



**CITY OF LAGUNA HILLS  
CITY COUNCIL/PLANNING AGENCY  
REGULAR MEETING AGENDA**

**JULY 08, 2014**

**Closed Session at 6:00 PM (*when scheduled*)**

**General Business Session at 7:00 PM**

**Andrew Blount, Mayor**

**Dore J. Gilbert, M.D., Mayor Pro Tempore**

**Randal Bressette, Council Member**

**Melody Carruth, Council Member**

**Barbara Kogerman, Council Member**

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

Any person wishing to address the City Council/Planning Agency on any matter, whether or not it appears on this Agenda, is asked to complete a pink "Request to Speak" form available on the table at the back of the Chamber. The completed form is to be submitted to the City Clerk prior to an individual being heard by the City Council/Planning Agency. Completion of the form is voluntary. All persons may attend the meeting regardless of whether this form is completed.

Members of the public wishing to address the City Council can do so during the Public Comments portion of the Agenda with a time limitation of three minutes per person, an overall time limit of ten minutes for any one subject, and a total time limit of thirty minutes for Public Comments. If you are commenting on an Agenda item, your comments will be heard at the time that item is scheduled on the Agenda. If you are addressing the City Council on an item not listed on the Agenda, the City Council is prohibited by law from discussing or taking any action on that item.

**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.

**PLEDGE OF ALLEGIANCE: COUNCIL MEMBER CARRUTH**

**ROLL CALL OF CITY COUNCIL MEMBERS**

**CLOSED SESSION REPORT**

**1. PRESENTATIONS AND PROCLAMATIONS**

- 1.1 CERTIFICATE OF RECOGNITION FOR ALEXANDRA VALENSTEIN, LAGUNA HILLS HIGH SCHOOL STUDENT, MIXED DOUBLES USTA NATIONAL OPEN HARD COURT TENNIS CHAMPION

RECOMMENDATION: THAT MAYOR BLOUNT PRESENT A CERTIFICATE TO ALEXANDRA VALENSTEIN, RECOGNIZING HER ACHIEVEMENTS AS THE USTA NATIONAL OPEN HARD COURT MIXED DOUBLES TENNIS CHAMPION.

- 1.2 LAGUNA HILLS 3/5 MARINE SUPPORT COMMITTEE

RECOMMENDATION: THAT THE CITY COUNCIL RECEIVE AN UPDATE FROM CHAIR KAREN ROBBINS ON THE 3/5 DARK HORSE COMMITTEE.

- 1.3 GOVERNMENT FINANCE OFFICERS ASSOCIATION (GFOA) CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING AND AWARD OF FINANCIAL REPORTING ACHIEVEMENT

RECOMMENDATION: THAT MAYOR BLOUNT ACCEPT THE GOVERNMENT FINANCE OFFICERS ASSOCIATION (GFOA) CERTIFICATE OF ACHIEVEMENT IN FINANCIAL REPORTING AND PRESENT THE AWARD OF FINANCIAL REPORTING ACHIEVEMENT TO ASSISTANT CITY MANAGER DONALD J. WHITE AND FINANCE MANAGER JANICE MATEO REYES.

## **2. 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.

## **3. 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.

- 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 JUNE 24, 2014

RECOMMENDATION: THAT THE CITY COUNCIL APPROVE THE MINUTES OF THE JUNE 24, 2014, REGULAR MEETING.

3.3 APPROVAL OF WARRANT REGISTER FOR PERIOD ENDED JULY 8, 2014

RECOMMENDATION: THAT THE CITY COUNCIL APPROVE THE WARRANT REGISTER IN THE AMOUNT OF \$754,830.96.

3.4 SECOND READING AND ADOPTION OF AN ORDINANCE APPROVING AND ADOPTING AMENDMENTS TO TITLE 9 OF THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND SUBDIVISIONS) AND THE OFFICIAL ZONING MAP TO ESTABLISH THE "HOSPITALITY OVERLAY ZONE (HOZ)" OVERLAY DISTRICT AND RELATED ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES ON +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA WITHIN THE FREEWAY COMMERCIAL (FC) AND MIXED USE (MXU) ZONING DISTRICTS"

RECOMMENDATION: THAT THE CITY COUNCIL ADOPT AN ORDINANCE ENTITLED: "AN ORDINANCE OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING TITLE 9 OF THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND SUBDIVISIONS) AND THE OFFICIAL ZONING MAP TO ESTABLISH THE "HOSPITALITY OVERLAY ZONE (HOZ)" OVERLAY DISTRICT AND RELATED ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES ON +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA WITHIN THE FREEWAY COMMERCIAL (FC) AND MIXED USE (MXU) ZONING DISTRICTS."

3.5 PROGRESS PAYMENT NO. 3 FOR EL TORO ROAD PAVEMENT REHABILITATION PROJECT, CIP NO. 179, AND RIDGE ROUTE DRIVE PAVEMENT REHABILITATION PROJECT, CIP NO. 172

RECOMMENDATION: THAT THE CITY COUNCIL APPROVE CONTRACT CHANGE ORDER NO. 1 AND PROGRESS PAYMENT NO. 3, IN THE NET AMOUNT OF \$488,653.91, TO ALL AMERICAN ASPHALT, FOR EL TORO ROAD PAVEMENT REHABILITATION PROJECT, CIP NO. 179, AND RIDGE ROUTE DRIVE PAVEMENT REHABILITATION PROJECT, CIP NO. 172.

3.6 PROGRESS PAYMENT NO. 6 FOR LA PAZ OPEN SPACE PROJECT, CIP NO. 615A

RECOMMENDATION: THAT THE CITY COUNCIL APPROVE PROGRESS PAYMENT NO. 6, IN THE NET AMOUNT OF \$35,415.38 TO ENVIRONMENTAL CONSTRUCTION, INC., FOR LA PAZ OPEN SPACE IMPROVEMENTS, CIP NO. 615A.

3.7 OPERATING MEMORANDUM NO. 1 TO DEVELOPMENT AGREEMENT BETWEEN THE CITY OF LAGUNA HILLS AND LAGUNA HILLS INVESTMENT COMPANY

RECOMMENDATION: THAT THE CITY COUNCIL APPROVE AND AUTHORIZE THE CITY MANAGER TO EXECUTE OPERATING MEMORANDUM NO. 1 TO DEVELOPMENT AGREEMENT BETWEEN THE CITY OF LAGUNA HILLS AND LAGUNA HILLS INVESTMENT COMPANY.

**ITEMS REMOVED FROM THE CONSENT CALENDAR**

**4. PLANNING AGENCY**

4.1 ROLL CALL OF PLANNING AGENCY MEMBERS

4.2 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.

4.3 APPROVAL OF MINUTES FOR JUNE 24, 2014

RECOMMENDATION: THAT THE PLANNING AGENCY APPROVE THE MINUTES OF THE JUNE 24, 2014, REGULAR MEETING.

4.4 ADMINISTRATIVE REPORTS

4.5 PLANNING AGENCY PUBLIC HEARINGS

- 4.5.1 CONDITIONAL USE PERMIT/PARKING USE PERMIT/SITE DEVELOPMENT PERMIT (CUP/PUP/SDP) NO. 5-14-2848, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO CONSTRUCT A 2,000 SQUARE-FOOT PAD BUILDING WITH A DRIVE-THRU LANE, AND TO ESTABLISH A DRIVE-THRU DONUT AND COFFEE SHOP (DUNKIN' DONUTS) IN SAID BUILDING IN THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE

RECOMMENDATION: THAT THE PLANNING AGENCY: (1) CONDUCT A PUBLIC HEARING FOR CONDITIONAL USE PERMIT/PARKING USE PERMIT/SITE DEVELOPMENT PERMIT (CUP/PUP/SDP) NO. 5-14-2848; AND (2) ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT/PARKING USE PERMIT/SITE DEVELOPMENT PERMIT (CUP/PUP/SDP) NO. 5-14-2848, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO CONSTRUCT A 2,000 SQUARE-FOOT PAD BUILDING WITH A DRIVE-THRU LANE, AND TO ESTABLISH A DRIVE-THRU DONUT AND COFFEE SHOP (DUNKIN' DONUTS) IN SAID BUILDING IN THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE."

- 4.5.2 MASTER SIGN PROGRAM AMENDMENT (SDPA/MSP) NO. 5-14-2849, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO MODIFY THE EXISTING MASTER SIGN PROGRAM FOR THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242-25292 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE

RECOMMENDATION: THAT THE PLANNING AGENCY: (1) CONDUCT A PUBLIC HEARING FOR MASTER SIGN PROGRAM AMENDMENT (SDPA/MSP) NO. 5-14-2849; AND (2) ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING MASTER SIGN PROGRAM AMENDMENT (SDPA/MSP) NO. 5-14-2849, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO MODIFY THE EXISTING MASTER SIGN PROGRAM FOR THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242-25292 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE."

## **PLANNING AGENCY ADJOURNMENT**

### **5. CITY COUNCIL PUBLIC HEARINGS**

- 5.1 PUBLIC HEARING AND RECEIPT OF 2014 WEED ABATEMENT COST REPORT

RECOMMENDATION: THAT THE CITY COUNCIL: (1) CONDUCT A PUBLIC HEARING; AND (2) RECEIVE AND FILE THE 2014 WEED ABATEMENT COST REPORT.

### **6. ADMINISTRATIVE REPORTS**

- 6.1 City Manager  
6.2 City Clerk

6.2.1 DESIGNATION OF VOTING DELEGATE FOR LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE

RECOMMENDATION: THAT THE CITY COUNCIL APPOINT MAYOR BLOUNT AS THE VOTING DELEGATE AND APPOINT MAYOR PRO TEMPORE GILBERT AS THE VOTING ALTERNATE FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE.

6.3 Public Services Director/City Engineer

6.3.1 SOUTHERN CALIFORNIA GAS COMPANY ADVANCED METER PROJECT

RECOMMENDATION: THAT THE CITY COUNCIL CONTINUE DISCUSSION OF THE SOUTHERN CALIFORNIA GAS COMPANY ADVANCED METER PROJECT AS IT RELATES TO THE FOUR ANTENNAE ADJACENT TO RESIDENTIAL PROPERTIES, TO AUGUST 26, 2014, AND AUTHORIZE OTHER ANTENNAE LOCATIONS TO PROCEED WITH ENCROACHMENT PERMITS.

6.4 Deputy City Manager/Community Services

6.4.1 2014 MEMORIAL DAY RACE POST EVENT REPORT AND A RESOLUTION AUTHORIZING COMMUNITY ASSISTANCE FUNDING FOR THE 3/5 MARINE SUPPORT COMMITTEE

RECOMMENDATION: THAT THE CITY COUNCIL: (1) RECEIVE AND FILE THE REPORT; AND (2) ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AUTHORIZING COMMUNITY ASSISTANCE FUNDING FOR THE 3RD BATTALION, 5TH MARINES, 1ST DIVISION SUPPORT COMMITTEE, A CALIFORNIA NONPROFIT CORPORATION."

**7. MATTERS AGENDIZED AND PRESENTED BY CITY COUNCIL MEMBERS AND MAYOR**

7.1 COUNCIL MEMBER KOGERMAN

7.1.1 ASIAN TIGER MOSQUITO AND THE THREAT OF CHIKUNGUNYA VIRUS

RECOMMENDATION: THAT COUNCIL MEMBER KOGERMAN INTRODUCE THIS ITEM AND A SHORT VIDEO PRESENTATION WILL BE SHOWN.

- 7.1.2 LETTER FROM THE CITY TO MR. DAVE BONHAM, LITTLE LEAGUE WESTERN REGIONAL DIRECTOR, AND MS. TAMARA ALEXANDER, ADMINISTRATOR FOR DISTRICT 55 LITTLE LEAGUE, REGARDING THE DISQUALIFICATION OF LAGUNA HILLS LITTLE LEAGUE JUNIORS 54/80 HAWKS PLAYERS FROM THE DISTRICT 55 ALL-STAR TOURNAMENT

RECOMMENDATION: THAT THE CITY COUNCIL:

(1) WRITE A LETTER TO LITTLE LEAGUE WESTERN REGIONAL DIRECTOR, MR. DAVE BONHAM URGING HIM TO: (A) REVIEW THE RECENT ACTIONS TAKEN BY LITTLE LEAGUE DISTRICT 55 ADMINISTRATOR TAMARA ALEXANDER RENDERING LAGUNA HILLS LITTLE LEAGUE JUNIORS 54/80 PLAYERS INELIGIBLE FOR THE DISTRICT 55 ALL-STAR TOURNAMENT; (B) REQUIRE THAT MS. ALEXANDER MEET WITH LAGUNA HILLS LITTLE LEAGUE REPRESENTATIVES TO REVIEW THEIR RECORDS; (C) DEMAND THAT SHE TAKE ALL STEPS NECESSARY TO CORRECT ANY IMPROPER ACTIONS OR INAPPROPRIATE DISQUALIFICATIONS IN THE FUTURE; AND (D) APOLOGIZE TO THE PLAYERS WHOM SHE INCORRECTLY DEEMED INELIGIBLE TO PLAY IN THE ALL-STAR TOURNAMENT; AND

(2) THAT THE CITY OF LAGUNA HILLS ALSO WRITE A LETTER TO LITTLE LEAGUE DISTRICT ADMINISTRATOR TAMARA ALEXANDER TO INCLUDE THE SAME ITEMS AS OUTLINED ABOVE IN THE RECOMMENDED LETTER TO MR. BONHAM.

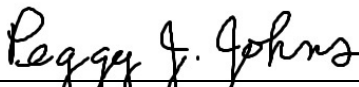
## 8. CITY COUNCIL MEMBER COMMENTS

### ADJOURNMENT

The July 22, 2014, and August 12, 2014, Regular City Council meetings will not be held. The next Regular Meeting of the City Council will be August 26, 2014, in the City Council Chamber, located at 24035 El Toro Road, Laguna Hills, California.

### CERTIFICATION

I, PEGGY J. JOHNS, 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 July 3, 2014, at 5:00 PM.

  
\_\_\_\_\_  
PEGGY J. JOHNS, CITY CLERK

July 3, 2014  
\_\_\_\_\_  
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 Meeting Agenda**

### **Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: PEGGY J. JOHNS  
CITY CLERK**

**ISSUE: CERTIFICATE OF RECOGNITION FOR ALEXANDRA VALENSTEIN,  
LAGUNA HILLS HIGH SCHOOL STUDENT, MIXED DOUBLES USTA  
NATIONAL OPEN HARD COURT TENNIS CHAMPION**

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**RECOMMENDATION: THAT MAYOR BLOUNT PRESENT A CERTIFICATE TO  
ALEXANDRA VALENSTEIN, RECOGNIZING HER ACHIEVEMENTS AS THE USTA  
NATIONAL OPEN HARD COURT MIXED DOUBLES TENNIS CHAMPION.**

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#### **SUMMARY:**

The City of Laguna Hills recognizes and honors outstanding accomplishments achieved by Laguna Hills High School athletes. Alexandra Valenstein has received the distinction and honor as the USTA National Open Hard Court Mixed Double Tennis Champion. Alexandra, a junior at Laguna Hills High School, teamed with Jacob Brumm of Rancho Santa Fe, to win the Mixed Doubles title at the Balboa Tennis Club in La Jolla, California. As is tradition, Alexandra received a gold ball trophy for winning the national title, and a silver ball for finishing second in Women's Singles. It is in order to recognize Alexandra's accomplishments.

#### **ATTACHMENTS:**

- Certificate



# CERTIFICATE OF RECOGNITION

**ALEXANDRA VALENSTEIN**

**Laguna Hills High School Junior**

**2014**

**USTA NATIONAL OPEN HARD COURT  
MIXED DOUBLES TENNIS CHAMPION**

*NOW, THEREFORE, I, Andrew Blount, Mayor, on behalf of the City Council of the City of Laguna Hills, California, do hereby recognize and honor Alexandra Valenstein for receiving first place in the USTA National Open Hard Court Mixed Doubles Tennis Championship and extend our best wishes for a successful and prosperous future.*

Dated this 8<sup>th</sup> day of July 2014.

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ANDREW BLOUNT, MAYOR





# **City of Laguna Hills**

## **City Council Meeting Agenda**

### **Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: DONALD J. WHITE  
ASSISTANT CITY MANAGER**

**ISSUE: GOVERNMENT FINANCE OFFICERS ASSOCIATION (GFOA) CERTIFICATE OF ACHIEVEMENT FOR EXCELLENCE IN FINANCIAL REPORTING AND AWARD OF FINANCIAL REPORTING ACHIEVEMENT**

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**RECOMMENDATION: THAT MAYOR BLOUNT ACCEPT THE GOVERNMENT FINANCE OFFICERS ASSOCIATION (GFOA) CERTIFICATE OF ACHIEVEMENT IN FINANCIAL REPORTING AND PRESENT THE AWARD OF FINANCIAL REPORTING ACHIEVEMENT TO ASSISTANT CITY MANAGER DONALD J. WHITE AND FINANCE MANAGER JANICE MATEO REYES.**

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#### **SUMMARY:**

The GFOA Certificate of Achievement for Excellence in Finance Reporting has been awarded to the City of Laguna Hills for its comprehensive annual financial report (CAFR) for the fiscal year ended June 30, 2013. The Certificate of Achievement is the highest form of recognition in governmental accounting and financial reporting, and its attainment represents a significant accomplishment by a government and its management. An Award of Financial Reporting Achievement is presented to those primarily responsible for preparing the award-winning CAFR.

#### **BACKGROUND:**

The GFOA is a nonprofit professional association serving approximately 17,500 government finance professionals. GFOA established the Certificate of Achievement for Excellence in Financial Reporting in 1945 to encourage and assist state and local governments to go beyond the minimum requirements of generally accepted accounting principles, to prepare comprehensive annual financial reports that evidence the spirit of transparency and full disclosure, and then to recognize individual governments that succeed in achieving that goal. Reports submitted to the CAFR program are reviewed by selected members of the GFOA professional staff and the GFOA Special Review Committee, which is comprised of individuals with expertise in public sector financial

reporting and includes financial statement preparers, independent auditors, and other finance professionals.

The City has submitted its CAFR to this award program since its first full fiscal year 1992/93 and has received awards for excellence in financial reporting with each submission, making this the twentieth consecutive award.

**ATTACHMENTS:**

- Awards and Certificate of Recognition



Government Finance Officers Association

**Certificate of  
Achievement  
for Excellence  
in Financial  
Reporting**

Presented to

**City of Laguna Hills  
California**

For its Comprehensive Annual  
Financial Report  
for the Fiscal Year Ended

**June 30, 2013**

Executive Director/CEO



**The Government Finance Officers Association  
of the United States and Canada**

*presents this*

## **AWARD OF FINANCIAL REPORTING ACHIEVEMENT**

*to*

**Donald J. White**  
Assistant City Manager  
City of Laguna Hills, California



*The award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the individual(s) designated as instrumental in their government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.*

Executive Director

Date May 22, 2014



**The Government Finance Officers Association  
of the United States and Canada**

*presents this*

## **AWARD OF FINANCIAL REPORTING ACHIEVEMENT**

*to*

**Janice Mateo Reyes**

Finance Manager

City of Laguna Hills, California



*The award of Financial Reporting Achievement is presented by the Government Finance Officers Association to the individual(s) designated as instrumental in their government unit achieving a Certificate of Achievement for Excellence in Financial Reporting. A Certificate of Achievement is presented to those government units whose annual financial reports are judged to adhere to program standards and represents the highest award in government financial reporting.*

Executive Director

Date May 22, 2014



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**CITY OF LAGUNA HILLS, CALIFORNIA  
CITY COUNCIL/PLANNING AGENCY  
REGULAR MEETING  
MINUTES  
JUNE 24, 2014**

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**GENERAL BUSINESS - CONVENING AT 7:00 PM**

**CALL TO ORDER**

Mayor Blount called the Regular Meeting of the City Council of the City of Laguna Hills, California, to order at 7:00 PM in the Laguna Hills City Council Chamber, 24035 El Toro Road, Laguna Hills, California.

**PLEDGE OF ALLEGIANCE:** Council Member Kogerman

**ROLL CALL OF CITY COUNCIL MEMBERS**

Present: Mayor Blount, Council Member Bressette, Council Member Carruth, Council Member Kogerman

Absent: Mayor Pro Tempore Gilbert

**CLOSED SESSION REPORT**

There was no Closed Session scheduled.

**1. PRESENTATIONS AND PROCLAMATIONS**

**1.1 SPOTLIGHT ON LOCAL BUSINESS**

THERE WAS NO SPOTLIGHT ON LOCAL BUSINESS AND THE PRESENTATION PREVIOUSLY SCHEDULED WAS CONTINUED TO A FUTURE CITY COUNCIL MEETING.

**1.2 RECOGNITION FOR HEROIC ACTIONS IN LIFE-SAVING SERVICE**

MAYOR BLOUNT PRESENTED CERTIFICATES OF RECOGNITION TO JOSHUA AUSTIN, KRISTEN HAUPTMEIER, ORANGE COUNTY SHERIFF CRIME SCENE OFFICER MATTHEW PADILLA, ORANGE COUNTY SHERIFF DEPUTY ERIK TILOVE, AND ORANGE COUNTY SHERIFF DEPUTY DAVID GREGOR FOR THEIR HEROIC ACTIONS.

**1.3 LAGUNA HILLS 3/5 MARINE SUPPORT COMMITTEE**

THE CITY COUNCIL RECEIVED AN UPDATE FROM CHAIR KAREN ROBBINS ON THE 3/5 DARK HORSE COMMITTEE.

**2. PUBLIC COMMENTS**

There were no Public Comments.

**3. CONSENT CALENDAR**

**MOTION TO APPROVE THE CONSENT CALENDAR WITH COUNCIL MEMBER BRESSETTE REMOVING ITEM NOS. 3.8 AND 3.10, BY M/COUNCIL MEMBER BRESSETTE, S/COUNCIL MEMBER CARRUTH.**

**APPROVED BY A VOTE OF 4-0-1 (MAYOR PRO TEMPORE GILBERT ABSENT).**

**3.1 WAIVE READING IN FULL OF ALL ORDINANCES AND RESOLUTIONS ON THE AGENDA**

THE CITY COUNCIL WAIVED READING IN FULL OF ALL ORDINANCES AND RESOLUTIONS ON THE AGENDA AND DECLARED 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 JUNE 10, 2014**

THE CITY COUNCIL APPROVED THE MINUTES OF THE JUNE 10, 2014, REGULAR MEETING.

**3.3 APPROVAL OF WARRANT REGISTER FOR PERIOD ENDED JUNE 24, 2014**

THE CITY COUNCIL APPROVED THE WARRANT REGISTER IN THE AMOUNT OF \$909,967.92.

**3.4 FY 2014-2015 SCHOOL CROSSING GUARD AGREEMENT**

THE CITY COUNCIL APPROVED THE PROPOSED CROSSING GUARD SERVICES AGREEMENT FOR FY 2014-2015 WITH ALL CITY MANAGEMENT SERVICES AND AUTHORIZED THE CITY MANAGER TO EXECUTE THE AGREEMENT.

**3.5 FY 2014-2015 TRAUMA INTERVENTION PROGRAM AGREEMENT**

THE CITY COUNCIL APPROVED THE PROPOSED VICTIM SUPPORT SERVICES AGREEMENT FOR FY 2014-2015 WITH TRAUMA INTERVENTION PROGRAMS, INC., AND AUTHORIZED THE CITY MANAGER TO EXECUTE THE AGREEMENT.

3.6 RENEWED MEASURE M (M2) COMPLIANCE REPORTING TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

THE CITY COUNCIL APPROVED THE MEASURE M2 COMPLIANCE SUBMITTAL TO OCTA.

3.7 ADOPTION OF ANNUAL APPROPRIATIONS LIMIT FOR FISCAL YEAR 2014/15

THE CITY COUNCIL ADOPTED RESOLUTION NO. 2014-06-24-1, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, DETERMINING AND ADOPTING AN APPROPRIATIONS LIMIT FOR FISCAL YEAR 2014/15 IN ACCORDANCE WITH ARTICLE XIIIB OF THE CONSTITUTION OF THE STATE OF CALIFORNIA, AND SECTION 7910 OF THE GOVERNMENT CODE."

3.9 AWARD OF CONTRACT FOR CITYWIDE PAVEMENT REHABILITATION PROJECT, CIP NO. 101-I

THE CITY COUNCIL AWARDED THE CONTRACT FOR CITYWIDE PAVEMENT REHABILITATION PROJECT, CIP NO. 101-I, TO THE APPARENT LOW BIDDER, ALL AMERICAN ASPHALT, IN THE LOW BASE BID AMOUNT OF \$1,663,663.00, REJECTED ALL OTHER BIDS, AND AUTHORIZED THE MAYOR TO SIGN THE CONTRACT.

**ITEMS REMOVED FROM THE CONSENT CALENDAR**

3.8 AMENDMENT NO. 3 TO THE STREET SWEEPING CONTRACT SERVICES AGREEMENT WITH JONSET CORPORATION, DBA SUNSET PROPERTY SERVICES, TO EXTEND THE TERM AND ADJUST THE COMPENSATION FOR CITYWIDE STREET SWEEPING SERVICES

Council Member Bressette removed this item from the Consent Calendar to express his concern about the quality of the street sweeping services and requested that Sunset Property Services do a better job.

**THE CITY COUNCIL APPROVED AMENDMENT NO. 3 TO THE STREET SWEEPING CONTRACT SERVICES AGREEMENT FOR CITYWIDE STREET SWEEPING WITH JONSET CORPORATION, DBA SUNSET PROPERTY SERVICES, AND AUTHORIZED THE MAYOR TO SIGN THE AMENDMENT, BY M/COUNCIL MEMBER BRESSETTE, S/COUNCIL MEMBER CARRUTH. APPROVED BY A VOTE OF 4-0-1 (MAYOR PRO TEMPORE GILBERT ABSENT).**

3.10 CONTRACT FOR PRINTING OF CITY VIEWS AND COMMUNITY SERVICES ACTIVITY GUIDE

Council Member Bressette removed this item from the Consent Calendar to inquire on the status of the website redesign and the City's use of social media.

City Manager Channing indicated he would provide a memo to update the City Council on the status of the website redesign, social media, and the budget to publish the full version of City Views.

**THE CITY COUNCIL APPROVED THE CONSULTING SERVICES AGREEMENT WITH PSB INTEGRATED MARKETING FOR THE PRINTING OF CITY VIEWS AND COMMUNITY SERVICES ACTIVITY GUIDE AND AUTHORIZED THE CITY MANAGER TO EXECUTE THE AGREEMENT, BY M/COUNCIL MEMBER CARRUTH, S/COUNCIL MEMBER KOGERMAN.  
APPROVED BY A VOTE OF 3-1-0 (COUNCIL MEMBER BRESSETTE VOTING NO, MAYOR PRO TEMPORE GILBERT ABSENT).**

#### **4. PLANNING AGENCY**

Mayor Blount recessed the City Council meeting and acting in the capacity of Chair, called the regular meeting of the Planning Agency of the City of Laguna Hills, California, to order at 7:32 PM.

##### **4.1 ROLL CALL OF PLANNING AGENCY MEMBERS**

Present: Chair Blount, Agency Member Bressette, Agency Member Carruth, and Agency Member Kogerman

Absent: Vice Chair Gilbert

##### **4.2 PUBLIC COMMENTS**

There were no Public Comments.

##### **4.3 APPROVAL OF MINUTES FOR JUNE 10, 2014**

**THE PLANNING AGENCY APPROVED THE MINUTES OF THE JUNE 10, 2014, REGULAR MEETING, BY M/AGENCY MEMBER BRESSETTE, S/AGENCY MEMBER CARRUTH.  
APPROVED BY A VOTE OF 4-0-1 (VICE CHAIR GILBERT ABSENT).**

##### **4.4 ADMINISTRATIVE REPORTS**

There were no Administrative Reports.

##### **4.5 PLANNING AGENCY PUBLIC HEARINGS**

There were no Planning Agency Public Hearings.

#### **PLANNING AGENCY ADJOURNMENT**

Mayor Blount reconvened the City Council meeting at 7:33 PM. All Council Members were present, with the exception of Mayor Pro Tempore Gilbert.

#### **5. CITY COUNCIL PUBLIC HEARINGS**

- 5.1 ADOPTION OF A NEGATIVE DECLARATION AND APPROVAL OF CASE NO. GPA/ZC/ZTA-06-13-2608 - GENERAL PLAN AND DEVELOPMENT CODE AMENDMENTS TO ESTABLISH AN OVERLAY ZONE DISTRICT ("HOSPITALITY OVERLAY ZONE") AND ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES OVER AN AREA OF +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA

Mayor Blount opened the Public Hearing and upon seeing no one rise, closed the Public Hearing.

**THE CITY COUNCIL:**

**(1) ADOPTED RESOLUTION NO. 2014-06-24-2, A RESOLUTION OF THE CITY OF LAGUNA HILLS, CALIFORNIA, ADOPTING A NEGATIVE DECLARATION FOR CASE NO. GPA/ZC/ZTA-06-13-2608, GENERAL PLAN AND DEVELOPMENT CODE AMENDMENTS TO ESTABLISH A HOSPITALITY OVERLAY ZONE OVERLAY DISTRICT AND ALTERNATIVE STANDARDS FOR HOTEL USES;**

**(2) ADOPTED RESOLUTION NO. 2014-06-24-3, A RESOLUTION OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING GENERAL PLAN AMENDMENT NO. 06-13-2608; AN AMENDMENT TO THE GENERAL PLAN LAND USE ELEMENT INCREASING ALLOWABLE DEVELOPMENT INTENSITY FOR HOTEL USES IN THE FREEWAY COMMERCIAL AND MIXED USE GENERAL PLAN LAND USE DESIGNATIONS AND ESTABLISHING POLICIES TO ENCOURAGE TARGETED INFILL AND HOTEL DEVELOPMENT AND**

**(3) INTRODUCED FOR FIRST READING, READ BY TITLE ONLY, AND WAIVE FURTHER READING, AN ORDINANCE ENTITLED: "AN ORDINANCE OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING TITLE 9 OF THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND SUBDIVISIONS) AND THE OFFICIAL ZONING MAP TO ESTABLISH THE "HOSPITALITY OVERLAY ZONE (HOZ)" OVERLAY DISTRICT AND RELATED ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES ON +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA WITHIN THE FREEWAY COMMERCIAL (FC) AND MIXED USE (MXU) ZONING DISTRICTS," BY M/MAYOR BLOUNT, S/COUNCIL MEMBER CARRUTH. APPROVED BY A VOTE OF 4-0-1 (MAYOR PRO TEMPORE GILBERT ABSENT).**

**6. ADMINISTRATIVE REPORTS**

- 6.1 City Manager

The City Manager made no reports.

6.2 Assistant City Manager

6.2.1 ADOPTION OF THE 2014-15 CIVIC CENTER BUDGET

**THE CITY COUNCIL APPROVED AND ADOPTED THE 2014-15 CIVIC CENTER BUDGET, BY M/COUNCIL MEMBER BRESSETTE, S/COUNCIL MEMBER CARRUTH.**

**APPROVED BY A VOTE OF 4-0-1 (MAYOR PRO TEMPORE GILBERT ABSENT).**

Mayor Pro Tempore Gilbert arrived at 7:55 p.m.

