaces Required
▪ Taco Bell Restaurant	2,500 SF – 257 SF Restroom Space (2,243 SF)	1.0 Space per 50 Sq. Ft. of Gross Floor Area Or 10 Stalls (Whichever is Greater)	45
	8 Outdoor Seats	1 Space per 150 Sq. Ft. of Outdoor Dining Area (If Exceeding 16 Outdoor Seats)	0
▪ Starbucks	2,175 SF – 240 SF Restroom Space (1,935 SF)	1.0 Space per 50 Sq. Ft. of Gross Floor Area Or 10 Stalls (Whichever is Greater)	39
	16 Outdoor Seats	1 Space per 150 Sq. Ft. of Outdoor Dining Area (If Exceeding 16 Outdoor Seats)	0
▪ Plant Power Restaurant	2,503 SF – 255 SF Restroom Space (2,248 SF)	1.0 Space per 50 Sq. Ft. of Gross Floor Area Or 10 Stalls (Whichever is Greater)	45
	12 Outdoor Seats	1 Space per 150 Sq. Ft. of Outdoor Dining Area (If Exceeding 16 Outdoor Seats)	0
Total Spaces Required			129
Parking Supply			134
Parking Surplus/Deficiency (+/-)			+5

¹³ Source: *Laguna Hills Municipal Code; Chapter 9-44; Access and Parking.*

11.0 QUEUING ANALYSIS

A drive-through queuing evaluation has been completed for the Taco Bell and Starbucks components of the Project. It should be noted that a drive-through queuing evaluation has not been completed for the Plant Power restaurant since the drive-through demand is expected to be less than what Taco Bell will generate but still provides a similar drive-through facility storage to the Taco Bell restaurant. Additionally, there are no comparable Plant Power restaurants in the area that existing empirical data can be collected.

11.1.1 Taco Bell Drive-Through Lane Queuing Evaluation

Existing queuing observations were performed at the following three (3) Taco Bell sites between 7:00 AM to 9:00 AM, 11:00 AM to 2:00 PM and 4:00 PM to 10:00 PM on Thursday, September 5, 2019 and Saturday, September 7, 2019:

1. 27371 La Paz Road, Laguna Niguel, CA
2. 31491 Santa Margarita Pkwy, Rancho Santa Margarita, CA
3. 26521 Aliso Creek Road, Aliso Viejo, CA

It should be noted, per City of Laguna Hills direction, the drive-through queuing evaluation is based on a 2-hour peak period for each of the three sites, respectively. The vehicular queues observed at the three sites were recorded at 1-minute intervals. The results of the queuing observations surveys are included in **Appendix H**.

Tables 11-1 and **11-2** summarize the Queue Frequency that was observed at the three existing Taco Bell locations for weekday and Saturday peak periods, respectively. Our evaluation of this data indicates that on average during the weekday peak periods, an average queue of 2 vehicles in the drive-through lane can be expected, with an 85th percentile queue of approximately 6 vehicles, a 95th percentile queue of approximately 8 vehicles and a max queue of approximately 10 vehicles. Similarly, our evaluation of this data also indicates that on average during the Saturday peak periods, an average queue of 1 vehicle in the drive-through lane can be expected, with an 85th percentile queue of approximately 3 vehicles, a 95th percentile queue of approximately 5 vehicles and a max queue of approximately 9 vehicles.

The 85th percentile queue represents the number of vehicles that can be expected in the drive-through lane during the peak period and indicates that 85 percent of the drive-through customers will wait in a line no longer than 6 vehicles; 15 percent of the customers will wait in a queue of 7 cars or more. It should be noted that the 85th percentile “criteria” is the design standard typically used in the traffic engineering profession.

The results of the queuing analysis indicate that the distance between the proposed entry of the drive-through lane and the pick-up window of the proposed Taco Bell is of sufficient length and can accommodate the peak stacking requirements of the proposed restaurant. Therefore, the drive-through lane storage capacity is adequate to accommodate the projected queues for the 85th percentile (i.e. 6 vehicles) needs for the site. The 95th percentile (i.e. 8 vehicles) needs for the site

can easily be accommodated on-site within the drive aisles. It should be noted that the maximum queue of 10 vehicles, which only occurred one time and only at one site throughout the survey days, can also be accommodated on-site within the drive aisles. **Figure 11-1** shows that the proposed Taco Bell drive-thru lane provides enough storage to accommodate up to seven (7) vehicles and illustrates the locations of the 85th, 95th, and maximum queues, respectively.

TABLE 11-1
TACO BELL WEEKDAY QUEUING ANALYSIS SUMMARY¹⁴

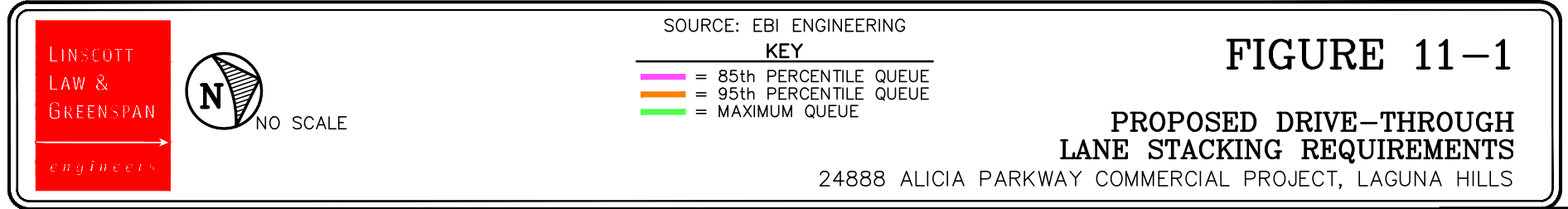
Queue Length (Vehicles)	Queue Frequency of Vehicles Observed				Cumulative	
	Site #1 27371 La Paz Rd	Site #2 31491 Santa Margarita Pkwy	Site #3 26521 Aliso Creek Rd	Total	Frequency	Percentage
0	21	10	10	41	41	11.4%
1	31	30	9	70	111	30.8%
2	37	26	14	77	188	52.2%
3	18	31	11	60	248	68.9%
4	5	17	15	37	285	79.2%
5	3	5	7	15	300	83.3%
6	3	0	18	21	321	89.2%
7	2	1	17	20	341	94.7%
8	0	0	12	12	353	98.1%
9	0	0	6	6	359	99.7%
10	0	0	1	1	360	100.0%
Total	120	120	120	360	--	--
Average	2.0	2.0	5.0	2.0	--	--
85th Percentile	3.0	4.0	8.0	6.0	--	--
95th Percentile	5.0	4.0	9.0	8.0	--	--
Max	7.0	7.0	10.0	10.0	--	--

¹⁴ Source: Queuing surveys conducted every minute, between the hours of 7:00AM to 9:00AM, 11:00AM to 2:00PM and 4:00PM to 10:00PM, by National Data & Surveying Services on Thursday, September 5, 2019. However, to provide for a conservative analysis, the drive-through queuing evaluation is based on a 2-hour peak period for each of the three sites, respectively.

TABLE 11-2
TACO BELL WEEKEND QUEUING ANALYSIS SUMMARY¹⁵

Queue Length (Vehicles)	Queue Frequency of Vehicles Observed				Cumulative	
	Site #1 27371 La Paz Rd	Site #2 31491 Santa Margarita Pkwy	Site #3 26521 Aliso Creek Rd	Total	Frequency	Percentage
0	34	26	53	113	113	31.4%
1	26	20	31	77	190	52.8%
2	27	29	16	72	262	72.8%
3	12	30	8	50	312	86.7%
4	6	9	8	23	335	93.1%
5	4	6	3	13	348	96.7%
6	6	0	1	7	355	98.6%
7	1	0	0	1	356	98.9%
8	3	0	0	3	359	99.7%
9	1	0	0	1	360	100.0%
Total	120	120	120	360	--	--
Average	2.0	2.0	1.0	1.0	--	--
85th Percentile	4.0	3.0	3.0	3.0	--	--
95th Percentile	6.0	4.0	4.0	5.0	--	--
Max	9.0	5.0	6.0	9.0	--	--

¹⁵ Source: Queuing surveys conducted every minute, between the hours of 7:00AM to 9:00AM, 11:00AM to 2:00PM and 4:00PM to 10:00PM, by National Data & Surveying Services on Saturday, September 7, 2019. However, to provide for a conservative analysis, the drive-through queuing evaluation is based on a 2-hour peak period for each of the three sites, respectively.



11.1.2 Starbucks Drive-Through Lane Queuing Evaluation

Existing queuing observations were performed at the following three (3) Starbucks sites between 5:00 AM to 11:00 AM on a weekday (Wednesday, October 9, 2019, Thursday, October 3, 2019 and Wednesday, November 13, 2019 for sites #1, #2 and #3, respectively) and on a Saturday (Saturday, October 5, 2019 for sites #1 and #2 and Saturday, November 16, 2019 for site #3):

1. 620 Avenida Pico, San Clemente, CA
2. 23622 Rockfield Boulevard, Rancho Santa Margarita, CA
3. 7876 Valley View Street, Buena Park, CA

It should be noted, per City of Laguna Hills direction, the drive-through queuing evaluation is based on a 2-hour peak period for each of the three sites, respectively. The vehicular queues observed at the three sites were recorded at 1-minute intervals. The results of the queuing observations surveys are also included in *Appendix H*.

Tables 11-3 and 11-4 summarize the Queue Frequency that was observed at the three existing Starbucks locations for weekday and Saturday peak periods, respectively. Our evaluation of this data indicates that on average during the weekday peak periods, an average queue of 8 vehicle in the drive-through lane can be expected, with an 85th percentile queue of approximately 10 vehicles, a 95th percentile queue of approximately 11 vehicles and a max queue of approximately 13 vehicles. Similarly, our evaluation of this data also indicates that on average during the Saturday peak periods, an average queue of 7 vehicles in the drive-through lane can be expected, with an 85th percentile queue of approximately 10 vehicles, a 95th percentile queue of approximately 11 vehicles and a max queue of approximately 17 vehicles.

The 85th percentile queue represents the number of vehicles that can be expected in the drive-through lane during the peak period and indicates that 85 percent of the drive-through customers will wait in a line no longer than 10 vehicles; 15 percent of the customers will wait in a queue of 11 cars or more. It should be noted that the 85th percentile “criteria” is the design standard typically used in the traffic engineering profession.

The results of the queuing analysis indicate that the distance between the proposed entry of the drive-through lane and the pick-up window of the proposed Starbucks is of sufficient length and can accommodate the peak stacking requirements of the proposed coffee shop. Therefore, the drive-through lane storage capacity is adequate to accommodate the projected queues for the 85th percentile (i.e. 10 vehicles) and 95th percentile (i.e. 11 vehicles) needs for the site. It should be noted that the maximum queue of 17 vehicles, which only occurred one time and only at one site throughout the survey days, can also be accommodated on-site within the drive aisles. *Figure 11-1* also shows that the proposed Starbucks drive-thru lane provides enough storage to accommodate up to twelve (12) vehicles and illustrates the locations of the 85th, 95th, and maximum queues, respectively. Additionally, similar drive-through queuing studies for other nearby Starbucks locations suggest a potential 95th percentile queue of up to 18 vehicles. As such, *Figure 11-1* also illustrates that this 18-vehicle queue can be accommodated on-site within the drive aisles. *Appendix H* also contains this additional Starbucks queuing data.

TABLE 11-3
STARBUCKS WEEKDAY QUEUING ANALYSIS SUMMARY¹⁶

Queue Length (Vehicles)	Queue Frequency of Vehicles Observed				Cumulative	
	Site #1 620 Avenida Pico	Site #2 23622 Rockfield Boulevard	Site #3 7876 Valley View Street	Total	Frequency	Percentage
0	0	1	0	1	1	0.3%
1	0	1	0	1	2	0.6%
2	0	5	0	5	7	1.9%
3	0	8	0	8	15	4.2%
4	3	2	9	14	29	8.1%
5	1	12	6	19	48	13.3%
6	9	10	14	33	81	22.5%
7	27	11	24	62	143	39.7%
8	29	26	25	80	223	61.9%
9	18	22	25	65	288	80.0%
10	18	10	12	40	328	91.1%
11	9	4	5	18	346	96.1%
12	5	2	0	7	353	98.1%
13	1	6	0	7	360	100.0%
Total	120	120	120	360	--	--
Average	8.0	7.0	8.0	8.0	--	--
85th Percentile	10.0	10.0	9.0	10.0	--	--
95th Percentile	11.0	12.0	10.0	11.0	--	--
Max	13.0	13.0	11.0	13.0	--	--

¹⁶ Source: Queuing surveys conducted every minute, between the hours of 5:00AM to 11:00AM on Wednesday, October 9, 2019, Thursday, October 3, 2019, and Wednesday, November 13, 2019 for sites #1, #2, and #3, respectively. However, to provide for a conservative analysis, the drive-through queuing evaluation is based on a 2-hour peak period for each of the three sites, respectively.

TABLE 11-4
STARBUCKS WEEKEND QUEUING ANALYSIS SUMMARY¹⁷

Queue Length (Vehicles)	Queue Frequency of Vehicles Observed				Cumulative	
	Site #1 620 Avenida Pico	Site #2 23622 Rockfield Boulevard	Site #3 7876 Valley View Street	Total	Frequency	Percentage
0	0	0	0	0	0	0.0%
1	4	0	0	4	4	1.1%
2	7	2	1	10	14	3.9%
3	11	7	4	22	36	10.0%
4	14	10	8	32	68	18.9%
5	18	19	21	58	126	35.0%
6	9	18	22	49	175	48.6%
7	10	14	20	44	219	60.8%
8	7	17	24	48	267	74.2%
9	6	14	17	37	304	84.4%
10	11	14	3	28	332	92.2%
11	11	5	0	16	348	96.7%
12	4	0	0	4	352	97.8%
13	2	0	0	2	354	98.3%
14	0	0	0	0	354	98.3%
15	2	0	0	2	356	98.9%
16	3	0	0	3	359	99.7%
17	1	0	0	1	360	100.0%
Total	120	120	120	360	--	--
Average	7.0	7.0	7.0	7.0	--	--
85th Percentile	11.0	10.0	9.0	10.0	--	--
95th Percentile	13.0	10.0	9.0	11.0	--	--
Max	17.0	11.0	10.0	17.0	--	--

¹⁷ Source: Queuing surveys conducted every minute, between the hours of 5:00AM to 11:00AM on Saturday, October 5, 2019 for sites #1 and #2 and Saturday, November 16, 2019 for site #3. However, to provide for a conservative analysis, the drive-through queuing evaluation is based on a 2-hour peak period for each of the three sites, respectively.



NOISE TECHNICAL MEMORANDUM

DATE	January 29, 2021
TO	City of Laguna Hills
ADDRESS	24035 El Toro Road Laguna Hills, CA 92653
CONTACT	David Chantarangsu, AICP Community Development Director
FROM	Josh Carman, INCE-USA, Senior Associate, Noise and Vibration
SUBJECT	Noise Technical Memorandum for the Retail Project at 24888 Alicia Parkway, Laguna Hills, California
PROJECT NUMBER	LAH-7.7

Noise

This noise technical memorandum provides a community noise assessment of the proposed retail project at 24888 Alicia Parkway in Laguna Hills (Project). The Project includes a proposed Taco Bell, Starbucks, and Plant Power. The analysis evaluates operational noise from the unloading of transport refrigeration unit (TRU) trucks and operation of the three drive-thrus (including speaker box and vehicle idling) for compliance with the City of Laguna Hills Municipal Code noise level standards. Figure 1, *Project Area and Site Plan*, shows the Project location and the proposed site plans for both the Project and the planned and approved ActivCare residential care facility for the elderly adjacent to the east. Noise fundamentals and common definitions are included in Attachment A.

LOCATION

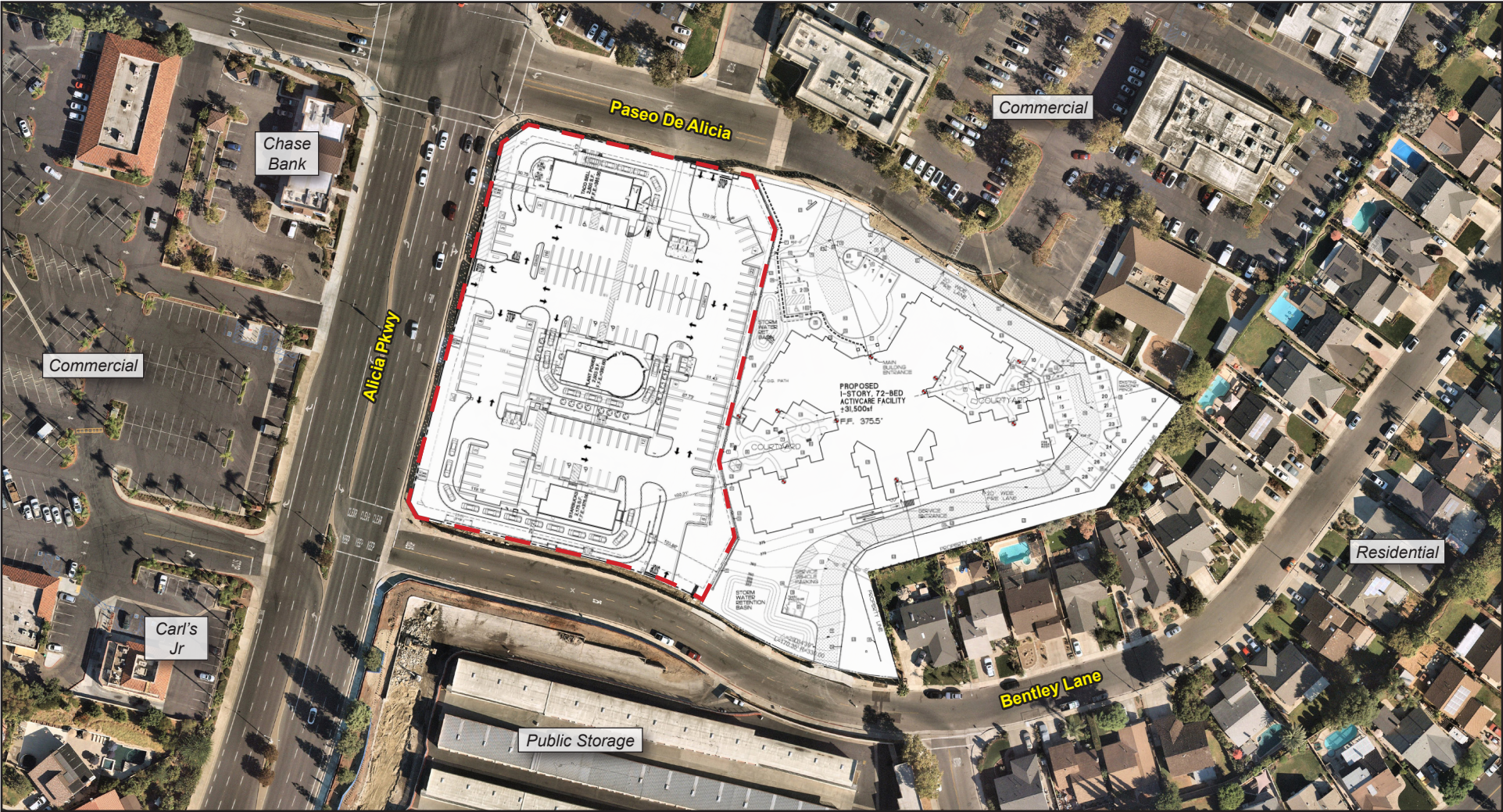
The existing site is a vacant lot at the southeast corner of Alicia Parkway and Paseo De Alicia in a mixed-use commercial and residential area. As shown in Figure 1, the project site is adjacent to the future planned and approved ActivCare facility. Further to the east are single-family homes on Bentley.