6.2.2 CONTRACT WITH COUNTY OF ORANGE FOR COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS FOR FISCAL YEAR 2014/2015

**THE CITY COUNCIL APPROVED THE CONTRACT BETWEEN THE COUNTY OF ORANGE AND THE CITY OF LAGUNA HILLS FOR COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS FOR FISCAL YEAR 2014/2015, AND AUTHORIZED THE MAYOR AND CITY MANAGER TO EXECUTE THE CONTRACT, BY M/COUNCIL MEMBER BRESSETTE, S/COUNCIL MEMBER KOGERMAN.**

**APPROVED BY A VOTE OF 5-0.**

6.3 Public Services Director/City Engineer

6.3.1 STREET MAINTENANCE SERVICES AGREEMENT WITH CHARLES ABBOTT ASSOCIATES, INC.

**THE CITY COUNCIL APPROVED THE STREET MAINTENANCE SERVICES AGREEMENT WITH CHARLES ABBOTT ASSOCIATES, INC., AND AUTHORIZED THE MAYOR TO SIGN THE AGREEMENT, BY M/COUNCIL MEMBER KOGERMAN, S/COUNCIL MEMBER CARRUTH.**

**APPROVED BY A VOTE OF 5-0.**

7. **MATTERS AGENDIZED AND PRESENTED BY CITY COUNCIL MEMBERS AND MAYOR**

There were no items agendized and presented by City Council Members and Mayor.

8. **CITY COUNCIL MEMBER COMMENTS**

**COUNCIL MEMBER CARRUTH**

Council Member Carruth asked staff for an update on the new La Paz Trail and ground coverings.

Public Services Director Rosenfield indicated that the fencing would be taken down within the next couple of weeks and the shopping center was scheduled to open by the end of July 2014. Mr. Rosenfield indicated that the Landscape Contractor had a one year landscape maintenance requirement and would be responsible for replacement of ground covering.

Council Member Carruth commented on Laguna Hills resident, Albert Leapley, who was one of soldiers that landed on Normandy Beach during World War II. Council Member Carruth suggested that the City might honor him during next year's Memorial Day Race event.

#### **COUNCIL MEMBER KOGERMAN**

Council Member Kogerman reported on the passing of Joyce Reynolds, Saturday, June 21, 2014, wife of Deputy City Manager, David Reynolds.

#### **ADJOURNMENT**

There being no further business before the City Council at this session, Mayor Blount declared the meeting adjourned in memory of Joyce Reynolds at 8:11 PM.

\_\_\_\_\_  
PEGGY J. JOHNS, CITY CLERK

ATTEST:

\_\_\_\_\_  
ANDREW BLOUNT, MAYOR

APPROVED AT MEETING OF \_\_\_\_\_





# City of Laguna Hills

## City Council Meeting Agenda

### Staff Report

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**DATE:** JULY 08, 2014  
**TO:** MAYOR AND COUNCIL MEMBERS  
**FROM:** DONALD J. WHITE, ASSISTANT CITY MANAGER  
**ISSUE:** APPROVAL OF WARRANT REGISTER FOR PERIOD ENDED JULY 08, 2014.

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**RECOMMENDATION:** THAT THE CITY COUNCIL APPROVE THE WARRANT REGISTER IN THE AMOUNT OF \$754,830.96.

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#### **SUMMARY:**

In accordance with Government Code Section 37202, the attached Warrant Register reflects the disbursements of the City of Laguna Hills for the period reported thereon. The Assistant City Manager certifies and attests to its accuracy and the availability of funds for the payment thereof. These warrants are hereby submitted to the City Council for approval of payment.

Prepared by:

JANICE MATEO REYES  
Finance Manager

Certified:

original signed  
DONALD J. WHITE  
Assistant City Manager

July 08, 2014  
DATE

#### **FISCAL IMPACT:**

The warrant register total is \$754,830.96.

#### **ATTACHMENTS:**

1. Warrant Register

## Check Register Report

Warrant Register 07/08/14

Date: 06/30/2014

Time: 4:16 pm

Page: 1

CITY OF LAGUNA HILLS

BANK: UNION BANK- GENERAL

| Check Number                      | Check Date | Status  | Void/Stop Date | Vendor Number | Vendor Name                     | Check Description               | Amount     |
|-----------------------------------|------------|---------|----------------|---------------|---------------------------------|---------------------------------|------------|
| <b>UNION BANK- GENERAL Checks</b> |            |         |                |               |                                 |                                 |            |
| 8807478                           | 06/30/2014 | Printed |                | A-0254        | A. C. LANDSCAPE, INC.           | Irrigation Repairs, Jun '14     | 1,747.29   |
| 8807479                           | 06/30/2014 | Printed |                | A-0184        | ALL AMERICAN ASPHALT            | Progress Payment #3. CIP#172    | 488,653.91 |
| 8807480                           | 06/30/2014 | Printed |                | A-0138        | ALL CITY MANAGEMENT, INC.       | Crossing Guard Svc, 05/25-06/7  | 3,153.60   |
| 8807481                           | 06/30/2014 | Printed |                | B-0304        | BEE MAN, THE                    | Bee Removal, Parks, Jun '14     | 560.00     |
| 8807482                           | 06/30/2014 | Printed |                | B-0422        | BLUEPRINT TECHNOLOGIES          | Maint, Comm Sys, CC, May '14    | 422.50     |
| 8807483                           | 06/30/2014 | Printed |                | B-0364        | BUREAU VERITAS NORTH AMERICA    | Prof Svcs, CIP#179, 615, OnCall | 22,467.50  |
| 8807484                           | 06/30/2014 | Printed |                | C-0412        | C&D ELECTRIC, INC.              | Lighting Repairs, Parks, Jun    | 347.04     |
| 8807485                           | 06/30/2014 | Printed |                | C-0333        | CALIF PARK & REC SOCIETY, INC.  | Membership, Parks               | 150.00     |
| 8807486                           | 06/30/2014 | Printed |                | C-1022        | CDW GOVERNMENT, INC.            | Computer Supplies, Pub Ser      | 47.24      |
| 8807487                           | 06/30/2014 | Printed |                | C-1144        | CHARLES ABBOTT ASSOCIATES, INC  | Plan Chk, Bldg & Safety, May    | 12,514.59  |
| 8807488                           | 06/30/2014 | Printed |                | C-0447        | COMMUNITY BANK                  | AllAmericanAsphaltEscrow#2150   | 25,718.63  |
| 8807489                           | 06/30/2014 | Printed |                | C-1139        | COMPLETE OFFICE OF CALIFORNIA   | Program Expense, CS, July 4th   | 1,337.07   |
| 8807490                           | 06/30/2014 | Printed |                | C-0023        | COX COMMUNICATION               | WiFi Svcs, City Hall Jul '14    | 309.00     |
| 8807491                           | 06/30/2014 | Printed |                | C-1146        | CYBERSOURCE CORPORATION         | Gateway Expense, May '14        | 29.00      |
| 8807492                           | 06/30/2014 | Printed |                | D-0461        | DATA TICKET, INC.               | Processing Fee, Park Cit, May   | 1,121.40   |
| 8807493                           | 06/30/2014 | Printed |                | D-0552        | DUNBAR ARMORED, INC.            | Courier Fee, Armored Trans, Jun | 128.04     |
| 8807494                           | 06/30/2014 | Printed |                | E-0595        | ECLIPSE MESSENGER SERVICE, INC  | Delivery Service, Jun '14       | 23.69      |
| 8807495                           | 06/30/2014 | Printed |                | E-0593        | EISENBERG, DALE                 | Contractor Inst Svcs, Aikido    | 717.50     |
| 8807496                           | 06/30/2014 | Printed |                | E-0553        | ELKINS, CHRISTINA               | Contract Inst Svcs, Dancing     | 240.10     |
| 8807497                           | 06/30/2014 | Printed |                | E-0596        | ENVIRONMENTAL CONSTRUCTION, INC | Progress Payment #6, CIP # 615  | 35,415.38  |
| 8807498                           | 06/30/2014 | Printed |                | E-0585        | EVERBANK COMMERCIAL FINANCE     | Lease - Copier, City Hall, Jun  | 221.55     |
| 8807499                           | 06/30/2014 | Printed |                | F-0604        | FEDERAL EXPRESS CORPORATION     | Delivery Services, May '14      | 71.40      |
| 8807500                           | 06/30/2014 | Printed |                | G-0847        | GMU GEOTECHNICAL, INC.          | Professional Svcs, CIP # 615    | 1,780.00   |
| 8807501                           | 06/30/2014 | Printed |                | G-0772        | GUADAGNO & SONS AMUSEMENTS      | Program Expense, 4th of July    | 9,000.00   |
| 8807502                           | 06/30/2014 | Printed |                | H-0829        | HARTZOG & CRABILL, INC.         | Traffic Engineering, May '14    | 5,908.71   |
| 8807503                           | 06/30/2014 | Printed |                | H-0934        | HOME DEPOT                      | Program Supplies, CS, Jun       | 132.94     |
| 8807504                           | 06/30/2014 | Printed |                | I-0960        | IRV SEAVER MOTORCYCLES          | Motorcycle Maint, PS, Apr '14   | 1,248.14   |
| 8807505                           | 06/30/2014 | Printed |                | I-0942        | IRVINE RANCH WATER DISTRICT     | Water Usage, Parks, May '14     | 180.49     |
| 8807506                           | 06/30/2014 | Printed |                | J-1057        | JAMEY CLARK, INC.               | Graffiti Removal Parks, Jun     | 828.07     |
| 8807507                           | 06/30/2014 | Printed |                | J-1052        | JAVED, HUMZA                    | Travel Reimb., Pub Wks, Jun 14  | 106.02     |
| 8807508                           | 06/30/2014 | Printed |                | J-1071        | JCTEES.COM CORPORATION          | Supplies, 4th of July           | 382.00     |
| 8807509                           | 06/30/2014 | Printed |                | G-0709        | JOE A. GONSALVES & SON          | Legislative Services, Jul       | 2,900.00   |
| 8807510                           | 06/30/2014 | Printed |                | C-0448        | LUCY, STEVEN                    | Program Expense, CS, 06/06/14   | 650.00     |
| 8807511                           | 06/30/2014 | Printed |                | M-1546        | MAILFINANCE, INC.               | Lease - Mailing Equip, May-Jul  | 583.26     |
| 8807512                           | 06/30/2014 | Printed |                | M-1552        | MARTIN-RUSK, DINA               | Contract Instr Svcs, Zumba      | 277.20     |
| 8807513                           | 06/30/2014 | Printed |                | M-1513        | MEEHAN, DANIEL                  | Petty Cash Replenish, Jun       | 210.00     |
| 8807514                           | 06/30/2014 | Printed |                | M-1540        | MISSION POOLS OF ESCONDIDO      | Refund, Pool Bond, CR# 47038    | 500.00     |
| 8807515                           | 06/30/2014 | Printed |                | M-1397        | MOGAN, SANDI                    | Mileage Reimb., Cty CI, Jun '14 | 16.95      |
| 8807516                           | 06/30/2014 | Printed |                | N-1481        | N.E.A.D., INC.                  | Maint, City App, Jul - Sep '14  | 2,100.00   |
| 8807517                           | 06/30/2014 | Printed |                | N-1474        | NIEVES LANDSCAPE, INC.          | Other Assorted Landscape, June  | 445.00     |
| 8807518                           | 06/30/2014 | Printed |                | O-1525        | OCCMA                           | Annual Meetings Expense, 14/15  | 720.00     |
| 8807519                           | 06/30/2014 | Void    | 06/30/2014     |               |                                 | Void Check                      | 0.00       |
| 8807520                           | 06/30/2014 | Printed |                | O-1546        | OFFICE SOLUTIONS                | Operating Supplies, Jun '14     | 696.66     |
| 8807521                           | 06/30/2014 | Printed |                | O-1575        | ORANGE COUNTY REGISTER-FREEDOM  | Legal Advertising, May '14      | 707.83     |
| 8807522                           | 06/30/2014 | Printed |                | P-1802        | PACIFIC TRAFFIC CONTROL, INC.   | Program Expense, 1/2 Marathon   | 14,182.50  |
| 8807523                           | 06/30/2014 | Printed |                | P-1824        | PACKET FUSION, INC.             | Deposit, Phone System Upgrade   | 17,864.83  |
| 8807524                           | 06/30/2014 | Printed |                | C-1003        | PARKING VIOLATIONS              | Parking Fee Surcharge, May '14  | 3,613.16   |
| 8807525                           | 06/30/2014 | Printed |                | R-1872        | REFUND, COMMUNITY SVCS PROGRAM  | A. Yiannikouros, V#2003174.002  | 135.00     |
| 8807526                           | 06/30/2014 | Printed |                | R-1889        | REFUND, FACILITY RENTAL DEPOSIT | S. Sandor, V# 2003164.002       | 500.00     |

## Check Register Report

Warrant Register 07/08/14

Date: 06/30/2014

Time: 4:16 pm

Page: 2

CITY OF LAGUNA HILLS

BANK: UNION BANK- GENERAL

| Check Number                      | Check Date | Status  | Void/Stop Date | Vendor Number | Vendor Name                                  | Check Description              | Amount            |
|-----------------------------------|------------|---------|----------------|---------------|----------------------------------------------|--------------------------------|-------------------|
| <b>UNION BANK- GENERAL Checks</b> |            |         |                |               |                                              |                                |                   |
| 8807527                           | 06/30/2014 | Printed |                | R-1889        | REFUND,FACILITY RENTAL DEPOSIT               | LH Music Bsters,V# 2003160.002 | 40.00             |
| 8807528                           | 06/30/2014 | Printed |                | R-1889        | REFUND,FACILITY RENTAL DEPOSIT               | R. Blank, V# 2003166.002       | 250.00            |
| 8807529                           | 06/30/2014 | Printed |                | R-1889        | REFUND,FACILITY RENTAL DEPOSIT               | New Vista Shl, V# 2003168.002  | 500.00            |
| 8807530                           | 06/30/2014 | Printed |                | R-1889        | REFUND,FACILITY RENTAL DEPOSIT               | N. Sarraf, V# 2003165.002      | 250.00            |
| 8807531                           | 06/30/2014 | Printed |                | R-1889        | REFUND,FACILITY RENTAL DEPOSIT               | N. Anaya, V# 2003163.002       | 500.00            |
| 8807532                           | 06/30/2014 | Printed |                | R-1855        | RICHARD FISHER ASSOCIATES                    | Professional Services, CIP#615 | 255.10            |
| 8807533                           | 06/30/2014 | Printed |                | C-1006        | ROAD MAINTENANCE SERVICE                     | Road Maintenance, May '14      | 15,243.81         |
| 8807534                           | 06/30/2014 | Printed |                | R-1813        | RPW SERVICES, INC.                           | Rodent Control, Parks, Dec '13 | 3,120.00          |
| 8807535                           | 06/30/2014 | Printed |                | S-2037        | SADDLEBACK FAMILY &URGENT CARE               | Pre-employment Phys, May 14    | 250.00            |
| 8807536                           | 06/30/2014 | Printed |                | S-1902        | SAN DIEGO GAS & ELECTRIC                     | ST Lites, TC, Comm Ctr, May    | 30,129.90         |
| 8807537                           | 06/30/2014 | Printed |                | S-2188        | SCANNING SERVICE CORPORATION                 | Document Imaging Services, Jun | 600.00            |
| 8807538                           | 06/30/2014 | Printed |                | S-2267        | SINTA DESIGN                                 | Program Expense, 1/2 Marathon  | 770.00            |
| 8807539                           | 06/30/2014 | Printed |                | S-1904        | SOUTHERN CALIFORNIA EDISON                   | ST Lites, Traffic Control, Jun | 1,111.91          |
| 8807540                           | 06/30/2014 | Printed |                | S-2242        | STV INCORPORATED                             | Professional Svcs, CIP # 145   | 3,027.39          |
| 8807541                           | 06/30/2014 | Printed |                | S-2201        | SUNSET PROPERTY SERVICES                     | Street Sweeping, Apr '14       | 10,770.16         |
| 8807542                           | 06/30/2014 | Printed |                | S-2016        | SYSTEMS INTERNATIONAL                        | Seasonal Banners, Install      | 4,410.00          |
| 8807543                           | 06/30/2014 | Printed |                | T-2002        | TAB PRODUCTS COMPANY                         | Office Supplies, Admin         | 77.10             |
| 8807544                           | 06/30/2014 | Printed |                | T-2015        | TARGET STORES                                | Program Supplies, CS, May '14  | 138.87            |
| 8807545                           | 06/30/2014 | Printed |                | T-2681        | TOTALFUNDS BY HASLER                         | Postage Replenishment, Jun '14 | 1,000.00          |
| 8807546                           | 06/30/2014 | Printed |                | U-2121        | U.S. POSTAL SERVICE                          | Bulk Mail Permit               | 220.00            |
| 8807547                           | 06/30/2014 | Printed |                | W-2302        | WEST PUBLISHING CORPORATION                  | Subscription, City Clk, May    | 181.00            |
| 8807548                           | 06/30/2014 | Printed |                | R-1801        | WOODRUFF, SPRADLIN & SMART                   | Professional Svcs, Legal, May  | 20,433.90         |
| 8807549                           | 06/30/2014 | Printed |                | X-2400        | XEROX CORPORATION                            | Lease-Copier, CH, Jun          | 486.63            |
| <b>Total Checks: 72</b>           |            |         |                |               | <b>Checks Total (excluding void checks):</b> |                                | <b>754,830.96</b> |
| <b>Total Payments: 72</b>         |            |         |                |               | <b>Bank Total (excluding void checks):</b>   |                                | <b>754,830.96</b> |
| <b>Total Payments: 72</b>         |            |         |                |               | <b>Grand Total (excluding void checks):</b>  |                                | <b>754,830.96</b> |





# **City of Laguna Hills**

## **City Council Meeting Agenda**

### **Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: DAVID CHANTARANGSU, AICP  
DIRECTOR OF COMMUNITY DEVELOPMENT**

**ISSUE: SECOND READING AND ADOPTION OF AN ORDINANCE APPROVING AND ADOPTING AMENDMENTS TO TITLE 9 OF THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND SUBDIVISIONS) AND THE OFFICIAL ZONING MAP TO ESTABLISH THE "HOSPITALITY OVERLAY ZONE (HOZ)" OVERLAY DISTRICT AND RELATED ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES ON +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA WITHIN THE FREEWAY COMMERCIAL (FC) AND MIXED USE (MXU) ZONING DISTRICTS"**

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**RECOMMENDATION: THAT THE CITY COUNCIL ADOPT AN ORDINANCE ENTITLED: "AN ORDINANCE OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING TITLE 9 OF THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND SUBDIVISIONS) AND THE OFFICIAL ZONING MAP TO ESTABLISH THE "HOSPITALITY OVERLAY ZONE (HOZ)" OVERLAY DISTRICT AND RELATED ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES ON +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA WITHIN THE FREEWAY COMMERCIAL (FC) AND MIXED USE (MXU) ZONING DISTRICTS."**

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#### **SUMMARY:**

On June 24, 2014, the City Council introduced the above referenced Ordinance for first reading which amends the City's Municipal Code and zoning map to create a Hospitality Overlay Zone that allows alternative development standards to be applied to hotel uses on specific properties in North Laguna Hills. A copy of the Ordinance that was introduced for first reading on the June 24<sup>th</sup> City Council meeting is included as Attachment 1.

Adoption of the proposed Ordinance completes the second reading process required under State law for new Ordinances. The Ordinance will become effective 30 days after adoption, on August 8, 2014.

**BACKGROUND:**

A copy of the staff report prepared for the first reading of the Ordinance on June 24, 2014, City Council meeting is included for reference as Attachment 2.

**CEQA FINDINGS:**

Pursuant to Public Resources Code Section 21080(c)(1), and Section 15070(a) of the CEQA Guidelines, set forth in the California Code of Regulations, Title 14, staff prepared an Initial Study to evaluate the potential for environmental impacts as a result of the proposed General Plan and Development Code Amendments. Based on the conclusions of the Initial Study, and in light of the whole record, staff prepared a Negative Declaration which was adopted by the City Council at their regular meeting on June 24, 2014.

**ATTACHMENTS:**

1. Ordinance introduced for first reading on June 24, 2014.
2. Staff report to City Council dated June 24, 2014

The seal of the City of Laguna Hills is a circular emblem. It features a central illustration of a person riding a horse through a field, with a fence and trees in the background. The words "CITY OF LAGUNA HILLS" are inscribed around the top inner edge of the seal, and the year "1991" is at the bottom. The seal is rendered in a light, faded gray.

**GPA/ZC/ZTA-06-13-2608**  
**Attachment #1**

**Ordinance introduced for first reading on June 24, 2014**

ORDINANCE NO. 2014-

AN ORDINANCE OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING TITLE 9 OF THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND SUBDIVISIONS) AND THE OFFICIAL ZONING MAP TO ESTABLISH THE “HOSPITALITY OVERLAY ZONE (HOZ)” OVERLAY DISTRICT AND RELATED ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES ON +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA WITHIN THE FREEWAY COMMERCIAL (FC) AND MIXED USE (MXU) ZONING DISTRICTS.

WHEREAS, the City of Laguna Hills proposes to amend the Laguna Hills Development Code and Zoning Map to establish a new “Hospitality Overlay Zone” overlay district and related alternative development standards pertaining to building setbacks, height, and floor area ratio for hotel uses over an area of +/- 19 acres generally located south of Lake Forest Drive and west of Avenida de la Carlota and encompassing the following properties:

| <i>Address</i>              | <i>APN</i> |
|-----------------------------|------------|
| 23002 Lake Forest Drive     | 588-055-03 |
| 23052 Avenida de la Carlota | 588-055-01 |
| 23061 Avenida de la Carlota | 588-112-01 |
| 23046 Avenida de la Carlota | 588-032-25 |
| 23041 Avenida de la Carlota | 588-111-18 |
| 23441 South Pointe Drive    | 588-111-17 |
| 23421 South Pointe Drive    | 588-111-16 |
| 23461 South Pointe Drive    | 588-111-15 |
| 23175 Avenida de la Carlota | 588-032-28 |

WHEREAS, on June 24, 2014, the City Council adopted Resolution No. 2014-06-24-3 approving General Plan Amendment No. 06-13-2608 to amend the Laguna Hills General Plan Land Use Element to increase the allowable building density/intensity for hotel uses within the Freeway Commercial and Mixed Use General Plan Land Use Districts and to enact policies to encourage targeted infill development and the development of hotel uses on properties in North Laguna Hills with proximity to, and visibility from, Interstate 5 through the adoption of more flexible development standards; and

WHEREAS, the proposed Ordinance is consistent with, and would implement, the policies established through General Plan Amendment No. 06-13-2608, in order to encourage the future development of hotel uses within designated portions of North Laguna Hills; and

WHEREAS, the City properly noticed the public hearing concerning the adoption of this Ordinance pursuant to Government Code section 6061 and as required under Government Code section 65090; and

WHEREAS, the City Council of the City of Laguna Hills has considered information presented on the proposed Ordinance by City Staff, the public, and other interested parties at a Public Hearing held on June 24, 2014; and

WHEREAS, the City Council approved Resolution No. 2014-06-24-2 during its meeting on June 24, 2014 adopting a Negative Declaration for General Plan Amendment No. 06-13-2608 and the proposed Ordinance pursuant to the California Environmental Quality Act, California Public Resources Section 21000 et seq. ("CEQA") and CEQA's implementing guidelines, California Code of Regulations, Title 14, Sections 15000 et seq.

THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA,  
DOES HEREBY ORDAIN AS FOLLOWS:

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

SECTION 2. That the required findings by the City for approval of the proposed Zone Change have been met and made as follows:

1. That the amendment or plan is consistent with the intent of the goals and policies of the General Plan as a whole, and is not inconsistent with any element thereof:

The proposed Development Code Amendments are consistent with the intent, goals, and policies of the General Plan, in particular as they pertain to the General Plan Land Use Element. Pursuant to General Plan Amendment No. 06-13-2608, the Land Use Element contains a number of policies directed at encouraging hotel development in specific areas of the Freeway Commercial and Mixed Use land use designations through adoption of more flexible development standards for hotel development. The Land Use Element also permits a maximum Floor Area Ratio (FAR) of 1.0 for hotel uses on properties within the Freeway Commercial and Mixed Use Land Use designations. The proposed Development Code Amendments are consistent with, and implement, General Plan Amendment No. 06-13-2608, by establishing an overlay zoning district over certain properties in North Laguna Hills on which an increased maximum floor area ratio, greater maximum height, and reduced setbacks would be permitted for hotel uses.

2. That the amendment or plan is necessary to prescribe reasonable controls and standards for affected land uses to insure compatibility and integrity of those uses with other established uses.

The proposed Development Code Amendments establishes reasonable controls and development standards for hotel uses within the Hospitality Overlay Zone (HOZ) overlay district that balances the goal of encouraging hotel development with the need to ensure that any future hotel development is compatible with other established uses in the area. Hotel uses are conditionally permitted land uses within the Freeway Commercial and Mixed Use zone designations and several hotels are already located within these land use designations and near the I-5 Freeway. Adding additional development opportunities for hotels in the area identified for the HOZ will take advantage of the area's access and visibility to I-5, proximity to regional business centers, reasonable distance to John Wayne Airport, and South Orange County tourism destinations. Aside from the alternative building intensity, height, and setback requirements, all future hotel developments within the HOZ will be subject to the underlying development standards applicable to all uses within the Mixed Use and/or Freeway Commercial zoning districts.

3. That the amendment or plan is necessary to provide reasonable property development rights while protecting environmentally sensitive land uses and species.

The proposed Development Code Amendments will provide additional property development rights to property owners within the Hospitality Overlay Zone by allowing more flexible development standards for hotel uses. In order to evaluate the potential impacts of the proposed Development Code Amendments on environmentally sensitive land uses and species, an Initial Study was prepared in accordance with the California Environmental Quality Act. Based on the whole record before it, including the Initial Study and comments received during the public review process and the public hearing, the City Council determined that there is no substantial evidence that the proposed Ordinance will have a significant effect on the environment and adopted a Negative Declaration for the project.

4. That the plan or amendment is necessary to correct discrepancies in standards or policies within the plan area or land use category:

The proposed Development Code Amendments are necessary to implement the new General Plan policies encouraging the adoption of more flexible development standards for hotel uses for certain

properties in North Laguna Hills and to ensure consistency between the City's General Plan and Development Code as required by state law.

5. That the plan or amendment is necessary to protect the general health, safety, or general welfare of the community as a whole:

The proposed Development Code Amendments are designed to encourage future hotel development in areas conducive to hotels through adoption of more flexible development standards for hotel uses in the North Laguna Hills area. The future development of additional hotels in the City would increase the City's transient occupancy tax revenue base to fund services and capital projects that serve the residents and businesses of the City of Laguna Hills, support local businesses that cater to transient business and tourism travel needs, promote South Orange County as a tourist destination, and provide a potential source of temporary construction and permanent jobs to residents of Laguna Hills and throughout the region. All these activities are potential direct and in-direct results of the proposed Development Code Amendments. By strengthening local economic activity, which in turn enhances local revenues through which public services are provided, the general health, safety, and general welfare of the community is enhanced and therefore protected.

SECTION 3. Title 9 of the City of Laguna Hills Municipal Code (Zoning and Subdivisions), is hereby amended as set forth in Exhibit "A" attached to this Ordinance in order to revise Section 9-11.030 (Denotation/location of overlay districts) to add the "Hospitality Overlay Zone" to the overlay district summary table; to add new Section 9-11.050 establishing alternative development standards for hotel uses within the Hospitality Overlay Zone overlay district; and to add cross-references to the new Hospitality Overlay Zone provisions within the following land use tables: Table 9-10.050 (Land Use Matrix), Table 9-26-020 (Freeway Commercial Uses), and Table 9-30.020 (Mixed Uses). The City Clerk is directed to update the appropriate sections of the Laguna Hills Municipal Code in accordance with Exhibit "A."

SECTION 4. The City of Laguna Hills Zoning Map is hereby amended to denote the parcels described in this Ordinance and depicted on Exhibit "B" attached to this Ordinance as being within the Hospitality Overlay Zone (HOZ) overlay district, as shown on Exhibit "B" attached to this Ordinance For purposes of clarification, the parcels currently identified by the following addresses and Assessor's Parcel Numbers are included within the Hospitality Overlay Zone (HOZ) overlay district:

| Address                     | APN        |
|-----------------------------|------------|
| 23002 Lake Forest Drive     | 588-055-03 |
| 23052 Avenida de la Carlota | 588-055-01 |

|                             |            |
|-----------------------------|------------|
| 23061 Avenida de la Carlota | 588-112-01 |
| 23046 Avenida de la Carlota | 588-032-25 |
| 23041 Avenida de la Carlota | 588-111-18 |
| 23441 South Pointe Drive    | 588-111-17 |
| 23421 South Pointe Drive    | 588-111-16 |
| 23461 South Pointe Drive    | 588-111-15 |
| 23175 Avenida de la Carlota | 588-032-28 |

SECTION 5. This Ordinance shall not take effect until and unless General Plan Amendment No. 06-13-2608 takes effect.

SECTION 6. Upon the effective date of this Ordinance, the provisions hereof shall supersede any inconsistent or conflicting provisions of the Laguna Hills Municipal Code.

SECTION 7. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

SECTION 8. The City Clerk shall certify to the adoption of this Ordinance and cause the same to be posted at the duly designated posting places within the City and published once within fifteen days after passage and adoption as may be required by law; or, in the alternative, the City Clerk may cause to be published a summary of this Ordinance and a certified copy of the text of this Ordinance shall be posted in the Office of the City Clerk five days prior to the date of adoption of this Ordinance; and, within fifteen days after adoption, the City Clerk shall cause to be published, the aforementioned summary and shall post a certified copy of this Ordinance, together with the vote for and against the same, in the Office of the City Clerk.

PASSED, APPROVED, AND ADOPTED this 24<sup>th</sup> DAY OF JUNE, 2014.

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ANDREW BLOUNT, MAYOR

ATTEST:

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PEGGY J. JOHNS, CITY CLERK

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

I, Peggy J. Johns, City Clerk of the City of Laguna Hills, California, DO  
HEREBY CERTIFY that the foregoing Ordinance No. 2014- was duly introduced and  
placed upon its first reading at a Regular Meeting of the City Council on the 24<sup>th</sup> day of  
June, 2014, and that thereafter, said Ordinance was duly adopted and passed at a  
Regular Meeting of the City Council held on the 8<sup>th</sup> day of July, 2014, by the following  
vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

---

PEGGY J. JOHNS, CITY CLERK

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

AFFIDAVIT OF POSTING  
AND PUBLICATION

PEGGY J. JOHNS, being first duly sworn, deposes and says:

That she is the duly appointed and qualified City Clerk of the City of  
Laguna Hills;

That in compliance with State Laws of the State of California,  
ORDINANCE NO. 2014-, being:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY  
OF LAGUNA HILLS, CALIFORNIA, AMENDING TITLE 9 OF  
THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND  
SUBDIVISIONS) TO ESTABLISH THE "HOSPITALITY  
OVERLAY ZONE (HOZ)" OVERLAY DISTRICT AND  
RELATED DEVELOPMENT STANDARDS FOR HOTEL  
USES AND AMENDING THE OFFICIAL ZONING MAP TO

DENOTE THE HOZ OVERLAY DISTRICT ON THE ZONING  
MAP FOR +/- 19 ACRES GENERALLY LOCATED SOUTH  
OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA  
CARLOTA

on the 27<sup>th</sup> day of June, 2014, was published in summary in The Register and on the  
18<sup>th</sup> day of July, 2014, was published in summary in the Saddleback Valley News; and  
was, in compliance with City Resolution No. 2004-05-2502, on the 25<sup>th</sup> day of June,  
2014 and on the 9<sup>th</sup> day of July, 2014, caused to be posted in summary in three places  
in the City of Laguna Hills, to wit:

Laguna Hills City Hall  
Laguna Hills Community Center  
Courtyard at La Paz Center

---

PEGGY J. JOHNS, CITY CLERK  
Laguna Hills, California

## EXHIBIT A

# Zoning Text Amendment No. 06-13-2608

## Laguna Hills Municipal Code

### Title 9 “Zoning and Subdivisions”

Key: ~~Strikethrough~~ text indicates text that has been deleted.  
Underlined text indicates text that has been inserted.