APPLICABLE STANDARDS

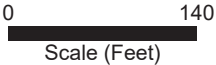
City of Laguna Hills Stationary Source Noise Standards

The City of Laguna Hills Municipal Code Chapter 5-24, Noise Control, establishes exterior noise standards of 65 dBA L_{50} at any time for nonresidential properties and 50 dBA L_{50} for residential properties between the hours of 10:00 pm and 7:00 am.

Figure 1 - Project Area and Site Plan



— Project Boundary



Source: Nearmap, 2020; EBI Engineering, 2020; JHW Architects, 2018



SENSITIVE RECEPTORS

As discussed above, the project site is adjacent to the future planned and approved ActivCare facility. Further to the east are single-family homes on Bentley. Project noise at the ActivCare facility would be subject to the municipal code exterior noise standard of 65 dBA L_{50} at any time for nonresidential receptors. At the single-family residences, the standard of 50 dBA L_{50} would apply during the nighttime hours (10:00 pm to 7:00 am) since truck loading could occur at any time and drive-thrus would operate 24 hours a day.

EXISTING NOISE CONDITIONS

Ambient noise measurements were conducted in the project area by Urban Crossroads in 2018 for the ActivCare project adjacent to the east.¹ The results of this noise survey indicate that nighttime noise levels in the project area average between 46 and 49 dBA L_{50} at the ActivCare eastern and northern property lines, respectively.

PROJECT OPERATIONAL NOISE

As described previously, the proposed retail food establishments would have TRU truck deliveries at any time during the day or night. Up to three deliveries are anticipated per week, and it is assumed that all three could potentially occur on the same day. The TRU truck deliveries could generate noise at the nearest sensitive receptors. In addition, it is assumed that all three drive-thrus would operate 24 hours a day.

Operational noise levels at the nearest sensitive receptors were calculated using the SoundPLAN acoustic-ray-tracing noise propagation software. SoundPLAN uses industry-accepted propagation algorithms based on International Organization for Standardization (ISO) and ÖAL-28 standards for outdoor sound propagation. The modeling calculations account for classical sound wave divergence (spherical spreading loss with adjustments for source directivity from point sources) plus attenuation factors due to air absorption, ground effects, and shielding. Additionally, SoundPLAN provides for other correction factors, including level increases due to reflections, source directivity, and source tonality. The SoundPLAN program's extensive reference library includes truck-loading noise, speakers for drive-thrus, and vehicle idling at the drive-thrus. Project noise levels at the nearest sensitive receptors were calculated based on the reference noise levels, the project site geometry, the 6-foot masonry wall proposed on the eastern property line shared with the ActivCare site, and the distance to the nearest sensitive receptors, and are shown graphically on Figure 2.

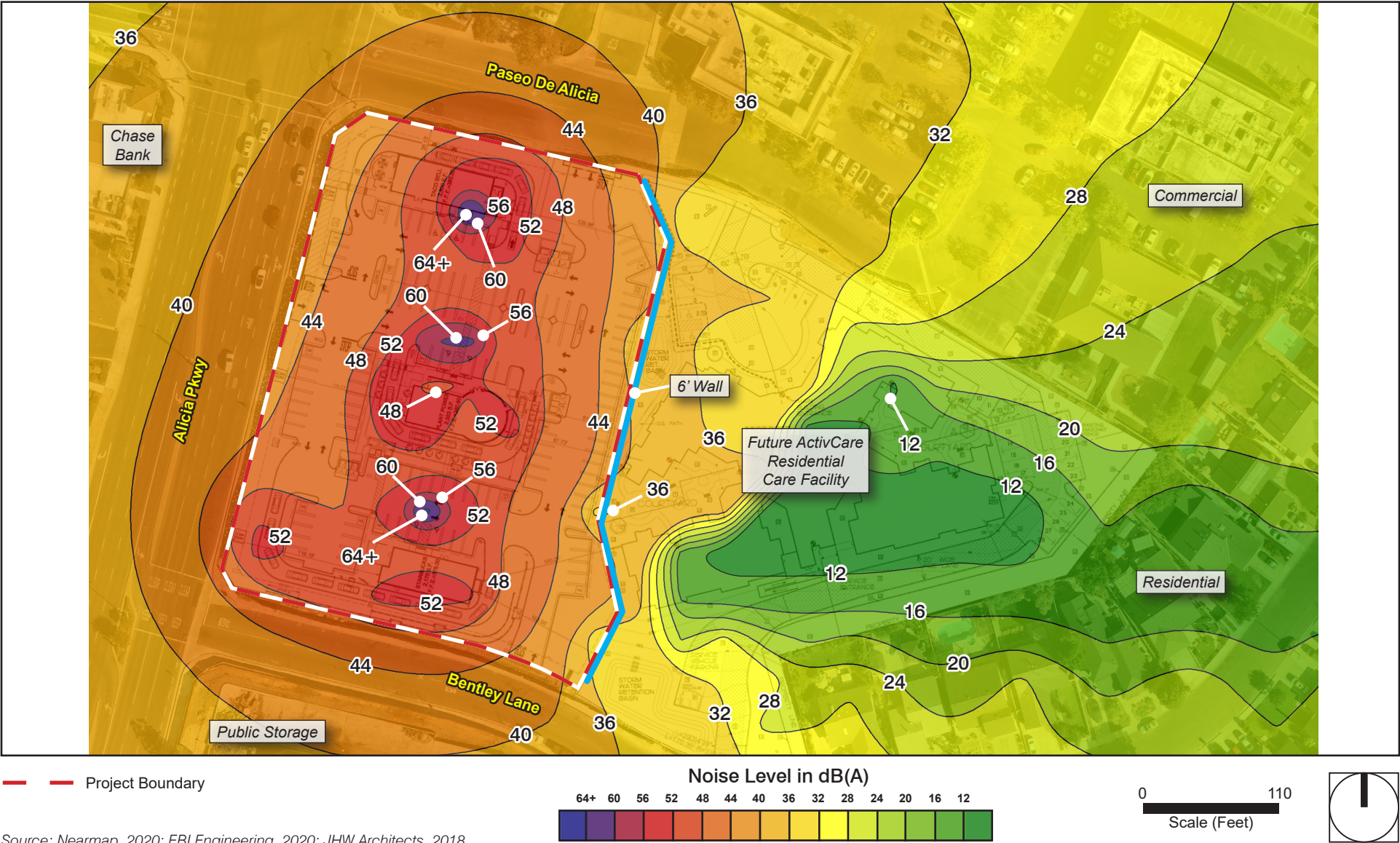
At the ActivCare property line, Project operational noise is projected to be 39.1 dBA L_{50} or less, which would not exceed the City's exterior noise standard of 65 dBA L_{50} . At the nearest single-family property lines on Bentley, Project operational noise is projected to be 28.9 dBA L_{50} or less, which would not exceed the City's exterior noise standard of 50 dBA L_{50} .

CONCLUSION

As described previously, Project operational noise would comply with the noise limits of the City of Laguna Hills Municipal Code at the nearest noise-sensitive receptors (ActivCare facility and single-family residences) at all hours of the day and night. No additional noise reduction measures are needed.

¹ Urban Crossroads, 2018. *ActivCare Laguna Hills Noise Impact Assessment Memorandum*. June 7.

Figure 2 - Project Operational Noise Contours



Source: Nearmap, 2020; EBI Engineering, 2020; JHW Architects, 2018



Attachment A Noise Fundamentals and Common Noise Definitions

Fundamentals of Noise

NOISE

Noise is most often defined as unwanted sound; whether it is loud, unpleasant, unexpected, or otherwise undesirable. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as “noisiness” or “loudness.”

Noise Descriptors

The following are brief definitions of terminology used in this chapter:

- **Sound.** A disturbance created by a vibrating object, which, when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unitless measure of sound, expressed on a logarithmic scale and with respect to a defined reference sound pressure. The standard reference pressure is 20 micropascals (20 μ Pa).
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}); also called the Energy-Equivalent Noise Level.** The value of an equivalent, steady sound level which, in a stated time period (often over an hour) and at a stated location, has the same A-weighted sound energy as the time-varying sound. Thus, the L_{eq} metric is a single numerical value that represents the equivalent amount of variable sound energy received by a receptor over the specified duration.
- **Statistical Sound Level (L_n).** The sound level that is exceeded “n” percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period); that is, half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the “median sound level.” The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum) and this is often known as the “intrusive sound level.” The L_{90} is the sound level exceeded 90 percent of the time and is often considered the “effective background level” or “residual noise level.”
- **Maximum Sound Level (L_{max}).** The highest RMS sound level measured during the measurement period.
- **Root Mean Square Sound Level (RMS).** The square root of the average of the square of the sound pressure over the measurement period.

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 PM to 7:00 AM.
- **Community Noise Equivalent Level (CNEL).** The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added from 7:00 PM to 10:00 PM and 10 dB from 10:00 PM to 7:00 AM. NOTE: For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB (with the CNEL being only slightly more restrictive – that is, higher than the L_{dn} value). As a matter of practice, L_{dn} and CNEL values are interchangeable and are treated as equivalent in this assessment.
- **Sensitive Receptor.** Noise- and vibration-sensitive receptors include land uses where quiet environments are necessary for enjoyment and public health and safety. Residences, schools, motels and hotels, libraries, religious institutions, hospitals, and nursing homes are examples.

Characteristics of Sound

When an object vibrates, it radiates part of its energy in the form of a pressure wave. Sound is that pressure wave transmitted through the air. Technically, airborne sound is a rapid fluctuation or oscillation of air pressure above and below atmospheric pressure that creates sound waves.

Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). Loudness or amplitude is measured in dB, frequency or pitch is measured in Hertz [Hz] or cycles per second, and duration or time variations is measured in seconds or minutes.

Amplitude

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale. Because of the physical characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 1 presents the subjective effect of changes in sound pressure levels. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). Changes of 1 to 3 dB are detectable under quiet, controlled conditions, and changes of less than 1 dB are usually not discernible (even under ideal conditions). A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dB is readily discernible to most people in an exterior environment, and a 10 dB change is perceived as a doubling (or halving) of the sound.

Table 1 **Noise Perceptibility**

Change in dB	Noise Level
± 3 dB	Barely perceptible increase
± 5 dB	Readily perceptible increase
± 10 dB	Twice or half as loud
± 20 dB	Four times or one-quarter as loud

Source: California Department of Transportation (Caltrans). 2013, September. Technical Noise Supplement ("TeNS").

Frequency

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all, but are “felt” more as a vibration. Similarly, though people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz.

When describing sound and its effect on a human population, A-weighted (dBA) sound levels are typically used to approximate the response of the human ear. The A-weighted noise level has been found to correlate well with people’s judgments of the “noisiness” of different sounds and has been used for many years as a measure of community and industrial noise. Although the A-weighted scale and the energy-equivalent metric are commonly used to quantify the range of human response to individual events or general community sound levels, the degree of annoyance or other response also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- General nature of the existing conditions (e.g., quiet rural or busy urban)
- Difference between the magnitude of the sound event level and the ambient condition
- Duration of the sound event
- Number of event occurrences and their repetitiveness
- Time of day that the event occurs

Duration

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time; half the time the noise level exceeds this level and half the time the noise level is less than this level. This level is also representative of the level that is exceeded 30 minutes in an hour. Similarly, the L_2 , L_8 and L_{25} values represent the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour, respectively. These “n” values are typically used to demonstrate compliance for stationary noise sources with many cities’ noise ordinances. Other values typically noted during a noise survey are the L_{min} and L_{max} . These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period, respectively.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law and many local jurisdictions use an adjusted 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). The CNEL descriptor requires that an artificial increment (or “penalty”) of 5 dBA be added to the actual noise level for the hours from 7:00 PM to 10:00 PM and 10 dBA for the hours from 10:00 PM to 7:00 AM. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 PM and 10:00 PM. Both descriptors give roughly the same 24-hour level, with the CNEL being only slightly more restrictive (i.e., higher). The CNEL or L_{dn} metrics are commonly applied to the assessment of roadway and airport-related noise sources.

Sound Propagation

Sound dissipates exponentially with distance from the noise source. This phenomenon is known as “spreading loss.” For a single-point source, sound levels decrease by approximately 6 dB for each doubling of distance from the source (conservatively neglecting ground attenuation effects, air absorption factors, and barrier shielding). For example, if a backhoe at 50 feet generates 84 dBA, at 100 feet the noise level would be 79 dBA, and at 200 feet it would be 73 dBA. This drop-off rate is appropriate for noise generated by on-site operations from stationary equipment or activity at a project site. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance over a reflective (“hard site”) surface such as concrete or asphalt. Line source noise in a relatively flat environment with ground-level absorptive vegetation decreases by an additional 1.5 dB for each doubling of distance.

Psychological and Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects the entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. Extended periods of noise exposure above 90 dBA results in permanent cell damage, which is the main driver for employee hearing protection regulations in the workplace. For community environments, the ambient or background noise problem is widespread, through generally worse in urban areas than in outlying, less-developed areas. Elevated ambient noise levels can result in noise interference (e.g., speech interruption/masking, sleep disturbance, disturbance of concentration) and cause annoyance. Since most people do not routinely work with decibels or A-weighted sound levels, it is often difficult to appreciate what a given sound pressure level number means. To help relate noise level values to common experience, Table 2 shows typical noise levels from familiar sources.

Table 2 Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
Onset of physical discomfort	120+	
	110	Rock Band (near amplification system)
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at three feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: California Department of Transportation (Caltrans). 2013, September. Technical Noise Supplement ("TeNS").

November 30, 2020

Jay S. Wu, AICP | Senior Planner
Community Development Department
City of Laguna Hills
24035 El Toro Road
Laguna Hills, CA 92653

Dear Jay,

ActivCare would like to express our support for the Taco Bell, Plant Power, and Starbucks restaurant development proposed for the property adjacent to our Laguna Hills location currently under construction. We have worked closely with the property owner throughout our entitlement process, as well as the entitlement process for the restaurant development, to ensure the compatibility of the two uses with each other and with the surrounding existing community.

I attended the Taco Bell public hearing, virtually, on November 24, 2020 and am aware that City Staff recommended that restaurant delivery hours be limited to between 7:00 am and 5:00 pm, Monday through Friday, which is the same condition that Staff placed on ActivCare's deliveries. Although the noise study for ActivCare showed that our operations would have no significant impact on the existing homes adjacent to our project, we agreed to this restriction since it has no negative effect on our type of business. It is actually beneficial for us, since the staff members we want receiving deliveries are only onsite during the restricted hours.

ActivCare has seven locations throughout Southern California. We are an experienced licensed operator of residential care facilities. We do not believe that restaurant deliveries on the adjacent property would have any negative impact on our residents, and thus, we have no objection to Taco Bell or the other restaurants receiving deliveries at any time of the day or night.

Please feel free to contact me at any time with any questions you may have.

Sincerely,

ACTIVCARE LIVING, INC.


Kevin Moriarty, CEO



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021
TO: Mayor and Council Members
FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Public Services Director
ISSUE: 2020 City Manager's Year End Report

RECOMMENDATION: That the City Council receive and file the report.

SUMMARY:

Each year, the City Manager submits an annual report to the City Council. The report summarizes various accomplishments that occurred during the calendar year. The 2020 City Manager's Year End Report provides an overview of the City's response to the coronavirus pandemic, including its associated economic recession, and other major work efforts.

Without question, the City faced numerous unforeseen obstacles in 2020. Mandatory stay-at-home orders forced the City to quickly shift operations to keep its employees and the public safe while continuing to provide quality services to the community. The economic recession led to a significant decrease in the City's tax base. Revenue sources, such as sales tax and transient occupancy tax, were greatly reduced. Despite these unforeseen circumstances, the City was able to maintain a balanced budget by reducing its operating expenditures and appropriating coronavirus relief funds from the federal government.

As highlighted in the report, numerous accomplishments occurred throughout the year, including the establishment of the Coronavirus Recovery Team to assist the public with COVID-19-related resources; the issuance of Emergency Temporary Use Permits to help businesses meet coronavirus restrictions; the creation of new community programs such as the Rooted Volunteer Campaign; and the continued processing of numerous

2020 City Manager's Year End Report
March 9, 2021
Page 2

development projects, to name a few.

ATTACHMENTS:

- 2020 City Manager's Year End Report

CITY OF LAGUNA HILLS

2020
CITY MANAGER'S
YEAR END REPORT

www.lagunahillsca.gov

MESSAGE FROM THE CITY MANAGER

"Despite the unique challenges brought forth by the pandemic, the City remained determined to provide the community with exemplary municipal services."

2020 was an undeniably challenging year. Our residents, businesses, and City government were forced to contend with the global coronavirus pandemic and its economic fallout, along with unprecedented changes to municipal operations and services.

COVID-19 cases began to increase and, on March 18, 2020, the City Manager, acting in his capacity as Director of Emergency Services, issued a local emergency proclamation relating to COVID-19. On March 24, 2020, during a special meeting, the City Council ratified and confirmed the City Manager's proclamation declaring the existence of a local emergency. Accordingly, City operations and facilities were quickly modified to reduce risk to the public and City employees. The City was required to shift its employees and certain municipal services online to comply with California's COVID-19 stay-at-home orders. Many public spaces, from playground facilities to the Community Center and Sports Complex, were closed to help prevent the spread of the novel coronavirus. Other municipal services, including parks and street maintenance, fire protection, and law enforcement, continued to be provided in-person. The City Council continued its hard work and shifted its meetings virtually through telephone conferencing and online meeting platforms.

From a financial perspective, the impact of COVID-19 on our local economy has been momentous. Vital revenue sources, such as sales tax and transient occupancy tax, were greatly reduced. Many businesses, especially those in the restaurant and service industry, may have permanently closed. Meanwhile, individuals and families in our community experienced devastating job loss. Surely, these economic realities will continue to be felt by our community for some years to come.

Despite the unique challenges brought forth by the pandemic, the City remained determined to provide the community with exemplary municipal services. This **2020 City Manager's Year End Report** highlights the diligent work and numerous accomplishments of a thriving city government.

Sincerely,

Kenneth H. Rosenfield
Interim City Manager

GENERAL GOVERNMENT

By late spring 2020, it became obvious that the coronavirus pandemic and its associated economic recession would create extraordinary challenges for the City to maintain and adapt its services, both fiscally and operationally.

Keenly aware that California's stay-at-home orders would create significant revenue shortfalls for municipalities throughout the state, the General Government Department implemented numerous cost-savings measures in the 2019-20 fiscal year, including a reduction in recreation programs and services, a furlough of City employees, a decrease in operating expenditures across all City departments, and the deferral of numerous capital improvement projects. Additionally, the City was a recipient of \$705,000 in Coronavirus Aid, Relief, and Economic Security (CARES) Act funding that was appropriated for fiscal years 2019-20 and 2020-21 for COVID-19-related expenditures.

Preliminary analysis of the 2020-21 fiscal year projects a revenue shortfall of \$2 million in total funding sources for all governmental funds and a deficit of \$2.4 million in General Fund revenues. Similar to the previous fiscal year, the most impacted revenue sources are sales tax, transient occupancy tax, and recreation fees. To help offset the expected revenue shortfall, the City reduced its operating expenditures for the 2020-21 fiscal year by just under \$2 million.

The City Clerk's Department, with election services provided by the Orange County Registrar of Voters, managed the City's 2020 General Municipal Election which was held on November 3, 2020. Janine Heft and Bill Hunt were both elected to serve four-year terms on the City Council. A total of 17,836 ballots were cast in the election.

The City Manager's Office began a two-phased public art project to develop and install a permanent monument memorializing the 3/5 Darkhorse Marine Battalion at the Civic Center. In early 2020, the City released a Request for Proposals for Public Art Facilitator to initiate the first phase of the design, fabrication, and installation of the permanent memorial monument. The project was put on hold due to the pandemic.

COMMUNITY SERVICES



The coronavirus pandemic certainly had an untold impact on the Community Services Department and the services it provides to the residents and businesses in Laguna Hills. In mid-May, all full-time staff in the Department were transitioned to the Coronavirus Recovery Team (CRT) to provide assistance and resources related to COVID-19. Throughout the pandemic in 2020, the CRT responded to calls and emails from the community, conducted park checks, supported seniors registered to the Dial-A-Taxi program, and assisted businesses with the notification of grant opportunities.

Marquee events, such as the Memorial Day Race, the 4th of July Celebration, and Volunteer Connection Day, were cancelled. The Community Center and Sports Complex closed, and recreation programs were suspended. However, the City was diligent and re-opened certain recreation facilities as soon as possible. The City began issuing Athletic Field Use Permits in August 2020, and it reopened outdoor playground facilities, the skateboard park, and the Orange County Technology Branch Library in October 2020.



The Department continued its work with non-profit partners to foster events and community spirit. In partnership with South County Outreach, the City hosted two drop and go food drives at the Community Center and Sports Complex. A total of 584 pounds of donated food was collected from the two food drives.

COMMUNITY SERVICES

A Red Cross Blood Drive, hosted by the City and sponsored by Senator Patricia Bates, saw 11 new donors and collected enough units to save up to 138 lives. Staff also managed the display of the expanded holiday lights and decorations program which provided the Community with a bright spot during the darkness of the pandemic.

A new volunteer campaign for beautifying the city – the Rooted Volunteer Campaign – was created by the Department. The first ever Rooted Volunteer Campaign event was held on October 24, 2020 and was centered on planting various types of plants at the Community Center and in the neighborhood of Sunburst/Largo. A total of 23 volunteers planted 675 plants of many different varieties throughout both locations.

The first ever City-sponsored community photo contest was held in fall 2020, where 43 participants submitted images of our beautiful city.

The Information Technology (IT) division – responsible for the support and management of the City's information services, including software applications and computer hardware – was instrumental in implementation of remote work for the City's entire workforce and IT infrastructure. Related to infrastructure, the division completed upgrades to the City's phone system and to the audio and camera systems in the City Council Chambers at the Civic Center. In addition, the division implemented a cyber security training program for its employees.

The City Council was provided an initial briefing on the upcoming Organics Recycling Program regulations required by SB 1383 and the Department completed and submitted an informal plan to CalRecycle for the implementation of the organic waste recycling requirements.



COMMUNITY DEVELOPMENT

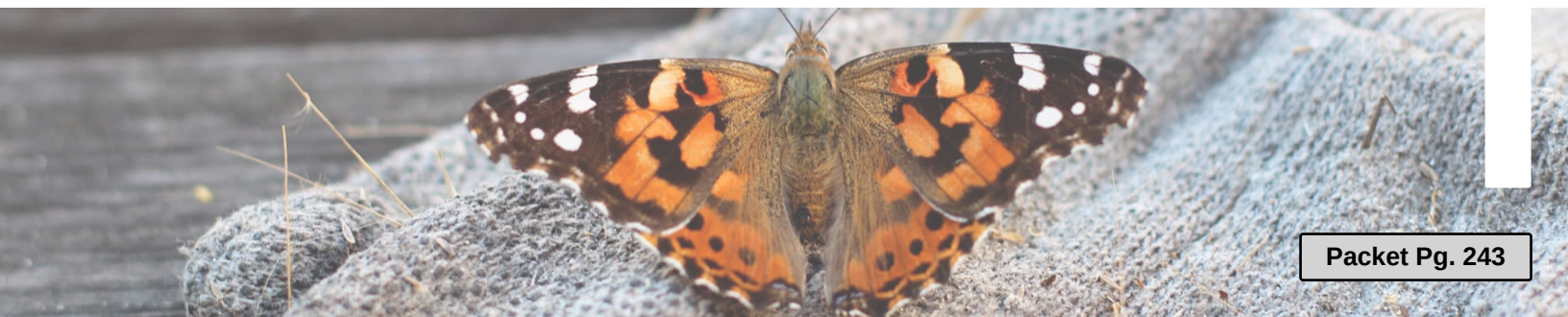
Without question, the COVID-19 pandemic and its economic downturn initially slowed the building, planning, and construction industries locally and throughout the state. Despite the industry-wide slowdown, the Community Development Department remained active throughout the year and development activity picked up over time.

To assist Laguna Hills businesses during the pandemic, the Community Development Department began issuing no-fee Emergency Temporary Use Permits to allow for businesses to operate outdoors in parking lots, walkways, and greenspaces. The extra footprint in outdoor areas allowed businesses to comply with California's social distancing guidelines while remaining open to serve their customers.

The Building and Safety division, utilizing its entirely online application process, processed 1,611 applications when stay-at-home orders were in effect throughout the year. The division also completed a total of 3,887 building inspections and issued over 60 Certificates of Use and Occupancy for new businesses and nearly 30 Home Occupation Permits.

The Community Development Department continued the evaluation and processing of numerous development projects, including the Village at Laguna Hills at the former Laguna Hills Mall site and the Taco Bell, Starbucks, and Plant Power projects on a portion of the former automobile dealership on Alicia Parkway.

The Community Development Department actively participated in the Regional Housing Needs Allocation process appeal. The related work of updating the City's Housing Element was initiated. The City applied for and received funds from the SB 2 Planning Grants Program and Local Early Action Planning Grants Program through the State Department of Housing and Community Development in support of the Housing Element work.



PUBLIC SAFETY

Since the City's incorporation, the City of Laguna Hills has contracted with OCSD for its law enforcement needs. Police Services includes patrol operations, criminal investigations, traffic enforcement, traffic accident analysis and investigation, parking enforcement, crime prevention services, Homeless Liaison Officer, School Resource Officer, Special Enforcement Team, and Directed Enforcement Team. OCSD also provides the City with a wide variety of additional resources and specialized units when necessary.

The Police Services division faced unprecedented challenges in serving its constituents in 2020. Similar to neighboring agencies, the division maintained its continuity of services while mobilizing resources to assist in the response to the coronavirus pandemic and local demonstrations. The Police Services division's ability to adapt and respond to issues that adversely affect our community was never more evident than in its varying roles last year, serving as the City's enforcers, peacekeepers, mediators, and role models.

Throughout the year, Police Services responded diligently to a total of 13,680 calls for service. The division's dedicated volunteer force, comprised of OCSD Reserves and Explorers, donated 1,547 hours of service to our community at a cost savings of \$128,000. In addition, the division conducted numerous mental health evaluations and assisted the homeless with resources.

Laguna Hills continues to be one of the safest communities in the country and the Police Services division is committed to maintaining that high standard.



PUBLIC SERVICES

Despite the impacts of the COVID-19 pandemic, the essential services of the Public Services Department continued to be provided without interruption. The Public Services Department maintained its continuity of services with landscaping, parks, traffic signal maintenance, street sweeping, graffiti removal and street maintenance services. In addition to such services, the Department demonstrated its commitment to the community by making progress on several capital improvement projects and monitoring major regional transportation and highway projects.

As part of the Orange County Transportation Authority's Measure M2 Environmental Cleanup Program, Tier 1 Grant Program, the City received grant funding in the amount of \$200,000 for the installation of debris gates on many of its remaining catch basins. In February, the debris gates were installed by G2 Construction as part of CIP 412, helping the City meet its obligations under the National Pollution Discharge Elimination System Permits. The City was also successful in receiving an additional grant of \$200,000 to continue the program in 2021 and finish the initial installations of Debris Gates on all City catch basins. As a result of new NPDES regulations, the City is now also adding connector pipe screens in the catch basins as a heightened level of screen to stop debris down to a one-quarter inch size from entering the storm water system.

In May, the Department provided project management for the replacement of roofing and HVAC units at the Community Center and Sports Complex. This 20-year-old facility was identified as being in need of these infrastructure replacements to keep the facilities in good operating condition for public use. A total of 15 HVAC units were replaced following the replacement of the flat roof with TPO roofing.

The Coronavirus Aid, Relief, and Economic Security Act (CARES Act) provided funding to the City to facilitate public health improvements directly related to the COVID-19 pandemic. Utilizing funds from the CARES Act, the City was able to purchase and install touchless facility upgrades at the Civic Center and the Community Center buildings as part of CIP 516. At both facilities, faucets, soap dispensers, and toilet fixtures were replaced with touchless devices to reduce the potential spread of the coronavirus and other viruses.

PUBLIC SERVICES

In addition, the Department instituted weekly disinfection of playground equipment to assist the public with the safe use of the playgrounds in accordance with recommended State guidelines.

During 2020, the City experienced an unprecedented number of traffic signal damages as the result of random traffic collisions. These events required the replacement of major traffic signal poles at Moulton Parkway/Alicial Parkway, a major pole and traffic signal controller box at Alicia Parkway/Community Center Drive and a major pole and traffic signal controller at Cabot Road/Rapid Falls Road. In each case, emergency services responded to the incidents and traffic signal maintenance operations installed temporary poles and equipment to keep the signal operational until the permanent facilities could be restored.





City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021

TO: Mayor and Council Members

FROM: Kenneth H. Rosenfield P.E.
Interim City Manager/Public Services Director

ISSUE: Legislative Update for the 2021-2022 Regular Session of the California State Legislature and Positions to be Taken on Proposed Legislation Including Senate Bill 9, Senate Bill 10, Senate Bill 278 and Assembly Bill 339

RECOMMENDATION: That the City Council affirm the position to Oppose Unless Amended on Senate Bill 9, approve of an Oppose position to Senate Bill 278, approve of an Oppose position to Assembly Bill 339 and take a Watch position on other Legislation until later in the Legislative Calendar.

SUMMARY:

The California State Legislature reconvened in early January, and, since that time, the Senate and the Assembly have each introduced hundreds of bills to be heard in the current legislative session. Each year, the City actively monitors the activity of the Legislature and advocates on legislation that may have an impact, either positive or negative, on the Laguna Hills community.

The purpose of this report is to provide the City Council with: 1) a review of legislative resources that are currently available to the City as it pertains to the identification, monitoring, and advocacy of bills; 2) an overview of key legislative dates as outlined by the State Legislature's 2021 Legislative Calendar; 3) a summary of legislation that is of particular importance to the City; and 4) it is recommended the City Council affirm the position of Oppose Unless Amended for Senate Bill 9, approve of an Oppose position to Senate Bill 278 and approve of an Oppose position to Assembly Bill 339.

BACKGROUND:

The State Legislature reconvened on January 11, 2021, for its 2021-2022 Regular Session. The Legislature has been busy since the start of its session, and together, both the Senate and the Assembly introduced 2,481 bills by the due date of February 19, 2021.

Many of the bills introduced in the current legislative session are related to local control of zoning, housing development, and homelessness, all of which have been, and continue to be, key policy and legislative priorities for the Legislature and the Governor. Given that such priorities may have severe long-term consequences on the City's ability to maintain its authority over local issues, it is important that the City actively monitor and advocate bills during this legislative session.

Legislative Resources

As it pertains to legislative affairs and advocacy, the City has a variety of resources available at its disposal, all of which are coordinated by the City Manager's Office.

- *Lobbying and Legislative Monitoring*: The City's long-term partner, Gonsalves & Son, provides lobbying and legislative services, which includes weekly legislative activity updates and analysis of bills from the Legislature. Additionally, Gonsalves & Son provides legislative monitoring services to notify the City of potentially problematic legislation.
- *Legal Analysis*: The City Attorney provides detailed legal analysis of legislation and assists the City Manager's Office with the identification of policy language that may be of significance to the City.
- *Association of California Cities – Orange County*: The City is a member of the Association of California Cities – Orange County (ACC-OC), which represents the interests of Laguna Hills and Orange County cities on regional public policy issues. ACC-OC has numerous policy committees and working groups that advocate on behalf of all Orange County cities.
- *League of California Cities*: As a non-member in the League of California Cities (League), the City may attend a limited number of legislative-related webinars and events for a fee. The League periodically releases bill briefs, bill analyses, and advocacy letters to non-members. The League also has a public facing web page

that provides Staff with access to League positions on bills.

- *Orange County Council of Governments*: As a non-member in the Orange County Council of Governments (OCCOG), the City is provided periodic informational notifications regarding legislation of concern to all Orange County cities.
- *Legislative Calendar*: Each year, the Legislature adopts a new Legislative Calendar that identifies key legislative deadlines for each House and provides an overview of important activities throughout the session.

Key Deadlines on the Legislative Calendar

With these resources, and by utilizing the deadlines of the Legislative Calendar, the City can develop a strategy to maximize its advocacy efforts during the legislative session. To that end, there are a few important dates on the Legislative Calendar that may be of particular importance to the City Council.

- *Friday, February 19, 2021*: This was the last day for the Assembly and the Senate to introduce bills. A summary of bills of interest to the City is provided later in this report.
- *Friday, June 4, 2021*: This is the last day for each House to pass bills introduced in that House. After this date, staff can provide a legislative update to the City Council of bills that are still active.
- *Friday, September 10, 2021*: This is the last day for any bill to be passed. After this date, the City will know which bills have passed the committee process and are headed to the Governor's desk to be signed into law or vetoed. At this point, staff can provide a legislative update to the City Council with its recommendations to continue, or not, to advocate a position on a bill.
- *Sunday, October 10, 2021*: This is the last day for the Governor to sign into law or veto a bill. After this date, staff can provide the City Council with a legislative update describing bills of interest to the City that were signed into law, including any impact the bill may have on the City, if any. In addition, after all of the bills are Chaptered (signed into law), the City Attorney's office provides a comprehensive review of the new laws and its impacts on City operations.

Legislative Update

Since the passage of the February 19, 2021, deadline for the Legislature to introduce bills, staff has identified a number of bills that the City has already taken a position on or may be interested in taking a position on in the near future. The City Council is invited to express their sentiment on the recommended bill positions or otherwise include an expressed position within the Recommendation for this report. A summary of selected bills is provided below, and it should be noted that this is not an exhaustive or complete list of bills that the City may take a position on during the legislative session. Any bills not described below are considered by Staff to be on a “watch list” to determine if further action by the City is appropriate or needed.

Senate Bill (SB) 9 (Atkins) – Housing development: approvals

Status: This is an active bill in the Senate, currently being heard by the Senate Committee on Housing. The next hearing date is scheduled for March 18, 2021.

City Recommended Position: The City is actively opposing this bill. An opposition letter, Oppose Unless Amended, was submitted to the Senate Committee on Housing on February 12, 2021, please see the attached letter signed by the Mayor. After the next hearing date, the Staff will evaluate any amendments made to the language of the bill and the expressed City position on the bill.

Other entities’ positions: The League has taken an Oppose Unless Amended position. ACCOC has taken an Oppose position. OCCOG has taken an Oppose position.

Summary: As outlined in the City’s opposition letter, this bill would have significant implications for housing development in Laguna Hills. In essence, SB 9 would rezone the majority of parcels within single-family residential zones to allow for urban lot splits and allow for the creation of up to six, eight, or ten units on a single parcel when combined with existing Accessory Dwelling Unit (ADU) law, without local discretionary hearing or review. Furthermore, this bill would exempt such developments from the California Environmental Quality Act (CEQA) environmental review process.

More specifically, for parcels in single-family residential zones, this bill would permit a partial or full tear down of an existing single-family residential home to create two separate residential units, both of which would be eligible to be sold. Related to parking, the City could require off-street parking of up to one space per unit, unless the parcel is located within one-half mile of either a high-quality transit corridor or a major transit

stop as defined under the Public Resources Code. SB 9 would also allow for a single parcel located in single-family residential zone to be split into two equal parcels of a minimum of 1,200 square feet and prohibits the City from imposing requirements that would physically preclude the construction of two units to be built on each split lot.

SB 10 (Wiener) – Planning and Zoning; Housing Development; Density

Status: This is an active bill in the Senate, currently located in the Senate Committee on Housing, Community and Economic Development Policy. The bill has not been amended.

City Recommended Position: Watch.

Other entities' positions: The League has taken a Watch position. ACCOC has taken a Watch position. OCCOG has taken an Oppose Unless Amended position (seeking clarity of definitions).

Summary: This bill would authorize a local government to pass an ordinance to zone any parcel for up to 10 units of residential density per parcel, at a height specified in the ordinance, if the parcel is located in a transit-rich area, a jobs-rich area, or an urban infill site, as those terms are defined. This bill, as currently written, provides an agency with the option to rezone property for additional housing but does not mandate such an action.

SB 74 (Borgeas) – Keep California Working Act.

Status: This is an active bill in the Senate, currently located in the Senate Committee on Business, Professions and Economic Development. The bill was last amended on February 2, 2021.

City Recommended Position: Consider supporting.

Other entities' positions: The League has taken a Watch position. ACCOC has taken a Support position.

Summary: This bill would establish the Keep California Working Grant Program (Program) under the Office of Small Business Advocate within the Governor's Office of Business and Economic Development and allocate \$2.6 billion dollars to the Office of Small Business Advocate to distribute the grant awards and administer the Program. The Program would award grants to small businesses and nonprofit entities that have met

specified criteria, including that the entity has experience economic hardship resulting from the COVID-19 pandemic and has been operating since December 1, 2019.

As envisioned, grant awards may be used only for specified purposes, including payroll costs, health care benefits, paid sick, medical, or family leave, insurance premiums, utilities, working capital, rent, and mortgage payments that are not prepayments. The Office of Small Business Advocate would determine the amount of a grant award based on the annual gross revenue of the entity. The grant awards range from \$5,000 to \$60,000.

SB 75 (Bates) – Southern California Fentanyl Task Force.

Status: This is an active bill in the Senate and is currently located in the Senate Committee on Rules.

City Recommended Position: Consider supporting.

Other entities' positions: The League has taken a Watch position. ACCOC has taken a Support position.

Summary: This bill would require the California Attorney General to establish and chair the Southern California Fentanyl Task Force. The bill would require the task force to develop information, make recommendations, and report findings to the Department of Justice and to the Legislature regarding matters relating to the fentanyl crisis in southern California communities. The task force would be responsible for identifying strategies to combat the fentanyl crisis in local communities.