**Table 9-10.050 Land Use Matrix**

**Table 9-10.050  
LAND USE MATRIX**

|     |                                                              |
|-----|--------------------------------------------------------------|
| A   | Accessory Use                                                |
| C   | Conditional Use                                              |
| SUP | Special Use Permit                                           |
| P   | Permitted Use                                                |
| S   | Site Development Permit Required                             |
| T   | Temporary Use                                                |
| ◆   | Special Requirements                                         |
| ●   | Prohibited Use                                               |
| U   | See Urban Village Specific Plan                              |
| L   | See Laguna Hills Planned Community Development Plan and Text |

| Land Use    | Zones | Estate Residential (ER) | Low Density Residential (LDR) | Medium Low Density Residential (MLDR) | Medium Density Residential (MDR) | High Density Residential (HDR) | Office Professional (OP) | Village Commercial (VC) | Freeway Commercial (FC) | Community Commercial (CC) | Mixed Use (MXU) | Neighborhood Mixed Use (NMU) | Community/Private Institution (C/PI) | Open Space-1 (OS-1) Parks | Open Space-2 (OS-2) Drainage Facilities | Open Space-3 (OS-3) Landscape Corridors | Planned Community (PC) | Planned Community Residential (PCR) | Reference               |
|-------------|-------|-------------------------|-------------------------------|---------------------------------------|----------------------------------|--------------------------------|--------------------------|-------------------------|-------------------------|---------------------------|-----------------|------------------------------|--------------------------------------|---------------------------|-----------------------------------------|-----------------------------------------|------------------------|-------------------------------------|-------------------------|
| Hotel/motel |       | •                       | •                             | •                                     | •                                | •                              | C                        | U                       | C                       | C                         | C               | C                            | •                                    | •                         | •                                       | •                                       | L                      | •                                   | <u>See Chapter 9-11</u> |

#### §9-11.030 Denotation/location of overlay districts

Overlay districts shall be denoted on the zoning map by the base district symbol followed by, as part of the symbol, parenthetically enclosed letters indicating the overlay district. The following overlay districts have been created:

| District                                                 | Symbol | Location/Description                                                                                                              |
|----------------------------------------------------------|--------|-----------------------------------------------------------------------------------------------------------------------------------|
| Vehicle Repair and Vehicle Body Repair/Paint Restoration | VR     | 23501, 23502, 23512, 23522, 23532, and 23551 Commerce Center Drive, in the North Laguna Hills Business Park                       |
| Hospitality Overlay Zone                                 | HOZ    | 23002 Lake Forest Drive; 23052, 23041, 23046, 23061, and 23175 Avenida de la Carlota; 23421, 23441, and 23461 South Pointe Drive. |

## Chapter 9-11 Overlay Districts

### **§9-11.050 Hospitality Overlay Zone.**

- A. **Purpose and Intent.** The Hospitality Overlay Zone (HOZ) is intended to provide specific areas within the Mixed Use (MXU) and Freeway Commercial (FC) zones where alternative development standards can be applied to hotel uses.
- B. **Development Standards.** The development standards applicable to hotel uses within the Hospitality Overlay Zone are shown within Table 9-11.050. All other development standards applicable to the Mixed Use (MXU) and Freeway Commercial (FC) zones and not in conflict with this section shall apply.

**Table 9-11.050**  
**HOSPITALITY OVERLAY ZONE DEVELOPMENT STANDARDS**

| <b><u>Item</u></b>                            | <b><u>Standard</u></b> |
|-----------------------------------------------|------------------------|
| <b><u>Maximum lot coverage</u></b>            | <b><u>50%</u></b>      |
| <b><u>Maximum density</u></b>                 | <b><u>1.0 FAR</u></b>  |
| <b><u>Maximum building height</u></b>         | <b><u>75 ft.</u></b>   |
| <b><u>Minimum setback—front:</u></b>          |                        |
| <b><u>Parking lot</u></b>                     | <b><u>5 ft.</u></b>    |
| <b><u>Parking structure</u></b>               | <b><u>10 ft.</u></b>   |
| <b><u>Building</u></b>                        | <b><u>10 ft.</u></b>   |
| <b><u>Minimum setback—side (interior)</u></b> | <b><u>10 ft.</u></b>   |
| <b><u>Minimum setback—street side</u></b>     | <b><u>10 ft.</u></b>   |

| <b><u>Item</u></b>                       | <b><u>Standard</u></b> |
|------------------------------------------|------------------------|
| <b><u>Minimum setback—rear</u></b>       | <b><u>15 ft.</u></b>   |
| <b><u>Minimum landscape coverage</u></b> | <b><u>15%</u></b>      |

**Table 9-26.020 Freeway Commercial Uses**

**Table 9-26.020  
FREEWAY COMMERCIAL USES**

| <b>Uses</b> | <b>Permitted</b> | <b>Accessory</b> | <b>Reference</b>                 |
|-------------|------------------|------------------|----------------------------------|
| Hotel/motel | C                |                  | <a href="#">See Chapter 9-11</a> |

**Note:** Use is permitted subject to issuance of:

C = Conditional use permit (CUP)

S = Site development permit (SDP)

T = Temporary Use Permit (TUP)

P = Permitted

◆= Special requirements

**Table 9-30.020 Mixed Uses**

**Table 9-30.020  
MIXED USES**

| <b>Uses</b> | <b>Permitted</b> | <b>Accessory</b> | <b>Reference</b>                 |
|-------------|------------------|------------------|----------------------------------|
| Hotel/motel | C                |                  | <a href="#">See Chapter 9-11</a> |

**Note:** Use is permitted subject to issuance of:

C = Conditional use permit (CUP)

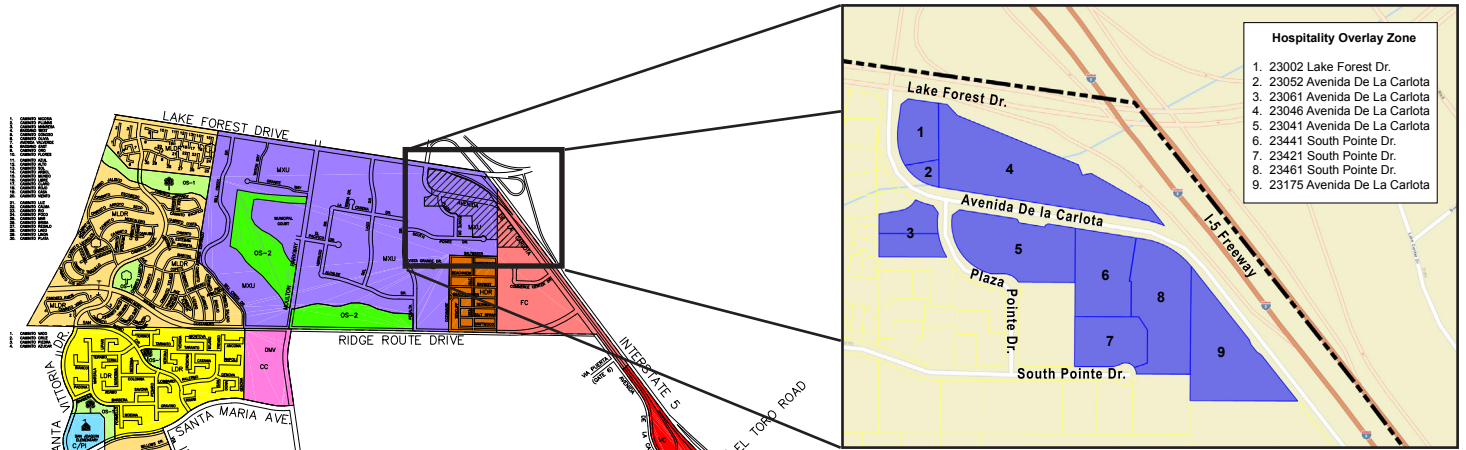
S = Site development permit (SDP)

T = Temporary Use Permit (TUP)

P = Permitted

◆= Special requirements

## Exhibit B



## ZONING DISTRICTS

### PLANNED COMMUNITY

- PC LAGUNA HILLS PLANNED COMMUNITY
- PCR LAGUNA HILLS PLANNED COMMUNITY RESIDENTIAL

### RESIDENTIAL

- ER ESTATE RESIDENTIAL
- LDR LOW DENSITY RESIDENTIAL
- MLDR MEDIUM-LOW DENSITY RESIDENTIAL
- MDR MEDIUM DENSITY RESIDENTIAL
- HDR HIGH DENSITY RESIDENTIAL

### COMMERCIAL/OFFICE

- VC VILLAGE COMMERCIAL
- FC FREEWAY COMMERCIAL
- CC COMMUNITY COMMERCIAL
- OP OFFICE PROFESSIONAL

### MIXED USE

- MXU MIXED USE
- NMU NEIGHBORHOOD MIXED USE

### PUBLIC/INSTITUTIONAL

- C/PI COMMUNITY/PRIVATE INSTITUTION
- HS HIGH SCHOOL
- ES ELEMENTARY SCHOOL

### OPEN SPACE

- OS-1 PARKS
- PP PUBLIC PARK
- PRP PRIVATE PARK
- OS-2 DRAINAGE FACILITIES
- OS-3 LANDSCAPE CORRIDORS
- CL CITY LIMITS

## OVERLAY ZONES

- HOZ HOSPITALITY OVERLAY ZONE (HOZ)



# CITY OF LAGUNA HILLS ZONING DISTRICT MAP

PREPARED BY THE PLANNING CENTER



| DATE     | REVISION                                  |
|----------|-------------------------------------------|
| 11/14/00 | Adoption of Zoning Ordinance              |
| 07/20/00 | Amendment Ordinance                       |
| 06/16/00 | PC Amendment                              |
| 06/26/01 | Nettie Golf Subdivision                   |
| 08/25/06 | Adoption of Zoning District Map Amendment |

LHM-TDM/DMC 10/11/09



## **Attachment #2**

**Staff report to City Council dated June 24, 2014**



# **City of Laguna Hills**

## **City Council Meeting Agenda**

### **Staff Report**

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**DATE: JUNE 24, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: DAVID CHANTARANGSU, AICP  
DIRECTOR OF COMMUNITY DEVELOPMENT**

**ISSUE: ADOPTION OF A NEGATIVE DECLARATION AND APPROVAL OF CASE NO. GPA/ZC/ZTA-06-13-2608 - GENERAL PLAN AND DEVELOPMENT CODE AMENDMENTS TO ESTABLISH AN OVERLAY ZONE DISTRICT ("HOSPITALITY OVERLAY ZONE") AND ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES OVER AN AREA OF +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA**

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**RECOMMENDATION: THAT THE CITY COUNCIL:**

- (1) RESUME THE PUBLIC HEARING FOR THIS ITEM, WHICH WAS CONTINUED AT THE MAY 13, 2014 CITY COUNCIL MEETING;**
- (2) ADOPT A RESOLUTION ADOPTING A NEGATIVE DECLARATION FOR CASE NO. GPA/ZC/ZTA-06-13-2608;**
- (3) ADOPT A RESOLUTION APPROVING GENERAL PLAN AMENDMENT NO. 06-13-2608; AND**
- (4) INTRODUCE FOR FIRST READING, READ BY TITLE ONLY, AND WAIVE FURTHER READING, AN ORDINANCE ENTITLED: "AN ORDINANCE OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AMENDING TITLE 9 OF THE LAGUNA HILLS MUNICIPAL CODE (ZONING AND SUBDIVISIONS) AND THE OFFICIAL ZONING MAP TO ESTABLISH THE "HOSPITALITY OVERLAY ZONE (HOZ)" OVERLAY DISTRICT AND RELATED ALTERNATIVE DEVELOPMENT STANDARDS FOR HOTEL USES ON +/- 19 ACRES GENERALLY LOCATED SOUTH OF LAKE FOREST DRIVE AND WEST OF AVENIDA DE LA CARLOTA WITHIN THE FREEWAY COMMERCIAL (FC) AND MIXED USE (MXU) ZONING DISTRICTS."**

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**SUMMARY:**

In response to anticipated increased hotel demand in Orange County for the foreseeable future, staff recommends the City Council establish a "Hospitality Overlay Zone" (HOZ) in North Laguna Hills over +/- 19 acres south of Lake Forest Drive and west of Avenida de la Carlota. The overlay zone will establish alternative development standards for future hotel

development at specific properties in the Mixed Use and Freeway Commercial zones near Interstate 5 (I-5). A General Plan Amendment is needed to establish policies promoting the encouragement of hotel uses by allowing higher development intensity to occur. Amendments to the City's Development Code are necessary to define the boundaries of the overlay district and establish the development standards for hotel improvements in the proposed HOZ.

## INTRODUCTION TO OVERLAY ZONING:

Similar to conventional zoning, an overlay zone applies specific regulations to land uses within a targeted area of the City. An overlay zone differs from conventional zoning in that it is layered on top of an underlying zoning district, or "base" district. A development proposal located within an overlay zone must meet the requirements of the base zoning district *and* the overlay zone, if applicable. Overlay zoning is often referred to as "value-added" zoning because it conveys benefits to property owners that are otherwise unavailable under the "base" zoning district. Where base district zoning standards and overlay zone standards are in conflict, the overlay zone standards will supersede the base district zoning standards.

## BACKGROUND:

Orange County is currently experiencing an increase in hotel development with notable projects having recently been completed or having begun construction in nearby cities. Laguna Hills currently has four hotels within its jurisdiction and enjoys a number of benefits associated with hotels, such as increased local spending and collection of Transient Occupancy Tax (TOT).

| Existing Laguna Hills Hotels |                             |
|------------------------------|-----------------------------|
| <i>Name</i>                  | <i>Address</i>              |
| Comfort Inn                  | 23061 Avenida de la Carlota |
| Courtyard by Marriott        | 23175 Avenida de la Carlota |
| Laguna Hills Lodge           | 23932 Paseo de Valencia     |
| The Hills Hotel              | 25205 La Paz Road           |

After observing the upward trend in hotel development and projected long-term demand for hotel rooms given the desirability of Orange County as a tourism destination and business activity hub, staff examined the City's potential for hotel development and determined that North Laguna Hills, in the area of Lake Forest Drive, Avenida de la Carlota, and the I-5 Freeway, is an ideal location for an overlay zone encouraging hotel development. The primary reason is the access and visibility to Interstate 5, South Orange County's popularity as a tourism destination, proximity to regional business centers, and reasonable distance to John Wayne Airport. Two of the City's four hotels (Comfort Inn and Courtyard by Marriott) are located in this area and patrons routinely cite convenient access to the freeway as a primary motivator in their decision to stay at these hotels. North Laguna Hills is also ideal due to the number of existing high-density, 2-6 story office buildings that could be repurposed in a hotel development project.

Currently, any future hotel development proposal must comply with the development standards for the zone, as described in the Development Code. After reviewing the Development Code, staff determined that some of the current development standards for the Mixed Use (MXU) and Freeway Commercial (FC) zones are too restrictive to accommodate future hotel development. For example, the current building height restrictions and maximum building area limitations in these zones would preclude a practical hotel development. To make the City more attractive for potential hotel development, one approach would be to amend the Code to provide more flexible development standards for the entire MXU and FC zones, which would encompass nearly all of the commercially zoned land in North Laguna Hills. If the City took this approach, the revised development standards would apply to all land uses within the zone. However, given the adjacency of residential uses to certain areas of the MXU and FC zones, and the potential for hotel uses to impact sensitive residential uses, staff determined a more appropriate approach is to establish an overlay zone, over a targeted area, that will apply only to hotel uses within a small portion of the MXU and FC zones where residential uses would not be affected by future hotel projects.

**Notable OC Hotel Development Projects**

Irvine: Near-complete 210-room Courtyard by Marriott in the Irvine Spectrum.

Aliso Viejo: Proposed 100-150 room hotel on a 2.5 acre site near Enterprise Drive & Aliso Viejo Parkway.

Tustin: Completed 149 suite Residence Inn & 145 room Fairfield Inn & Suites at the 55 Freeway & Edinger.

Mission Viejo: Approval of a 101 room hotel at Avery & Marguerite Parkway.

Huntington Beach: Proposed 250 room Pacific City Hotel between Beach Boulevard & Main Street.

Newport Beach: Proposed 130 room Lido House Hotel on former City Hall property.

Anaheim/Garden Grove: 14 new hotels expected in the next 3-5 years.

**PROJECT DESCRIPTION AND ANALYSIS:**

The City maintains the ability to create and modify development policies and standards within the community through the General Plan and the Development Code by action of the City Council. Whereas the General Plan sets broad development policies and expectations for new development, the Development Code works to set specific parameters on the use and development of property. Typically, these parameters establish the types of allowable uses on property, the size of buildings, required parking, and other desirable standards the community may want to incorporate in development.

The proposed action is to amend the City's General Plan and Development Code to facilitate hotel development over a +/- 19-acre portion of area in North Laguna Hills. Since the City's General Plan and Development Code work together to determine how development occurs within the City, both must be amended. The proposed General Plan Amendment would provide for alternative intensity limits for new hotel development occurring within two specific General Plan land use districts (Freeway Commercial and

Mixed Use) and establish policies consistent with encouraging hotel development, while the proposed modifications to the City's Development Code would establish the boundaries of the proposed overlay zone and the development standards for new hotels within the overlay zone. The proposed amendments are described below in more detail.

#### Proposed General Plan Amendment:

The General Plan is often referred to as a city's "constitution for development," establishing comprehensive and long-range objectives, principles, standards, and proposals to guide the orderly growth and development of a community.<sup>1</sup> A general plan typically makes broad policy statements to establish ideas or themes concerning future growth and development. Policy statements that identify appropriate development for the City are contained in the Land Use Element of the City's General Plan. In the instant case, staff is recommending the City's Land Use Element be amended to create policies that encourage hotel development in North Laguna Hills.<sup>2</sup> These policy amendments would increase allowable building density in the General Plan through a mechanism known as a floor area ratio (FAR).<sup>3</sup> Current policies provide that FAR in the Mixed Use and Freeway Commercial General Plan Land Use designations be set at .40 and .38 respectively – the proposed policies would increase FAR to 1.0 for hotel development. The mechanics of FAR are described in more detail elsewhere in this report.

As one of the themes contained in the City's General Plan Land Use Element is the enhancement of the local economy, a number of goals and policies encourage infill development and other activities to spur on economic development. For example, Goal LU-3 encourages "infill development that involves the revitalization of property in an economically and environmentally sustainable manner" and Policy LU-7.4 establishes that the City should "encourage private property owners to revitalize, upgrade, and beautify aging and underperforming commercial and business areas."

As a practical matter, the best encouragement the City can provide property owners to upgrade property is to increase the scale or intensity of development allowed as an incentive for redevelopment. The amendments to the City's Land Use Element, as depicted in Exhibit A to the proposed Resolution amending the City's General Plan (**Attachment 3**), will introduce the idea that more flexible development standards could be used in certain areas of North Laguna Hills as a tool to help facilitate hotel development and thus establish the policy framework through which increased allowable development intensity for hotels may be implemented through establishment of the HOZ.

#### Proposed Development Code Modifications:

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<sup>1</sup> Pursuant to state law, the general plan document is required to include seven mandatory elements including Housing, Land Use, Circulation, Conservation, Noise, Open Space, and Safety. The City also maintains an optional Public Facilities element.

<sup>2</sup> State law allows each general plan element to be amended up to four times per year.

<sup>3</sup> Floor Area Ratio ("FAR") is a ratio of allowable building area to lot size. FAR is calculated by dividing the size of a property into the total square footage of a building (including all floors).

As described above, the Development Code must be amended to establish the HOZ boundaries, to formally add the HOZ designation to the City's zoning map, and to provide for the additional or alternative development standards that will be applied to hotel developments within the HOZ. The proposed HOZ will encompass approximately 19 acres of property in the MXU and FC zones as depicted in Exhibit B to the proposed ordinance (**Attachment 4**). A summary of the specific properties included in the HOZ, and the current land uses on each, is as follows:

| <b>Properties Within the Hospitality Overlay Zone</b> |             |                                     |
|-------------------------------------------------------|-------------|-------------------------------------|
| <i>Address</i>                                        | <i>Zone</i> | <i>Description</i>                  |
| 23002 Lake Forest Drive                               | MXU         | Carl's Jr. restaurant               |
| 23052 Avenida de la Carlota                           | MXU         | Carl's Jr. restaurant               |
| 23041 Avenida de la Carlota                           | MXU         | 5-story office building             |
| 23046 Avenida de la Carlota                           | MXU         | 7-story office building             |
| 23061 Avenida de la Carlota                           | MXU         | 3-story Comfort Inn hotel           |
| 23175 Avenida de la Carlota                           | FC          | 5-story Courtyard by Marriott hotel |
| 23421 South Pointe Drive                              | MXU         | 3-story office building             |
| 23441 South Pointe Drive                              | MXU         | 3-story office building             |
| 23461 South Pointe Drive                              | MXU         | 4-story office building             |

The HOZ would apply only to these properties and would provide for an alternative set of specified development standards to be applied to hotel uses only.

The proposed text amendments to the Development Code establish the development standards that will be applied to hotel uses within the HOZ. These development standards are designed to be more accommodating for a hotel use than what is otherwise typically allowed for other developments in the underlying zoning district. The table below summarizes the proposed alternative development standards for hotel uses in the HOZ, compared to the generally applicable development standards for all other uses in the MXU and FC zones.

| <b>Hospitality Overlay Zone<br/>Development Standards Comparison</b> |                      |           |            |
|----------------------------------------------------------------------|----------------------|-----------|------------|
| <b>Dev. Standard</b>                                                 | <b>MXU</b>           | <b>FC</b> | <b>HOZ</b> |
| Lot Coverage                                                         | 50%                  | 50%       | 50%        |
| Max Density                                                          | .38 FAR              | .40 FAR   | 1.0 FAR    |
| Max Height                                                           | 40'                  | 50'       | 75'        |
| Setbacks:                                                            |                      |           |            |
| Parking lot                                                          | 10'                  | 10'       | 5'         |
| Parking structure                                                    | 20'                  | 20'       | 10'        |
| Building                                                             | 20'                  | 20'       | 10'        |
| Side (interior)                                                      | 10'                  | 10'       | 10'        |
| Side (street)                                                        | 15'<br>(parking 10') | 15'       | 10'        |
| Rear                                                                 | 15'                  | 15'       | 15'        |
| Min. Landscape                                                       | 15%                  | 15%       | 15%        |

- **Lot Coverage:** The maximum allowable lot coverage of 50% currently allowed in the MXU and FC zones is not proposed to change for hotel uses in the HOZ.
- **Maximum Density:** The Development Code measures commercial development intensity in terms of Floor Area Ratio (“FAR”), which is a ratio of allowable building area to lot size. FAR is calculated by dividing the size of a property into the total square footage of a building (including all floors). For hotel development only, the maximum FAR in the HOZ is proposed to be set at 1.0, compared to the generally applicable maximum FARs of 0.40 in the FC zone and 0.38 in the MXU zone. This enhancement will afford property owners within the HOZ much greater flexibility in terms of “buildable” square footage for hotel development. For example, under the MXU zone’s current development standards, a property owner with a 50,000 square foot property could be allowed up to +/- 19,000 square feet of hotel use. Under the HOZ’s proposed FAR maximum, the same property owner would be allowed 50,000 square feet of hotel use.
- **Maximum Height:** In lieu of the generally applicable maximum building height limitation of 40 feet in the MXU zone and 50 feet in the FC zone, it is proposed that hotels within the HOZ be permitted to be built up to a height of 75 feet. Increasing the maximum allowable building height for hotels will allow property owners within the HOZ to more fully utilize the additional FAR afforded to them for hotel uses.
- **Setbacks:** The proposed minimum building setbacks for hotels in the HOZ would be reduced five to ten feet compared to the generally applicable standards for the MXU and FC zones. The reduced setback requirement will increase the building envelope for properties within the HOZ and offer greater flexibility when designing a site for a hotel project.
- **Minimum Landscaping:** The 15% minimum landscaping requirement for development in the MXU and FC zones is not proposed to change for hotel uses in the HOZ.

Four chapters in the Code will need to be amended in order to incorporate these development standards for hotel uses in the HOZ.

Update of Chapter 9-10 “Zoning Districts Established”:

Chapter 9-10 in the Code contains a land use matrix that illustrates the land uses permitted in the City and where they are permitted. The matrix listing for “hotel/motel” will need to be updated to include a cross-reference to the new HOZ text in Chapter 9-11. This will be added to the “reference” column in the land use matrix.

Update of Chapter 9-11 “Overlay Districts”:

Chapter 9-11 is the primary chapter in the Code that discusses overlay districts. This chapter will need to be amended to add a Code section describing the purpose and intent, location, and development standards for the HOZ.

Update of Chapters 9-26 and 9-30:

Chapters 9-26 and 9-30 in the Code describe the requirements for the Freeway Commercial and Mixed Use zones, respectively. The land use table entries for “hotel/motel” in each chapter will need to be updated to include a cross-reference to the HOZ text in Chapter 9-11. This will be added to the “reference” column in each land use table.

All of the changes to the Development Code described above are depicted in Exhibit A in **Attachment 4**.

**PUBLIC COMMENT:**

On July 25, 2013, planning staff held a public workshop for all property owners within 300 feet of the HOZ and interested members of the public. The purpose of the workshop was to explain the concept of overlay zoning, introduce the HOZ project, and solicit feedback. A representative of Coco’s Restaurant (23000 Lake Forest Drive) attended and expressed his general support for the project.

In addition to the workshop, two courtesy notices were sent to property owners within 300 feet of the HOZ, with the first being sent in September of 2013 and second in March of this year. These notices served as further notification of the HOZ project and as an invitation to review and comment on the Initial Study and Negative Declaration prepared for the project. No comments were received as a result of these notices.

Prior to the previously scheduled public hearing for this project (May 13, 2014), planning staff was contacted by the City of Irvine which expressed concern over the traffic impact analysis that had been conducted in the project’s Initial Study and Negative Declaration. In the spirit of cooperation, staff met with the City of Irvine in order to more fully explain the scope of this project and to better understand their concerns. Based upon the information provided to them, the City of Irvine has indicated that their concerns have been satisfied.

**CEQA FINDINGS:**

Pursuant to Public Resources Code Section 21080(c)(1), and Section 15070(a) of the CEQA Guidelines, set forth in the California Code of Regulations, Title 14, Staff has prepared an Initial Study to evaluate the potential for environmental impacts as a result of the proposed General Plan and Development Code Amendments. Based on the conclusions of the Initial Study, and in light of the whole record, Staff recommends adoption of a Negative Declaration because the proposed General Plan and Development Code Amendments will not result in any significant impacts on the environment or to the public health, safety, and welfare. Pursuant to CEQA Guidelines Sections 15072(a) and 15072(b), a Notice of Intent to adopt a Negative Declaration was prepared and distributed

to the public, and a public review period for the Draft Negative Declaration was held from March 27, 2014 through April 15, 2014. No public comments were received during this period, but on May 12, 2014 the City of Irvine expressed concern over potential traffic impacts in the area of the HOZ as a result of future hotel development. No hotel development is being proposed at this time and none are anticipated, but to address the City of Irvine's concern, staff updated the project's Initial Study and Negative Declaration to include analysis of future traffic impacts under a full "build-out" scenario where every property included in the HOZ was converted to a hotel (existing hotel uses remained). The analysis found that under such a scenario, the total number of AM peak hour trips would be reduced by 30% and PM peak hour trips would be reduced by 13%. Based on the additional analysis, the City of Irvine withdrew their concern. The proposed Negative Declaration and Initial Study are included as **Attachment 1**. A proposed Resolution for the City Council's adoption of the Negative Declaration is included as **Attachment 2**.

#### **CONCLUSION:**

The proposed General Plan Amendment and Development Code Amendment to establish a Hospitality Overlay Zone will benefit the City by creating an area that is attractive for future hotel development. The proposed location for the HOZ is ideal since it is close to the I-5 Freeway and has a number of existing high-density office buildings and two hotels. The City collects a significant amount of Transient Occupancy Tax each year (over \$1,000,000 in the 2011-2012 fiscal year) and approval of this project could spur development of new hotels or encourage existing hotels to renovate their facilities.

#### **ATTACHMENTS:**

1. Negative Declaration and Initial Study
2. Proposed Resolution for Adoption of a Negative Declaration
3. Proposed Resolution for Approval of General Plan Amendment No. 06-13-2608
4. Proposed Ordinance for Approval of a Development Code Amendment
5. Orange County Register article dated January 2, 2013
6. Orange County Register article dated March 21, 2014





# **City of Laguna Hills**

## **City Council Meeting Agenda**

### **Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: KENNETH H. ROSENFELD  
DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER**

**ISSUE: PROGRESS PAYMENT NO. 3 FOR EL TORO ROAD PAVEMENT  
REHABILITATION PROJECT, CIP NO. 179, AND RIDGE ROUTE DRIVE  
PAVEMENT REHABILITATION PROJECT, CIP NO. 172**

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**RECOMMENDATION: THAT THE CITY COUNCIL APPROVE CONTRACT CHANGE  
ORDER NO.1 AND PROGRESS PAYMENT NO. 3, IN THE NET AMOUNT OF  
\$488,653.91, TO ALL AMERICAN ASPHALT, FOR EL TORO ROAD PAVEMENT  
REHABILITATION PROJECT, CIP NO. 179, AND RIDGE ROUTE DRIVE PAVEMENT  
REHABILITATION PROJECT, CIP NO. 172.**

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#### **SUMMARY:**

Work on the El Toro Road Pavement Rehabilitation Project, CIP No. 179, and Ridge Route Drive Pavement Rehabilitation Project, CIP No. 172, began on November 6, 2013, and is being performed by All American Asphalt. The work on Ridge Route Drive was previously completed and the work on El Toro Road began in May 2014 and has now been substantially completed. Work performed in May included clearing and grubbing, concrete repairs, pavement grinding, crack sealing and fabric, regular asphalt concrete overlay, rubberized concrete overlay and striping. Contract Change Order No.1 is proposed for approval to primarily address a change in work procedure on Ridge Route Drive as well as added driveway work on El Toro Road. The contractor has submitted the third 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 current progress payment addresses the recent repaving work on El Toro

Road. The contractor for the project, All American Asphalt, Inc., has submitted the third progress payment for the subject project as follows:

El Toro Road

| ITEM # | DESCRIPTION              | QUANTITY | UNIT | \$           | AMOUNT       |
|--------|--------------------------|----------|------|--------------|--------------|
| 1      | Clearing and Grubbing    | 1        | LS   | \$ 28,996.30 | \$ 28,996.30 |
| 2      | Signing & Striping       | .65      | LS   | \$14, 695.00 | \$ 9,551.75  |
| 4      | Cold Plane               | 249,000  | SF   | \$ .10       | \$ 24,900.00 |
| 5      | Asphalt Concrete Overlay | 1,453.57 | TN   | \$ 93.00     | \$135,182.01 |
| 6      | Asphalt Rubberized       | 2,734.65 | TN   | \$ 90.00     | \$246,118.50 |
| 9      | R&R 8" Curb and Gutter   | 12       | LF   | \$ 77.00     | \$ 924.00    |
| 10     | R&R PCC Sidewalk         | 411.79   | LS   | \$ 14.00     | \$ 5,765.06  |
| 11     | R&R PCC Driveway         | 830.52   | SF   | \$ 18.00     | \$ 14,949.36 |
| 12     | Adjust Manhole to Grade  | 6        | EA   | \$ 800.00    | \$ 4,800.00  |
| 13     | Adjust Water/Gas         | 12       | EA   | \$ 350.00    | \$ 4,200.00  |
| 14     | Traffic Loops            | 20       | EA   | \$ 200.00    | \$ 4,000.00  |
| CO1    | Contract Change No. 1    | 1        | LS   | \$ 34,985.56 | \$ 34,985.56 |

|                    |               |                |
|--------------------|---------------|----------------|
| Total To Date      | \$ 965,765.97 |                |
| Less Prior Billing | \$ 451,393.43 |                |
| Total This Period  | \$ 514,372.54 | \$ 514,372.54  |
| Less 5% Retention  |               | \$ (25,718.63) |
| Due                |               | \$ 488,653.91  |

**CHANGE ORDER**

Contract Change Order No. 1, attached, is proposed for approval to address a change in the paving technique for Ridge Route Drive, miscellaneous signing and striping and added driveway work on El Toro Road.

**FISCAL IMPACT:**

The progress payment is within the Capital Improvement Program Budget for the El Toro Road Pavement Rehabilitation Project, CIP No. 179, and Ridge Route Drive Pavement Rehabilitation Project, CIP No. 172.

**ATTACHMENTS:**

- Contract Change Order No. 1

**CITY OF LAGUNA HILLS  
CONTRACT CHANGE ORDER**

CONTRACT CHANGE ORDER NO. 1

SHEET 1 OF 2 SHEETS

PROJECT: Ridge Route Drive, CIP No. 172, & El Toro Road, CIP No. 179

CONTRACTOR: All American Asphalt, Inc.

In accordance with contract provisions, the following changes in the contract and/or contract work are hereby authorized and as compensation therefore, the following addition to or deductions from the contract price are hereby approved.

**Note: This change order is not effective until approved by the City Engineer.**

*Description of work to be done, estimate of quantities, and prices to be paid. Segregate between additional work at contract price, agreed price and force account. Unless otherwise stated, rates for rental of equipment is actually used and no allowance will be made for idle time.*

Change requested by City Engineer

- |                                                                                             |              |                    |
|---------------------------------------------------------------------------------------------|--------------|--------------------|
| 1. Additional Signage R9-3A on Ridge Route at Ave de la Carlota per letter 11/20/2013 (PCI) | Agreed Price | \$ 1,165.55        |
| 2. Temporary Striping after grinding per letter 11/20/2013 (PCI)                            | Agreed Price | \$ 5,600.00        |
| 3. Additional paving day – revised pavement section per letter 5/13/2014 (AAA)              | Agreed Price | \$26,225.18        |
| 4. Trench Drain at Shell Driveway per Caltrans permit per letter 6/5/2014 (Wetzel)          | Agreed Price | <u>\$ 7,594.83</u> |

**Net Change – Contract Change Order No. 1** Increase **\$40,585.56**

By reason of this order the time of completion will be adjusted to add 5 Working Days.

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The compensation (time and cost) set forth in this Change Order comprises the total compensation due the Contractor, all Subcontractors and all suppliers, for the work or change defined in this Change Order, including all impact on any unchanged work. By signing this Change Order, the Contractor acknowledges and agrees, on behalf of himself, all Subcontractors, and all suppliers, that the stipulated compensation includes payment for all work contained in this Change Order, plus all payment for the interruption of schedules.

Extended overhead costs, delay, and all impact, ripple effect or cumulative impact on all other, work under this Contract. The signing of this Change Order shall indicate that the Change Order constitutes full mutual accord and satisfaction for the change, and that the time and/or cost under the Change Order constitutes the total equitable adjustment owed the Contractor, all Subcontractors, and all suppliers, as a result of the change. The Contractor, on behalf of himself, all Subcontractors, and all suppliers, agrees to waive all rights, without exception or reservation of any kind whatsoever, to file any further claim or request for equitable adjustment of any type, for any reasonably foreseeable cause that shall arise out of or as a result of this Change Order or the impact of this Change Order on the remainder of the work under this Contract.

SUMMARY OF CONTRACT TIME

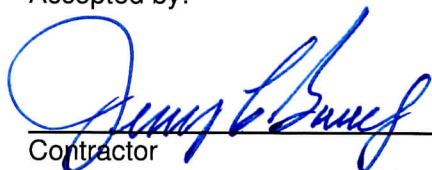
|                                             |                      |
|---------------------------------------------|----------------------|
| Original Contract Date: (Notice to Proceed) | November 6, 2013     |
| Original Contract Time: (Working Days)      | 65                   |
| Original Completion Date:                   | February 11, 2014    |
| Time Extension this C.O.: (Working Days)    | 5                    |
| Time Extension Other:                       | 2                    |
| Revised Contract Time: (Working Days)       | 72                   |
| Work Suspension for temperature             | Until April 28, 2014 |
| Revised Final Completion Due Date:          | June 25, 2014        |
| Time Subject to Liquidated Damages:         | N/A                  |
| Actual Final Completion Date:               | June 25, 2014        |

|                          |                     |
|--------------------------|---------------------|
| Original Contract Price  | \$953,953.30        |
| Prev. Authorized Changes | \$ --               |
| This Change (Add)        | <u>\$ 40,585.56</u> |
| Amended Contract Price   | \$994,538.86        |

If the Contractor does not sign acceptance of this order, his attention to the requirements of the specifications as to proceeding with the order work and filing a written protest within the time therein specified.

Approved by:

Accepted by:

\_\_\_\_\_  
Director of Public Services\_\_\_\_\_  
Date\_\_\_\_\_  
Contractor\_\_\_\_\_  
Date 6/19/2014



# City of Laguna Hills

## City Council Meeting Agenda

### Staff Report

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**DATE:** JULY 8, 2014

**TO:** MAYOR AND COUNCIL MEMBERS

**FROM:** KENNETH H. ROSENFELD  
DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER

**ISSUE:** PROGRESS PAYMENT NO. 6 FOR LA PAZ OPEN SPACE PROJECT, CIP NO. 615A

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**RECOMMENDATION:** THAT THE CITY COUNCIL APPROVE PROGRESS PAYMENT NO. 6, IN THE NET AMOUNT OF \$35,415.38, TO ENVIRONMENTAL CONSTRUCTION, INC., FOR LA PAZ OPEN SPACE IMPROVEMENTS, CIP NO. 615A.

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#### **SUMMARY:**

Work on the La Paz Open Space Improvements, CIP No. 615A, began on November 18, 2013, and is being performed by Environmental Construction, Inc. Work performed in May includes installation of swale drains, concrete panels, sub-grading, fencing and soil preparation. The project has been substantially completed as to construction and the contractor was placed on the one-year maintenance period as of May 15, 2014. The contractor has submitted the sixth 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 the project, Environmental Construction, Inc., has submitted the second progress payment for the subject project as follows:

| ITEM # | DESCRIPTION             | QUANTITY | UNIT | \$       | AMOUNT      |
|--------|-------------------------|----------|------|----------|-------------|
| 8      | 2' Concrete Swale Drain | 18       | LF   | \$ 12.00 | \$ 216.00   |
| 10     | Multi Use Trail Access  | 1511     | SF   | \$ 5.40  | \$ 8,159.40 |

Progress Payment No. 6 - CIP No. 615A  
Page 2  
July 8, 2014

|    |                         |        |    |    |            |    |           |
|----|-------------------------|--------|----|----|------------|----|-----------|
| 11 | Concrete Panels         | 50     | SF | \$ | 6.50       | \$ | 325.00    |
| 16 | Horse Trail Sub-Grading | 5132.5 | SF | \$ | 0.20       | \$ | 1,026.50  |
| 17 | Horse Trail Fencing     | 84     | LF | \$ | 28.00      | \$ | 2,352.00  |
| 27 | Soil Preparation        | 38100  | SF | \$ | 0.15       | \$ | 5,715.00  |
| 28 | Weed Abatement Program  | 0.2    | LS | \$ | 3,000.00   | \$ | 600.00    |
| 29 | Meadow Grass Hydroseed  | 127000 | SF | \$ | 0.10       | \$ | 12,700.00 |
| 40 | Auto Irrigation System  | 0.01   | LS | \$ | 239,225.00 | \$ | 2,392.25  |
| 43 | ¾ Backflow & Enclosure  | 0.78   | LS | \$ | 2,250.00   | \$ | 1,755.00  |
| 44 | 1yr Maintenance Period  | 0.08   | LS | \$ | 15,000.00  | \$ | 1,200.00  |
| 46 | Fence & Monument        | 0.15   | LS | \$ | 5,588.00   | \$ | 838.20    |

|                    |                        |                      |
|--------------------|------------------------|----------------------|
| Total To Date      | \$ 1,094,108.28        |                      |
| Less Prior Billing | <u>\$ 1,056,828.93</u> |                      |
| Total This Period  | \$ 37,279.35           | \$ 37,279.35         |
| Less 5% Retention  |                        | <u>\$ (1,863.97)</u> |
| Due                |                        | \$ 35,415.38         |

The construction of the project has been substantially completed and the contractor was put on the one-year landscape maintenance period as of May 15, 2014. The project fencing will be removed by mid-July and the site will be opened for public use.

Staff is working with the contractor to address a change order. This change order addresses the need to add mulch to the site in the approximate amount of \$6,174.97. The Contractor has also submitted a claim for storm water related work which is under review by staff.

**FISCAL IMPACT:**

The progress payment is within the Capital Improvement Program Budget for the La Paz Open Space Improvements, CIP NO. 615A.



## **City of Laguna Hills City Council Meeting Agenda Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: DONALD J. WHITE  
ASSISTANT CITY MANAGER**

**ISSUE: OPERATING MEMORANDUM NO. 1 TO DEVELOPMENT AGREEMENT  
BETWEEN THE CITY OF LAGUNA HILLS AND LAGUNA HILLS  
INVESTMENT COMPANY**

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**RECOMMENDATION: THAT THE CITY COUNCIL APPROVE AND AUTHORIZE  
THE CITY MANAGER TO EXECUTE OPERATING MEMORANDUM NO. 1 TO  
DEVELOPMENT AGREEMENT BETWEEN THE CITY OF LAGUNA HILLS AND  
LAGUNA HILLS INVESTMENT COMPANY.**

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### **SUMMARY:**

A Development Agreement between the City of Laguna Hills ("City") and the Laguna Hills Investment Company ("Owner") became effective on December 28, 2012. The Development Agreement contemplates a close degree of cooperation and flexibility between the City and the Owner. Such arrangements may come in the form of Operating Memoranda, or amendments to the Development Agreement. A problem has arisen in regards to the Owner's public art requirement that necessitated flexibility on the part of the City in the application of public art requirements as set forth in the Specific Plan, the Conditions of Approval, and the Development Agreement. The City and Owner have come to agreement on certain terms that will allow the Owner to proceed without any delay and still comply with the project's public art requirements. Staff is recommending approval of Operating Memorandum No. 1.

### **BACKGROUND:**

The Development Agreement addresses the issue of Public Art in-lieu Fees in Section 7.5 and in Exhibit B. Specifically, the Development Agreement states that, "*Owner shall furnish public art in connection with the Project, and/or pay an in-lieu fee, pursuant to the Specific Plan and other Existing Development Approvals. The Parties understand and agree that the City shall have the right to approve, in advance, the proposed type, size, art medium, location and content of all Public Art. The Parties agree that, to the extent that*

*the value of the public art provided and/or in-lieu fee paid by the Owner for Phase 1 exceeds one-half percent (0.5%) of the total construction costs of Phase 1, as determined by the City, if Owner develops Phase 2, Owner shall be entitled to a credit in such amount towards Owner's obligation to provide public art and/or pay an in-lieu fee pursuant to the Development of Phase 2."*

It is the stated intention of the Owner to furnish public art in an amount equal to or greater than one-half percent (0.5%) of the total construction costs of Phase 1. The Owner does not desire to contribute to a Public Art in-lieu Fund as part of their project.

#### Statement of the Problem

There are two problems created by the Owner's timing in regards to both design and development that conflict with the City's regulatory scheme. First, pursuant to the Urban Village Specific Plan (UVSP), the public art component of the project is to be reviewed and approved by the City, either in conjunction with the approval of the Site Development Permit, or at a later date. However, the City's review and approval is supposed to be completed before the issuance of any building permits for the project. Since the Owner has just now started to develop the public art component of the project and will not be able to submit a conceptual public art plan prior to the issuance of building permits, they are obligated to pay the City the in-lieu fee when they pull building permits. Second, the UVSP also requires that public art shall be created and installed prior to the issuance of Occupancy Permits for the project. The Owner expects first Occupancy Permits to be issued in late 2015. Given the project's phasing plan, it is logistically impossible for all public art pieces to be created and installed prior to issuance of the first Occupancy Permits.

#### Proposed Solution

Accordingly, in order to both satisfy the provisions and requirements of the Specific Plan, the Conditions of Approval, and the Development Agreement pertaining to the provision of public art and to facilitate Owner's intended development schedule for Phase 1 of the Project, staff has negotiated an arrangement wherein the Owner will pay the City a Public Art in-lieu fee in an amount equal to one-half percent (0.5%) of the total construction costs of Phase 1 for deposit into the Public Art Fund, and to subsequently seek reimbursement from the City up to the amount of such payment for public art subsequently approved by the City's Planning Agency that the Owner actually creates and installs in conjunction with the Development of Phase 1. The Public Art in-lieu fee is estimated to be \$315,000. In order to accomplish this unforeseen arrangement, staff has prepared Operating Memorandum No. 1 to the Development Agreement. Operating Memorandum No. 1 allows the Owner to move forward and protects the City's interests with regards to the provision of public art in the Urban Village Specific Plan area. Should the Owner not proceed with the development and installation of public art, the Owner's deposit in the public art fund shall become a permanent contribution to the Public Art Fund.

**FISCAL IMPACT:**

There is no fiscal impact associated with the approval of Operating Memorandum No. 1.

**ATTACHMENTS:**

- Operating Memorandum No. 1 to Development Agreement Between the City of Laguna Hills and Laguna Hills Investment Company



**OPERATING MEMORANDUM NO. 1 TO  
DEVELOPMENT AGREEMENT  
BETWEEN  
THE CITY OF LAGUNA HILLS  
AND  
LAGUNA HILLS INVESTMENT COMPANY**

This Operating Memorandum No. 1 to Development Agreement ("Operating Memorandum") is made and entered into this \_\_\_\_ day of \_\_\_\_\_, 2014, by and between the City of Laguna Hills, a municipal corporation duly organized and existing under the Constitution and laws of the State of California ("City"), and Laguna Hills Investment Company, a Delaware limited partnership, and Oakbrook Urban Village I, LLC, a Delaware limited liability company (hereinafter collectively referred to as "Owners").

**RECITALS**

A. City and Laguna Hills Investment Company are parties to that certain Development Agreement, which was approved pursuant to City Council Ordinance No. 2012-4 on November 27, 2012, became effective December 28, 2012, and was recorded in the Official Records, Orange County Clerk-Recorder's Office on January 2, 2013, as Document No. 2013000002329 (the "Development Agreement"), pertaining to the redevelopment of the Oakbrook Village Shopping Center, located at 24231-24391 Avenida de la Carlota in the Urban Village Specific Plan area, with multi-phase, mixed-use project consisting of multi-family residential units, renovated and expanded retail uses, public open space, pedestrian pathways, and private and public infrastructure improvements (the "Project").

B. Following the approval and execution of the Development Agreement, Laguna Hills Investment Company subsequently assigned an interest in the Development Agreement to Oakbrook Urban Village I, LLC, a Delaware limited liability company, as described and as set forth in that certain Assignment of Development Agreement dated April 24, 2014, as recorded in the Official Records, Orange County, Clerk Recorder, on April 24, 2014, bearing document number 2014000157001.

C. The Project and the Development Agreement are subject to the terms and provisions of the Urban Village Specific Plan (the "Specific Plan"). Pursuant to the Specific Plan, the developers of all new developments with a total construction cost of \$250,000 or more are required to provide public art as part of their projects and/or contribute to a Public Art Fund in lieu of providing public art. The Specific Plan provides in pertinent part as follows with respect to the timing of a developer's obligations in providing public art and/or contributing to the Public Art In-Lieu Fund:

"The public art component of the project shall be reviewed and approved by the City in conjunction with the review and approval of the Site Development Permit for the Development Project. Since the value of the art is based upon the total construction costs, the actual review of the proposed art may be a separate review by the Planning Agency. However, the review and approval shall be completed before the issuance of any building permits for the project.

The applicant shall be responsible for the submittal of plans and specifications of the art and the proposed location for the City's approval. The Planning Agency shall review the design, location and value of the proposed art for conformance with the requirements and goals of the Public Art Program. The applicant may propose to locate the Public Art on the project site or at an appropriate off-site location in the vicinity of the project. The artwork should not be sited near monument signs, walls, benches, or utility boxes, since these structures may block viewing the art and diminish the aesthetic value of the artwork. The Public Art shall be created and installed prior to the issuance of the Occupancy Permits for the project.

At the discretion of the Community Development Director, based upon the size, scale, location and construction costs of the project, the applicant may be required to contribute to the Public Art In-Lieu Fund rather than install a piece of art. The City may commission and acquire artwork using the Public Art In-Lieu Funds. City artwork shall meet the same design and location criteria as private artwork."

D. The term "Existing Development Approvals" as used in the Development Agreement includes certain land use entitlements and related conditions of approval applicable to the Project, which were originally approved by the City of Laguna Hills Planning Agency on November 13, 2012, pursuant to Resolution No. PA2012-11-13-1, and which were modified by the City of Laguna Hills Planning Agency on February 11, 2014, pursuant to Resolution No. PA2014-02-11-2. Condition of Approval No. 51 to the approved land use entitlements addresses Owner's obligations pertaining to the provision of public art and provides as follows:

"51. Prior to the issuance of any building permits for the project, the Applicant shall submit plans and specifications for the construction/fabrication and installation of public art required by the Urban Village Specific Plan. The proposed art work and its location shall be reviewed and approved by the Planning Agency along with conformance of the requirements and goals of the City's Public Art Program, which review and approval shall be completed prior to the issuance of any building permits for the project in accordance with the Urban Village Specific Plan. The public art shall be created and installed, or the required public art in lieu fee paid, prior to the issuance of the first residential certificate of occupancy for the project. Sequencing and phasing of the installation of public art within the Village Green area may be considered through an operating memoranda pursuant to the Development Agreement."

E. The Development Agreement expressly addresses the provision of public art in conjunction with the Project in Section 7.5 and in Exhibit B, both of which read in pertinent part as follows:

"Owner shall furnish public art in connection with the Project, and/or pay an in-lieu fee, pursuant to the Specific Plan and other Existing Development Approvals. The Parties understand and agree that the City shall have the right to approve, in advance, the proposed type, size, art medium, location and content of all Public Art. The Parties agree that, to the extent that the value of the public art provided

and/or in-lieu fee paid by the Owner for Phase 1 exceeds one-half percent (0.5%) of the total construction costs of Phase 1, as determined by the City, if Owner develops Phase 2, Owner shall be entitled to a credit in such amount towards Owner's obligation to provide public art and/or pay an in-lieu fee pursuant to the Development of Phase 2."

F. At this time, Owners desire and intend to actually furnish public art as part of Phase 1 of the Project in an amount in excess of one-half percent (0.5%) of the total construction costs of Phase 1, rather than to permanently contribute to the Public Art Fund in lieu of providing public art; however, in order to expedite development of the Project, Owners also desire to obtain building permits prior to obtaining Planning Agency approval of the design, location, and value of the art, and/or to obtain certificates of occupancy prior to creating or installing the public art.

G. Accordingly, in order to both satisfy the provisions and requirements of the Specific Plan, the Conditions of Approval, and the Development Agreement pertaining to the provision of public art and to facilitate Owners' intended development schedule for Phase 1 of the Project, Owners have proposed to pay the City a Public Art in-lieu fee in an amount equal to one-half percent (0.5%) of the total construction costs of Phase 1 for deposit into the Public Art Fund and to subsequently seek reimbursement from the City up to the amount of such payment for public art subsequently approved by the City's Planning Agency that Owners actually create and install in conjunction with the Development of Phase 1.

H. Section 13.5 of the Development Agreement provides for City and Owners to execute written Operating Memoranda when it is necessary to make ministerial changes, adjustments, or clarifications to matters, items or provisions covered in general under the Development Agreement, which do not constitute substantive changes or amendments to the Development Agreement.

I. In accordance with Section 13.5 of the Development Agreement, City and Owners now desire to enter into this Operating Memorandum to clarify certain matters pertaining to Owners' provision of public art in conjunction with the Project consistent with the proposal of Owners described in Recital G, above.

J. This Operating Memoranda is intended to be a ministerial clarification of the terms of the Development Agreement only, and not to constitute either a substantive change or an amendment to the Development Agreement. This Operating Memorandum will not result in: (i) a material change in fees or costs; (ii) an increase in density or intensity of use; (iii) a change in permitted uses; (iv) an increase in the maximum height and size of buildings; (v) a decrease in the amount of land to be dedicated for public purposes; or (vi) the reduction of improvement and construction standards and specifications for the Project.

NOW, THEREFORE, City and Owners agree as follows:

### **AGREEMENT**

1. Incorporation of Recitals. The foregoing recitals are true and correct and are incorporated herein by reference.

2. Capitalized Terms. Unless otherwise specified herein, all capitalized terms in this Operating Memorandum shall have the meaning(s) set forth for the same in the Development Agreement.

3. Provision of Public Art for Phase 1. The provisions set forth in this Section 3 are intended to clarify and implement Owners' obligations pertaining to the provision of public art in connection with Phase 1 pursuant to Sections 7.5 and 10.1 of the Development Agreement.

3.1 Payment of Deposit. Prior to the issuance of any building permits, Owners shall pay to the City for deposit into the Public Art Fund a Public Art in-lieu fee in an amount equal to one-half percent (0.5%) of the total construction cost of Phase 1 of the Project, as calculated by the City (the "Deposit"). Payment of the Deposit to the City will constitute payment of a Public Art in-lieu fee in compliance with the requirements of the Specific Plan and Development Agreement and permit Owners to expeditiously obtain building permits and certificates of occupancy.

3.2 Review and Approval of Conceptual Public Art Plan. On or before September 30, 2014, Owners shall submit a complete conceptual public art plan for Phase 1 of the Project (the "Conceptual Public Art Plan") to City for Planning Agency review. The submitted Conceptual Public Art Plan shall be consistent with the Specific Plan and shall include, without limitation, a description of the goals and objectives of the Oakbrook public art program, a description of the proposed artists and their qualifications, and a description, with concept drawings and/or illustrations, of the proposed locations, phasing, estimated size range, general medium/material, and content of the proposed public art pieces. Owners understand and agree that approval of Owners' submitted Conceptual Public Art Plan is subject to the discretionary approval of the City's Planning Agency. If, in its sole and absolute discretion, the City's Planning Agency fails to approve Owners' submitted Conceptual Public Art Plan, Owners shall not be entitled to reimbursement of any portion of the Deposit.

3.3 Review and Approval of Final Public Art Plan. Provided the City's Planning Agency approves the Conceptual Public Art Plan submitted by Owners, within one hundred eighty (180) days of such approval, Owners shall submit a complete final public art plan for Phase 1 of the Project (the "Final Public Art Plan") to City for Planning Agency review. The Final Public Art Plan shall be consistent with the approved Conceptual Public Art Plan and shall include, without limitation, detailed plans and specifications, schematics, and descriptions of the type, size, medium/material, location, content, and value of the proposed public art, along with a complete application for any Subsequent Development Approvals required for installation of the public art. Owners understand and agree that approval of the Final Public Art Plan is subject to the discretionary approval of the City's Planning Agency. If, in its sole and absolute discretion, the City's Planning Agency fails to approve the Final Public Art Plan, Owners shall not be entitled to reimbursement of any portion of the Deposit.

3.4 Contracting For and Installation of Art Pieces. Provided the City's Planning Agency approves the Final Public Art Plan submitted by Owners, Owners shall promptly proceed with contracting for the fabrication, furnishing, and installation of the public art included within the approved Final Public Art Plan. The public art for Phase 1 specified in the approved

Final Public Art Plan shall be furnished and installed by Owners prior to the date of issuance of the last residential Certificate Occupancy for Phase 1.

3.5 Reimbursement of Allowable Public Art Expenses. Provided all of the conditions set forth in Sections 3.2, 3.3, and 3.4 are satisfied, following Owners' completion of installation of all of the public art pieces included in the approved Final Public Art Plan in conjunction with Phase 1, City will reimburse Owners from the Public Art Fund for all allowable expenses associated with approved public art actually installed and furnished by Owners in conjunction with Phase 1 ("Allowable Public Art Expenses") in an amount up to, but not to exceed, the amount of the Deposit. Allowable Public Art Expenses shall be those described in the Specific Plan. To be eligible for reimbursement, Owners shall provide City with a written request for reimbursement and copies of all contracts, invoices, receipts, and other documentation supporting claimed Allowable Public Art Expenses reasonably requested by the City within two (2) months after the date of the issuance of the last residential Certificate of Occupancy in Phase 1. City will reimburse Owners for Allowable Public Art Expenses within thirty (30) days of receipt of said written request and all required supporting documentation. If Owners fail to provide City with a written request for reimbursement and copies of all contracts, invoices, receipts, and other documentation supporting claimed Allowable Public Art Expenses reasonably requested by the City within two (2) months after the date of the issuance of the last residential Certificate of Occupancy in Phase 1, Owners shall not be entitled to reimbursement of any portion of the Deposit.

3.6. Election by Owners Not to Furnish Public Art. If at any time Owners determine that they no longer desire and intend to actually furnish public art in conjunction with Phase 1 in accordance with the process set forth in this Section 3, and, instead, wish that the Deposit be considered a permanent contribution by Owners to the Public Art Fund in lieu of providing public art for Phase 1, Owners may provide written notice of such election to City. Upon City's receipt of written notice of such election by Owners, the parties hereto shall have no further rights or obligations under this Operating Memorandum.

4. Credit for Phase 2. To the extent the Allowable Public Art Expenses associated with approved public art actually installed and furnished by Owners in conjunction with Phase 1 exceeds the Deposit, Owners shall be entitled to a credit in such amount towards Owners' obligation to provide public art and/or contribute to the Public Art Fund in lieu of providing public art in conjunction with the Development of Phase 2.

5. Full Force and Effect; Counterparts. The Development Agreement shall remain in full force and effect in accordance with its terms, subject only to the ministerial clarifications made by this Operating Memorandum. This Operating Memorandum shall be binding on the parties hereto and their respective successors and assigns. This Operating Memorandum may be executed in one or more counterparts, all counterparts shall be valid and binding on the party executing them, and all counterparts shall together constitute one and the same document for all purposes.

6. Governing Law. This Operating Memorandum shall be interpreted in accordance with the laws of the State of California.

7. Authority to Execute. The person(s) executing this Operating Memorandum on behalf of Owners represent and warrant that he/she/they has/have the authority to execute this Operating Memorandum on behalf of his/her/their corporate entity/partnership and represent(s) and warrant(s) that he/she/they has/have the authority to bind Owners to the performance of Owners' obligations hereunder.

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[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, City and Owners have executed this Operating Memorandum No. 1 as of the date and year first above written.

**"CITY"**

**"OWNERS"**

CITY OF LAGUNA HILLS, a California  
municipal corporation

LAGUNA HILLS INVESTMENT COMPANY, a  
Delaware limited partnership

By: \_\_\_\_\_  
Bruce E. Channing  
City Manager

By: FRITZ DUDA COMPANY, a Texas  
Corporation,  
Its General Partner

ATTEST:

\_\_\_\_\_  
Peggy Johns,  
City Clerk

By: \_\_\_\_\_  
Fritz L. Duda  
President

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

\_\_\_\_\_  
Gregory E. Simonian,  
City Attorney

OAKBROOK URBAN VILLAGE I, LLC,  
a Delaware limited liability company

By: Shea Properties Management Company, Inc.,  
a Delaware corporation,  
Its Development Manager

By: \_\_\_\_\_  
Name: Julia Guizan  
Title: Vice President

By: \_\_\_\_\_  
Name: Bryan McGowan  
Title: Vice President



City Manager Channing indicated he would provide a memo to update the City Council on the status of the website redesign, social media, and the budget to publish the full version of City Views.

**THE CITY COUNCIL APPROVED THE CONSULTING SERVICES AGREEMENT WITH PSB INTEGRATED MARKETING FOR THE PRINTING OF CITY VIEWS AND COMMUNITY SERVICES ACTIVITY GUIDE AND AUTHORIZED THE CITY MANAGER TO EXECUTE THE AGREEMENT, BY M/COUNCIL MEMBER CARRUTH, S/COUNCIL MEMBER KOGERMAN. APPROVED BY A VOTE OF 3-1-0 (COUNCIL MEMBER BRESSETTE VOTING NO, MAYOR PRO TEMPORE GILBERT ABSENT).**

#### **4. PLANNING AGENCY**

Mayor Blount recessed the City Council meeting and acting in the capacity of Chair, called the regular meeting of the Planning Agency of the City of Laguna Hills, California, to order at 7:32 PM.

##### **4.1 ROLL CALL OF PLANNING AGENCY MEMBERS**

Present: Chair Blount, Agency Member Bressette, Agency Member Carruth, and Agency Member Kogerman

Absent: Vice Chair Gilbert

##### **4.2 PUBLIC COMMENTS**

There were no Public Comments.

##### **4.3 APPROVAL OF MINUTES FOR JUNE 10, 2014**

**THE PLANNING AGENCY APPROVED THE MINUTES OF THE JUNE 10, 2014, REGULAR MEETING, BY M/AGENCY MEMBER BRESSETTE, S/AGENCY MEMBER CARRUTH.**

**APPROVED BY A VOTE OF 4-0-1 (VICE CHAIR GILBERT ABSENT).**

##### **4.4 ADMINISTRATIVE REPORTS**

There were no Administrative Reports.

##### **4.5 PLANNING AGENCY PUBLIC HEARINGS**

There were no Planning Agency Public Hearings.

#### **PLANNING AGENCY ADJOURNMENT**

Mayor Blount reconvened the City Council meeting at 7:33 PM. All Council Members were present, with the exception of Mayor Pro Tempore Gilbert.

#### **5. CITY COUNCIL PUBLIC HEARINGS**





## **City of Laguna Hills City Council Meeting Agenda Staff Report**

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**DATE: JULY 8, 2014**

**TO: CHAIR AND AGENCY MEMBERS**

**FROM: DAVID CHANTARANGSU, AICP  
DIRECTOR OF COMMUNITY DEVELOPMENT**

**ISSUE: CONDITIONAL USE PERMIT/PARKING USE PERMIT/SITE DEVELOPMENT PERMIT (CUP/PUP/SDP) NO. 5-14-2848, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO CONSTRUCT A 2,000 SQUARE-FOOT PAD BUILDING WITH A DRIVE-THRU LANE, AND TO ESTABLISH A DRIVE-THRU DONUT AND COFFEE SHOP (DUNKIN' DONUTS) IN SAID BUILDING IN THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE**

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**RECOMMENDATION: THAT THE PLANNING AGENCY: (1) CONDUCT A PUBLIC HEARING FOR CONDITIONAL USE PERMIT/PARKING USE PERMIT/SITE DEVELOPMENT PERMIT (CUP/PUP/SDP) NO. 5-14-2848; AND (2) ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT/PARKING USE PERMIT/SITE DEVELOPMENT PERMIT (CUP/PUP/SDP) NO. 5-14-2848, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO CONSTRUCT A 2,000 SQUARE-FOOT PAD BUILDING WITH A DRIVE-THRU LANE, AND TO ESTABLISH A DRIVE-THRU DONUT AND COFFEE SHOP (DUNKIN' DONUTS) IN SAID BUILDING IN THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE."**

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### **SUMMARY:**

La Paz Shopping Center, L.P., the owner of the Courtyard at La Paz Shopping Center (the "Applicant"), has submitted plans to add an approximately 2,000 square foot freestanding pad building with a drive-thru lane for the purpose of establishing a drive-thru donut and coffee shop for Dunkin' Donuts at the Courtyard at La Paz Shopping Center ("the Center") in the CC (Community Commercial) zone. The building matches the existing architecture of the shopping center, which was remodeled in 2009. The applicant has also submitted a parking and traffic study that evaluates the additional parking demand and traffic the project would create. The results indicate that no significant traffic impacts would be

created, and that the supply of parking is sufficient to absorb the loss of 19 parking spaces the project will cause, while still supporting required parking for all uses on the property.