SB 75, as written, would establish the membership of the task force to include one representative from the Department of Justice, one representative from the Department of the California Highway Patrol, and one representative from each of the following counties to be selected by the sheriff of each county: The County of Los Angeles, the County of Orange, the County of Riverside, the County of San Bernardino, and the County of San Diego. The bill would require the task force to hold its first meeting no later than July 1, 2022, and 4 times annually thereafter, as specified. The bill would require the task force to prepare and submit to the Legislature and to the department, on or before January 1, 2025, a report regarding the findings and recommendations of the task force, including a request to the Legislature to enact legislation in accordance with the findings and recommendations of the report.

SB 278 (Leyva) – Public Employees’ Retirement System: disallowed compensation: benefit adjustments.

Status: This is an active bill in the Senate, currently being heard by the Senate Committee on Labor, Public Employment and Retirement. The bill was most recently heard on March 8, 2021.

City Recommended Position: Oppose.

Other entities’ positions: The League has taken an Oppose position.

Summary: This bill would require the City to directly pay retirees and/or their beneficiaries disallowed retirement benefits. Under the Public Employees’ Pension Reform Act (PEPRA), a “disallowed benefit” is a retirement benefit to which both the employer and employee contributed but is no longer legal.

Under current law, once a benefit is determined to be a disallowed benefit for non-retirees, both the employer and the employee cease making future payments on the disallowed benefit, and past contributions from the employee are returned to the employee while the employer receives credit for its past contributions. For retired employees that received a disallowed benefit, CalPERS is responsible for obtaining the overpaid benefit.

SB 278 would abdicate CalPERS’ responsibility to properly calculate and administer retiree benefits. Furthermore, this bill would potentially create significant liability for the City related to retiree benefits.

Assembly Bill (AB) 259 (Davies) – Protecting Our Restaurants Tax Credit.

Status: This is an active bill in the Assembly that is currently located in the Assembly Committee on Revenue and Taxation.

City Recommended Position: Consider supporting.

Other entities’ positions: The League has taken a Watch position.

Summary: This bill would allow a credit under the Corporation Tax Law to a qualified taxpayer – an establishment that has received an alcohol license – in an amount equal to 50% of the annual fee paid or incurred by an owner or operator of the qualified taxpayer for an alcohol license. The tax credit would be applicable for taxable years

beginning on January 1, 2020, but before January 1, 2022.

AB 259 would provide financial assistance to restaurants that have faced significant financial burden as a result of business closures and increased operational costs related to the COVID-19 pandemic.

AB 339 (Lee) – State and local government: open meetings.

Status: This is an active bill in the Assembly that has not been assigned a committee.

City Recommended Position: Oppose

Other entities' positions: The League has taken a Watch position.

Summary: This bill would require the City, for all public meetings, to provide the public with an opportunity to attend the meeting and comment during the meeting via a call-in or internet-based service option, both of which are required to have closed captioning services. Additionally, AB 339 would require the City to provide translation services for the 10 most-spoken languages in California other than English. If time restrictions are imposed during public comment, a person commenting in a language other than English would be required to receive double the amount of time as a person giving a comment in English. Under this bill, the City would be required to translate agendas and instructions for accessing the meeting to be translated into languages for which 5% of the City's population are speakers.

As currently written, this bill would impose a state-mandated local program on the City. If the bill is passed and signed into law, it would certainly have a financial impact on the City. To meet the standards of the bill, the City would have to retain translation services, closed captioning services, and may be required to purchase new telephone and internet services and equipment.

ATTACHMENTS:

- 2021 Legislative Calendar
- SB 9 Letter of Opposition

2021 TENTATIVE LEGISLATIVE CALENDAR
COMPILED BY THE OFFICES OF THE SECRETARY OF THE SENATE AND THE CHIEF CLERK
Revised 12-21-2020

DEADLINES

JANUARY						
S	M	T	W	TH	F	S
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31						

FEBRUARY						
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28						

MARCH						
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28	29	30	31			

APRIL						
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MAY						
S	M	T	W	TH	F	S
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2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

- [Jan. 1](#) Statutes take effect (Art. IV, Sec. 8(c)).
- [Jan. 10](#) Budget must be submitted by Governor (Art. IV, Sec. 12 (a)).
- [Jan. 11](#) Legislature **reconvenes** (J.R. 51(a)(1)).
- [Jan. 18](#) Martin Luther King, Jr. Day.
- [Jan. 22](#) Last day to submit **bill requests** to the Office of Legislative Counsel.

- [Feb. 15](#) Presidents' Day
- [Feb. 19](#) Last day for bills to be **introduced** (J.R. 61(a)(1)), (J.R. 54(a)).

- [Mar. 25](#) **Spring Recess** begins upon adjournment of this day's session (J.R. 51(a)(2)).
- [Mar. 31](#) Cesar Chavez Day.

- [Apr. 5](#) Legislature reconvenes from **Spring Recess** (J.R. 51(a)(2)).
- [Apr. 30](#) Last day for **policy committees** to hear and report to Fiscal Committees **fiscal bills** introduced in their house (J.R. 61(a)(2)).

- [May 7](#) Last day for **policy committees** to hear and report to the Floor **non-fiscal** bills introduced in their house (J.R. 61(a)(3)).
- [May 14](#) Last day for **policy committees** to meet prior to June 7 (J.R. 61(a)(4)).
- [May 21](#) Last day for **fiscal committees** to hear and report to the Floor bills introduced in their house (J.R. 61 (a)(5)). Last day for **fiscal committees** to meet prior to June 7 (J.R. 61 (a)(6)).
- [May 31](#) Memorial Day.

* Holiday schedule subject to final approval by Rules Committee

2021 TENTATIVE LEGISLATIVE CALENDAR
COMPILED BY THE OFFICES OF THE SECRETARY OF THE SENATE AND THE CHIEF CLERK
Revised 12-21-2020

JUNE						
S	M	T	W	TH	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

JULY						
S	M	T	W	TH	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

AUGUST						
S	M	T	W	TH	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

SEPTEMBER						
S	M	T	W	TH	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

[June 1-4](#) **Floor Session Only.** No committee, other than Conference or Rules, may meet for any purpose (J.R. 61(a)(7)).

[June 4](#) Last day for bills to be **passed out of the house of origin** (J.R. 61(a)(8)).

[June 7](#) Committee meetings may resume (J.R. 61(a)(9)).

[June 15](#) **Budget bill** must be passed by **midnight** (Art. IV, Sec. 12 (c)(3)).

[July 2](#) Independence Day observed.

[July 14](#) Last day for **policy committees** to meet and report bills (J.R. 61(a)(10)).

[July 16](#) **Summer Recess** begins upon adjournment of this day's session, provided Budget Bill has been passed (J.R. 51(a)(3)).

[Aug. 16](#) Legislature reconvenes from **Summer Recess** (J.R. 51(a)(3)).

[Aug. 27](#) Last day for **fiscal committees** to meet and report bills to the Floor (J.R. 61(a)(11)).

[Aug. 30-Sept. 10](#) **Floor Session only.** No committees, other than conference committees and Rules Committee, may meet for any purpose (J.R. 61(a)(12)).

[Sept. 3](#) Last day to **amend** bills on the Floor (J.R. 61(a)(13)).

[Sept. 6](#) Labor Day.

[Sept. 10](#) Last day for **each house to pass bills** (J.R. 61(a)(14)).
Interim Study Recess begins at end of this day's session (J.R. 51(a)(4)).

IMPORTANT DATES OCCURRING DURING INTERIM STUDY RECESS

2021

[Oct. 10](#)

Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 10 and in the Governor's possession after Sept. 10 (Art. IV, Sec. 10(b)(1)).

2022

[Jan. 1](#)

Statutes take effect (Art. IV, Sec. 8(c)).

[Jan. 3](#)

Legislature reconvenes (J.R. 51 (a)(4)).

** Holiday schedule subject to final approval by Rules Committee



CITY OF LAGUNA HILLS

City Council

February 12, 2021

MAYOR
Erica Pezold
MAYOR PRO TEMPORE
Don Sedgwick

COUNCIL MEMBERS
Janine Heft
Bill Hunt
Dave Wheeler

The Honorable Scott Wiener
Chair, Senate Housing Committee
State Capitol, Room 2209
Sacramento, CA 95814
SHOU.Committee@senate.ca.gov

RE: NOTICE OF OPPOSITION TO SENATE BILL 9

Dear Senator Wiener:

The City of Laguna Hills opposes Senate Bill ("SB") 9 unless the bill is amended to address concerns described herein. SB 9, as it is currently written, would require the City of Laguna Hills to:

- Ministerially approve a housing development containing two residential units in single-family residential zones.
- Ministerially approve a single-family lot split, creating two lots, and allowing the construction of one single-family home, one accessory dwelling unit, and one junior accessory dwelling unit on each lot for a total of six units on a parcel originally zoned for one single-family home.
- Allow a developer to convert an existing single-family home into a duplex and then add an accessory dwelling unit and a junior accessory dwelling unit to the same parcel.

State driven ministerial housing approval processes fail to recognize the value of, and importance of, the extensive public engagement process associated with developing and adopting zoning ordinances and housing elements. In particular, SB 9 would completely ignore public input and local conditions regarding housing development in Laguna Hills.

The City of Laguna Hills is seeking the following amendments to this bill:

- Clarify that a property owner using SB 9 is limited to constructing two residential units, not two residential units and additional accessory dwelling units on the same parcel.

City of Laguna Hills
SB 9 - OPPOSITION
February 12, 2021
Page 2

- Require a housing developer to acquire a building permit within one year of a lot split to prevent the buying and selling of lots without ever building homes.
- Allow cities to require adequate access for police, fire, and other public safety vehicles and equipment.
- Prohibit developers from using SB 9 in high and moderate fire hazard severity zones.
- Allow cities to determine a range of lot sizes suitable for SB 9 development projects.
- Ensure that the California Housing and Community Development Department (HCD) provides Regional Housing Needs Allocation credit for production of SB 9 units.
- Allow cities to take into account local conditions such as hillsides, lot dimensions, natural hazards, available infrastructure, and other considerations when approving or denying housing project applications.
- Allow local governments to continue to determine parking standards.
- Ensure large-scale investors and builders do not exploit SB 9 provisions.

The City of Laguna Hills will continue to oppose this bill unless it is amended to include the considerations mentioned herein. If you would like to have a discussion regarding this matter, please contact Kenneth H. Rosenfield, P.E., Interim City Manager at (949) 707-2615.

Sincerely,



Erica Pezold, Mayor

cc: Senate Committee on Housing
Senator Patricia C. Bates
Joe A. Gonsalves & Son

Attachment: SB 9 Letter of Opposition (2353 : Legislative Update for the 2021-2022 Regular Session)



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021

TO: Mayor and Council Members

FROM: Dan Meehan
Community Services Superintendent

ISSUE: Rooted Volunteer Campaign/Volunteer Connection Day 2021 and Arbor Day Recognition

RECOMMENDATION: That the City Council direct staff to offer two additional “Rooted Volunteer Campaign” events this fiscal year as described in this staff report and authorize the Mayor to sign the attached Arbor Day Proclamation as required by the Arbor Day Foundation for the Tree City USA Certification.

SUMMARY:

The City’s annual Volunteer Connection Day event is held on the third Saturday of April, to coincide with the recognition of Earth Day. Past projects have included multiple trail clean-ups and painting projects, as well as tree planting in recognition of Arbor Day. Due to the COVID-19 pandemic, the 2020 Volunteer Connection Day event was cancelled. In an effort to engage the community in beautification projects during the pandemic, Community Services staff developed the “Rooted Volunteer Campaign,” with the initial event taking place in October 2020. Although this volunteer program was placed on hold during the Regional Stay-At-Home order in late 2020, staff planned to offer a few more events during this fiscal year. For the next event, staff recommends that the City incorporate the traditional Volunteer Connection Day into the new Rooted Volunteer Campaign as a tree planting project in recognition of Arbor Day this April. This will require the approval of the attached proclamation by the City Council for the City of Laguna Hills to continue with its Tree City USA certification. Staff also recommends that a second Rooted Volunteer Campaign planting event take place in the month of June.

Rooted Campaign and Arbor Day

March 9, 2021

Page 2

Staff has also included in this staff report budgetary figures for the continuation of the Rooted Volunteer Campaign into the next two-year budget cycle for the City Council's information. Estimate options are provided for hosting such events on a monthly or quarterly basis.

BACKGROUND:

The City's annual Volunteer Connection Day event has been held each year on the third Saturday of April, to coincide with the recognition of Earth Day. Past projects have included multiple trail clean-ups and painting projects, as well as tree planting in recognition of Arbor Day. Due to the COVID-19 pandemic the 2020 Volunteer Connection Day event was cancelled. In response, the Community Services staff developed the "Rooted Volunteer Campaign" initiative to offer volunteer event opportunities during the pandemic. The initial Rooted Volunteer Campaign event took place on October 24, 2020.

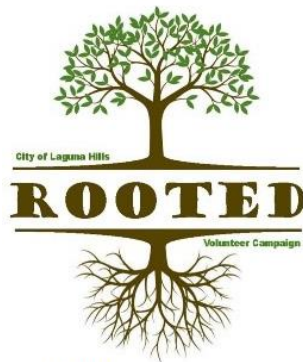


FIGURE 1.

Staff developed the concept of being "Rooted" in the beautification of the City of Laguna Hills by establishing a volunteer campaign for the planting of trees and plants and other improvement projects at City facilities and at entrances to neighborhoods. A logo was created for this campaign which is used to advertise the events and is printed on the t-shirts that are provided to all volunteers (see Figure 1). At the first Rooted Volunteer Campaign event on October 24, 2020, two different planting opportunities were provided. Thirty volunteers registered for Laguna Hills Community Center planting location. On the day of the event nine volunteers and staff planted over 350 plants of eight different varieties including Red Carpet Roses, Purple Lantanas, and Red Iceberg Roses in several areas at the Laguna Hills Community Center including the slope of Dinosaur Park. The second planting location was the neighborhood of Sunburst/Largo. Sixteen volunteers registered for this planting project location. On the day of the event fourteen volunteers and staff planted 100 Plumbagoes, 25 Iceberg Roses, and 200 Ivy Geraniums at the sidewalk locations of Sunburst and the slope area along Largo. The City's landscape maintenance contractor, Nieves Landscape, provided 300 plants for the October 2020 event as a part of their contractual obligation.

Based on the success of the first event, and interest in continuing forward with multiple volunteer events per year, staff suggests that the City incorporate the upcoming

Rooted Campaign and Arbor Day

March 9, 2021

Page 3

Volunteer Connection Day event into the new Rooted Volunteer Campaign for April 17, 2021. Staff recommends that this event be dedicated to the planting of trees in recognition of Arbor Day, which is required for the City's Tree City USA certification. El Conejo Park is the tree planting location that staff recommends for the April 2021 event. The attached proclamation will need to be approved by the City Council for Tree City USA designation. Fifteen trees will be provided by Nieves Landscaping per their agreement with the City. Staff further suggests that an additional planting event be planned and held in the month of June. The planting location for this event has yet to be determined. Participants can work in socially distanced, small cohorts while volunteering their time to beautify their City.

Per feedback from the Parks Department, planting events are best scheduled during the spring and summer months to allow the plant roots to take hold in the soil before the cooler weather arrives in the late fall and winter months. Painting or other beautification projects (i.e. trail clean-ups) within the City could continue to be scheduled for the fall and winter each year.

FISCAL IMPACT:

Staff estimates the total expense for staff's recommended April and June 2021 Rooted Volunteer Campaign events is \$3,200. This amount is accommodated in the Community Service's budget for this fiscal year.

Two options are provided below for the City Council's information for the continuation of the Rooted Volunteer Campaign into the next budget cycle. These estimates account for 300 one-gallon plants and 15 trees being annually provided by Nieves Landscaping per its agreement with the City, and also includes planting material and other miscellaneous event support material expenses (including t-shirts for the volunteers).

1. Offer a "Rooted Volunteer Campaign" event on a monthly basis - \$25,000 annually.
2. Offer a "Rooted Volunteer Campaign" event on a quarterly basis - \$6,500 annually.

ATTACHMENTS:

- Proclamation Arbor Day 2021



CITY OF LAGUNA HILLS

PROCLAMATION

ARBOR DAY

APRIL 17, 2021

WHEREAS, in 1872 J. Sterling Morton proposed to the Nebraska Board of Agriculture that a special day be set aside for the planting of trees; and

WHEREAS, this holiday, called Arbor Day, was first observed with the planting of more than a million trees in Nebraska; and

WHEREAS, Arbor Day is now observed throughout the nation and the world; and

WHEREAS, trees can reduce the erosion of our precious topsoil by wind and water, cut heating and cooling costs, moderate the temperature, clean the air, produce life-giving oxygen, and provide habitat for wildlife; and

WHEREAS, trees are a renewable resource giving us paper, wood for our homes, fuel for our fires, and countless other wood products; and

WHEREAS, trees in our city increase property values, enhance the economic vitality of business areas, and beautify our community; and

WHEREAS, trees, wherever they are planted, are a source of joy and spiritual renewal.

NOW, THEREFORE, I, Erica Pezold, Mayor, on behalf of the City Council of the City of Laguna Hills, California, do hereby proclaim April 17, 2021, as Arbor Day in the City of Laguna Hills.

Dated this 9th day of March 2021.

ERICA PEZOLD, MAYOR

Attachment: Proclamation Arbor Day 2021 (2350 : Rooted Campaign and Arbor Day)



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021

TO: Mayor and Council Members

FROM: Captain Matthew Stiverson
Chief of Police Services

ISSUE: 2020 Laguna Hills Police Services Annual Report Including Crime Statistics and Enforcement Actions and Update on the Work Program Related to Automated License Plate Readers (ALPRs)

RECOMMENDATION: That the City Council: 1) Receive and file the 2020 Laguna Hills Police Services Annual Report; and 2) Direct staff to seek proposals for the first phase implementation of ALPRs near Interstate 5 Freeway off-ramp areas leading into the City.

SUMMARY:

Throughout calendar year 2020, the City of Laguna Hills has been faced with a variety of significant public safety concerns related to the ongoing COVID-19 Pandemic and the ever-looming potential for civil unrest related to national cultural, political and tragic events. These national level issues created complex and rapidly evolving situations, which presented significant challenges within our community and surrounding jurisdictions; each requiring new approaches and creative solutions to address public safety issues. During the course of the pandemic, law enforcement throughout the region has been operating in a modified enforcement posture to limit exposure to, and transmission of, the COVID-19 virus throughout the community. All the while being tasked with maintaining continuity of operations of critical infrastructure and resources in collaboration with allied first responder agencies. The 2020 Police Services Annual Report provides the details of the past year's operations during these challenging times. In addition, Staff is bringing forward for discussion the Work Program in the Budget related to Automated License Plate Readers (ALPRs).

2020 Police Services Report and ALPRs

March 9, 2021

Page 2

BACKGROUND:

2020 Laguna Hills Polices Services Annual Report

Since its inception, the City of Laguna Hills has contracted with the Orange County Sheriff's Department for its law enforcement needs. Laguna Hills Police Services is responsible for public safety and general law enforcement with the City, including patrol services, traffic enforcement, and criminal investigations. Presented for City Council information is the attached 2020 Police Services Annual Report.

Laguna Hills Police Services consists of a dedicated staff of one captain, five sergeants, two investigators, seventeen deputies, and two Community Services Officers. The deputy roles and responsibilities include General Law Enforcement (Patrol), Traffic (Motor), School Resource Officer, Homeless Liaison Officer, Special Enforcement Team, and Directed Enforcement Team.

Under normal circumstances, all communities experience some level of criminal activity, which is the primary focus of law enforcement. The ever-changing COVID-19 environment has had a noticeable adverse impact to society as a whole, which has contributed to shifts in crime trends throughout southern California. Noticeably, increases in automobile thefts, catalytic converter thefts, mail theft, identity theft, family violence, assaults, driving under the influence (DUI) violations, and narcotics violations. Our City has also experienced fluctuations in crime trends throughout our community. In calendar year 2020, deputies responded to a total of 13,680 calls for service, a slight decrease from calendar year 2019, when deputies responded to 13,771 calls for services. This represents a reduction of 0.7%.

Other notable activities and statistics detailed in the Annual Report include:

- Response times to Priority One (emergency calls) improved from 4 minutes 57 seconds in 2019 to 4 minutes and 40 seconds in 2020, which represents a 5.7% improvement.
- Response times to Priority Two (serious crime calls) improved from 15 minutes and 6 seconds in 2019 to 14 minutes and 45 seconds in 2020, which is a 2.3% improvement.
- The total number of Street Arrests in the city increased from 349 in 2019 to 519 in 2020. This increase can be attributed primarily to shifting crime trends and

2020 Police Services Report and ALPRs

March 9, 2021

Page 3

increased proactive measures by police services to address those emerging trends.

- Increases in Part 1 and Part 2 Crimes are primarily attributable to the social impact of the COVID-19 pandemic and associated restrictions. The Orange County Cities Part 1 Crime Comparisons are compiled from statistics published by the FBI and, as in previous reports, are one year behind due to delays in reporting and processing. Therefore, the 2019 comparison is included with this report. The City of Laguna Hills went from 13th in 2018 to 14th in 2019 overall. However, our Part 1 Crimes actually decreased from 457 in 2018 to 437 in 2019, which represents a decrease of 4.47%.
- There was a significant decrease in parking citations issued, from 2,107 in 2019 to 1,372 in 2020. This difference is primarily due to COVID-19 restrictions and executive orders limiting this kind of enforcement due to the impacts of COVID-19.
- Hazardous Moving Citations also experienced a significant decrease, from 951 in 2019 to 506 in 2020. This is primarily attributable to the influence of COVID-19 and decreased automobile traffic on the streets as well as modified enforcement postures, shifting priorities and staffing changes.
- The Traffic Enforcement Index, which is directly related to Hazardous Moving Citations, also experienced a decrease, from 9.51% in 2019 to 6.74% in 2020. Similar to the impact on Hazardous Moving Citations, the fluctuation in this category is primarily attributable to the influence of COVID-19 and decreased automobile traffic on the streets as well as modified enforcement postures, shifting priorities, and staffing changes.
- The City experienced a significant decrease in the total number of Traffic Accidents, from 211 in 2019 to 157 in 2020, which represents a 25% reduction in traffic accidents. Similar to previous categories, this change is primarily attributable to the influence of COVID-19, which resulted in decreased automobile traffic, as well as modified enforcement postures and shifting priorities.

Over the last year, there was a significant increase in the total number of Homeless Assisted with Resources, from 154 in 2019 to 176 in 2020. This represents a 14.3% increase in services provided. The increase in this category is primarily attributed to

2020 Police Services Report and ALPRs

March 9, 2021

Page 4

increased homeless activity throughout the community due to the effects of the pandemic. Similarly, the City experienced a significant increase in enforcement actions related to homeless activity including Arrests and Citations. Total arrests and citations related to homeless activity increased from 18 in 2019 to 67 in 2020, this represents an increase of 272%. This is directly attributable to increased homeless activity in the community related to the pandemic, the associated emergency shelter activities, and the proactive enforcement measures taken by Police Services to address these concerns through a combination of outreach and enforcement efforts.

Volunteers (Reserves, Professional Services Responders, and Explorers) are a key resource for assistance and cost reduction. Unfortunately, volunteer operations were severely impacted by the pandemic due to the various restrictions in place. Even with those limitations, the use of Reserves to assist with potential civil unrest related to various demonstrations throughout the year resulted in a cost savings of \$112,702.72 for the City. The use of Professional Services Responders (PSRs) also played a significant role to our operations, which resulted in a cost savings of \$14,594.65 for the City. Reserves and PSRs filled a critical need during a time when resources were stretched to the maximum and funding sources were scarce. The Explorer program was also significantly impacted by COVID-19 restrictions. The Explorer program hours were reduced from 627 hours (cost savings of \$9,412) in 2019, to 10 hours (\$788.90) in 2020. This reduction was due to the suspension of the program as a result of the pandemic. Laguna Hills has enjoyed a very active Explore Program over the years and we look forward to revitalizing the program when it is appropriate to do so.

More details on the 2020 Police Services activities are included with the attached Report.

Automated License Plate Readers

The FY 2019/2020 – 2020/2021 Budget included a Unique Work Program as approved by the City Council to “Conduct a feasibility study regarding the installation of fixed Automated License Plate Readers (ALPRs) along the I-5 Freeway corridor at all intersections leading to and from the City.” This Work Program was intended to evaluate the benefits of this crime fighting technology and was anticipated to identify needs, locations and costs for such devices for a future possible deployment. However, the COVID-19 pandemic caused a reallocation of City resources and the feasibility study was not implemented. Nonetheless, the ALPR technology has continued to improve and has, with the passage of time, become more affordable. Multiple cities in Orange

2020 Police Services Report and ALPRs

March 9, 2021

Page 5

County and the State are now using ALPRs to solve crimes. This technology has proven to be reliable as both a deterrent and as an investigative tool.

It is staff's view that the preparation of a feasibility study for ALPRs is no longer necessary given their wide acceptance and use. Accordingly, staff recommends the City Council direct that proposals be sought, following the City's Purchasing Codes, for a Phase I implementation of ALPRs. A Phase I implementation project could include installing ALPRs at each of the I-5 Freeway exits where traffic enters the City. This would allow Police Services to quickly identify stolen vehicles and create a tracking record of vehicles for investigative purposes. It is noted that we will not likely be authorized to install cameras within Caltrans controlled intersections without a Caltrans issued permit and the permit process typically takes many months to complete. Should the Phase I program be determined to be successful, it may then be appropriate to expand to a Phase II program covering all entrances to the City.

There are multiple vendors that provide ALPRs and related services. It would be appropriate to evaluate the relative merits of the vendor's equipment and services through a competitive procurement process. Excerpts of some of the vendor materials are attached to this report for information only.

FISCAL IMPACT:

No funding is included in the current budget for the acquisition or deployment of ALPRs. The consideration for the use of ALPRs should be a part of the next budget development cycle during which all City priorities can be considered at the same time.

ATTACHMENTS:

- 2020 Laguna Hills Police Services Annual Report
- ALPR Vendor Information



Laguna Hills Police Services



Provided by the Orange County Sheriff's Department

In partnership with the City of Laguna Hills

2020 Annual Report

Mission Statement & Core Values

THE MEN AND WOMEN OF THE
ORANGE COUNTY SHERIFF'S DEPARTMENT
ARE DEDICATED TO THE PROTECTION OF ALL WE SERVE.
WE PROVIDE EXCEPTIONAL LAW ENFORCEMENT SERVICES
FREE FROM PREJUDICE OR FAVOR, WITH LEADERSHIP,
INTEGRITY, AND RESPECT.

★

OUR CORE VALUES:

INTEGRITY WITHOUT COMPROMISE
SERVICE ABOVE SELF
PROFESSIONALISM IN THE PERFORMANCE OF DUTY
VIGILANCE IN SAFEGUARDING OUR COMMUNITY



City of Laguna Hills Police Services

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City Demographics	4
Organizational Chart Police	5
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Traffic Enforcement	17
Traffic Statistics	18
Specialty Details	20
Crime Prevention	22
Volunteers	23
Orange County Sheriff's Department Support Services	24
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Note: The statistics listed in the annual report are received and compiled from various sources, which are listed at the bottom of the corresponding pages. The crime statistics listed in this report are not necessarily representative of the Uniform Crime Report (UCR). The statistical information contained in this report at the time of publishing and subject to further updates and revisions at any time.



City of Laguna Hills Police Services

Historical and General Overview

The City of Laguna Hills incorporated on December 20, 1991. Since that time, the City has continued to grow, adding residential communities, industrial capacity, and open space for parks and recreation. This trend continued with the annexation of North Laguna Hills on July 1, 1996, and the addition of the Westside region on September 18, 2000.

Since its inception, the City of Laguna Hills has contracted with the Orange County Sheriff's Department for its law enforcement needs. Laguna Hills Police Services is responsible for public safety and general law enforcement within the city, including patrol services, traffic enforcement, and criminal investigation. Police Services also provides a variety of Community Policing Programs for the public including Crime Prevention, Neighborhood Watch, Homeless Outreach, and other community awareness programs.

Captain Matthew Stiverson was assigned as the Chief of Police Services on Friday, March 30th 2018. He commands and directs the overall operation of Police Services in the city and is assigned to City Hall.

Police Services consists of a dedicated staff of one Captain, five Sergeants, two Investigators, seventeen Deputies (Patrol, Motor, School Resource Officer, Special Enforcement Team and Directed Enforcement Team), and two Community Service Officers.



2020 City Council

Mayor

Janine Heft

Mayor Pro Tempore

Erica Pezold

Council Member

Dore Gilbert, M.D

Council Member

Don Sedgwick

Council Member

Dave Wheeler



City of Laguna Hills Police Services

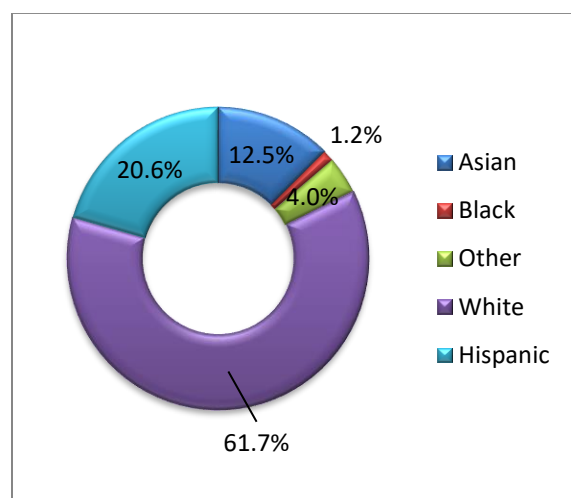
City Demographics*

Demographic Composition

Population: 31,207

Median Age: 41.7

Distribution by Ethnicity & Race



Development

Residential: 2,798 acres

Commercial: 414 acres

Office /Mix Use: 350 acres

Public / Institutional: 158 acres

Open Space & Parks: 539 acres



Laguna Hills Parks & Amenities

13 Neighborhood/Community Parks

Community Center and Sports Park

Civic Center Art Exhibit

Community Center Fossil Exhibit

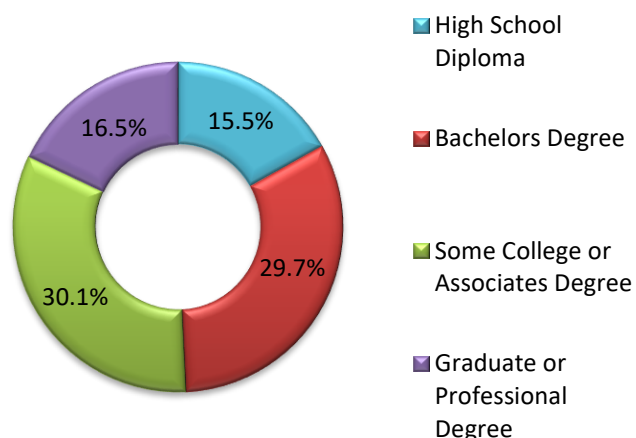
Miles of mixed use trails /bike paths

Education Profile

Total Public Schools: 4

Total Private Schools: 3

Educational Attainment



Corridors

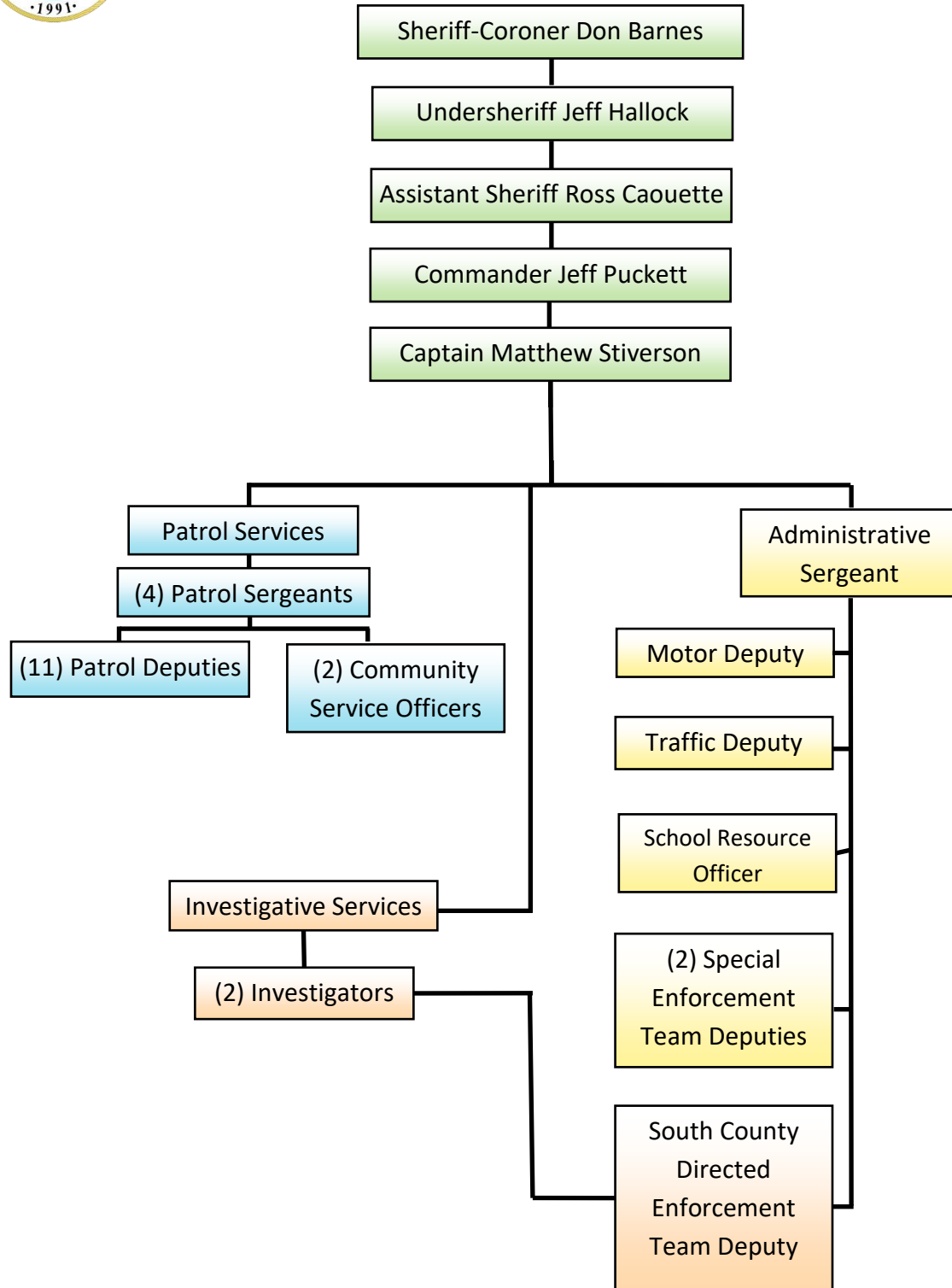
Interstate 5, 405 and 73 Toll Road

*Sources: City of Laguna Hills website, US Census Bureau



City of Laguna Hills Police Services

Organizational Chart





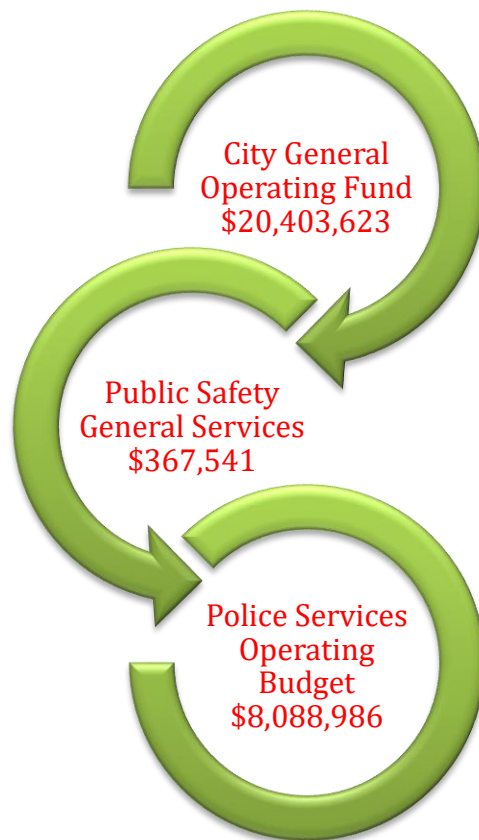
City of Laguna Hills Police Services

Police Services Budget

Fiscal Year 2019-2020*

Number of Personnel	Sworn Staff
1	Captain
5	Sergeants
14	Patrol Deputies
1	Motor Deputy
1	Traffic Deputy
1	School Resource Officer
2	Investigators
<u>Rotational / Ancillary Assignments</u>	
	Special Enforcement
	Directed Enforcement
	Homeless Liaison
Number of Personnel	Professional Staff
2	Community Service Officers
Total OCSD Contract Staff: 27	

City Programs
Emergency Management
Animal Control Services
Crossing Guard Services
Trauma Intervention Program
Special Events



Total Public Safety Budget
\$8,456,527

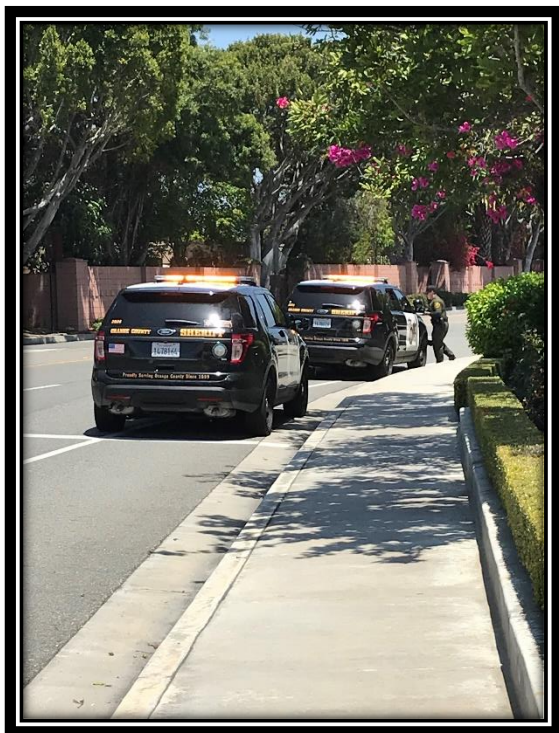
*Police Services Budget is provided by the City's Finance Department



City of Laguna Hills Police Services

Police Services Staffing

The men and women of the Orange County Sheriff's Department diligently enforce the law without fear or favor, protecting lives and property. They patrol the streets of Laguna Hills 24 hours a day to secure and promote safety in the community, acting as peacekeepers, mediators, mentors, counselors, educators, and role models.