Staff has reviewed the project and finds that it is consistent with the goals and strategies of the General Plan, and that the project meets the requirements of the Laguna Hills Municipal Code (LHMC). Staff has also reviewed the project for compliance with the California Environmental Quality Act (CEQA) and determined that the project is categorically exempt from further environmental review. Conditions of approval have been added to ensure that this project will not result in any significant or adverse impacts to the public health, safety, and general welfare. Therefore, staff is recommending approval of CUP/PUP/SDP No. 5-14-2848.

#### **AUTHORITY:**

LHMC 9-92.080 C, E & G grant the Planning Agency authority to review and approve conditional use permits (CUPs), parking use permits (PUPs), and site development permits (SDPs), respectively. All components of the permit must be approved in order for the project to proceed. LHMC 9-28.020 requires a CUP for all drive-thru uses. A PUP is required to establish joint use of parking for all uses at the Center (this PUP, if approved, will supersede the existing PUP for the Center), and an SDP is required for all new development in commercial zones.

#### **BACKGROUND:**

In 2008, the Planning Agency approved SDP/MSP No. 2008-024, a remodel of the Center, which included the demolition of two small buildings (totaling 3,300 square feet) located in approximately the same location as the proposed building. They were removed, in part, to enhance the appearance of the shopping center as they were outdated, and to create a better view into the center. A new building was built in the interior of the site to replace the lost leasable area, and the parking lot was re-stripped to add parking where the demolished buildings had previously been.

The subject property is deep for a commercial shopping center, which can create street visibility issues for tenants located to the rear of a shopping center. At the time SDP/MSP No. 2008-024 was approved, staff encouraged the owner to demolish the buildings at the corner of La Paz Road and McIntyre Street to increase visibility into the Center along the street frontages, and enhance the Center's appeal to potential tenants. Staff notes the tenant spaces along the street frontages are leased.

#### **PROJECT DESCRIPTION AND ANALYSIS:**

Components of this project include the following:

- **Site Development Permit (SDP)** for the placement of the building. The location of the building, layout of the drive-thru lane, and modifications to site circulation and

parking were considered as a part of the SDP. The SDP also includes review of the design and aesthetic of the building and landscaping.

- **Conditional Use Permit (CUP)** for the operation of the drive-thru business. The LHMC requires a CUP for all drive-thru businesses. Findings for a CUP are also required as a component of the parking use permit.
- **Parking Use Permit (PUP)** for shared parking among all of the uses at the Shopping Center. There is currently a PUP in effect for the Center establishing shared parking. Anytime new uses or changes to the number of parking spaces occur at the site, the PUP is subject to re-review. This PUP will update the existing PUP at the site, taking into account the number of parking spaces that will be at the site after project implementation and the proposed future uses at the site.

### Site Layout and Building Design

The proposed building will be located at the corner of La Paz Road and McIntyre Street. The new building meets all required development standards, including setbacks from current property lines. Additionally, a reasonable distance from the line of the future right of way (due to an irrevocable offer of dedication<sup>1</sup>) on both La Paz Road and McIntyre Street is maintained from the edge of the drive-thru lane, so that in the future, if and when street improvements occur, the function of the drive-thru lane and layout of the site will not be affected. The building itself was designed to match the existing Center architecture, using the same basic colors and materials, while incorporating elements of the national Dunkin' Donuts brand.

Access to the new building is only available from the Center's south driveway, which is +/- 500 feet from the building. Patrons frequenting the store would enter from the Center's south driveway and circulate back to the store through the parking lot. When leaving the store, patrons could exit from the Center's north driveway which is located less than 100 feet from the intersection of McIntyre Street and La Paz Road (staff notes the north driveway is too close to the intersection to allow left turns into the Center from McIntyre and is already restricted to prevent left turns). Despite the distance, this is already an established vehicle circulation pattern within the Center and the building location is situated in a way that best preserves the circulation at the subject site.

The traffic study conducted as a part of this project did a queuing analysis indicating that sufficient queuing space is provided for the drive-thru based upon expected usage and queuing at other Dunkin' facilities. Up to eight vehicles can be stored in the proposed drive-thru lane which exceeds the expected demand of four vehicles based on a

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<sup>1</sup> In 2008 the property owner provided the City with the rights to expand the width of La Paz Road further south into the shopping center. While there are no plans to construct these improvements at this time, the proposed site plan accounts for the future widening. The Applicant's plans depict the location of the proposed improvements from the existing property line as well as from the future location when the IOD is exercised by the City and the street improvements are installed.

recommended industry standard of two spaces per 1,000 square feet of building area. The project provides four spaces per 1,000 square feet of building area.

The placement of the building will also result in the loss of 19 on-site parking spaces, however as described in the project's parking analysis below, there is sufficient on-site parking.

### Parking

Due to the additional square footage of restaurant space, and change in the supplied parking at the site, a new PUP is required for the project. The parking study by Linscott, Law & Greenspan (2014, Attachment 4), takes into account, not only the new Dunkin' Donuts, but also anticipated future tenants of other existing leasable space (either currently unoccupied, or anticipated changes in tenancy). This includes a potential future non-restaurant user for the former Claim Jumper building.

The parking study used field observations conducted last year as a baseline for actual parking demand for existing uses (as of the date of the field observations) and then uses parking demand information published by Urban Land Institute (ULI) to determine parking for the new and anticipated uses.<sup>2</sup> Adding the existing demand, plus the new anticipated demand, using a shared parking methodology, the parking study concludes that during peak usage times, both on weekdays and weekends, a parking surplus of 89 and 109 parking spaces is available respectively (See Tables 6 & 7 of Attachment 4). LHMC 9-44.070 allows multiple uses to share parking facilities, instead of using the "stand-alone" ratios for each use individually, which does not account for any shared parking between uses. Using shared parking among uses at a shopping center is standard in larger commercial centers.

### Traffic

To ensure that there would not be any significant impacts on streets or intersections due to increased traffic generated by the project, staff requested that a traffic study be conducted to analyze existing and future traffic levels at nearby intersections. The traffic study (LL&G 2014, Attachment 4), like the parking study, takes into account not only the proposed Dunkin' Donuts, but also anticipated future tenants of other existing leasable space (either currently unoccupied, or anticipated changes in tenancy). Using Institute of Transportation Engineers (ITE) trip demand rates, the study found that new trips generated by all potential future uses would not significantly impact the level of service (LOS) at any of the five intersections studied. One study intersection, the intersection of La Paz Road and Muirlands Blvd/I-5 NB may decrease from a LOS B to LOS C (see Table 9, Attachment 4), which is still within acceptable range and does not constitute a significant traffic impact.

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<sup>2</sup> The City subscribes to ULI's *Shared Parking* approach, which is a parking methodology that considers time of day characteristics as to when the demand for a parking space is likely to occur given the variety of uses within a site.

The number of expected trips generated specifically by Dunkin' Donuts is 507 new trips daily (per 24-hour period). This includes both "in" and "out" trips. The AM and PM peak hours are expected to generate an additional 62 and 26 vehicle trips respectively, due to the Dunkin' Donuts use.<sup>3</sup>

#### **PUBLIC COMMENT:**

A total of 107 public hearing notices were mailed pursuant to the LHMC and CEQA requirements. This includes all surrounding property owners within a 300' radius of the subject property, all tenants on the subject property, and to local organizations serving the blind, elderly, and disabled. To date, no formal, written comments have been received by the City Clerk.

Staff did discuss, however, concerns related to project traffic on McIntyre Street with some area residents. The concerns expressed focused on the layout of the site, and the need for traffic entering the site from La Paz Road to proceed down McIntyre to the Center's south driveway in order to make a left-hand turn into the property. For the residential properties facing McIntyre or on Sycamore Lane, this is a concern. While some internal circulation is affected at the location of the new building, the fact that all traffic from La Paz Road must enter at the second driveway on McIntyre does not represent a change from existing conditions. The traffic study does show a likely increase in traffic due to the addition of Dunkin' Donuts to the site, most of which will probably be using the second driveway to enter the site.

In response to this concern, staff evaluated whether a new driveway could be constructed on McIntyre Road, further north from the existing driveway near Flamingo's Mexican Restaurant. The driveway would shift traffic generated by the Center closer to La Paz and away from the residential properties on McIntyre. Unfortunately, due to the difference in grades from McIntyre Road to the Center's parking lot, a driveway ramp could not be constructed at the maximum recommended grade (10 percent) without rendering parking lot circulation infeasible. A new driveway would require the construction of retaining walls that either would cut across existing drive aisles in on-site parking areas adjacent to McIntyre Street eliminating existing circulation patterns, or require so much grading to raise the site making on-site pedestrian circulation impossible. Either scenario results in unacceptable on-site circulation.

#### **CEQA FINDINGS:**

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<sup>3</sup> The peak hour trips reflect net new trips coming to the intersection as a result of the project. The study conservatively recommends that 70 percent of all trips to be generated by the use not be counted as new trips since the trips would be passing through the intersection regardless of whether or not the project existed (referred to as *pass-by trips*). Staff concurs with this estimate.

Staff has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and determined that this project is categorically exempt from CEQA pursuant to Section 15303 of Title 14, Chapter 3 of the California Code of Regulations (Class 3, New Construction). This exemption is applicable to the construction of small commercial structures such as restaurants not exceeding 10,000 square feet in urbanized areas.

#### **CONCLUSION:**

The proposed building meets the development standards in the LHMC including setbacks, lot coverage, and with approval of the PUP, parking. The proposed business (Dunkin' Donuts) will be a strong corner tenant for the center. Circulation within the center is minimally affected by the new building and drive-thru lane. With increased square-footage at the Center, traffic will increase; however, the current level of service at all but one study intersection is maintained. Staff did evaluate if the driveway most users will utilize to enter the site could be relocated to decrease Center-generated traffic in front of residential properties on McIntyre; it was found that such modification would not be feasible. Any increased trips to the Center may be beneficial for other Center tenants as well as prospects for filling vacancies. In conclusion, staff has determined that all aspects of the project are in compliance with requirements of the Development Code and goals and strategies of the General Plan; therefore approval of CUP/PUP/SDP No. 5-14-2848 is warranted.

#### **ATTACHMENTS:**

1. Resolution of Approval
2. Letter of Justification
3. Plans
4. Traffic and Parking Study

# Attachment 1

Resolution of Approval



RESOLUTION NO. PA2014-

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING CONDITIONAL USE PERMIT/PARKING USE PERMIT/SITE DEVELOPMENT PERMIT (CUP/PUP/SDP) NO. 5-14-2848, A REQUEST BY LA PAZ SHOPPING CENTER, L.P. TO CONSTRUCT A 2,000 SQUARE-FOOT PAD BUILDING WITH A DRIVE-THRU LANE AND TO ESTABLISH A DRIVE-THRU DONUT AND COFFEE SHOP (DUNKIN' DONUTS) IN SAID BUILDING IN THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE

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

WHEREAS, La Paz Shopping Center, L.P. ("the Applicant"), has filed an application for Conditional Use Permit/Parking Use Permit/Site Development Permit (CUP/PUP/SDP) No. 5-14-2848 to construct a new 2,000 square-foot pad building with a drive-thru and to establish a drive-thru donut and coffee shop (Dunkin' Donuts) at 25242 McIntyre Street in the CC Zone; and

WHEREAS, CUP/PUP/SDP No. 5-14-2848 is hereby found to be Categorically Exempt from the California Environmental Quality Act (CEQA) based upon a Class 3 (CEQA Guidelines Sections 15303, New Construction) exemption; and

WHEREAS, the Planning Agency has considered evidence presented by the Community Development Department, the Applicant, and other interested parties with respect to the subject application at a public hearing held on July 8, 2014.

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. That the required findings by the City for approval of CUP/PUP/SDP No. 5-14-2848 have been met and made as follows:

Conditional Use Permit

1. The proposed use is consistent with the general plan in that:

*The General Plan land use designation for the property is Community Commercial, which is intended to provide areas for the general shopping and commercial service needs of area residents. In addition to meeting the general intent of the General Plan land use designation, the General Plan contains policies that include bringing buildings closer to the street to help produce a livelier streetscape and using context sensitive design and*

*architecture. The proposed building, located along the streets at the corner of La Paz Road and McIntyre Street is architecturally consistent with the existing buildings at the center, sensitive in design in maintaining visibility into the rest of the center, and low in scale to be compatible with nearby residences on the street. The project also meets other General Plan goals and policies, including using land efficiently and offering flexibility to changing shopping needs, and expanding the variety of services and shopping opportunities in the community.*

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

*The proposed drive-thru restaurant is located in an existing commercial center. The drive-thru restaurant is located as close to the corner as is feasible, and is separated from the nearest adjacent residential uses by La Paz Road. Other residences further south on McIntyre Street may experience an insignificant increase in traffic. Additional traffic generated by the drive-thru use is expected to be about 1 additional car per minute during the AM peak hour (other times would average less). Many of these additional trips (especially those to enter the site) will most likely use the driveway closest to Flamingo's restaurant, across from residential uses. However, there is no evidence that this level of traffic increase will adversely affect or be materially detrimental to the adjacent residential properties. McIntyre Street has the capacity to accommodate the additional traffic as exhibited by the project traffic study. The shopping center has utilized the current points of access from McIntyre Road along with the current internal on-site circulation since the shopping center's development while under the jurisdiction of the County of Orange.*

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 in that:

*The proposed drive-thru business will be located in the corner of an existing commercial center. The parking study indicates that even with the addition of the new square-footage, sufficient parking for all uses is provided on the subject site. Further, with the addition of the proposed building, all other development standards are met. Circulation within the site remains largely unchanged.*

4. All required development standards prescribed by this code can be achieved in that:

*The new building meets all setback and height requirements. With the addition of the building, the site continues to meet lot coverage requirements. Parking requirements will be satisfied with the approval of the subject PUP.*

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 in that:

*The conditions of approval contained in this resolution are standard for permits of this nature and include requirements to minimize noise, traffic, light, aesthetic, and water quality impacts of the project, which helps to ensure compatibility with surrounding uses and protect the public peace, safety, and welfare.*

#### Parking Use Permit

1. The proposed joint use parking permit is consistent with the intent and purpose of the development code in that:

*The development code allows parking to be shared among users on one or multiple sites. Shared parking within commercial centers is a common application of this provision. Rather than providing parking for each individual business as a stand-alone use, with shared parking uses are able to share parking on the site as a whole. There is an existing PUP on for the Courtyard at La Paz shopping center establishing shared parking. This PUP would update the existing one, reflecting current parking availability and demand for all current and proposed uses.*

2. The joint use parking permit provides a reasonable and enforceable means for all uses to share parking facilities in that:

*All uses sharing parking are located on the same property and therefore have access to all parking on the subject site. No parking spaces are designated for any one specific business.*

3. The requirement for parking established by the joint parking use permit shall assure that parking demands for the participating uses are continually met in that:

*A condition of approval has been added stating that if the mix of uses changes significantly from that in the parking study (LL&G 2014), the City can request that a new parking study be conducted, allowing re-evaluation of parking at the site. This will ensure that parking demand for all uses at the subject site continue to be met.*

#### Site Development Permit

1. The site design complies with standards of the development code in that:

*The new building meets all setback and height requirements. With the addition of the building, the site continues to meet lot coverage*

*requirements. Parking requirements will be satisfied with the approval of the subject PUP.*

2. The site is suitable for the proposed development in that:

*The site is an existing commercial shopping center. The proposed building will be located in a corner of the center, with minimal disruption to site circulation, parking, and accessibility.*

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

*The General Plan encourages policies to promote economic development within the City and infill development. The building itself is designed to blend with the existing architecture at the center, using the same basic colors and materials, while integrating some elements of the national Dunkin' Donuts brand.*

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

*The new building and drive-thru lane are designed in such a way to impact site circulation as little as possible. A queuing analysis was done to ensure the drive-thru lane has sufficient vehicle stacking space. The proposed building is large enough to accommodate the drive-thru restaurant use, without taking up unnecessary space on the subject site.*

NOW, THEREFORE, based upon the above findings, the Planning Agency of the City of Laguna Hills does hereby approve CUP/PUP/SDP No. 5-14-2848 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, La Paz Shopping Center, L.P., 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, parking use permit, and site development permit, CUP/PUP/SDP No. 5-14-2848, approved pursuant to this Resolution.
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,

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. This approval 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. Pursuant to Government Code Section 66020, the Applicant is informed that the 90-day period in which the Applicant may protest the fees, dedications, reservation, or exaction imposed on this project through the conditions of approval has begun.
8. 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 July 8, 2014.

10. Within 48 hours from project approval, the Applicant shall submit to the City a check in the amount of \$50.00, made payable to the Orange County Clerk-Recorder, for filing the Notice of Exemption.

Planning

11. 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 installation of "Smart" landscape irrigation controllers, low precipitation-rate sprinkler heads, and water efficient landscaping, as applicable.
12. The approved landscape plan described in Condition No. 11 shall demonstrate adequate screening of the equipment enclosure can be achieved using plant materials and sizes to screen the enclosure within one year of planting.
13. Prior to the issuance of a building permit, the Applicant shall submit an on-site lighting and photometric plan to the Community Development Director for review and approval. The plan shall include a photometric analysis of existing and proposed lighting. Lighting levels must be generally consistent with the existing center and shall comply with lighting requirements of the Laguna Hills Municipal Code.
14. 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 both the parking lot of the subject property and the centerline of adjacent rights of way contiguous to the site.
15. The use shall comply with LHMC Chapter 5-28 (Smoking and Sale of Tobacco Products). Required outdoor signage and notices shall be installed prior to the commencement of the use.
16. If at any time in the future the Community Development Director determines, in his or her sole discretion, that a parking and circulation study is necessary to address parking and/or circulation issues relative to any change in any use or any portion of any use (i.e., change in tenant mix) in the shopping center, or to address parking and/or circulation insufficiencies, issues, complaints, or problems relative to ensuring adequate parking and circulation on the subject property in connection with this Permit, the Applicant shall, at its sole cost and expense, be responsible for the cost of a parking and circulation study prepared by a licensed consultant selected by the City. The Applicant shall, at its sole cost and expense, be responsible for implementation of any reasonable mitigation measures deemed appropriate by the Director related to such impacts based on the findings of such study.

Building

17. The Applicant shall be responsible for ensuring all applicable building permits are obtained, as required by section 103 of the 2013 CA Building Code prior to commencement of any work for which a permit is required.
18. 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 2013 CA Building Code.
19. Applicant shall submit approvals from the applicable water district prior to building permit issuance.
20. Prior to building permit issuance, the Applicant shall submit to the Building Department all required approvals from the Orange County Health Department.
21. Applicant shall submit approvals from the Orange County Fire Authority or provide verification of plan submittal prior to issuance of building permit.
22. At time of permit issuance the Applicant shall submit Construction and Demolition Waste Recycling Program paperwork, if applicable, as required by City Ordinance No. 2003-9 and to comply with mandates of the California Integrated Waste Management Board (CIWMB).
23. Applicant shall comply with all construction water quality regulations, as required by City Ordinance No. 2003-12.
24. Applicant shall comply with California Disabled Accessibility requirements, as required by Chapter 11 of the California Building Code at the time of document submittal for the purpose of permit issuance. Additionally, existing site conditions shall comply or be made to comply with applicable requirements.
25. All construction shall comply with the 2013 CA Building, Plumbing, Mechanical, Electrical, and Green Building Codes with regard to mixed occupancies.

Public Services

26. The Applicant shall submit a final grading plan and erosion control plan on 24"x 36" sheets to the City Engineer. All plans shall be prepared by a registered Civil Engineer. The grading plan shall show street, sewer, water, storm drain facility, and all proposed grading. The plans shall show the extent of topography of the grading plan and shall be sufficient to determine drainage impacts to the surrounding area. All grading shall be designed and constructed in accordance with the City's Grading and Excavation Code. The final grading plan shall be approved by the City Engineer prior to the issuance of a building permit. No concentrated drainage shall be allowed onto driveways or sidewalks and shall be conveyed to a water quality device or the street via a storm drain pipeline or culvert, as applicable.

27. Prior to issuance of any grading or building permits, the Applicant shall submit for approval by the Community Development Department and Public Services Department a water quality management plan (WQMP) specifically identifying Best Management Practices (BMPs) that will be used on-site to control predictable pollutant run-off. This 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 requirements. This 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, preserve 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 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.
28. If the construction area is 1 acre or more, prior to issuance of grading permits, the Applicant shall submit a copy of the Notice of Intent (NOI) indicating that coverage has been obtained under the National Pollutant Discharge Elimination System (NPDES) State General Permit for Storm Water Discharges Associated with Construction Activity from the State Water Resources Control Board. Evidence that the NOI has been obtained shall be submitted to the Public Services Department. Projects subject to this requirement shall prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). A copy of the current SWPPP shall be kept at the project site and be available for City review on 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.

29. The Applicant shall comply with hydromodification criteria and provide calculations in the Grading Plan, in accordance with Section F.1.h(5) of Order No. R9-2009-0002 NPDES Permit.
30. Prior to the grading permit close out or the issuance of a certificate of use and occupancy, the Applicant shall demonstrate compliance with the WQMP in a manner meeting the satisfaction of the City Engineer, including:
  - a. Demonstrates that all structural BMPs described in the Project WQMP have been implemented, constructed, and installed in conformance with approved plans and specifications;
  - b. Demonstrates that the applicant has complied with and/or is prepared to implement all non-structural BMPs described in the Project WQMP;
  - c. Demonstrates that an adequate number of copies of the project's approved Project WQMP are available for the future occupants;
  - d. Demonstrates that the applicant has agreed to and recorded CC&R's, an agreement, or another legal instrument approved by the City Attorney that shall require the property owner, successors, tenants (if applicable), and assigns to operate and maintain in perpetuity the post-construction BMPs described in the Project WQMP.
  - e. The Community Development Department and Public Services Department shall determine whether any proposed change in use requires an amendment to an approved Project WQMP and/or recorded document or agreement.
31. Trash/recycling enclosures shall be constructed per the City of Laguna Hills standards including a solid roof and sewer drain connection.
32. The Applicant shall submit a geotechnical report prepared by a registered engineering geologist for approval by the City Engineer. The report shall include evaluation of onsite soils and provide recommendations on pavement sections, building foundations, and a discussion of the functionality of the water quality features.
33. No work shall be performed within the public right-of-way, by the Applicant or its agents until a public property encroachment permit is issued by the City Engineer and applicable fees have been paid.

34. Construction traffic shall not 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. The Applicant shall provide a construction vehicle routing plan for approval by the City Engineer prior to any demolition or construction work.
35. It shall be the Applicant's responsibility to protect-in-place existing public improvements. Public improvements that are damaged as a result of the proposed construction shall be the responsibility of the Applicant and/or contractor of record to repair or replace to the satisfaction of the City Engineer.
36. Parking lot paving structural section shall match existing but in no case shall be less than 3" Asphalt concrete over 4" Aggregate Base.

PASSED, APPROVED, AND ADOPTED this 8<sup>th</sup> day of JULY, 2014.

\_\_\_\_\_  
ANDREW BLOUNT, CHAIR

ATTEST:

\_\_\_\_\_  
PEGGY J. JOHNS, CITY CLERK

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

I, Peggy J. Johns, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. PA2014- adopted by the Planning Agency of the City of Laguna Hills, California, at a Regular Meeting thereof held on the 8<sup>th</sup> day of July, 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

\_\_\_\_\_  
PEGGY J. JOHNS, CITY CLERK

# Attachment 2

Letter of Justification

April 29, 2014

Katie Crockett  
City of Laguna Hills Planning Division  
24035 El Toro Rd.  
Laguna Hills, CA 92653

Re: **Courtyard at La Paz**  
**25252 – 25292 McIntyre St., Laguna Hills, CA 92653**  
**Dunkin' Donuts Retail**

Dear Community Development Director & Planning Staff:

La Paz Shopping Center, L.P, (Owner) of the above referenced property, would like to submit the attached Site Development Permit (SDP)/CUP application for a new, single story 1,800 square foot retail building with a drive-thru lane. We are seeking entitlement for a total of 2,000sf of which 1,800sf will be built out by the Owners at this time and 200 square feet will be utilized and completed by the Tenant (as defined below) as a mechanical enclosure.

**Background Courtyard at La Paz:**

Courtyard at La Paz is a 86,557 square foot retail shopping center with anchor tenants that include 24 Hour Fitness and Joann's Fabrics. The Owners have owned the center since the 1970s and have had a long standing relationship with the community. They were one of the first property owners to take the initiative to renovate per the City's General Plan in 2008-2009. The project included a new façade, landscaping, signage, tear down of 2 pad buildings to provide additional parking, and a dedication of La Paz Rd to the City to broaden the street. The entire project was completed per the phasing plan submitted to the City.

One of the design objectives of the renovation was to open up visibility of the shopping center which was accomplished by tearing down the two corner pad buildings (totaling 3,300 sq.ft.). After the economic downturn, most retailers are now looking for corner locations with high visibility, leaving all shopping center owners with very few options to attract new tenants. This demand has led the Owners to consider developing a corner pad. While keeping the original objective of maintaining a visible corridor at the intersection of La Paz and McIntyre Street, we designed a building that compliments the rest of the shopping center that is smaller in size and height than the original buildings.

**Description of the proposed Dunkin' Donuts Retail project:**

The project consists of a new, single-story 1,800 square foot stand-alone retail building with a 200 square foot mechanical enclosure and a drive-through lane located at the southwest corner of the intersection of La Paz Road and McIntyre Street in the existing Courtyard at La Paz shopping center.

The project will be a "build-to-suit" building for a Dunkin' Donuts franchisee (Tenant), one of the first to be built in the Orange County area, and is based on the franchise's latest prototype concept featuring a clean, contemporary design incorporating well-known Dunkin' Donuts colors and brand-identifying elements.

In addition to the typical Dunkin' Donuts design elements, the project has full-height glass walls showcasing volume ceilings in the dining area. It also includes exterior sconces, stone wainscoting and colors matching those used for the overall center to integrate the new building with the existing buildings on-site.

The site design includes two patio areas and an abundance of new landscaping around the entire building, including plantings screening the drive-through lane from view from the adjacent streets.

All roof-top equipment will be screened from view by the building parapet walls, and a ground-mounted walk-in cooler located in an enclosure on the north end of the building will be screened with full-height walls featuring colors, materials and detailing integrating the enclosure with the overall building and site design.

#### Parking/Traffic

We understand that the feasibility of this project is tied to parking and traffic flow. The attached study from Linscott Law & Greenspan dated May 1, 2014 clearly shows that the center is sufficiently parked with the addition of a 2,000 sf drive-thru building. The current parking supply is 504 spaces and the new building will result in a loss of 18 stalls leaving a future supply of 486 spaces. The study concluded that with this loss, parking would be adequately served by the onsite parking supply even with proposed future uses. Additionally, the study determined that internal traffic flow and circulation will not be negatively impacted, and the increase in trip generation for the proposed use is nominal.

In summary, the overall design and layout of this project is cohesive with the existing shopping center and meets the guidelines of the City's General Plan. The approval of this application will support the prospects of this being one of the first stand-alone Dunkin' Donuts in Orange County/Southern California and will become a destination for the entire community.

Please feel free to contact me with any additional questions about this project.

Sincerely,

Richard Finkel, A.I.A.  
Principal



Bundy-Finkel Architects



# Attachment 3

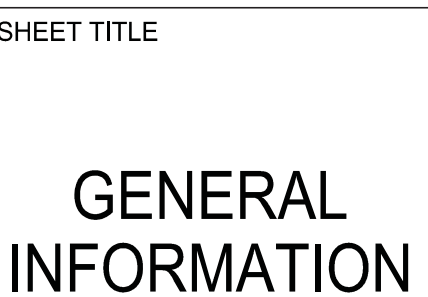
Plans

PROJECT NAME:

LA PAZ RETAIL  
DUNKIN' DONUTS

25242 McIntyre St.  
Laguna Hills, CA 92653

Developed by  
La Paz Shopping Center, LP  
4 Park Plaza Suite 530, Irvine, CA 92614



N.T.S.



Site Area: 359,113 sf./ 8.2 acres

Zoning: CC Community Commercial.

APN: 620-212-01 / 620-212-02

|               |                    |
|---------------|--------------------|
| Existing:     | 88,326 s.f.        |
| Proposed New: | 2,000 s.f.         |
| <b>Total:</b> | <b>90,326 s.f.</b> |

|           |                          |
|-----------|--------------------------|
| Existing: | 504 stalls               |
| Proposed: | 486 stalls               |
| Required: | See Parking Demand Study |

A PORTION OF THE NORTHEAST QUARTER OF SECTION 2, TOWNSHIP 7 SOUTH, RANGE B WEST SAN BERNARDINO MERIDIAN, ACCORDING TO AN OFFICIAL PLAT FILED IN THE DISTRICT LAND OFFICE MAY 19, 1873 DESCRIBED AS FOLLOWS:  
PARCEL 1 AS SHOWN ON A MAP FILED IN BOOK 49, PAGE 24 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF ORANGE.

PARCEL 2: AN EASEMENT FOR INGRESS AND  
EGRESS, PARKING AND RELATED PURPOSES  
OVER THE FOLLOWING DESCRIBED  
LAND: THAT PORTION OF THE EAST HALF OF  
THE NORTHEAST QUARTER OF SECTION 2,  
TOWNSHIP 7 SOUTH, RANGE 8 WEST, SAN  
BERNARDINO MERIDIAN, ACCORDING TO THE  
OFFICIAL PLAT OF SAID LAND FILED IN THE  
DISTRICT LAND OFFICE MAY 19, 1873.