Recognizing the importance of police services within our community, staffing levels are set to meet the anticipated service needs of the city. Supervision consists of one lieutenant, four patrol sergeants and one administrative sergeant. In 2020, there were 17 deputy positions allocated for Laguna Hills.

Fourteen deputies perform daily patrol functions, two deputies (one motor, one patrol car) target our traffic safety concerns, and one deputy is assigned as a School Resource Officer. Additionally, two Community Service Officers (CSO) and two Investigators actively work in the field to protect the community. Four patrol deputies have received specialized training and fulfill ancillary duties as Homeless Liaison Deputies. As needed, deputies may be reassigned from routine patrol and deployed as a two-person Special Enforcement Team or assigned as a member of a regional Directed Enforcement Team. These teams utilize contemporary policing principles to address emerging crimes trends in the area, enhance our Community Oriented Policing approach and improve the quality of life for all Laguna Hills residents.



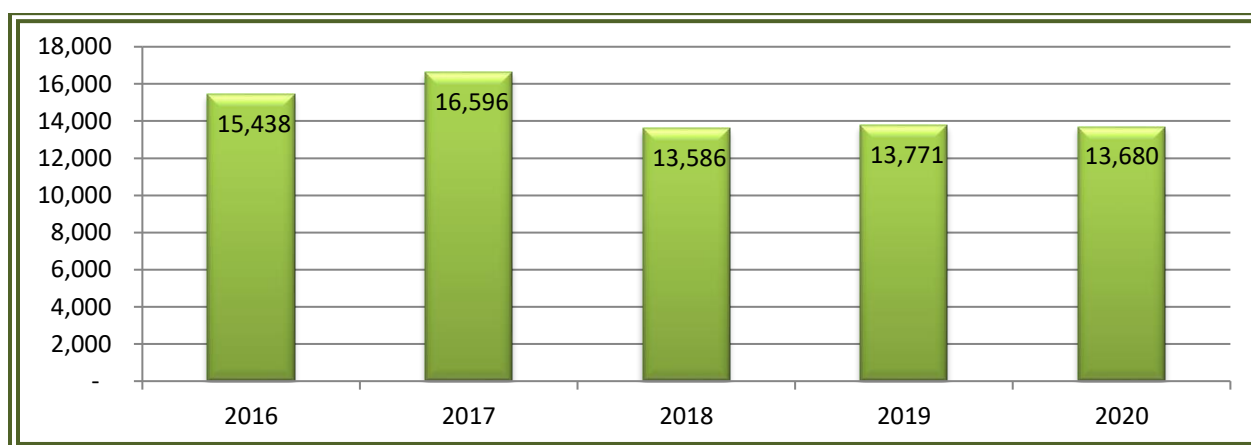
City of Laguna Hills Police Services

Patrol Statistics

Calls for Service*

Laguna Hills Police Services responded to 13,680 calls for service in 2020. The total calls for service include calls that were generated through dispatch and by the patrol deputies' self-initiated observations.

5-Year Comparison of Calls for Service



Preventative Patrol Time**

Consume Time is the measurement of time a deputy spends responding to calls for service, conducting self-initiated activities, finishing reports, attending briefings, lunch breaks, and other activities that consume a deputy's time.

Preventative Patrol Time is time used by deputies to be visible for crime suppression, speak with people in the community, enforce traffic laws and look for criminal activity. A deputy visibly patrolling the city helps to deter crime, promotes a sense of security within the community, and provides faster response times to priority or life-threatening calls for service.

Average Preventative Patrol Time 5-year Comparison**

2016	2017	2018	2019	2020
47.19 %	46.85 %	50.10 %	51.89 %	50.11 %

*Calls for Service Statistics are calculated using the Orange County Sheriff's Department's CAD program

**Per the Matrix Consulting Group that completed a survey June 3, 2014, 40-50% preventative patrol time is recommended



City of Laguna Hills Police Services

Patrol Statistics

Response Times*

Emergency Response calls are all calls for service that have the potential of being a life threatening incident and require the deputies to respond using the vehicle's lights and sirens.

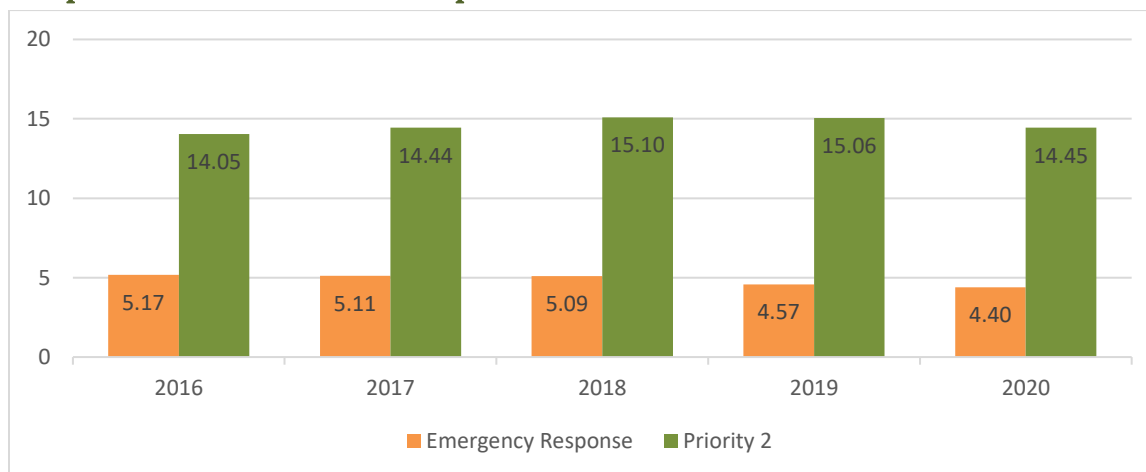
In 2013, the Sheriff's Department began looking at all emergency response calls that took longer than 5 minutes from when the call was received to when a deputy arrived at the scene in order to ascertain and record the reason for any delay in response. It was found that the program responsible for calculating response times, did not take into account many situations that effect response times, including but not limited to calls that escalate or de-escalate in severity. Emergency calls are now calculated by hand every month in order to report a more accurate "reconciled" response time.

- ❖ The average reconciled response time during 2020 for Emergency Response calls was **4 minutes and 40 seconds**, a 5.7% improvement over 2019.

Priority 2 calls include serious crimes that just occurred, incidents likely to escalate to a crime against a person, or any incident where a delay would impede further investigation or cause someone to be in jeopardy.

- ❖ The average response time during 2020 for priority 2 calls was **14 minutes and 45 seconds**, a 2.3% improvement over 2019.

Response Times 5-Year Comparison



*Response Times are calculated using the Sheriff Department's, "Stats Response Time Report" and reconciled monthly



City of Laguna Hills Police Services

Patrol Statistics

Arrest Statistics*

Police Services made a total of 519 arrests in 2020. The number of street arrests totaled 253. A street arrest is an arrest that results in the suspect being transported and booked at the Intake/ Release Center in Santa Ana. A total number of 243 citation arrests were made in 2020. A citation arrest is a misdemeanor arrest that results in the suspect being released in the field after being issued a criminal citation. Another category of arrests is warrant arrests with a total of 23 warrant arrests for 2020. Arrest statistics vary year-to-year based on a number of factors including but not limited to: staffing levels, calls for service and crime trends.

5-Year Comparison

Type of Arrest	2016	2017	2018	2019	2020
Street Arrests	194	202	245	187	253
Citation Arrests	175	135	120	107	243
Warrant Arrests	66	57	50	55	23
Total Arrests	435	394	415	349	519



*Arrest Statistics are received from the OCSD Statistical Department & calculated through the RMS program



City of Laguna Hills Police Services

Crime Statistics*

Crime Reporting

The task of compiling crime statistics rests with the Orange County Sheriff's Department Support Services Division. Statistics and data are gathered, tabulated in accordance with the FBI's Uniform Crime Reporting (UCR) Program and then forwarded to the Department of Justice. The UCR program divides offenses into two groups, Part I and Part II crimes. Part I crimes are violent or serious crimes that occur regularly, in all areas of the country, and are likely to be reported to the police. Part II crimes are all other crimes (not included in Part I crimes) that someone can be arrested or issued a criminal citation for.

Part I Crimes 5-Year Comparison

Crime	2016	2017	2018	2019	2020
Criminal Homicide	0	1	0	0	0
Rape	5	5	5	3	6
Robbery	9	18	16	15	16
Aggravated Assault	20	20	35	20	35
Burglary	107	117	97	82	73
Larceny	381	301	277	288	289
Auto Theft	48	49	28	35	57
Total	570	511	458	443	476

Major Part II Crimes 5-Year Comparison

Crime	2016	2017	2018	2019	2020
Assaults-Misdemeanor	81	85	106	103	125
Vandalism	65	101	102	82	100
Weapons Laws Violations	14	14	19	17	16
Offenses Against Family-Child	1	3	2	1	5
Sex Offenses	5	7	9	11	11
Narcotics Law Violations	93	78	105	69	145
Liquor Law Violations	2	7	10	8	9
Driving While Intoxicated	49	51	63	43	51
Disorderly Conduct	38	35	69	41	56

*UCR Crime Statistics can be found on the FBI website: <http://www.fbi.gov/>. OCSD reports UCR Crime Statistics to the DOJ on a monthly basis.



City of Laguna Hills Police Services

Crime Statistics*

2017-2019 Countywide Part 1 Crime Comparison

The most recent crime statistics available from the FBI's Uniform Crime Reporting Program, shows the City of Laguna Hills ranked as 14th out of the 34 cities in Orange County. This ranking is based on the calculation of 14.04 Part 1 crimes committed per every 1,000 residents during the 2019 reporting year. These figures represent a 4.47% decrease in Part 1 crimes between 2018 and 2019. As you can see, Laguna Hills continues to be a safe place to live, work, and play.

See the next three pages for the county comparison for 2017-2019. The cities highlighted in green are cities that have contracted with the Orange County Sheriff's Department for police services.





City of Laguna Hills Police Services

Crime Statistics*

2019 Orange County Cities Part 1 Crime Comparison

Rank	City	Population	Total Part 1 Crimes	Part 1 Crimes per 1,000 residents
1	Rancho Santa Margarita	48,377	326	6.74
2	Laguna Woods	16,043	131	8.17
3	Villa Park	5,840	48	8.22
4	Lake Forest	86,691	750	8.65
5	Aliso Viejo	52,247	460	8.80
6	Laguna Niguel*	66,671	650	9.75
7	Mission Viejo*	95,453	931	9.75
8	Yorba Linda	68,225	669	9.81
9	San Juan Capistrano	36,209	360	9.94
10	Los Alamitos	11,541	136	11.78
11	Cypress	49,085	648	13.20
12	Dana Point	33,779	451	13.35
13	Irvine	292,673	4,011	13.70
14	Laguna Hills	31,123	437	14.04
15	San Clemente	65,018	1,005	15.46
16	Laguna Beach	23,020	364	15.81
17	Stanton	38,276	621	16.22
18	Orange	139,830	2,364	16.91
19	La Habra	62,416	1,262	20.22
20	La Palma	15,571	319	20.49
21	Placentia	51,756	1,081	20.89
22	Fountain Valley	55,858	1,216	21.77
23	Newport Beach	85,325	1,899	22.26
24	Huntington Beach	201,843	4,530	22.44
25	Seal Beach	24,120	570	23.63
26	Santa Ana	333,664	8,261	24.76
27	Fullerton	140,194	3,530	25.18
28	Garden Grove	172,832	4,414	25.54
29	Anaheim	353,915	9,378	26.50
30	Buena Park	82,627	2,307	27.92
31	Tustin	80,356	2,259	28.11
32	Westminster	91,086	2,870	31.51
33	Brea	44,155	1,522	34.47
34	Costa Mesa	114,047	4,051	35.52

*UCR Crime Statistics are published by the FBI & include arsons that are reported to the FBI by the Orange County Fire Authority
Cities highlighted in green are contracted with the Orange County Sheriff's Department



City of Laguna Hills Police Services

Crime Statistics*

2018 Orange County Cities Part 1 Crime Comparison

Rank	City	Population	Total Part 1 Crimes	Part 1 Crimes per 1,000 residents
1	Laguna Woods	16,219	118	7.28
2	Rancho Santa Margarita	48,918	362	7.40
3	Aliso Viejo	52,183	488	9.35
4	Villa Park	5,904	57	9.65
5	Laguna Niguel	66,806	721	10.79
6	Lake Forest	85,302	920	10.79
7	OCSD Unincorporated Areas	128,726	1,399	10.87
8	Mission Viejo	96,419	1,050	10.89
9	San Juan Capistrano	36,295	435	11.99
10	Yorba Linda	68,794	856	12.44
11	Irvine	288,052	3,819	13.26
12	Los Alamitos	11,629	164	14.10
13	Laguna Hills	31,474	457	14.52
14	Cypress	49,223	762	15.48
15	San Clemente	65,509	1,014	15.48
16	Dana Point	34,019	573	16.84
17	Orange	141,108	2,638	18.69
18	Stanton	38,618	753	19.50
19	Placentia	52,324	1,024	19.57
20	La Habra	62,769	1,266	20.17
21	Huntington Beach	203,428	4,422	21.74
22	La Palma	15,747	354	22.48
23	Laguna Beach	23,202	533	22.97
24	Santa Ana	335,403	7,961	23.74
25	Tustin	81,243	1,996	24.57
26	Newport Beach	86,276	2,197	25.46
27	Garden Grove	174,661	4,547	26.03
28	Seal Beach	24,356	640	26.28
29	Fountain Valley	56,433	1,548	27.43
30	Anaheim	354,743	9,894	27.89
31	Fullerton	141,132	3,992	28.29
32	Westminster	91,821	2,719	29.61
33	Brea	43,279	1,376	31.79
34	Buena Park	83,336	2,840	34.08

*UCR Crime Statistics are published by the FBI & include arsons that are reported to the FBI by the Orange County Fire Authority
Cities highlighted in green are contracted with the Orange County Sheriff's Department



City of Laguna Hills Police Services

Crime Statistics*

2017 Orange County Cities Part 1 Crime Comparison

Rank	City	Population	Total Part 1 Crimes	Part 1 Crimes per 1,000 residents
1	Rancho Santa Margarita	49,144	360	7.33
2	Laguna Woods	16,305	131	8.03
3	Aliso Viejo	51,984	438	8.43
4	Laguna Niguel	65,700	627	9.54
5	Lake Forest	84,224	890	10.57
6	Yorba Linda	68,889	759	11.02
7	Mission Viejo	96,928	1070	11.04
8	OCSD Unincorporated	126,342	1396	11.05
9	Villa Park	5,933	76	12.81
10	San Clemente	65,596	903	13.77
11	Irvine	276,115	3,804	13.78
12	San Juan Capistrano	36,532	530	14.51
13	Laguna Hills	31,715	511	16.11
14	Cypress	49,064	795	16.20
15	Dana Point	34,123	579	16.97
16	Placentia	52,437	953	18.17
17	Los Alamitos	11,671	218	18.68
18	Orange	141,130	2,802	19.85
19	Stanton	38,767	791	20.40
20	La Habra	61,878	1,388	22.43
21	Huntington Beach	202,244	4,746	23.47
22	La Palma	15,811	382	24.16
23	Tustin	81,246	2,081	25.61
24	Santa Ana	335,699	8,657	25.79
25	Newport Beach	86,910	2,247	25.85
26	Seal Beach	24,495	688	28.09
27	Garden Grove	175,466	4,950	28.21
28	Laguna Beach	23,261	659	28.33
29	Fountain Valley	56,704	1,649	29.08
30	Anaheim	353,400	10,549	29.85
31	Fullerton	141,637	4,245	29.97
32	Westminster	91,863	3,106	33.81
33	Brea	43,000	1,554	36.14
34	Buena Park	83,552	3,106	37.17

*UCR Crime Statistics are published by the FBI & include arsons that are reported to the FBI by the Orange County Fire Authority
 Cities highlighted in green are contracted with the Orange County Sheriff's Department



City of Laguna Hills Police Services

Investigations*



The Sheriff's Department continues to work hard to mitigate crime and ensure public safety in our contract cities. Many divisions and special details work closely with our patrol deputies to prevent, deter, and effectively respond to crime.

Our Investigations Division consists of a Criminal Investigations Bureau and a Special Investigations Bureau. Together these bureaus investigate and suppress criminal activity related to general crimes, homicides, sex crimes, family violence, economic and computer crimes, narcotics abuse, street gangs, and vice activities. These bureaus also participate in local, state, and federal task forces that focus on major crimes such as human trafficking, drug trafficking, and money laundering.

Two (2) Investigators are assigned directly to the City of Laguna Hills. Investigators write follow-up reports; examine crime scenes; interview victims, witnesses, and suspects; and present cases to the District Attorney's Office for criminal filings. Investigators are highly trained and not only investigate crimes, but study patterns of criminal offenses in an effort to deter further criminal activity within the community.

Out of the 13,680 calls for service Laguna Hills Police Services responded to in 2020, it was determined 2,171 criminal offenses were committed. 1,004 of those cases were assigned to Investigators for additional follow-up.



* Investigator's Statistics received from Southwest Investigations.



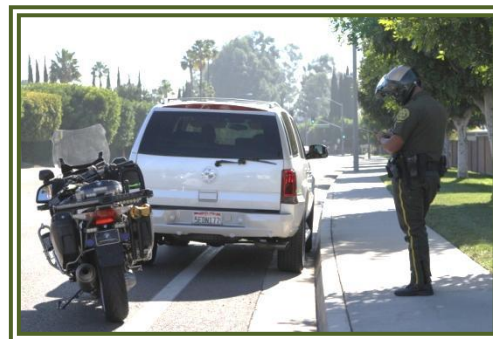
City of Laguna Hills Police Services

Traffic Enforcement

Traffic issues continue to be a priority of the community. Police Services has been very responsive to this and has reacted with a combination of education and enforcement. The goal of Police Services in this regard is to reduce traffic accidents by utilizing a heightened level of police presence, education and enforcement.

Motor Deputy

The primary assignment of the City's motor deputy (1) is to enforce the California Vehicle Code and the prima facie speed limits in the city. If a need arises, the motor deputy can also be utilized to assist Patrol Deputies, Investigators, and Community Service Officers with traffic accident investigations.



High Visibility Enforcement (HVE) Deputy



The (HVE) Deputy employs a universal traffic safety approach combining highly visible and proactive law enforcement strategies targeting specific traffic safety issues. This approach is designed to create deterrence and change unlawful traffic behaviors. The HVE Deputy is available to assist with routine calls for service and is also tasked with conducting high visibility patrol checks of city trails, recreational areas and facilities.

Community Service Officers

The City's Community Service Officers (2) are assigned to perform parking enforcement and complete reports of both non-injury and injury traffic collisions. They are non-sworn personnel and are specifically trained in these areas. These officers are assigned to separate shifts to provide the best coverage for the city.



City of Laguna Hills Police Services

Traffic Statistics*

Parking Enforcement

Parking citations include street sweeping, permit parking, handicap, and vehicle code violations. In 2020, Police Services' staff issued a total of 1,372 parking tickets.

5-Year Comparison

2016	2017	2018	2019	2020
2590	2564	2071	2107	1372

Hazardous Moving Citations

A hazardous moving citation constitutes any act or omission of the vehicle code that is done while the vehicle is moving. This would include violations such as speeding, following too closely and failure to yield. The majority of these types of violations are commonly found to be the primary factors in traffic accidents. Enforcement has proven to be one of the major factors in reduction of traffic accidents. In 2020, Laguna Hills deputies issued a total of 506 hazardous moving citations.

5-Year Comparison

2016	2017	2018	2019	2020
1560	1114	1046	951	506

All Other Citations

"All other" citations include all traffic related citations other than parking and hazardous moving violations, such as licensing and equipment violations. The Deputies issued a total of 115 citations in 2020.

5-Year Comparison

2016	2017	2018	2019	2020
874	578	299	213	115

*Traffic Citation Statistics vary based on a number of factors including but not limited to: traffic trends, staffing level, and calls for service. 2020 statistics reflect a modified enforcement posture utilized to mitigate the spread of COVID-19.



City of Laguna Hills Police Services

Traffic Statistics

Enforcement Index*

The enforcement index is a measure of traffic enforcement effectiveness as it relates to the incidents of fatal and injury collisions. The index is based on the percentage of citations issued for hazardous violations compared to the number of fatal and injury collisions. Generally speaking, the higher the enforcement index percentage, the more aggressive the traffic officers have been in identifying and enforcing hazardous traffic violations. The index is determined by dividing the number of hazardous violations by the number of fatal and injury collisions. Per the Office of Traffic Safety, an enforcement index in the 25-35 percent range is desirable.

5-Year Comparison

2016	2017	2018	2019	2020
15.76%	11.73%	8.79%	9.51 %	6.74 %

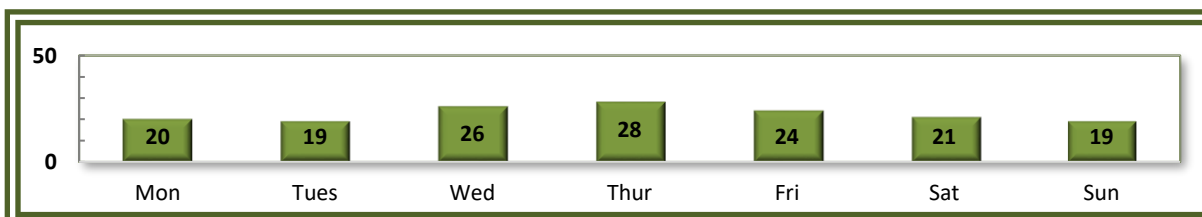
Traffic Accidents*

The City of Laguna Hills had a total of 157 reported traffic accidents in 2020. This represents a 25.6% decrease in total traffic accidents from 2019. Although three fatal traffic accidents occurred, Laguna Hills saw a 25% overall decrease in injury /fatal traffic accidents from 2019.

5-Year Comparison

	2016	2017	2018	2019	2020
Non-Injury	138	175	134	111	82
Injury	97	98	95	98	72
Fatalities	1	0	4	2	3

Laguna Hills Traffic Collisions by Day of the Week for 2020



*The Enforcement Index & Traffic Accidents Statistics are received from the OCSD Regional Traffic Office



City of Laguna Hills Police Services

Specialty Details

Special Enforcement Team (SET)

The Special Enforcement Team (SET) is a problem-oriented policing unit designed to actively suppress criminal activity and mitigate emerging public safety concerns identified through crime analysis. The SET team's primary role is to actively address community issues by proactively enforcing laws and assisting Investigative teams in identifying and apprehending suspects in Laguna Hills. The SET team also provides active oversight of gang members, parolees, and probationers. The SET team is also responsible for assisting patrol deputies with high priority calls.

Directed Enforcement Team (DET)

The Directed Enforcement Team (DET) handles specific crime problems or concerns of South County Communities. The goal of DET is to apprehend offenders, search premises, and/ or seize evidence of illegal activity. The team is comprised of two Sergeants, one Investigator, and eight Deputies. One Laguna Hills Deputy is assigned to the team for eighteen months.

Bicycle Patrol Team

The Bicycle Patrol Team is an integral part of our community policing approach. It is an ancillary assignment comprised of specially trained patrol deputies who are equipped with bicycles designed to conduct law enforcement patrols and investigative stops. This team is utilized in areas such as shopping centers, bike trails, business parks, community parks, and during special events where access on foot or by patrol vehicle is hindered. Deployment of these teams increases engagement with the public and fosters communication and trust with the community we serve.



School Resource Officer

The School Resource Officer (SRO) is a sworn peace officer that is dedicated to serving the students and staff at the schools within Laguna Hills. The SRO has been to a variety of specialized training focused on assisting schools with security and safety. This allows for all students and staff to be able to function in a safe learning environment. In addition, the SRO will also assist in providing educational opportunities such as "Every Fifteen Minutes" (a DUI awareness program), and The Parent Project.



City of Laguna Hills Police Services

Behavioral Health Bureau

The Behavioral Health Bureau (BHB) works collaboratively with the county's Health Care Agency, mental health professionals, and community stakeholders to develop and utilize innovative methods to reduce recidivism and increase crisis intervention services for the residents of Orange County. In addition to this collaboration, the BHB will also work to further the scope of the department's Crisis Intervention Training program to afford these skills to all members of the department and to provide enhanced skills to those working in direct support of the BHB.

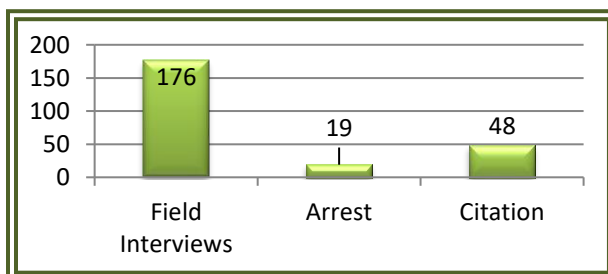
While the goals of the BHB are to reduce recidivism and increase crisis intervention services for the public, some peripheral benefits for the Department include increased officer safety, a reduction in incidents involving force, and a decrease in specific types of calls for service.

In support of the BHB, Laguna Hills Patrol Deputies who have received specialized training function as Homeless Liaison Officer's (HLO) during their shift. HLO's work collaboratively with Mercy House, the City's contracted homeless support services provider, as well as various government agencies, faith-based groups and private organizations to help transition homeless individuals off the streets and in to supportive housing and services. This collaborative approach focuses on outreach and is coupled with enforcement to assist the homeless population while simultaneously protecting the quality of life for the citizens of Laguna Hills.

Homeless Assisted with Resources in 2020

Food	Employment	Housing	Medical	Mental Health	Substance Abuse	V.A.
40	32	47	19	19	17	2

Homeless Interview & Enforcement Correlation



In 2020, 176 field interviews of homeless persons were conducted in Laguna Hills. Those contacts resulted in 19 arrests and 48 citations issued for law violations.



City of Laguna Hills Police Services

Crime Prevention

The City's Crime Prevention Program is structured to provide community outreach educating residents on how to help prevent crime and promote safety within their sphere of influence. Crime Prevention activities include the following programs.

Neighborhood Watch

Neighborhood Watch focuses on each neighborhood separately and the concerns they may have in their area of the city. The Crime Prevention Program focuses on teaching residents how they can better protect themselves and their property, how the sheriff's department operates for better communication between residents and deputies, and help promote communication between neighbors.

Business Watch

This program has the same premise as neighborhood watch but is applied to the business population of Laguna Hills. Businesses are encouraged to submit emergency contact information to be utilized by deputies should a major crime occur. This program offers training and education on topics relating to robbery prevention, business security, how to be a good witness, counterfeit money detection, and many others.

Community Outreach

The Crime Prevention Program is also involved in numerous school and city events throughout the year including but not limited to: National Night Out, Bike Rodeos, Walk-to-School events, station tours, and informational booths at the Taste of Laguna Hills. Various social media platforms are also used to communicate with the public. These systems are utilized to disseminate public safety information, public event scheduling, and current crime trends in, and around, the City of Laguna Hills.



City of Laguna Hills Police Services

Volunteers

Reserves

Reserves provide support to the Orange County Sheriff's Department patrol operations and contract cities. Reserve Deputies act as a second officer in a patrol car, perform crowd/riot control, maintain crime scene security, and perform foot patrol, Bike patrol, work special events, traffic control, and transport suspects to jail. All of these duties help free-up regular patrol deputies to continue to provide police services without a delay in response times, as well as be proactive in policing and preventing crimes in Laguna Hills. Additionally, utilizing Reserves saves time and money when additional staffing is required. Reserve Deputies donated 1,352 uncompensated hours to Laguna Hills in 2020 equating to a cost savings of approximately \$112,702.72.

Professional Services Responder (PSR)

Professional Services Responder volunteers provide administrative and leadership support in the areas of: emerging technologies, communications, industrial relations, graphic arts, healthcare, legal and accounting services, and emergency response resources. PSR's donated 185 uncompensated hours to Laguna Hills in 2020 equating to a cost savings of approximately \$14,594.65.

Explorers

The Explorer Program is sponsored by Orange County Sheriff's Department as a community-based policing program. This successful program is designed to educate and involve young men and women in police operations. Explorers learn leadership skills and personal responsibilities. Whether or not they pursue law enforcement as a career, the Explorers have the opportunity to give of themselves to their community through this volunteer program. The Explorers volunteered 10 hours to Laguna Hills in 2020 equating to a cost savings of approximately \$788.90.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Administrative Services

The Administrative Bureau controls and manages the financial operations of the Sheriff's Department. Responsibilities include purchasing of services, supplies and equipment, administration of trust funds, expenditure and revenue control, payroll, inventory control, budget preparation and grant administration.

Air Support Bureau



The Sheriff's Department operates helicopters in the skies above Orange County. They are a critical adjunct to our responsibilities in our patrol areas. They also assist the Fire Department in fire observation and firefighting.

Canine Patrol

Currently, canine partners assist patrol deputies in their duties. The canine units work regular patrol areas and are deployed on all shifts. The dogs are used for building searches, locating lost or missing people, apprehension of criminal offenders and for community engagement events.



Communications



Sheriff's Communications provides centralized countywide coordinated communications systems for all local public service agencies (law enforcement, fire and paramedic) and for general government on a 24-hour basis. Other services include installation and maintenance of communications and electronic equipment, and operational, training and maintenance support for the coordinated communications systems. The Communications

Division is also the central coordinator/ program manager for the 800 MHz County-wide Coordinated Communications System Mobile Data Computer System for the Sheriff's Department.



City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Community Programs

This unit provides a comprehensive drug and gang awareness curriculum for kindergarten through high school, as well as for businesses and community groups. The program provides structured training programs that are valuable resources to clergy, teachers, coaches, business leaders and mentors to help steer young people away from drugs and gangs. The unit meets challenging trends with new innovative approaches to supplement existing methods of intervention and education.

Cyber Crimes

A high-technology Cyber Crimes Unit has been established within the Criminal Investigations Bureau. Investigators assigned to the Cyber Crimes section are responsible for the investigation of high technology crime which is divided into two distinct sections: (1) Crimes such as theft of components, computer intrusion, Internet crimes and theft of information; and (2) Forensic examination of information contained on computer hard drives and storage media that are seized during other types of investigations and may include sex crimes, narcotics, homicide, money laundering and other property crimes.



Contract Administration

The Department maintains a full-time Contract Manager position to administer contracts and facilitate the flow of information between the Department, other County agencies and the individual contract cities.

Corrections Operations Command

This Command maintains daily care, custody and control of approximately 6,000 inmates within the County jail system operating from five separate facilities.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Advanced Surveillance & Protection

This specialized unit cooperates with state and federal police services agencies to combat organized crime and prevents terrorist activities in Orange County.

Economic Crimes

The Economic Crimes Detail includes the following investigative units: Fraudulent Checks, Credit Card Fraud, Major Fraud, Fiduciary Elder Abuse, Cyber Crimes, High-Tech Task Force (HTTF) and the Orange County Auto Theft Task Force (OCATT).

Checks / Credit Cards: Investigators assigned to this unit are responsible for the investigation of cases involving non-sufficient checks over \$1,500, check forgery, fraudulent use of stolen credit cards, and fraudulently obtained credit cards. In addition, they also handle cases involving the fraudulent use of a person's personal information (name, social security number, date of birth) to obtain goods and / or credit.



Major Fraud: Investigators assigned to the Major Fraud section are responsible for the investigation of cases involving grand theft, theft of public funds, embezzlement, theft by false pretenses, consumer fraud and various types of business fraud. In addition to these cases, they also handle cases of fiduciary elder abuse and real estate fraud.

Family Protection

Investigators assigned to Family Protection are responsible for the in-depth follow-up investigation of any criminal report / allegation involving the physical or emotional abuse of a child, dependent adult or an elderly victim.



City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Field Training Bureau

The Orange County Sheriff's Department (OCSD) Field Training Program (FTP) provides policies and guidelines for Field Training Officers (FTOs) to facilitate the orientation and field training of newly assigned patrol deputies. The FTP is designed to provide basic patrol training and assists deputies in making the transition from other assignments to an operations division while performing general law enforcement uniformed patrol duties. This program also meets the field training requirement for Level I Reserve Deputies.

The FTP is comprised of a structured learning matrix, containing applicable procedures/guidelines and is the standardized training resource document for all OCSD Operations Divisions. The FTP meets all standardized requirements as set forth by California's Committee on Peace Officer Standards and Training (POST).

The program consists of four training phases formatted to provide the maximum flexibility in regards to the allotted training time and to facilitate the completion of the objectives of each phase. Standard training will last 14 weeks, but can be shortened or extended where applicable.

Laguna Hills Police Services maintains a qualified cadre of FTOs who train new deputies assigned to the City. The program is demanding, requiring dedication of time and personal resources from both trainees and FTOs alike.

Forensic Science Services

The Forensic Services Division provides critical services in support of criminal prosecution and death investigations. The division conducts scientific examinations, analysis and identification of evidence. Mobile units are used in the field for complete crime scene investigations as well as photographic services. Members of this division testify in court as "expert witnesses" in a number of specialized fields. The division also features both mobile and fixed laser technology for use in recovering latent prints at crime scenes, computerized searches of fingerprint records, handwriting examinations on criminal checks and forgery cases. Forensic Sciences also has a DNA laboratory that links criminals to crimes through "genetic fingerprinting".





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Gang Enforcement

The deputies assigned to the Gang Enforcement Team (GET) target problem areas for special enforcement programs, conduct surveillance of known gang members, and assist with a variety of investigations. Members of the GET unit are also teamed with probation officers and assigned gang suppression duties throughout Orange County.

Narcotics Detail

The Narcotics Detail is part of the Special Investigations Bureau. Investigators assigned to this detail are directly responsible for the detection, investigation, analysis, deterrence and arrest of all street-level violators within the Sheriff's jurisdiction. The investigators conduct undercover operations, surveillances, and the collection of information from citizens as the foundation for their investigations.



Vice

Investigators assigned to this unit conduct investigations into gambling, prostitution, and related offenses.

Hazardous Devices

The Sheriff's Department Hazardous Devices Squad (HDS) is the only unit of its kind in Orange County and its services are available to all law enforcement agencies in the County. HDS investigators are sent to all explosions of suspicious origin and provide post-blast forensic examinations at the scene. The investigators also provide expert testimony in courts of law regarding hazardous devices. They are assisted in some of these duties by explosive detection dogs, a remote controlled robot, and other highly sophisticated technical equipment.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Mounted Enforcement

The Mounted Patrol is a group of deputies who participate in a variety of equestrian events, provide crowd control and specialized enforcement on County trails, beaches and parks.



Mutual Aid Bureau

The Mutual Aid Bureau provides a contingent of deputies and civilian law enforcement volunteers with specialized skills, training and equipment. Examples of the duties performed by the Mutual Aid Bureau include coordination with allied agencies during large scale special events, requests for assistance, civil unrest, search and rescue, and disaster response. The unit also has specialized services supporting the following areas of operations: Air Support, Administration, Technical Services, Search and Rescue, Investigations, Harbor patrol, Professional Services and Patrol.

Warrant Bureau

The Warrant Bureau serves arrest warrants on people who have committed crimes throughout the county. These warrants include those issued by local, state, or federal courts.

Professional Standards Division



Professional Standards is responsible for the recruitment and background investigation of all entry-level positions within the Sheriff's Department. It also administers promotions, transfers, retirements and terminations. The division's focus is on issues related to personnel services, employee relations and internal affairs.



City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Special Victims Unit

Investigators assigned to Special Victims Unit are responsible for the in-depth follow-up investigation of any criminal report / allegation that is sexual in nature, including rape, sexual assault or battery, sexual abuse or exploitation of children, and pornography. The investigations can include: comprehensive interviews of victims, facilitation of medical exams for sexual assault evidence at local hospitals or medical facilities; participation in specialized interviews of children who are victims or witnesses, that are conducted by the Child Abuse Service Team (C.A.S.T.); planning and implementation of covert surveillances; preparation of chronological, investigative and background reports pertinent to each investigation; preparation and service of search warrants and arrest warrants; presentation of criminal cases to the District Attorney's office, trial preparation and subsequent testimony in court.

S.M.A.R.T.

A School Mobile Assessment Resource Team (S.M.A.R.T.) was formed as a component to the Sheriff Department's Juvenile Services Bureau. S.M.A.R.T. members are Critical Incident Response Team (CIRT) / Rapid Deployment trained and work in conjunction with probation officers, Sheriff's School Resource Officers on campuses, and with multi-agency gang suppression "Target" teams. They assess individuals or groups who pose risks to community safety in and around schools. In addition, they investigate violent crimes on school campuses. The team consists of one Sheriff's Investigator, three Deputy Sheriff's, a Deputy District Attorney, a District Attorney Investigator, a Deputy Probation Officer and a Sergeant.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

S.O.N.A.R

The Investigators assigned to the Sexual Offender Notification and Registration Team (S.O.N.A.R.) are responsible for risk assessment and monitoring of the registered sex offenders living within the community. Prevention is the S.O.N.A.R. Team's ultimate goal, and they utilize the following methods to supervise registered sex offenders: residence and workplace visits; personal, family and neighborhood interviews; extensive criminal and civil background investigations; strict enforcement of the state's registration laws; covert surveillance; partnership with supervisory agencies such as probation and parole; preparation and service of search warrants and arrest warrants, maintenance of the "Megan's Law" database for public information; limited and community notifications.

S.W.A.T.

Special Weapons And Tactics (SWAT) has the mission of saving lives during extraordinary law enforcement situations, requiring advanced tactical training beyond the scope of traditional police personnel. They also assist other sheriff's divisions and patrol stations with crime suppression, service of high risk search and arrest warrants, as well as providing advanced training and special security operations, such as high risk prisoner escorts and site/VIP protection.