- A-1 Title sheet
- C-1 Grading Plan - Title Sheet
- C-2 Topographic Map
- C-3 Precise Grading Plan
- C-4 Sections and Details
- A-2 New Construction Site Plan
- A-3 Floor Plan
- A-4 Exterior Elevations
- A-5 Exterior Elevations
- A-6 3D Images

|                           |                                |
|---------------------------|--------------------------------|
| Owner                     | Architect                      |
| La Paz Shopping Center LP | Bundy Finkel Architects        |
| 4 Park Plaza Suite 530    | 1120 Bristol St                |
| Irvine, CA 92614          | Costa Mesa, CA 92626           |
| Attn: Mr. Dan Katzer      | Attn: Richard Finkel           |
| Ph.:(949) 633-5277        | Ph.: (714) 850-7575            |
| Email: Dank@K-C-C-I.com   | Email: rfinkel@bundyfinkel.com |

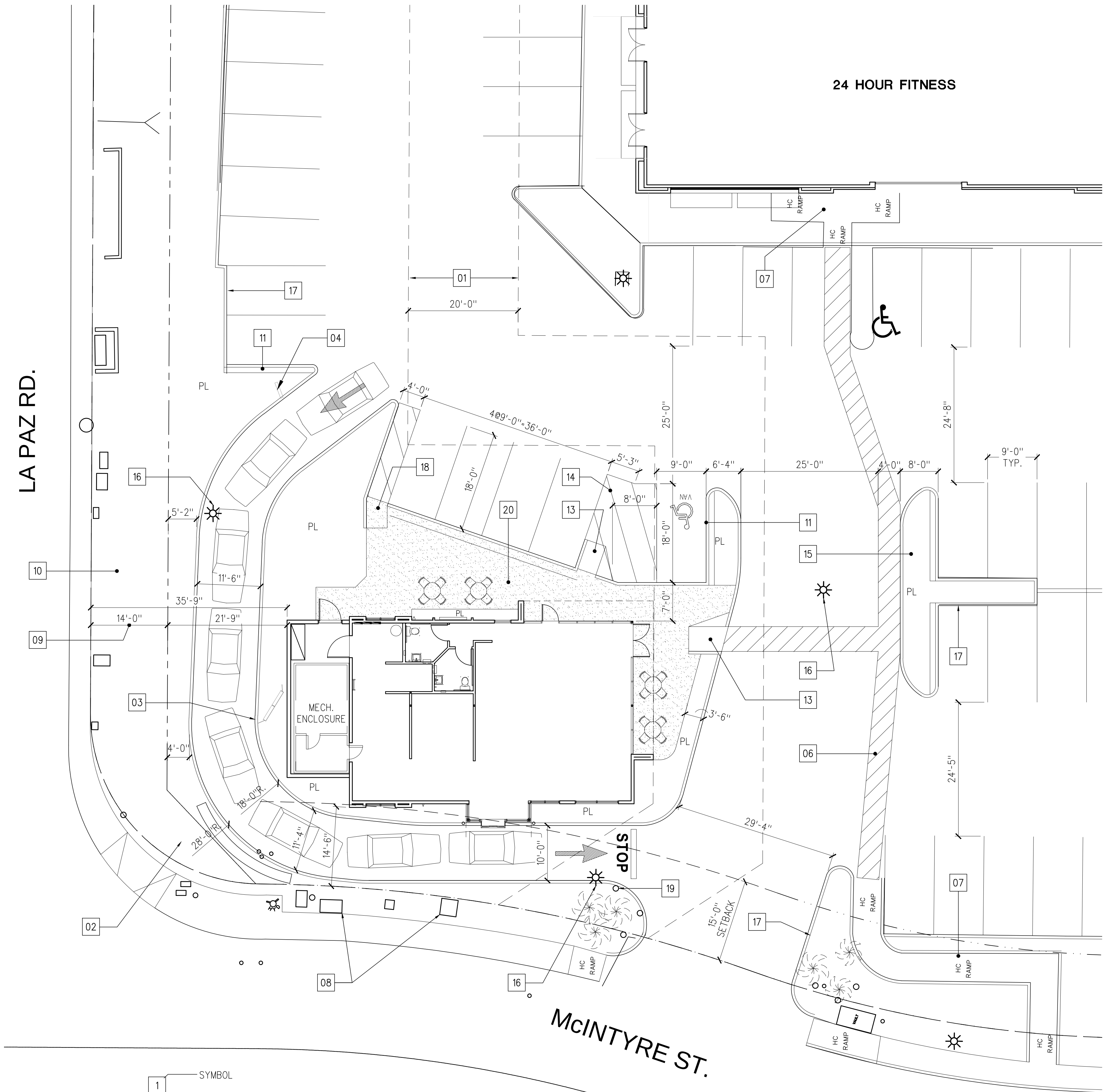
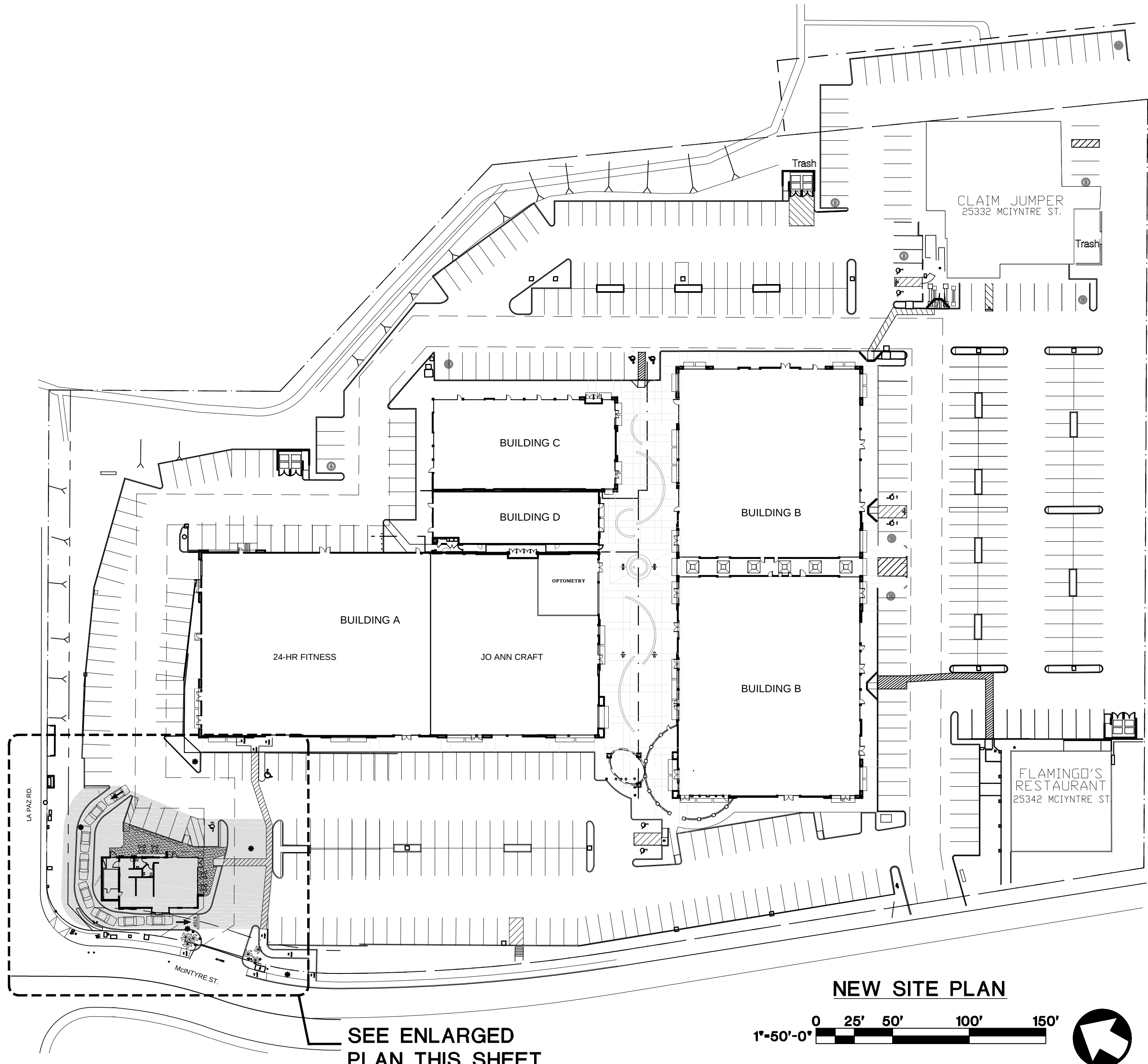
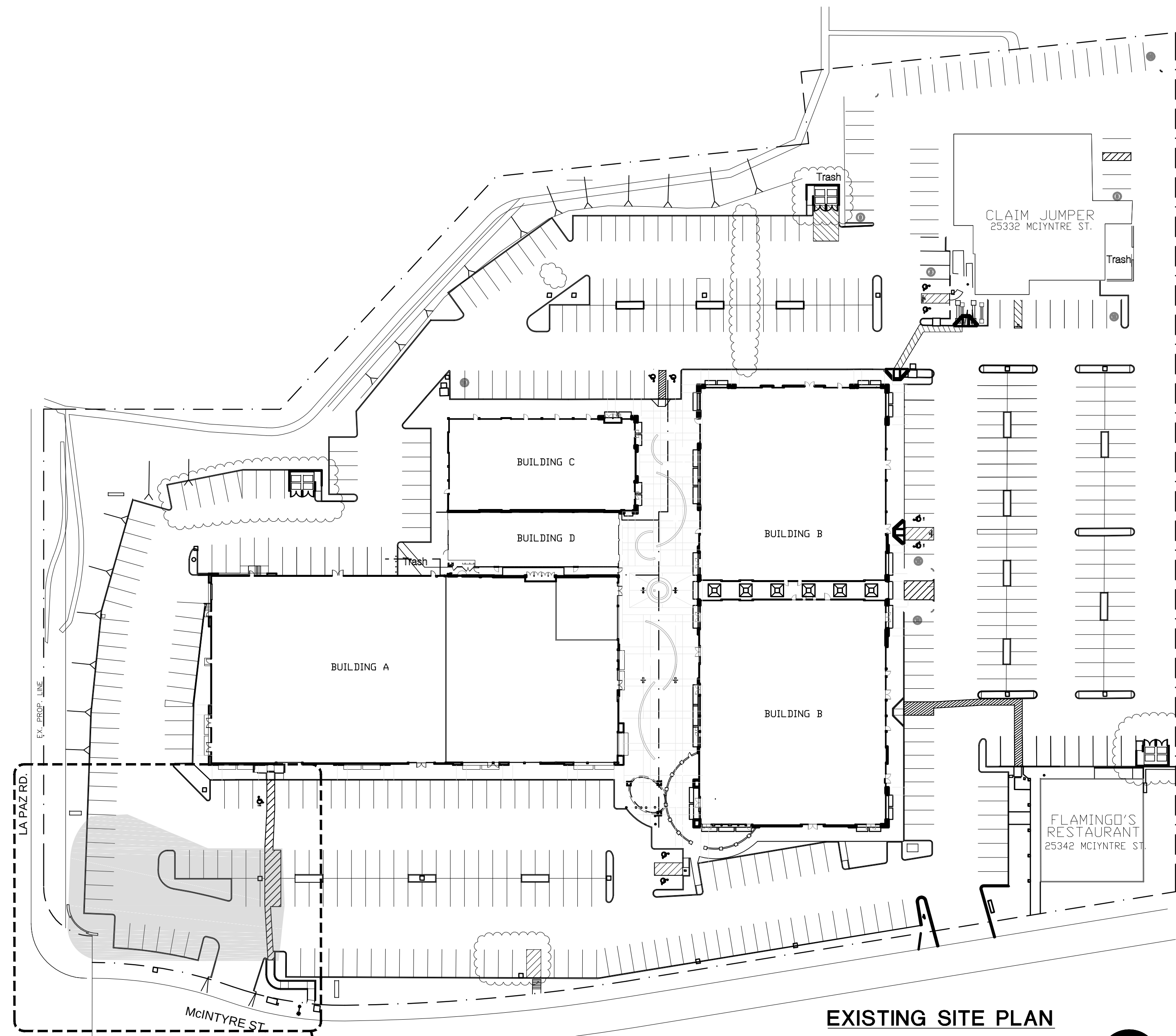
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PROJECT NO.: 13-608  
 FIRST ISSUE DATE: 05-08-14  
 AG: CHKD: RF

FILE: 563 A0\_1 Cover.dwg

SHEET

A-1



- | NO. | DESCRIPTION                                                  |
|-----|--------------------------------------------------------------|
| 01  | EXISTING 20'-0" WATER LINE EASEMENT                          |
| 02  | RELOCATE EXISTING MONUMENT SIGN                              |
| 03  | ORDER / MENU BOARD (BY TENANT)                               |
| 04  | DRIVE-THROUGH SIGN (BY TENANT)                               |
| 05  | PLANTER POTS (BY TENANT)                                     |
| 06  | ACCESSIBLE PATH OF TRAVEL                                    |
| 07  | EXISTING HCAP RAMP                                           |
| 08  | EXISTING CITY UTILITY BOXES - PROTECT-IN-PLACE               |
| 09  | 14'-0" OFFER OF DEDICATION AREA                              |
| 10  | EXISTING SLOPED BANK - PROTECT-IN-PLACE                      |
| 11  | 12" STEP-OFF CURB                                            |
| 12  | PATIO TABLES (BY TENANT - TOTAL OF 16 SEATS MAX.)            |
| 13  | NEW HCAP RAMP                                                |
| 14  | VAN-ACCESSIBLE LOADING SPACE                                 |
| 15  | NEW PLANTER FINGER                                           |
| 16  | EXISTING LIGHT POLE TO BE RELOCATED                          |
| 17  | EXISTING CURB                                                |
| 18  | NEW RAMP (NON-ACCESSIBLE - FOR DELIVERY PURPOSES ONLY)       |
| 19  | (3) EXISTING PALM TREES TO BE REMOVED (RELOCATE IF POSSIBLE) |
| 20  | NEW CONCRETE PAVING                                          |

PROJECT NAME:  
**LA PAZ RETAIL  
DUNKIN' DONUTS**  
25242 McIntyre St.  
Laguna Hills, CA 92653

Developed by  
La Paz Shopping Center, LP  
4 Park Plaza Suite 530, Irvine, CA 92614

SHEET TITLE  
**NEW  
CONSTRUCTION  
SITE PLAN**

NOTICE: THE DESIGN SHOWN AND DESCRIBED HEREIN, INCLUDING ALL TECHNICAL DRAWINGS, SPECIFICATIONS, AND MODEL SHEDS, ARE PROPRIETARY AND SHALL NOT BE COPIED, REPRODUCED, REUSED, OR OTHERWISE EXPLOITED IN WHOLE OR IN PART, WITHOUT THE WRITTEN PERMISSION OF BUNDY-FINKEL ARCHITECTS. ADDITIONALLY, THESE DOCUMENTS HAVE BEEN PREPARED TO DISCLOSE NEW WORK ONLY AND DO NOT REPRESENT AN ADVICE OR GUARANTEE OF ACCURACY. CONSTRUCTION OF THE ARCHITECT DOES NOT WARRANT IN ANY WAY THE ACCURACY OF THE INFORMATION AND SHALL NOT BE RESPONSIBLE FOR DISCREPANCIES BETWEEN THIS DOCUMENT AND EXISTING CONDITIONS. THESE PLANS ARE THE PROPERTY OF THE ARCHITECT AND ARE AVAILABLE FOR LIMITED REVIEW AND EVALUATION BY THE CLIENT. CONSULTANTS, CONTRACTORS, ENGINEERS, ARCHITECTS, WRITERS, AND OTHER PERSONS SHALL BE RESPONSIBLE FOR THE DESIGN. ADDITIONALLY, CONTRACTORS SHALL VERIFY DIMENSIONS AND SHALL NOT SCALE THE DRAWINGS AT ANY TIME.

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PROJECT NO.: 13-608  
LAST ISSUE DATE: 05-08-14  
BY: AG CHKD: RF

FILE:  
SHEET  
**A-2**

LA PAZ RETAIL  
DUNKIN' DONUTS

25242 McIntyre St.  
Laguna Hills, CA 92653

Developed by  
La Paz Shopping Center, LP  
4 Park Plaza Suite 530, Irvine, CA 92614

## SHEET TITLE

# FLOOR PLAN

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PROJECT NO.: 13-608

BY: AG CHKD: RF

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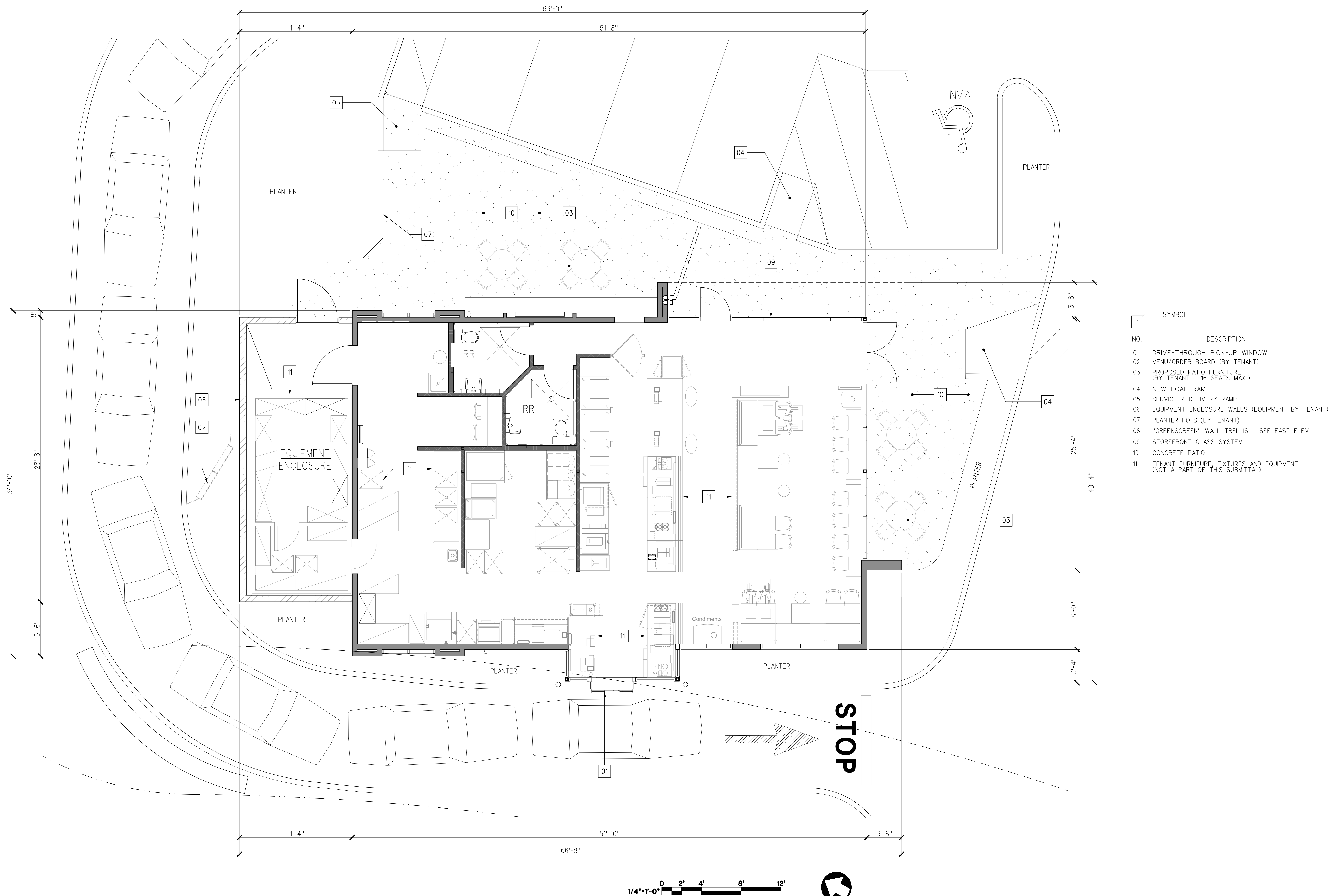
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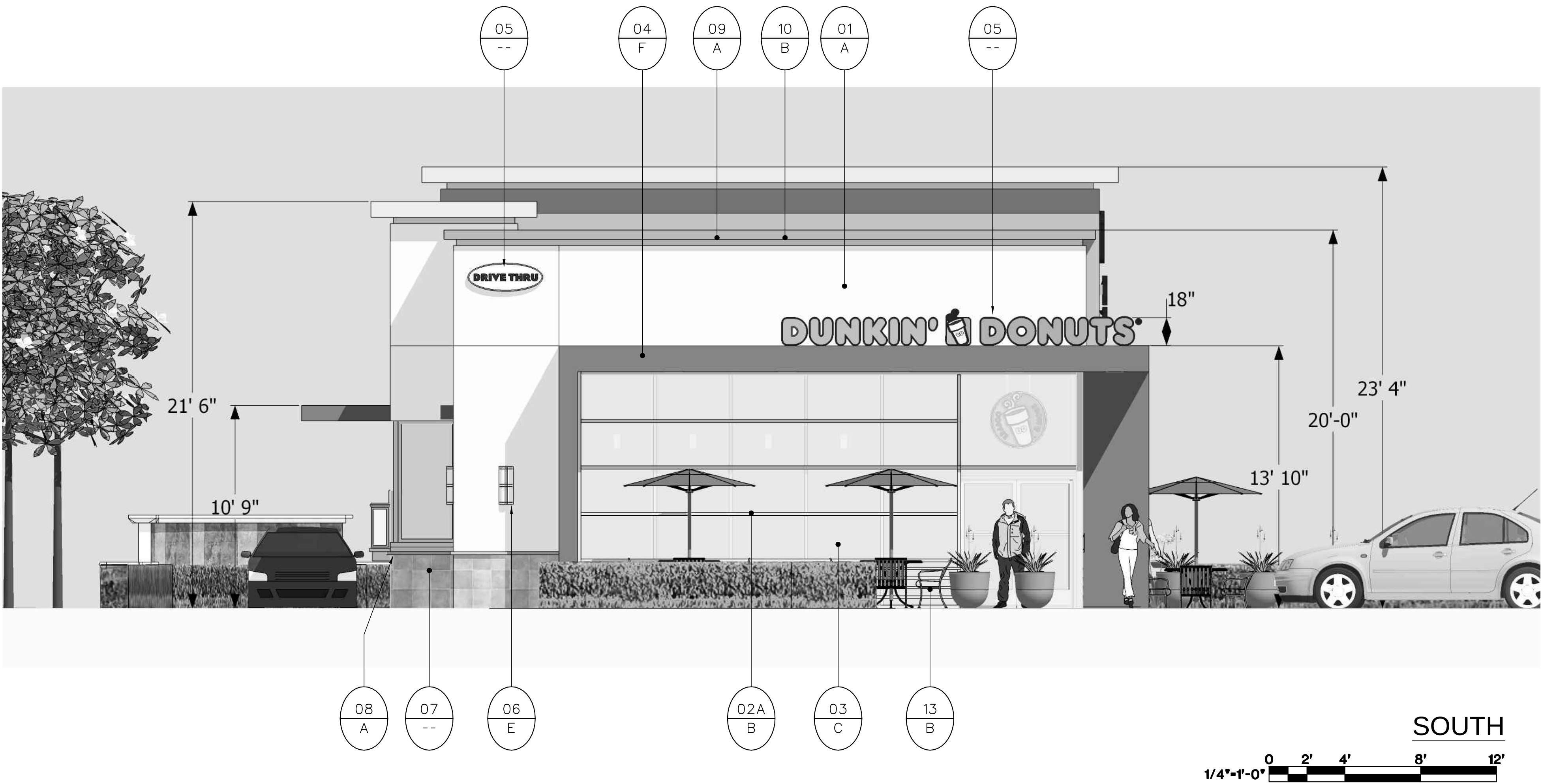
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A-3



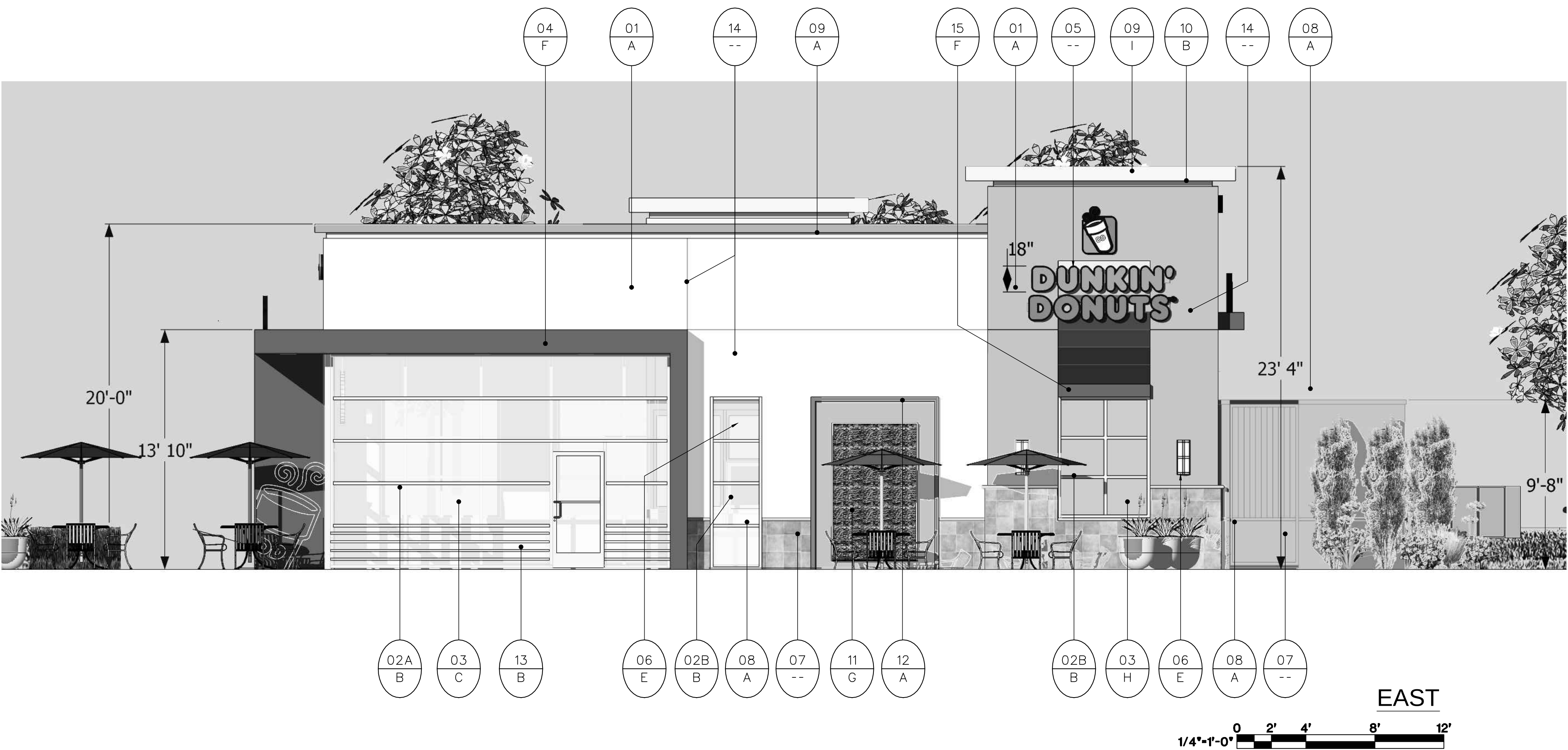


MATERIALS:

| NO. | DESCRIPTION                                                         |
|-----|---------------------------------------------------------------------|
| 01  | EXTERIOR PLASTER WITH PAINTED FINISH                                |
| 02  | STOREFRONT WINDOW SYSTEM                                            |
| A   | OFFSET CAPTURED FRAME HORIZONTALS, BUTT-GLAZED VERTICALS AND CORNER |
| B   | CENTER-GLAZED HORIZONTALS AND VERTICALS                             |
| 03  | INSULATED TINTED GLAZING                                            |
| 04  | EIFS COATING SYSTEM                                                 |
| 05  | LIGHTED SIGNAGE (BY TENANT)                                         |
| 06  | LIGHT FIXTURE                                                       |
| 07  | STONE WAINSCOT - MATCH EXISTING BUILDINGS                           |
| 08  | SHAPED PLASTERED CAP                                                |
| 09  | SHAPED METAL PARAPET CAP                                            |
| 10  | 4" REVEAL                                                           |
| 11  | "GREENSCREEN" PLANT TRELLIS                                         |
| 12  | SHAPED PLASTERED "FRAME"                                            |
| 13  | REMOVABLE ALUMINUM GRILL (MATCH STOREFRONT)                         |
| 14  | PLASTER CONTROL JOINT                                               |
| 15  | SHAPED METAL "EYEBROW" AWNING                                       |
| 16  | SHEET METAL AWNING                                                  |
| 17  | DRIVE-THROUGH PICK-UP WINDOW                                        |

FINISHES:

| NO. | DESCRIPTION                                                        |
|-----|--------------------------------------------------------------------|
| A   | ALL PAINTS BY SHERWIN WILLIAMS PER DUNKIN' DONUTS PROTYPE DRAWINGS |
| B   | MEDIUM ANODIZED BRONZE                                             |
| C   | SOLARGREY TINT                                                     |
| D   | METAL PANEL AWNING                                                 |
| E   | BRONZE FACTORY FINISH                                              |
| F   | COCOLOR MATCH TO BENJAMIN MOORE "HARBROUCK BROWN" HC-72            |
| G   | GALVANIZED ALUMINUM                                                |
| H   | SPANDREL GLASS                                                     |
| I   | COCOLOR MATCH TO BENJAMIN MOORE "CHALK WHITE" 2126-70              |



PROJECT NAME:

LA PAZ RETAIL  
DUNKIN' DONUTS  
25242 McIntyre St.  
Laguna Hills, CA 92653

Developed by  
La Paz Shopping Center, LP  
4 Park Plaza Suite 530, Irvine, CA 92614

SHEET TITLE

EXTERIOR  
ELEVATIONS

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PROJECT NO.: 13-60B

LAST ISSUE DATE: 05-08-14

BY: AG CHKD: RF

FILE:

SHEET

A-4

PROJECT NAME:  
**LA PAZ RETAIL  
DUNKIN' DONUTS**  
25242 McIntyre St.  
Laguna Hills, CA 92653

Developed by  
La Paz Shopping Center, LP  
4 Park Plaza Suite 530, Irvine, CA 92614

SHEET TITLE  
**EXTERIOR ELEVATIONS**

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PROJECT NO.: 13-608

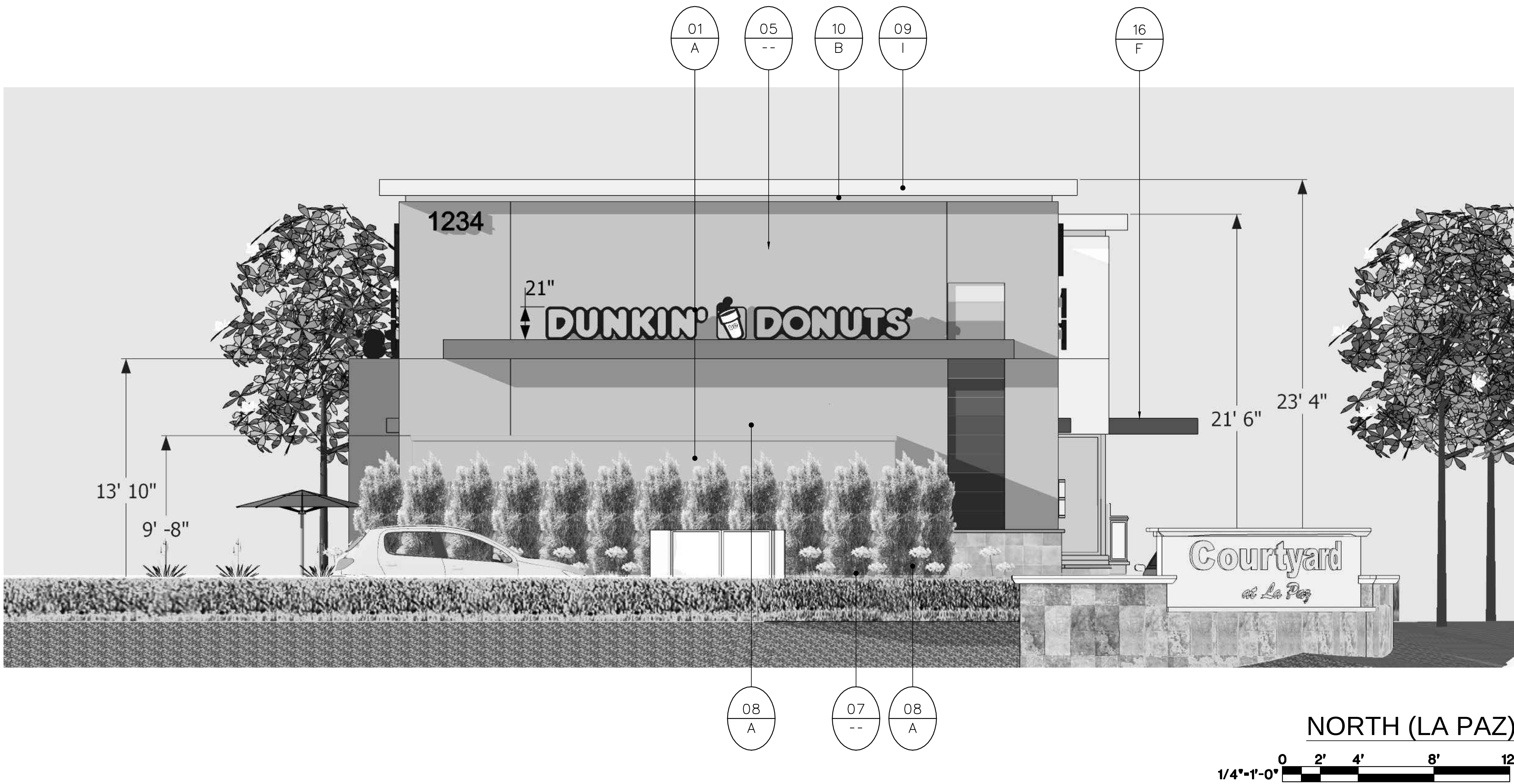
LAST ISSUE DATE: 05-08-14

BY: AG CHKD: RF

FILE:

SHEET

A-5



**MATERIALS:**

- | NO. | DESCRIPTION                                                                                                                                        |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------|
| 01  | EXTERIOR PLASTER WITH PAINTED FINISH                                                                                                               |
| 02  | STOREFRONT WINDOW SYSTEM"<br>A OFFSET CAPTURED FRAME HORIZONTALS,<br>BUTT-GLAZED VERTICALS AND CORNER<br>B CENTER-GLAZED HORIZONTALS AND VERTICALS |
| 03  | INSULATED TINTED GLAZING                                                                                                                           |
| 04  | EIFS COATING SYSTEM                                                                                                                                |
| 05  | LIGHTED SIGNAGE (BY TENANT)                                                                                                                        |
| 06  | LIGHT FIXTURE                                                                                                                                      |
| 07  | STONE WAINSCOT - MATCH EXISTING BUILDINGS                                                                                                          |
| 08  | SHAPED PLASTERED CAP                                                                                                                               |
| 09  | SHAPED METAL PARAPET CAP                                                                                                                           |
| 10  | 4" REVEAL                                                                                                                                          |
| 11  | "GREENSCREEN" PLANT TRELLIS                                                                                                                        |
| 12  | SHAPED PLASTERED "FRAME"                                                                                                                           |
| 13  | REMOVABLE ALUMINUM GRILL (MATCH STOREFRONT)                                                                                                        |
| 14  | PLASTER CONTROL JOINT                                                                                                                              |
| 15  | SHAPED METAL "EYEBROW" AWNING                                                                                                                      |
| 16  | SHEET METAL AWNING                                                                                                                                 |
| 17  | DRIVE-THROUGH PICK-UP WINDOW                                                                                                                       |

**FINISHES:**

- | NO. | DESCRIPTION                                                        |
|-----|--------------------------------------------------------------------|
| A   | ALL PAINTS BY SHERWIN WILLIAMS PER DUNKIN' DONUTS PROTYPE DRAWINGS |
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| C   | SOLARGREY TINT                                                     |
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| E   | BRONZE FACTORY FINISH                                              |
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| G   | GALVANIZED ALUMINUM                                                |
| H   | SPANDREL GLASS                                                     |
| I   | COCOLOR MATCH TO BENJAMIN MOORE "CHALK WHITE" 2126-70              |



WEST (McINTYRE)

1/4"=1'-0" 0 2' 4' 8' 12'



**7/8/2014 ITEM NO. 4.5.1**

## 3D IMAGES

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OBJECT NO.: 13-608

ST ISSUE DATE: 05-08-14

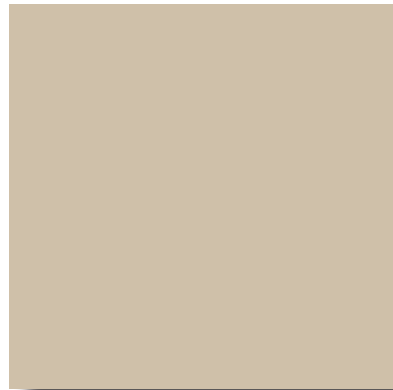
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FILE: 563 A0\_1 Cover.dwg

SHEET

A-6

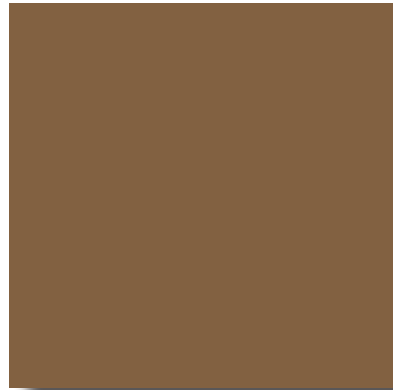




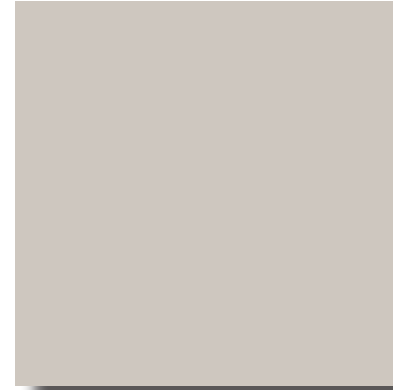
**A**  
MAIN WALL PAINT  
BM1066 "Barely Beige"



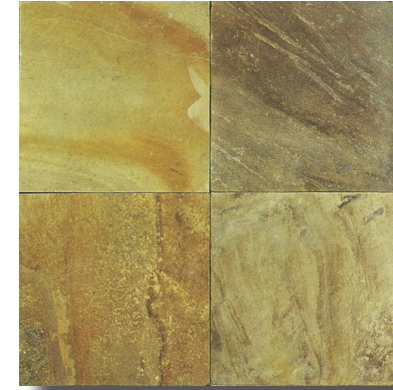
**B**  
CANOPY PAINT  
DEA156 "Cherry Cola"



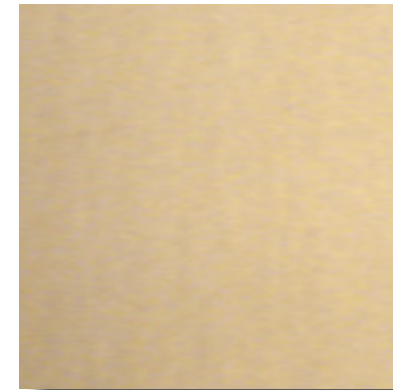
**C**  
ACCENT PAINT  
SW 60096 "Jute Brown"



**D**  
PARAPET CAPS  
SW 7022 "Alpaca"



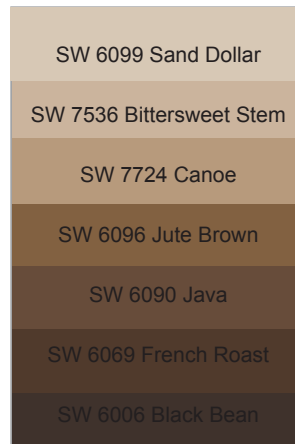
**E**  
STONE WAINSCOT  
Match Existing Center



**F**  
STOREFRONT  
"Light Bronze"



**G** WALL SCONCE



**I** TOWER ACCENTS



**H** "GREENSCREEN"



**J** "UNDERSIDE CANOPY  
SW 6883 "Raucous Orange"



ELEVATION

# La Paz Corner Retail

Laguna Hills, California

## Color and Materials



# Attachment 4

Traffic & Parking Study

June 16, 2014

Ms. Asha Hiralal  
H&A Holdings Group Inc.  
4 Park Plaza, Suite 530  
Irvine, California 92614

LLG Reference: 2.13.3349.2

Subject: **Parking Demand and Traffic Impact Study  
for Courtyard at La Paz**  
Laguna Hills, California

Dear Ms. Hiralal:

Linscott, Law & Greenspan, Engineers (LLG) is pleased to present the findings of a Parking Demand and Traffic Impact Study we prepared for the existing Courtyard at La Paz commercial center (referred to as the “Center” in this study), located at the northeast corner of the La Paz Road/McIntyre Street intersection in the City of Laguna Hills, California. This updates our prior reports (dated April 12, 2013 and May 1, 2014) to evaluate potential changes in leasing and tenancy at the Center, including the addition Advance Beauty Academy and Dunkin Donuts, and address the City’s comments on the May 2014 study.

This study focused on the following tasks:

- a) Calculated the Code-based parking requirements for the Center based on the application of City Code parking ratios; identified any Code-based surplus or deficiency by comparing Code requirements against existing supply
- b) Incorporated findings from the April 2013 study related to existing parking supply and demand, actual operational surplus or deficiency, and comparisons between calculated demand and observed/actual demand (to estimate parking contingencies inherent in the City Code and shared parking calculations)
- c) Applied City-approved parking ratios to Advance Beauty Academy, and an empirical ratio to Dunkin Donuts, and derived hourly parking profiles for each use based on operational data provided to LLG
- d) Estimated the Center’s future parking demand (with the recent addition of dental office in Suite 25272 D&E, proposed Dunkin Donuts and Advance Beauty Academy, and current vacancies presumed to be occupied by anticipated tenants) through the application of the Shared Parking methodology, and identified any parking surplus or deficiency under future conditions

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Philip M. Linscott, PE (1924-2000)  
Jack M. Greenspan, PE (Ret.)  
William A. Law, PE (Ret.)  
Paul W. Wilkinson, PE  
John P. Keating, PE  
David S. Shender, PE  
John A. Boarman, PE  
Clare M. Look-Jaeger, PE  
Richard E. Barretto, PE  
Keil D. Maberry, PE

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- e) Added the incremental parking requirements of future tenants to the actual demand observed (based on the April 2013 study's parking demand counts), and identified any parking surplus or deficiency under this scenario (considered to be a more realistic representation of parking conditions)
- f) Evaluated the proposed drive-thru lane for Dunkin Donuts, queuing, and internal circulation for the Center
- g) To address City staff comments on the May 1, 2014 report, conducted a comprehensive traffic impact analysis at 5 key intersections and detailed evaluation of existing conditions without, and with, potential new leases (i.e., Dunkin Donuts, Advance Beauty School, martial arts studio, 3,057 SF of future take-out/quick-serve food uses, and 3,708 SF of future retail).

Briefly, we conclude that based on the application of the Shared Parking methodology, and on empirical study of existing parking demand, the parking needs of the entire Center, including the proposed leases/future tenants, would be adequately served by onsite parking supply on weekdays and weekends. Further, the addition of the potential new leases to the Center is not expected to cause significant traffic impacts at the 5 study intersections during the AM and PM peak hours under Existing + Project conditions; therefore, no mitigation measures are necessary.

The following pages describe our study approach and findings in greater detail.

## PROJECT DESCRIPTION

Existing development in Courtyard at La Paz consists of a mix of uses. **Table 1** presents the most recent development tabulation for the Center, with the upper portion of the table summarizing the current occupancies, and the middle portion (in purple, blue, and red text) describing how current vacancies (totaling 20,033 SF) and new construction (2,000 SF for Dunkin Donuts) could be occupied by future tenants.

Not accounting for the recent addition of dental office in Suite 25272 D&E (purple text) to remain consistent with the April 2013 study, existing occupied square footage totals 66,524 SF, and with the addition of 22,033 SF, the Center would have 88,557 SF of occupied/leased space in the future.

The existing onsite parking supply for Courtyard at La Paz totals 504 spaces, of which 14 are handicapped spaces. For detailed study purposes, the parking areas were divided into 6 zones, as illustrated on **Figure 1**. It should be noted that, during the parking demand observations of the April 2013 study, 36 spaces in Zone 5 were offline (fenced off), and not accessible for parking, leaving only 20 spaces in operation for Zone 5 at that time. The following provides a supply breakdown:

|               |                   |
|---------------|-------------------|
| Zone 1:       | 152 spaces        |
| Zone 2:       | 41 spaces         |
| Zone 3:       | 33 spaces         |
| Zone 4:       | 86 spaces         |
| Zone 5:       | 56 spaces         |
| Zone 6:       | <u>136 spaces</u> |
| <b>Total:</b> | <b>504 spaces</b> |

The development of Dunkin Donuts at the southwest corner (presuming La Paz Road runs in the north-south direction) of the Center will result in the net loss of 18 parking spaces in Zone 1. Subtracting 18 spaces from the 504-space existing supply totals 486 spaces, corresponding to the Center's future parking supply.

## CITY CODE PARKING REQUIREMENTS

For the purposes of parking calculations, the City of Laguna Hills exempts areas for vertical shafts, restrooms, utility shafts and excess common area/open patios where no service or seating occurs, from the GFA calculation of the building. This calculation essentially uses GFA as the starting point, and after reducing for the above named components, results in the building's GFA that becomes the basis of the parking calculation. This study presumed that the "useable" square footage reported in the development tabulation provided to LLG represents "parking" GFA, as required by the City's parking methodology.

### Parking Ratios

The bottom rows of *Table 1* present the application of City Code parking ratios, City-approved ratios for Advance Beauty School, and an empirical ratio for Dunkin Donuts.

City staff has previously approved parking ratios for Advance Beauty School, consisting of 1.25 spaces per student and 1 space per staff.

City Code does not have a comparable use for a donut shop with a drive-thru, corresponding to the proposed Dunkin Donuts; therefore, it was necessary to apply an empirical ratio to Dunkin Donuts. Although Dunkin Donuts provided LLG with transaction data from their Gilbert, Arizona facility (with a similar size of 2,100 SF, drive-thru, and demographic setting) any further information that could help in estimating parking demand for Dunkin Donuts was not available.

Coffee shops typically relate with donut shops, and in fact, ITE's parking and trip generation manuals have combined the two into one land use category. Based on

ITE, the average ratio for coffee/donut shops is 10.4 spaces per 1,000 SF. Based on numerous parking studies that LLG previously completed for Starbucks, a peak “design-level ratio” of 12 spaces per 1,000 SF has been developed, which is greater than ITE’s. This derived Starbucks peak ratio is rooted in field studies of sites without drive-thru lanes. This is concluded to be a conservative approach. At sites with a drive-thru lane, Starbucks has advised that 40% to 60% of its sales volume uses the drive-thru lane (inferring some corresponding reduction in parking demand). While this drive-thru split does not translate directly to an equivalent reduction in peak parking demand, the ratio of 12.0 spaces per 1,000 SF is concluded to have at least a ten to twenty percent integrated contingency. Based on these considerations, the ratio was applied to Dunkin Donuts. It should also be noted that Dunkin Donuts has advised that 40% to 50% of transactions at their Gilbert facility use the drive-thru lane.

### **Standalone Parking Requirements**

Application of the parking ratios to the existing occupied square footage yields a total Code-based requirement of 438 spaces. This 438-space Code requirement for existing occupied space corresponds to a surplus of 30 spaces when compared to the existing onsite supply (in operation at the time of the April 2013 study) of 468 spaces.

Presuming the addition of 22,033 SF of new tenants, the Code-based requirement under future conditions totals 688 spaces. Comparing this 688-space requirement against the future supply of 486 spaces results in a Code-based deficiency of 202 spaces.

### **SHARED PARKING ANALYSIS**

The Shared Parking methodology was also applied in estimating the parking needs of the project. This goes beyond simply calculating the City Code requirement, and looks at the operational demand picture within the actual physical setting. The objective of this Shared Parking analysis is to estimate the peak parking requirements for the various project components of the Center based upon their combined parking demand patterns.

Parking experience indicates that combining different land uses, whose parking demands peak at different times (of the day, week, and year), generally result in a parking demand that is significantly lower than “stand-alone” or “free-standing” facilities. In other words, a mixed-use development results in an overall parking need that is less than the sum of the individual peak parking requirements for each land use (parking ratios/factors specific to each land use, or city parking code rates are typically applied to these “stand-alone” developments).

The analytical procedures in a Shared Parking analysis are well documented in the Urban Land Institute's (ULI's) *Shared Parking* (First and Second Editions) publication. The publication defines Shared Parking as "parking space that can be used to serve two or more individual land uses without conflict or encroachment." Therefore, Shared Parking calculations recognize that when different uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding the different parking profiles (by time of day or day of week) of each use comprising the mixed-use development. This is done rather than applying individual peak ratios to each land use component.

There is an important common element between the traditional "code" and the Shared Parking calculation methodologies. The peak parking ratio, or "highpoint" for each land use's parking profile, typically equals the "code" parking ratio for that use.

### **Calculated Demand versus Observed/Actual Demand**

**Tables 2 and 3** present the Shared Parking summaries for existing occupied uses at the Center during weekday and weekend conditions, respectively. The total size of each land use category, the City Code ratios applied to each column, hourly parking profiles per ULI, and the resultant hourly parking demand appear in the individual columns of *Tables 2 and 3*.

As highlighted in yellow, based on the shared parking calculation presented on *Table 2*, the existing peak demand is 361 spaces at 11:00 AM, which corresponds to a calculated surplus of 107 spaces when compared against the 468-space supply in operation during the April 2013 study.

The far right column (shaded in blue) of *Table 2* indicates that, based on LLG's weekday parking counts on January 9, 2013, the observed/actual demand at 11:00 AM was 197 spaces. The bottom portion of *Table 2* summarizes that the difference between calculated demand and the observed demand is 164 spaces, corresponding to an 83% parking contingency inherent in the calculated demand. This underscores how conservative the calculation methodology is, and that it may likely overstate parking demand estimates.

*Table 3* presents the shared parking summary for existing occupied uses at the Center during weekend conditions. As highlighted in yellow, based on the shared parking calculation, the existing peak demand is 326 spaces (also at 11:00 AM), which corresponds to a calculated surplus of 142 spaces when compared against the 468-space in operation during the April 2013 study.

The far right column (shaded in blue) of *Table 3* indicates that, based on LLG's weekend parking counts on January 12, 2013, the observed/actual demand at 11:00 AM was 217 spaces. The bottom portion of *Table 3* summarizes that the difference

between calculated demand and the observed demand is 109 spaces, corresponding to a 50% parking contingency inherent in the calculated demand. Again, this shows how much more conservative the calculation methodology is compared to empirical data.

### **Future Shared Parking Conditions**

**Tables 4** and **5** present the Shared Parking summaries for future weekday and weekend conditions, respectively. The total size of each land use category, the City Code ratios applied to each column, hourly parking profiles per ULI, and the resultant hourly parking demand appear in the individual columns of **Tables 4** and **5**.

Based on operational data provided to LLG by Advance Beauty School, and transaction data by Dunkin Donuts, hourly parking profiles were derived, and incorporated into the shared parking analysis.

As indicated in **Table 4**, the resultant maximum or peak demand for the Center totals 526 spaces (occurring at 1:00 PM) under future weekday conditions, corresponding to a calculated deficiency of 40 spaces when compared against the future 486-space supply.

**Table 5** indicates a peak demand of 486 spaces (at 11:00 AM) under future weekend conditions, matching the future supply of 486 spaces (there would be parking surpluses during all other hours of a weekend day). Therefore, there would be sufficient supply to meet the future parking needs of the Center under weekend conditions.

### **Survey Plus Shared Parking Conditions**

As described previously, **Tables 2** through **5** present shared parking calculations based on direct application of the ULI Shared Parking methodology (referred to as “Straight ULI”). However, as evident from **Tables 2** and **3**, which tested the ability/precision of Straight ULI in predicting parking demand for the Center by comparing calculated existing demand against actual parking counts, Straight ULI could likely overstate the Center’s realistic parking needs. Based on this, the 40-space deficiency under future weekday conditions (reported on **Table 4**) is considered to result from unrealistic and overestimated demand calculations.

A hybrid approach, sometimes known as “Surveyed Plus Shared”, has been determined in other applications to be a reasonable parking calculation technique for shopping centers, and mixed-use developments with multiple ownerships that are in some form of transition. It is used to calibrate the shared parking model to provide more realistic estimates and a finer resolution of practical “design-level” demand.



and the pickup window. This proposed design of the drive-thru lane is adequate, and meets or exceeds design standards from the Quick Service Restaurant Magazine, and LLG's prior studies of Starbucks and fast-food restaurants. Based on a recent study, the 85<sup>th</sup> percentile queue on the drive-thru lane is 7 vehicles. Earlier studies have indicated an empirical queue storage ratio of 2 vehicles per 1,000 SF. Applying this ratio to 2,000 SF for Dunkin Donuts yields a queue storage requirement for only 4 vehicles. Compared to these standards, the proposed Dunkin Donuts drive-thru could accommodate more than the 85<sup>th</sup> percentile queue length, and double the number of vehicles expected on the drive-thru lane.

It should be noted further that a drive-thru lane is self-regulating. That is, customers will approach the property and evaluate whether it would be faster to enter the drive-thru lane, or park the car and walk in. Dunkin Donuts intends to operate the drive-thru lane in the same efficient manner as their Gilbert facility, and beat or maintain the 150-second service objective.

Vehicles accessing the drive-thru lane will need to enter from the Center's eastern driveway on McIntyre Street (left-turns into the western driveway are prohibited), and then turn left onto the first drive aisle (running parallel to McIntyre Street). During the morning peak period when Dunkin Donuts would be busiest, not many vehicles will be parked along this drive aisle that would cause any conflicts with vehicles destined for Dunkin Donuts.

Based upon the considerations described above, no changes are recommended to the proposed design of the drive-thru for Dunkin Donuts.

## **TRAFFIC IMPACT ANALYSIS**

This section of the report presents the findings of a traffic impact analysis conducted to determine the potential impacts associated with the proposed new leases at the Center. It evaluates the existing operating conditions at 5 key study intersections within the project vicinity, estimates the trip generation potential of the proposed new leases, and identifies any significant traffic impacts attributable to the project. The traffic study satisfies the City's traffic impact study guidelines, and its scope was developed in conjunction with the City's Traffic Engineering staff. **Figure 2** presents a Vicinity Map, which illustrates the general location of the project and depicts the 5 study locations and surrounding street system.

### **Project Traffic Generation**

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Generation factors and equations used in the traffic forecasting procedure are found in the 8th Edition of *Trip*

*Generation*, published by the Institute of Transportation Engineers (ITE) [Washington, D.C., 2008].

**Table 8** presents the ITE trip rates (including the average of ITE pass-by percentages applied to Dunkin Donuts) applied to Dunkin Donuts, 3,057 SF of future take-out/quick serve, and 3,708 SF of future retail, use of operational data for Advance Beauty School, tripmaking assumptions for the future martial arts studio, and the resulting trip generation estimates for the project. As indicated in **Table 8**, the addition of potential new leases to the Center would result in 1,202 weekday daily trips, 80 AM peak hour trips, and 115 PM peak hour trips.

### Existing Traffic Conditions

**Figure 3** presents an inventory of the existing intersection and roadway physical characteristics, and identifies the number of travel lanes for key arterials, median type, posted speed limits, as well as intersection lane geometry and traffic controls for the key area study intersections.

Existing AM and PM peak hour traffic volumes for the 5 key study intersections evaluated in this report were obtained from manual morning and evening peak hour turning movement counts conducted by National Data and Surveying Services, Inc. in June 2014, prior to the end of the school year. **Figures 4** and **5** illustrate the existing AM and PM peak hour traffic volumes at the 5 key study intersections evaluated in this report, respectively.

In conformance with the City of Laguna Hills traffic impact study guidelines, 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. The ICU methodology assumes uniform traffic distribution per intersection approach lane and optimal signal timing. The ICU calculations use a lane capacity of 1,700 vehicles per hour per lane (vphpl) for left-turn, through, and right-turn lanes, and a clearance interval factor of 0.05.

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 the table on the next page.

#### LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

| Level of Service (LOS) | Intersection Capacity Utilization Value (ICU) | Level of Service Description                                                                                                                                                                                         |
|------------------------|-----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A                      | $\leq 0.600$                                  | 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. |

According to City of Laguna Hills criteria, LOS D is the minimum acceptable condition that should be maintained during the AM and PM peak commute hours.

**Table 9** summarizes the existing peak hour levels of service for the 5 key study intersections based on existing traffic volumes and lane geometry, and indicates that all 5 key intersections currently operate at an acceptable LOS C or better. **Appendix A** contains the detailed level of service worksheets.

#### Existing Plus Project Traffic Conditions

**Figure 6** presents the traffic distribution pattern for the project. Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- 7/8/2014 ITEM NO. 4.5.1**

**TABLE 1**  
**DEVELOPMENT SUMMARY**  
Courtyard at La Paz, Laguna Hills

| Suite                                                     |                                            | Tenant             |                       | Land Use and Size (GFA SF) Breakdown |                                                           |              |                        |                                      |                                  |                                                 |                    |                              |               |                  |       |
|-----------------------------------------------------------|--------------------------------------------|--------------------|-----------------------|--------------------------------------|-----------------------------------------------------------|--------------|------------------------|--------------------------------------|----------------------------------|-------------------------------------------------|--------------------|------------------------------|---------------|------------------|-------|
|                                                           |                                            |                    |                       | Retail & Personal Services           |                                                           | Trade School | Restaurants            |                                      |                                  | Recreation                                      |                    | Office                       |               | Un-useable Space | TOTAL |
|                                                           |                                            |                    |                       | Retail                               | Beauty/<br>Nail/Tan/<br>Salon/ Wax<br>Ctr/ Massage<br>Spa |              | Family Res-<br>taurant | Donut Shop<br>with<br>Drive-<br>Thru | Take-<br>Out/<br>Quick-<br>Serve | Fitness/<br>Dance/<br>Martial<br>Arts<br>Studio | 24 Hour<br>Fitness | Medical-<br>Dental<br>Office | Vet<br>Office |                  |       |
| 25252 A                                                   | 24 Hour Fitness                            |                    |                       |                                      |                                                           |              |                        |                                      | 18,000                           |                                                 |                    |                              | 18,000        |                  |       |
| 25252 B                                                   | JoAnn's                                    | 10,414             |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 10,414        |                  |       |
| 25292 R                                                   | JoAnn's                                    | 1,560              |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 1,560         |                  |       |
| 25252 D                                                   | Aaron Sako & Assoc.                        |                    |                       |                                      |                                                           |              |                        |                                      |                                  | 2,639                                           |                    |                              | 2,639         |                  |       |
| 25272 A                                                   | Dr. Enoch Kim                              |                    |                       |                                      |                                                           |              |                        |                                      |                                  | 2,040                                           |                    |                              | 2,040         |                  |       |
| 25272 C                                                   | Ben Rinaldo                                |                    |                       |                                      |                                                           |              |                        |                                      |                                  | 1,200                                           |                    |                              | 1,200         |                  |       |
| 25272 G                                                   | #1 Hair & Nails (5 chairs)                 |                    | 600                   |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 600           |                  |       |
| 25272 J                                                   | A+ Body (2 chairs)                         |                    | 1,132                 |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 1,132         |                  |       |
| 25292 A                                                   | Mountain Mike's Pizza                      |                    |                       |                                      | 3,000                                                     |              |                        |                                      |                                  |                                                 |                    |                              | 3,000         |                  |       |
| 25292 B                                                   | Tuscan Tan (2 chairs)                      |                    | 1,250                 |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 1,250         |                  |       |
| 25292 C-1                                                 | S&S Hair Crafters (7 chairs)               |                    | 668                   |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 668           |                  |       |
| 25292 C-2                                                 | Posturelogy                                |                    |                       |                                      |                                                           |              |                        |                                      |                                  | 1,022                                           |                    |                              | 1,022         |                  |       |
| 25292 D                                                   | Bikram Yoga                                |                    |                       |                                      |                                                           |              |                        | 2,700                                |                                  |                                                 |                    |                              | 2,700         |                  |       |
| 25292 H                                                   | Dr. Michael Abdella                        |                    |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 | 2,640              |                              | 2,640         |                  |       |
| 25292 K                                                   | Valor Healthcare                           |                    |                       |                                      |                                                           |              |                        |                                      |                                  | 9,234                                           |                    |                              | 9,234         |                  |       |
| 25292 P                                                   | Boy Scouts of America                      | 1,500              |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 1,500         |                  |       |
| 25292 S                                                   | Unveiled Fitness                           |                    |                       |                                      |                                                           |              |                        | 1,500                                |                                  |                                                 |                    |                              | 1,500         |                  |       |
| 25292 T                                                   | Subway                                     |                    |                       |                                      |                                                           |              | 1,200                  |                                      |                                  |                                                 |                    |                              | 1,200         |                  |       |
| 25342                                                     | Flamingo's                                 |                    |                       |                                      | 4,225                                                     |              |                        |                                      |                                  |                                                 |                    |                              | 4,225         |                  |       |
| TOTAL (existing baseline from LLG's April 12, 2013 study) |                                            | 13,474             | 3,650<br>(16 chairs)  | 0                                    | 7,225                                                     | 0            | 1,200                  | 4,200                                | 18,000                           | 16,135                                          | 2,640              | 0                            | 66,524        |                  |       |
| Recent Addition:                                          |                                            |                    |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              |               |                  |       |
| 25272 D&E                                                 | dental office (Dr. Teran)                  |                    |                       |                                      |                                                           |              |                        |                                      |                                  | 1,750                                           |                    |                              | 1,750         |                  |       |
| Potential Change to Existing Use:                         |                                            |                    |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              |               |                  |       |
| 25292 R                                                   | European Wax Center [a]                    | (1,560)            | 1,560                 |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 0             |                  |       |
| 25252 D                                                   | massage spa [b]                            |                    | 2,639                 |                                      |                                                           |              |                        |                                      |                                  | (2,639)                                         |                    |                              | 0             |                  |       |
| 25292 B                                                   | European Wax Center [a]                    |                    | 0                     |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 0             |                  |       |
| Potential New Leases:                                     |                                            |                    |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              |               |                  |       |
| New Bldg.                                                 | Dunkin Donuts                              |                    |                       |                                      |                                                           | 2,000        |                        |                                      |                                  |                                                 |                    |                              | 2,000         |                  |       |
| 25332                                                     | Advance Beauty School (prior Claim Jumper) |                    |                       | 8,597                                |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 8,597         |                  |       |
| 25292 F                                                   | future martial arts studio                 |                    |                       |                                      |                                                           |              |                        |                                      | 2,508                            |                                                 |                    |                              | 2,508         |                  |       |
| 25292 Q                                                   | future take-out/quick-serve                |                    |                       |                                      |                                                           |              | 1,557                  |                                      |                                  |                                                 |                    |                              | 1,557         |                  |       |
| 25292 W                                                   | future take-out/quick-serve                |                    |                       |                                      |                                                           |              | 1,500                  |                                      |                                  |                                                 |                    |                              | 1,500         |                  |       |
| Bldg. D                                                   | future retail                              | 3,708              |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              | 3,708         |                  |       |
| 25272 B                                                   | vacant; unuseable space                    |                    |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    | 413                          | 413           |                  |       |
| TOTAL (with additions to existing) 22,033 SF of additions |                                            | 15,622             | 7,849<br>(38 chairs)  | 8,597                                | 7,225                                                     | 2,000        | 4,257                  | 6,708                                | 18,000                           | 15,246                                          | 2,640              | 413                          | 88,557        |                  |       |
| CITY CODE PARKING RATIOS                                  |                                            | 1 space per 200 SF | 3 spaces per b. chair | [c]                                  | [d]                                                       | [e]          | 1 space per 250 SF     | 1 space per 100 SF                   | [f]                              | 1 space per 150 SF                              | 1 space per 200 SF | --                           | --            |                  |       |
| CITY CODE REQUIREMENTS                                    |                                            |                    |                       |                                      |                                                           |              |                        |                                      |                                  |                                                 |                    |                              |               |                  |       |
| Existing                                                  |                                            | 67                 | 48                    | 0                                    | 75                                                        | 0            | 5                      | 42                                   | 80                               | 108                                             | 13                 | 0                            | 438           |                  |       |
| Future                                                    |                                            | 78                 | 114                   | 118                                  | 75                                                        | 24           | 17                     | 67                                   | 80                               | 102                                             | 13                 | 0                            | 688           |                  |       |

**Notes:**

- [a] Suites 25292 R & B, presumed to be European Wax Center, are estimated to have 12 chairs, less 2 chairs that exist for Suite 25292 B (Tuscan Tan), resulting in the net addition of 10 chairs. Suite 25292 R (occupied by JoAnn's) could also be converted to a beauty supply store, which will be parked at a lower rate of 1 space per 200 SF.
- [b] Suite 25252 D, as a massage spa, is estimated to have 12 chairs. It may also be maintained as medical office (parked at a lower rate of 1 sp per 150 SF).
- [c] City staff has previously approved the application of the following ratios to Advance Beauty School: 1.25 spaces per student, plus 1 space per staff. The proposed maximum of 90 students and 5 staff members translate to a total parking requirement of 118 spaces.
- [d] The City Code parking ratio for restaurants is: 1 space per 100 SF for the first 4,000 SF, plus 1 space per 50 SF beyond 4,000 SF.
- [e] The empirical ratio derived from LLG's prior studies at Starbucks w/o drive-thru (12 spaces per KSF) was applied. This is a conservative approach because Dunkin Donuts has advised that 40%-50% of transactions use the drive-thru lane. Also, the empirical ratio applied is greater than ITE (10.4 spaces per KSF).
- [f] Prior City approvals for 24 Hour Fitness (CUP/PUP 2007-004) included a requirement of 80 spaces for the health club.