Support Services

Support Services maintains all records for the Department and all records of people booked into the County jail system by all police agencies. Teletype service is maintained nationwide. All written reports from patrol and investigation personnel are distributed and filed with the concerned bureaus and agencies, including the California Department of Justice, Federal Bureau of Investigation, as well as with contract cities. The Support Services Division also provides monthly statistical reports that are used by management to determine criminal problem areas for establishing patrol force deployment.





City of Laguna Hills Police Services

Orange County Sheriff's Department Support Services

Homicide Detail

The Homicide Detail investigates all suspicious deaths and assaults resulting in serious bodily injury occurring within the Sheriff's jurisdiction. Staff assigned to the Homicide Detail have extensive training and experience in death investigation. They work as part of a team with representatives of the Coroner's Office and Forensic Science Services.

Crisis Negotiations Team

The Hostage Negotiation Team is comprised of deputies and investigators from various assignments throughout the Department. They can respond anywhere in the County to incidents involving hostages, barricaded suspects or high-risk arrest situations requiring special weapons or tactics. Working closely with the SWAT Team, the members of Crisis Negotiations assist in de-escalating hostage and barricaded suspect situations.



Traffic Services

The Traffic Services Bureau reviews all collision reports for each of the contract cities, provides follow-up investigations on crimes originating as a result of a traffic collision, files criminal cases with the District Attorney's Office and provides community education in traffic safety matters. The Major Accident Reconstruction Team (MART) is valuable component of this Bureau. This group of highly trained traffic personnel serves all contract cities as well as outside agencies upon request, conducting meticulous investigations of traffic collisions involving a loss of life, major injury, liability issues and high profile cases.

Training

The Training Division operates the Sheriff's Training Academy. This includes the Basic Academy for recruits, in-service training for deputies, advanced officer training, and supervisory training to keep personnel up-to-date on current trends and legal recruitments.





City of Laguna Hills Police Services

Fallen Officer

Steven Parsons

Born

February 1, 1964



End of Watch
June 19, 2000

Deputy Parsons gave his life while in the service to the residents of Laguna Hills and will be forever remembered.

Item 7.3.1

Attachment b – 1

flock safety

Protecting your jurisdiction is of the utmost importance. Thank you for considering Flock Safety's technology system as part of your comprehensive strategy to protect your city, citizens, and officers. We are more than just a camera company - we are a crime-fighting technology company with a mission to eliminate non-violent crime in the United States.

What makes Flock Safety's technology different



YOUR DEDICATED TEAM

You have a team of Flock Safety representatives dedicated to your account's success. You already know your local Law Enforcement rep, but you also have a Market Manager who ensures your cameras are in good working order, a Community Engagement team that sells LPRs to neighborhoods and small businesses in your city, and a PR team that can help with all your media requests.



CONSTANT INNOVATION

In 2018, we had one product - the Falcon ALPR. Every 3 months we've launch a new flagship product including the Sparrow ALPR, Vehicle Fingerprint™ technology, the TALON network, the Wing integration, and much, much more. We partner with you to build the products you need to capture evidence, gain insights from that evidence, and then deliver that evidence to the right person at the right time.



PUBLIC & PRIVATE PARTNERSHIPS

Thousands of communities use privately funded Flock Safety cameras throughout the country, which provide a huge benefit to local law enforcement as they can have access to those cameras without having to pay for them.



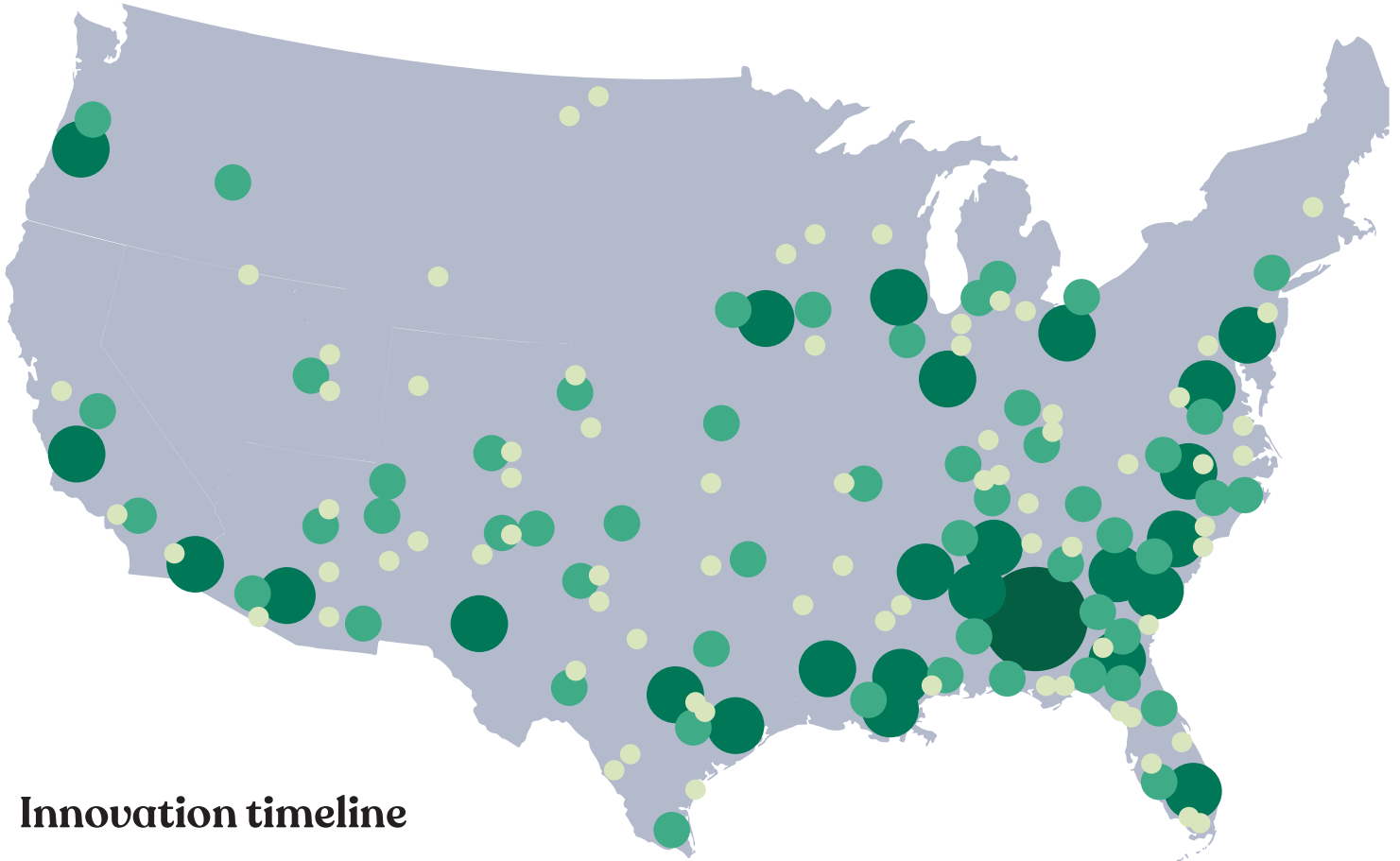
SIMPLE & AFFORDABLE

Our pricing is incredibly straightforward. LPR cameras cost just \$2,500 per camera per year, which includes hardware, software, upgrades, unlimited users, and more. Our full suite of products work together to help you stop crime.

flock safety

500Police
departments**1000+**

US cities

120Stolen vehicle
reads/hr

Innovation timeline

**2017**

NEIGHBORHOOD ALPR

**2018**VEHICLE FINGERPRINT™
TECHNOLOGY**2019**FALCON
POLICE ALPR**2020**TALON &
WING

Attachment: ALPR Vendor Information (2358 : 2020 Police Services Report and ALPRs)

Flock Safety's pace of innovation is unmatched in the industry. We launch new flagship products and features on a regular cadence.

Flock Safety Falcon™ Fixed ALPR

Unrivalled accuracy

Our cameras deliver 1.3 times the plate reads of traditional LPR cameras, and capture state details, temporary tags, and details on no-plate vehicles.

Install anywhere

Leverage solar or wired electric for power, so cameras can go anywhere you need.

Fast and easy

Use a Google-like search from your computer or phone to access footage from our secure cloud, identifying vehicles in seconds.

Worry-free maintenance

We install, service, and continuously upgrade your cameras at no additional cost.



Affordable for all

\$2,500 per camera annually includes maintenance, cloud storage, and software updates. One-time installation fee of \$250.



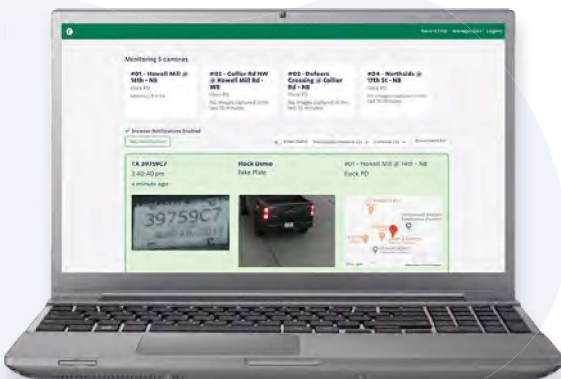
Products and services

Flock Safety Automatic License Plate Reading (ALPR) cameras do not just identify the plate seen, but all the objects within the frame. Even if the vehicle does not have a tag, the image can be captured for review.

The user interface is a simple search with unlimited user licenses. Within the software component, law enforcement can receive hotlist alerts and create custom alerts for plates under your investigation.

SOFTWARE USER INTERFACE

Included at no additional cost with unlimited user licenses. Receive alerts to help detect crime and search footage to access evidence — with any internet-connected device (based on user credentials that are easily managed/approved by admin).



Patrol and Dispatch

- Connected to the California SVS & CJIS compliant
- 1 Hot List tool designed for MDTs and 1 Hot List tool designed for running in Dispatch
- State detection and picture to ensure accurate alerts
- Create and save custom alerts for any vehicles (including non-license plate searches)
- Filter notifications by reason codes (exclude stolen plates, include stolen vehicles, etc.)
- Audible and visual via email and SMS to users
- Receive hot list alerts from privately owned cameras in your jurisdiction

Item 7.3.1
Attachment b – 2

L5Q

**QUICK DEPLOY LICENSE PLATE
RECOGNITION CAMERA SYSTEM**

L5Q

QUICK DEPLOY LICENSE PLATE RECOGNITION CAMERA SYSTEM

LICENSE PLATE RECOGNITION WITHIN REACH LIKE NEVER BEFORE

Build or expand an existing camera network with this affordable, easy-to-deploy-anywhere license plate camera system. This complete, quick deploy solution, paired with either Vigilant PlateSearch or Vigilant ClientPortal empowers you to receive real-time alerts, conduct comprehensive searches as well as leverage advanced analytics to uncover new insights and operate more efficiently.



KEY FEATURES

- Flexible power options - AC/DC or solar
- Built-in cellular communications
- Redeployable, all-in-one system design
- Rugged construction - IP66 rated
- Simple hot/shielded list management
- Robust, real-time alerting options
- Comprehensive search and reporting
- Configurable data retention settings
- Advanced vehicle location analytics
- Dedicated parking enforcement tools
- Customer-managed data access and sharing
- 3rd party LPR system integration



CAMERA SPECIFICATIONS

CAMERA PERFORMANCE

Optimal focal length	50 ft (15 m)
Capture range	< 75 ft (23 m)

OPTICS

Image	3 MP image sensor
Capture speed maximum	85 mph (recommended deployment speed 45 mph or less)

HOUSING

Size	5.5"H x 4.5"W x 2.5"D (14 x 10 x 6.4 cm)
Fixed mounting	Low profile, pole mount bracket solution
Color	OD Green

ENVIRONMENTAL

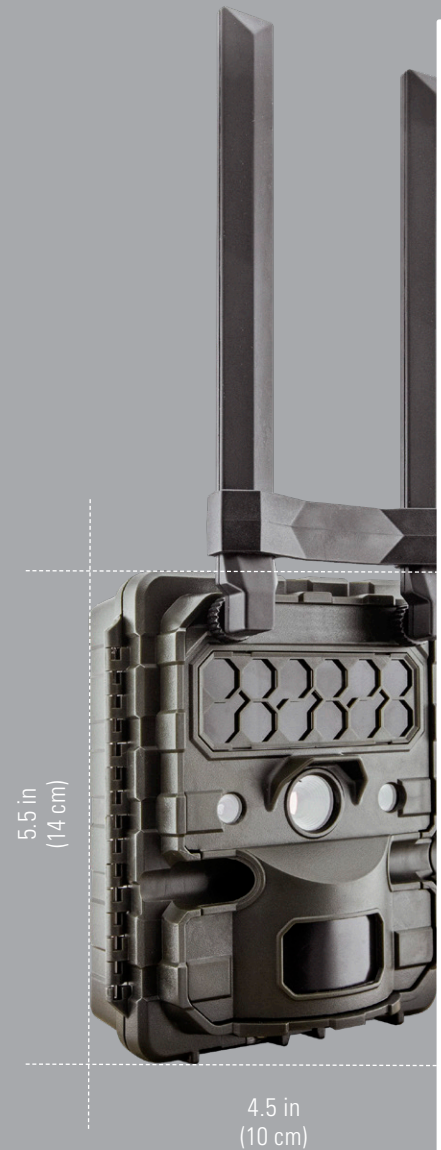
Environmental protection	IP66
Operational temperature	-20°F to 120°F (-29°C to 50°C)

CABLE MANAGEMENT

Cable length	12 ft (4 m)
Type	Shielded power cable
Connector	Custom 12V barrel

SOLAR PANEL POWER UNIT

Solar panel power	10W
Battery capacity	108 Wh
Product warranty	1 year
Dimensions	11.75"H x 12.0"W x 8.25"D (30 x 30.5 x 21 cm)
Included accessories	12 ft (4 m) shielded power cable



For more information, visit
www.motorolasolutions.com/l5q



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Item 7.3.1

Attachment b – 3





ABOUT REKOR

Providing revolutionary intelligence

Rekor (Nasdaq: REKR) is a Maryland-based company providing both commercial and government sectors with actionable, real-time vehicle insights and roadway intelligence. By enabling faster, better informed decisions, Rekor is transforming industries worldwide with smarter, quicker, cost-competitive solutions for security, public safety, electronic toll collection, brand loyalty, parking operations, logistics, and traffic management.

To accomplish this, Rekor's proprietary OpenALPR software analyzes videos streams from nearly any IP camera and transforms these streams into powerful vehicle recognition data that helps protect lives, increase brand loyalty, and enhance operations and logistics, without the need to install expensive new infrastructure.

**6+**

Years Machine
Learning

65+

Countries
Supported

500+

Regions
Supported

9000+

Lanes
Covered

REKOR'S VISION



Advancing past legacy solutions

Rekor, in conjunction with its OpenALPR suite of solutions, strives to be the leading company providing cutting-edge technology using artificial intelligence, machine learning, and data to solve complex problems in public safety, smart cities, and customer experience.

HISTORY OF OPENALPR

Developing AI with a purpose

OpenALPR was originally built as open source software by Rekor's Chief Science Officer, Matt Hill, who launched it as a free download in late 2015. In March 2016, a paid Cloud API service launched and in February 2017, the OpenALPR agent for Axis cameras was released. In March 2018, ProgrammableWeb added OpenALPR to its list of Recognition APIs, and in 2019, Rekor acquired OpenALPR to complement its hardware offerings.



OUR TEAM

Intelligent people building incredible solutions

Rekor's team brings decades of innovation, experience, strategic vision and exceptional results across commercial and public sectors. We are a committed group focused on providing revolutionary roadway intelligence.

[View careers](#)



OpenALPR is a Rekor solution suite specializing in license plate and vehicle recognition solutions.

Choose language:  English

Solutions

Security & Automation

Quick Service Restaurants

Parking

Operations

Car Wash & Service

Software Development

Law Enforcement

Products

Rekor Scout™

Rekor CarCheck

Rekor Go

Rekor Edge

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Item 7.3.1

Attachment b – 4



ELSAG FIXED LICENSE PLATE READER PRODUCT SHEET



Leonardo's ELSAG fixed license plate readers are cost-efficient workhorses engineered for a variety of functions including:

- **Identifying vehicles on a "hot list"**
- **Reporting ALPR reads and alarms to the Enterprise Operations Center in real-time**
- **Real-time ALPR alarms in Dispatcher Application**
- **Managing traffic and tolling issues**

Get the details behind the technology that allows our fixed plate readers to accurately capture license plate data in any weather, day or night.

Get your free ELSAG Fixed License Plate Reader product sheet today.

First Name*

Last Name*

Email*

Country*

- Please Select -



Leonardo needs the contact information you provide to us to contact you about our products and services. You may unsubscribe from these communications at anytime. For information on how to unsubscribe, as well as our privacy practices and commitment to protecting your privacy, visit our Privacy Policy page.

GET THE FIXED PLATE READER PRODUCT SHEET

(<https://www.leonardocompany-us.com>).

Selex ES Inc., an International Subsidiary of Leonardo Company. • 4221 Tudor Lane • Greensboro, NC 27410-8105
(<https://www.google.com/maps/place/205+Creek+Ridge+Rd,+Greensboro,+NC+27406/@36.0296295,-79.7969372,17z/data=!4m1!1m9!4m8!1m0!1m2!1s0x885319b0ecd1f365:0xc64fd137d8ca8ac6!2s205+Creek+Ridge+Rd,+Greensboro,+NC+27406!3m4!1s0x885319b0ecd1f365:0xc64fd137d8ca8ac6!8m2!3d36.0296295!4d-79.7947485>) Tel: 1 (877) 773.5724 (tel:18777735724) • Outside USA +1 (336) 379.7135 (tel:13363797135)

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Automatic License Plate Reader is also known as: ALPR, LPR Technology, License Plate Recognition, License Plate Camera, Car Plate Reader, Automatic Number Plate Reader, ANPR.



City of Laguna Hills

City Council/Planning Agency

Staff Report

DATE: March 9, 2021

TO: Mayor and Council Members

FROM: Dave Wheeler
Council Member

ISSUE: Community Crime Reports with an Emphasis on the Laguna Village Development Area

RECOMMENDATION: That the City Council: 1) Discuss community reports of increased crime incidents in Laguna Hills with an emphasis on the Laguna Village development area; and 2) Direct staff to provide a report on the recent past crime incidents and steps being taken to address these issues.

SUMMARY:

The residents of the City addressed the City Council at the February 23, 2021, meeting describing concerns about crime incidents in the City. Statements were provided indicating there is a particular increase in crime incidents in the Laguna Village development area of the City. To enable an open exchange between residents, City staff, Police Services staff, and the City Council this matter has been placed on the City Council Agenda. The objective is to allow questions, responses and dialog. Subsequent to the discussion, the Council will decide on whether or not to task staff with developing a report and mitigation plan for review and implementation.

BACKGROUND:

At the February 23, 2021, City Council Meeting, several residents discussed thefts and other crime activity in Laguna Hills and in particular in the Laguna Village development area located northerly of Ridge Route Drive on both sides of Santa Vittoria Drive. Since the residents presented the input during the Public Comments part of the meeting, there was no opportunity for their comments to be discussed. The public needs to hear

Community Crime Reports

March 9, 2021

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from our Police Services department for a better understanding of the situation. As a result, the item was agendaized in the Council Comments part of the City Council Meeting.

FISCAL IMPACT:

This is no fiscal impact for this discussion.