**TABLE 2**  
**EXISTING OCCUPIED DEMAND vs. PARKING COUNTS**  
**WEEKDAY SHARED PARKING DEMAND ANALYSIS**

Courtyard at La Paz, Laguna Hills

| Land Use        | Retail & Personal Services | Family Restaurant | Take-Out/Quick-Serve | Fitness/Health Club | Medical-Dental-Vet Office | Shared Parking Demand | Comparison w/ Operational Supply of 468 Spaces<br>Surplus (Deficiency) | Actual Demand Observed per LLG Parking Counts (Jan. 9, 2013) |
|-----------------|----------------------------|-------------------|----------------------|---------------------|---------------------------|-----------------------|------------------------------------------------------------------------|--------------------------------------------------------------|
| Size            | 17.124 KSF                 | 7.225 KSF         | 1.200 KSF            | 22.200 KSF          | 18.775 KSF                |                       |                                                                        |                                                              |
| Pkg Rate        | 6.72 /KSF                  | 10.38 /KSF        | 4.00 /KSF            | 5.50 /KSF           | 6.44 /KSF                 |                       |                                                                        |                                                              |
| Gross Spaces    | 115 Spc.                   | 75 Spc.           | 5 Spc.               | 122 Spc.            | 121 Spc.                  |                       |                                                                        |                                                              |
| Time of Day     | Number of Spaces           | Number of Spaces  | Number of Spaces     | Number of Spaces    | Number of Spaces          |                       |                                                                        |                                                              |
| 6:00 AM         | 3                          | 16                | 0                    | 86                  | 0                         | 105                   | 363                                                                    | --                                                           |
| 7:00 AM         | 8                          | 28                | 0                    | 51                  | 0                         | 87                    | 381                                                                    | --                                                           |
| 8:00 AM         | 21                         | 34                | 1                    | 51                  | 97                        | 204                   | 264                                                                    | --                                                           |
| 9:00 AM         | 45                         | 41                | 1                    | 86                  | 113                       | 286                   | 182                                                                    | 96                                                           |
| 10:00 AM        | 72                         | 46                | 3                    | 86                  | 121                       | 328                   | 140                                                                    | 166                                                          |
| <b>11:00 AM</b> | <b>91</b>                  | <b>48</b>         | <b>4</b>             | <b>97</b>           | <b>121</b>                | <b>361</b>            | <b>107</b>                                                             | <b>197</b>                                                   |
| 12:00 PM        | 100                        | 53                | 5                    | 74                  | 64                        | 296                   | 172                                                                    | 192                                                          |
| 1:00 PM         | 104                        | 48                | 5                    | 86                  | 113                       | 356                   | 112                                                                    | 188                                                          |
| 2:00 PM         | 100                        | 30                | 5                    | 86                  | 121                       | 342                   | 126                                                                    | 179                                                          |
| 3:00 PM         | 95                         | 26                | 3                    | 86                  | 121                       | 331                   | 137                                                                    | 185                                                          |
| 4:00 PM         | 95                         | 26                | 3                    | 97                  | 113                       | 334                   | 134                                                                    | 231                                                          |
| 5:00 PM         | 99                         | 41                | 3                    | 111                 | 105                       | 359                   | 109                                                                    | 233                                                          |
| 6:00 PM         | 99                         | 43                | 4                    | 122                 | 81                        | 349                   | 119                                                                    | 247                                                          |
| 7:00 PM         | 99                         | 43                | 4                    | 109                 | 36                        | 291                   | 177                                                                    | 214                                                          |
| 8:00 PM         | 85                         | 43                | 3                    | 96                  | 18                        | 245                   | 223                                                                    | 147                                                          |
| 9:00 PM         | 57                         | 33                | 1                    | 82                  | 0                         | 173                   | 295                                                                    | 80                                                           |
| 10:00 PM        | 33                         | 30                | 1                    | 41                  | 0                         | 105                   | 363                                                                    | 51                                                           |
| 11:00 PM        | 11                         | 27                | 0                    | 13                  | 0                         | 51                    | 417                                                                    | --                                                           |
| 12:00 AM        | 0                          | 15                | 0                    | 0                   | 0                         | 15                    | 453                                                                    | --                                                           |

Calculated Peak/Maximum Parking Demand: 361

Observed Demand during the same peak:

197

Difference in Demand (Calculated minus Observed):

164

Contingency (in Calculated Demand relative to Observed):

83%

**TABLE 3**  
**EXISTING OCCUPIED DEMAND vs. PARKING COUNTS**  
**WEEKEND SHARED PARKING DEMAND ANALYSIS**

Courtyard at La Paz, Laguna Hills

| Land Use        | Retail & Personal Services | Family Restaurant | Take-Out/Quick-Serve | Fitness/Health Club | Medical-Dental-Vet Office | Shared Parking Demand | Comparison w/ Operational Supply of 468 Spaces | Actual Demand Observed per LLG Parking Counts (Jan. 12, 2013) |
|-----------------|----------------------------|-------------------|----------------------|---------------------|---------------------------|-----------------------|------------------------------------------------|---------------------------------------------------------------|
| Size            | 17.124 KSF                 | 7.225 KSF         | 1.200 KSF            | 22.200 KSF          | 18.775 KSF                |                       |                                                |                                                               |
| Pkg Rate        | 6.72 /KSF                  | 10.38 /KSF        | 4.00 /KSF            | 5.50 /KSF           | 6.44 /KSF                 |                       |                                                |                                                               |
| Gross Spaces    | 115 Spc.                   | 75 Spc.           | 5 Spc.               | 122 Spc.            | 121 Spc.                  |                       |                                                |                                                               |
| Time of Day     | Number of Spaces           | Number of Spaces  | Number of Spaces     | Number of Spaces    | Number of Spaces          | Shared Parking Demand | Surplus (Deficiency)                           |                                                               |
|                 |                            |                   |                      |                     |                           |                       |                                                |                                                               |
| 6:00 AM         | 3                          | 12                | 0                    | 79                  | 0                         | 94                    | 374                                            | --                                                            |
| 7:00 AM         | 8                          | 24                | 0                    | 45                  | 0                         | 77                    | 391                                            | --                                                            |
| 8:00 AM         | 18                         | 39                | 1                    | 36                  | 97                        | 191                   | 277                                            | --                                                            |
| 9:00 AM         | 45                         | 55                | 1                    | 50                  | 113                       | 264                   | 204                                            | 129                                                           |
| 10:00 AM        | 66                         | 69                | 3                    | 36                  | 121                       | 295                   | 173                                            | 190                                                           |
| <b>11:00 AM</b> | <b>82</b>                  | <b>69</b>         | <b>4</b>             | <b>50</b>           | <b>121</b>                | <b>326</b>            | <b>142</b>                                     | <b>217</b>                                                    |
| 12:00 PM        | 97                         | 75                | 5                    | 50                  | 64                        | 291                   | 177                                            | 187                                                           |
| 1:00 PM         | 106                        | 65                | 5                    | 31                  | 0                         | 207                   | 261                                            | 184                                                           |
| 2:00 PM         | 115                        | 53                | 4                    | 27                  | 0                         | 199                   | 269                                            | 177                                                           |
| 3:00 PM         | 115                        | 34                | 3                    | 31                  | 0                         | 183                   | 285                                            | 178                                                           |
| 4:00 PM         | 110                        | 37                | 3                    | 56                  | 0                         | 206                   | 262                                            | 198                                                           |
| 5:00 PM         | 105                        | 48                | 3                    | 100                 | 0                         | 256                   | 212                                            | 184                                                           |
| 6:00 PM         | 94                         | 55                | 4                    | 95                  | 0                         | 248                   | 220                                            | 171                                                           |
| 7:00 PM         | 87                         | 55                | 4                    | 60                  | 0                         | 206                   | 262                                            | 155                                                           |
| 8:00 PM         | 77                         | 52                | 3                    | 31                  | 0                         | 163                   | 305                                            | 109                                                           |
| 9:00 PM         | 61                         | 28                | 1                    | 10                  | 0                         | 100                   | 368                                            | 66                                                            |
| 10:00 PM        | 42                         | 23                | 1                    | 2                   | 0                         | 68                    | 400                                            | 41                                                            |
| 11:00 PM        | 17                         | 17                | 0                    | 2                   | 0                         | 36                    | 432                                            | --                                                            |
| 12:00 AM        | 0                          | 10                | 0                    | 0                   | 0                         | 10                    | 458                                            | --                                                            |

Calculated Peak/Maximum Parking Demand: 326

Observed Demand during the same peak:

217

Difference in Demand (Calculated minus Observed):

109

Contingency (in Calculated Demand relative to Observed):

50%

**TABLE 4**  
**FUTURE OCCUPANCY**  
**WEEKDAY SHARED PARKING DEMAND ANALYSIS**  
Courtyard at La Paz, Laguna Hills

| Land Use       | Retail & Personal Services | Advance Beauty School | Family Restaurant | Dunkin Donuts    | Take-Out/Quick-Serve | Fitness/Health Club | Medical-Dental-Vet Office | Shared Parking Demand | Comparison w/ Future Supply of 486 Spaces |
|----------------|----------------------------|-----------------------|-------------------|------------------|----------------------|---------------------|---------------------------|-----------------------|-------------------------------------------|
| Size           | 23.471 KSF                 | 8.597 KSF             | 7.225 KSF         | 2.000 KSF        | 4.257 KSF            | 24.708 KSF          | 17.886 KSF                |                       | Surplus (Deficiency)                      |
| Pkg Rate       | 8.18 /KSF                  | 13.73 /KSF            | 10.38 /KSF        | 12.00 /KSF       | 4.00 /KSF            | 5.95 /KSF           | 6.43 /KSF                 |                       |                                           |
| Gross Spaces   | 192 Spc.                   | 118 Spc.              | 75 Spc.           | 24 Spc.          | 17 Spc.              | 147 Spc.            | 115 Spc.                  |                       |                                           |
| Time of Day    | Number of Spaces           | Number of Spaces      | Number of Spaces  | Number of Spaces | Number of Spaces     | Number of Spaces    | Number of Spaces          | 526                   | (40)                                      |
| 6:00 AM        | 5                          | 0                     | 16                | 14               | 1                    | 103                 | 0                         |                       |                                           |
| 7:00 AM        | 13                         | 0                     | 28                | 21               | 2                    | 62                  | 0                         |                       |                                           |
| 8:00 AM        | 35                         | 0                     | 34                | 21               | 4                    | 62                  | 92                        |                       |                                           |
| 9:00 AM        | 75                         | 53                    | 41                | 14               | 5                    | 103                 | 107                       |                       |                                           |
| 10:00 AM       | 119                        | 118                   | 46                | 12               | 10                   | 103                 | 115                       |                       |                                           |
| 11:00 AM       | 151                        | 65                    | 48                | 6                | 15                   | 117                 | 115                       |                       |                                           |
| 12:00 PM       | 166                        | 65                    | 53                | 5                | 17                   | 89                  | 61                        |                       |                                           |
| <b>1:00 PM</b> | <b>173</b>                 | <b>71</b>             | <b>48</b>         | <b>7</b>         | <b>17</b>            | <b>103</b>          | <b>107</b>                |                       |                                           |
| 2:00 PM        | 166                        | 71                    | 30                | 5                | 16                   | 103                 | 115                       |                       |                                           |
| 3:00 PM        | 159                        | 71                    | 26                | 4                | 10                   | 103                 | 115                       |                       |                                           |
| 4:00 PM        | 159                        | 71                    | 26                | 5                | 10                   | 117                 | 107                       |                       |                                           |
| 5:00 PM        | 165                        | 71                    | 41                | 2                | 10                   | 133                 | 100                       |                       |                                           |
| 6:00 PM        | 165                        | 27                    | 43                | 2                | 15                   | 147                 | 77                        |                       |                                           |
| 7:00 PM        | 165                        | 27                    | 43                | 1                | 14                   | 131                 | 34                        |                       |                                           |
| 8:00 PM        | 142                        | 27                    | 43                | 0                | 9                    | 115                 | 18                        |                       |                                           |
| 9:00 PM        | 95                         | 27                    | 33                | 0                | 5                    | 99                  | 0                         |                       |                                           |
| 10:00 PM       | 55                         | 27                    | 30                | 0                | 4                    | 51                  | 0                         |                       |                                           |
| 11:00 PM       | 19                         | 0                     | 27                | 0                | 2                    | 16                  | 0                         |                       |                                           |
| 12:00 AM       | 0                          | 0                     | 15                | 0                | 2                    | 0                   | 0                         |                       |                                           |

**TABLE 5**  
**FUTURE OCCUPANCY**  
**WEEKEND SHARED PARKING DEMAND ANALYSIS**  
Courtyard at La Paz, Laguna Hills

| Land Use     | Retail & Personal Services | Advance Beauty School | Family Restaurant | Dunkin Donuts    | Take-Out/Quick-Serve | Fitness/Health Club | Medical-Dental-Vet Office | Shared Parking Demand | Comparison w/ Future Supply of 486 Spaces |
|--------------|----------------------------|-----------------------|-------------------|------------------|----------------------|---------------------|---------------------------|-----------------------|-------------------------------------------|
| Size         | 23.471 KSF                 | 8.597 KSF             | 7.225 KSF         | 2.000 KSF        | 4.257 KSF            | 24.708 KSF          | 17.886 KSF                |                       | Surplus (Deficiency)                      |
| Pkg Rate     | 8.18 /KSF                  | 13.73 /KSF            | 10.38 /KSF        | 12.00 /KSF       | 4.00 /KSF            | 5.95 /KSF           | 6.43 /KSF                 |                       |                                           |
| Gross Spaces | 192 Spc.                   | 118 Spc.              | 75 Spc.           | 24 Spc.          | 17 Spc.              | 147 Spc.            | 115 Spc.                  |                       |                                           |
| Time of Day  | Number of Spaces           | Number of Spaces      | Number of Spaces  | Number of Spaces | Number of Spaces     | Number of Spaces    | Number of Spaces          | 486                   | 0                                         |
| 6:00 AM      | 6                          | 0                     | 12                | 10               | 1                    | 95                  | 0                         |                       |                                           |
| 7:00 AM      | 14                         | 0                     | 24                | 15               | 1                    | 54                  | 0                         |                       |                                           |
| 8:00 AM      | 30                         | 0                     | 39                | 22               | 4                    | 43                  | 92                        |                       |                                           |
| 9:00 AM      | 75                         | 78                    | 55                | 24               | 5                    | 60                  | 107                       |                       |                                           |
| 10:00 AM     | 109                        | 78                    | 69                | 19               | 9                    | 43                  | 115                       |                       |                                           |
| 11:00 AM     | 136                        | 78                    | 69                | 14               | 14                   | 60                  | 115                       |                       |                                           |
| 12:00 PM     | 161                        | 78                    | 75                | 7                | 16                   | 60                  | 61                        |                       |                                           |
| 1:00 PM      | 177                        | 78                    | 65                | 2                | 16                   | 37                  | 0                         |                       |                                           |
| 2:00 PM      | 192                        | 78                    | 53                | 7                | 15                   | 32                  | 0                         |                       |                                           |
| 3:00 PM      | 192                        | 78                    | 34                | 3                | 9                    | 37                  | 0                         |                       |                                           |
| 4:00 PM      | 184                        | 78                    | 37                | 5                | 9                    | 67                  | 0                         |                       |                                           |
| 5:00 PM      | 175                        | 78                    | 48                | 3                | 9                    | 121                 | 0                         |                       |                                           |
| 6:00 PM      | 155                        | 0                     | 55                | 2                | 14                   | 115                 | 0                         |                       |                                           |
| 7:00 PM      | 146                        | 0                     | 55                | 0                | 13                   | 73                  | 0                         |                       |                                           |
| 8:00 PM      | 129                        | 0                     | 52                | 1                | 8                    | 37                  | 0                         |                       |                                           |
| 9:00 PM      | 102                        | 0                     | 28                | 0                | 5                    | 12                  | 0                         |                       |                                           |
| 10:00 PM     | 71                         | 0                     | 23                | 0                | 4                    | 2                   | 0                         |                       |                                           |
| 11:00 PM     | 29                         | 0                     | 17                | 0                | 1                    | 2                   | 0                         |                       |                                           |
| 12:00 AM     | 0                          | 0                     | 10                | 0                | 1                    | 0                   | 0                         |                       |                                           |

**TABLE 6**  
**FUTURE OCCUPANCY (with Survey Results)**  
**WEEKDAY SHARED PARKING DEMAND ANALYSIS**  
 Courtyard at La Paz, Laguna Hills

| Land Use       | Retail & Personal Services | Advance Beauty School | Family Restaurant | Dunkin Donuts    | Take-Out/ Quick-Serve | Fitness/ Health Club | Medical-Dental Vet Office | Actual Demand Observed per LLG Parking Counts (Jan. 9, 2013) | Total Shared Parking Demand | Comparison w/ Future Supply of 486 Spaces |
|----------------|----------------------------|-----------------------|-------------------|------------------|-----------------------|----------------------|---------------------------|--------------------------------------------------------------|-----------------------------|-------------------------------------------|
| Size           | 6.347 KSF                  | 8.597 KSF             | 0.000 KSF         | 2.000 KSF        | 3.057 KSF             | 2.508 KSF            | -0.889 KSF                |                                                              |                             | Surplus (Deficiency)                      |
| Pkg Rate       | 12.13 /KSF                 | 13.73 /KSF            | 0.00 /KSF         | 12.00 /KSF       | 4.00 /KSF             | 10.00 /KSF           | 6.67 /KSF                 |                                                              |                             |                                           |
| Gross Spaces   | 77 Spc.                    | 118 Spc.              | 0 Spc.            | 24 Spc.          | 12 Spc.               | 25 Spc.              | -6 Spc.                   |                                                              |                             |                                           |
| Time of Day    | Number of Spaces           | Number of Spaces      | Number of Spaces  | Number of Spaces | Number of Spaces      | Number of Spaces     | Number of Spaces          |                                                              |                             |                                           |
| 6:00 AM        | 2                          | 0                     | 0                 | 14               | 1                     | 18                   | 0                         | --                                                           | --                          | --                                        |
| 7:00 AM        | 5                          | 0                     | 0                 | 21               | 1                     | 11                   | 0                         | --                                                           | --                          | --                                        |
| 8:00 AM        | 14                         | 0                     | 0                 | 21               | 3                     | 11                   | (5)                       | --                                                           | --                          | --                                        |
| 9:00 AM        | 30                         | 53                    | 0                 | 14               | 4                     | 18                   | (6)                       | 96                                                           | 209                         | 277                                       |
| 10:00 AM       | 49                         | 118                   | 0                 | 12               | 8                     | 18                   | (6)                       | 166                                                          | 365                         | 121                                       |
| 11:00 AM       | 61                         | 65                    | 0                 | 6                | 11                    | 20                   | (6)                       | 197                                                          | 354                         | 132                                       |
| 12:00 PM       | 67                         | 65                    | 0                 | 5                | 12                    | 15                   | (3)                       | 192                                                          | 353                         | 133                                       |
| 1:00 PM        | 70                         | 71                    | 0                 | 7                | 12                    | 18                   | (6)                       | 188                                                          | 360                         | 126                                       |
| 2:00 PM        | 67                         | 71                    | 0                 | 5                | 11                    | 18                   | (6)                       | 179                                                          | 345                         | 141                                       |
| 3:00 PM        | 64                         | 71                    | 0                 | 4                | 7                     | 18                   | (6)                       | 185                                                          | 343                         | 143                                       |
| 4:00 PM        | 64                         | 71                    | 0                 | 5                | 7                     | 20                   | (6)                       | 231                                                          | 392                         | 94                                        |
| <b>5:00 PM</b> | <b>66</b>                  | <b>71</b>             | <b>0</b>          | <b>2</b>         | <b>7</b>              | <b>23</b>            | <b>(5)</b>                | <b>233</b>                                                   | <b>397</b>                  | <b>89</b>                                 |
| 6:00 PM        | 66                         | 27                    | 0                 | 2                | 11                    | 25                   | (4)                       | 247                                                          | 374                         | 112                                       |
| 7:00 PM        | 66                         | 27                    | 0                 | 1                | 10                    | 23                   | (2)                       | 214                                                          | 339                         | 147                                       |
| 8:00 PM        | 57                         | 27                    | 0                 | 0                | 6                     | 20                   | (1)                       | 147                                                          | 256                         | 230                                       |
| 9:00 PM        | 38                         | 27                    | 0                 | 0                | 4                     | 17                   | 0                         | 80                                                           | 166                         | 320                                       |
| 10:00 PM       | 22                         | 27                    | 0                 | 0                | 3                     | 8                    | 0                         | 51                                                           | 111                         | 375                                       |
| 11:00 PM       | 8                          | 0                     | 0                 | 0                | 1                     | 2                    | 0                         | --                                                           | --                          | --                                        |
| 12:00 AM       | 0                          | 0                     | 0                 | 0                | 1                     | 0                    | 0                         | --                                                           | --                          | --                                        |

**TABLE 7**  
**FUTURE OCCUPANCY (with Survey Results)**  
**WEEKEND SHARED PARKING DEMAND ANALYSIS**  
Courtyard at La Paz, Laguna Hills

| Land Use        | Retail &<br>Personal Services | Advance<br>Beauty School | Family<br>Restaurant | Dunkin<br>Donuts    | Take-Out/<br>Quick-Serve | Fitness/<br>Health Club | Medical-Dental<br>Vet Office | Actual<br>Demand<br>Observed per<br>LLG Parking<br>Counts<br>(Jan. 12,<br>2013) | Total<br>Shared<br>Parking<br>Demand | Comparison w/<br>Future<br>Supply of<br>486 Spaces<br><br>Surplus<br>(Deficiency) |
|-----------------|-------------------------------|--------------------------|----------------------|---------------------|--------------------------|-------------------------|------------------------------|---------------------------------------------------------------------------------|--------------------------------------|-----------------------------------------------------------------------------------|
| Size            | 6.347 KSF                     | 8.597 KSF                | 0.000 KSF            | 2.000 KSF           | 3.057 KSF                | 2.508 KSF               | -0.889 KSF                   |                                                                                 |                                      |                                                                                   |
| Pkg Rate        | 12.13 /KSF                    | 13.73 /KSF               | 0.00 /KSF            | 12.00 /KSF          | 4.00 /KSF                | 10.00 /KSF              | 6.67 /KSF                    |                                                                                 |                                      |                                                                                   |
| Gross<br>Spaces | 77 Spc.                       | 118 Spc.                 | 0 Spc.               | 24 Spc.             | 12 Spc.                  | 25 Spc.                 | -6 Spc.                      |                                                                                 |                                      |                                                                                   |
| Time of Day     | Number of<br>Spaces           | Number of<br>Spaces      | Number of<br>Spaces  | Number of<br>Spaces | Number of<br>Spaces      | Number of<br>Spaces     | Number of<br>Spaces          | Actual<br>Demand<br>Observed per<br>LLG Parking<br>Counts<br>(Jan. 12,<br>2013) | Total<br>Shared<br>Parking<br>Demand | Comparison w/<br>Future<br>Supply of<br>486 Spaces<br><br>Surplus<br>(Deficiency) |
| 6:00 AM         | 3                             | 0                        | 0                    | 10                  | 1                        | 16                      | 0                            |                                                                                 |                                      |                                                                                   |
| 7:00 AM         | 5                             | 0                        | 0                    | 15                  | 1                        | 9                       | 0                            |                                                                                 |                                      |                                                                                   |
| 8:00 AM         | 12                            | 0                        | 0                    | 22                  | 3                        | 7                       | (5)                          |                                                                                 |                                      |                                                                                   |
| 9:00 AM         | 30                            | 78                       | 0                    | 24                  | 4                        | 10                      | (6)                          |                                                                                 |                                      |                                                                                   |
| 10:00 AM        | 44                            | 78                       | 0                    | 19                  | 6                        | 7                       | (6)                          |                                                                                 |                                      |                                                                                   |
| <b>11:00 AM</b> | <b>54</b>                     | <b>78</b>                | <b>0</b>             | <b>14</b>           | <b>10</b>                | <b>10</b>               | <b>(6)</b>                   |                                                                                 |                                      |                                                                                   |
| 12:00 PM        | 65                            | 78                       | 0                    | 7                   | 11                       | 10                      | (3)                          |                                                                                 |                                      |                                                                                   |
| 1:00 PM         | 71                            | 78                       | 0                    | 2                   | 11                       | 6                       | 0                            |                                                                                 |                                      |                                                                                   |
| 2:00 PM         | 77                            | 78                       | 0                    | 7                   | 10                       | 5                       | 0                            |                                                                                 |                                      |                                                                                   |
| 3:00 PM         | 77                            | 78                       | 0                    | 3                   | 7                        | 6                       | 0                            |                                                                                 |                                      |                                                                                   |
| 4:00 PM         | 74                            | 78                       | 0                    | 5                   | 6                        | 12                      | 0                            |                                                                                 |                                      |                                                                                   |
| 5:00 PM         | 70                            | 78                       | 0                    | 3                   | 7                        | 21                      | 0                            |                                                                                 |                                      |                                                                                   |
| 6:00 PM         | 63                            | 0                        | 0                    | 2                   | 10                       | 20                      | 0                            |                                                                                 |                                      |                                                                                   |
| 7:00 PM         | 59                            | 0                        | 0                    | 0                   | 10                       | 13                      | 0                            |                                                                                 |                                      |                                                                                   |
| 8:00 PM         | 51                            | 0                        | 0                    | 1                   | 6                        | 6                       | 0                            |                                                                                 |                                      |                                                                                   |
| 9:00 PM         | 41                            | 0                        | 0                    | 0                   | 4                        | 2                       | 0                            |                                                                                 |                                      |                                                                                   |
| 10:00 PM        | 29                            | 0                        | 0                    | 0                   | 3                        | 0                       | 0                            |                                                                                 |                                      |                                                                                   |
| 11:00 PM        | 11                            | 0                        | 0                    | 0                   | 1                        | 0                       | 0                            |                                                                                 |                                      |                                                                                   |
| 12:00 AM        | 0                             | 0                        | 0                    | 0                   | 1                        | 0                       | 0                            |                                                                                 |                                      |                                                                                   |

**TABLE 8**  
**TRIP GENERATION ESTIMATES**  
Courtyard at La Paz, Laguna Hills

| Description                                          |  | Size     | Weekday |              |      |        |              |      |       |
|------------------------------------------------------|--|----------|---------|--------------|------|--------|--------------|------|-------|
|                                                      |  |          | Daily   | AM Peak Hour |      |        | PM Peak Hour |      |       |
|                                                      |  |          |         | In           | Out  | Total  | In           | Out  | Total |
| <u>ITE Trip Rates [a]</u>                            |  |          |         |              |      |        |              |      |       |
| Coffee/Donut Shop w/ Drive-Thru (trips per 1,000 SF) |  |          | 818.58  | 51%          | 49%  | 100.58 | 50%          | 50%  | 42.80 |
| Specialty Retail (trips per 1,000 SF)                |  |          | 44.32   | 44%          | 56%  | 2.71   | 48%          | 52%  | 6.84  |
| <u>Potential New Leases [b]</u>                      |  |          |         |              |      |        |              |      |       |
| Dunkin Donuts                                        |  | 2,000 SF | 1,637   | 103          | 98   | 201    | 43           | 43   | 86    |
| ITE Pass-By Reduction [c]:                           |  | 69%      | (1,130) | (71)         | (68) | (139)  | (30)         | (30) | (60)  |
|                                                      |  |          | 507     | 32           | 30   | 62     | 13           | 13   | 26    |
| Advance Beauty School [d]                            |  | 8,597 SF | 346     | 0            | 0    | 0      | 20           | 5    | 25    |
| Future Martial Arts Studio [e]                       |  | 2,508 SF | 50      | 0            | 0    | 0      | 13           | 5    | 18    |
| Future Take-Out/Quick Serve [f]                      |  | 3,057 SF | 135     | 4            | 4    | 8      | 10           | 11   | 21    |
| Future Retail [f]                                    |  | 3,708 SF | 164     | 4            | 6    | 10     | 12           | 13   | 25    |
| Project Traffic Generation                           |  |          | 1,202   | 40           | 40   | 80     | 68           | 47   | 115   |
|                                                      |  |          |         |              |      |        |              |      |       |

**Notes:**

[a] Source: *Trip Generation* (9th Edition), Institute of Transportation Engineers (ITE), 2012.

[b] Other anticipated changes in current tenancy would result in a reduction in trips during the AM and PM peak hours, or yield the same number of trips, and are therefore excluded from this table.

[c] The 69% is based on the average of the ITE pass-by trip percentage for fast-food restaurants with drive-thru (49%) and for fast-food restaurants with drive-thru window and no indoor seating (89%). As a conservative measure, no additional trip reductions are applied, such as internal capture, which considers the walk-in traffic/synergy/internal trip interactions between different uses within the Center.

[d] The trip generation estimates were based upon the operational data provided by Advance Beauty School.

[e] Based on the 25 parking spaces required for the future martial arts studio, it was estimated that 50% of those spaces would translate to inbound trips during the PM peak hour (5 outbound trips were assumed). No classes are anticipated during the AM peak hour.

[f] ITE trip rates for Specialty Retail were applied.

**TABLE 9**  
**EXISTING PLUS PROJECT INTERSECTION CAPACITY ANALYSIS**  
Courtyard at La Paz, Laguna Hills

| Key Intersection                                   | Time Period | (1)<br>Year 2014 Existing Traffic Conditions |     | (3)<br>Year 2014 Existing Plus Project Traffic Conditions |     | (4)<br>Significant Impact |        |
|----------------------------------------------------|-------------|----------------------------------------------|-----|-----------------------------------------------------------|-----|---------------------------|--------|
|                                                    |             | V/C Ratio                                    | LOS | V/C Ratio                                                 | LOS | Change in V/C             | Yes/No |
| 1. La Paz Road at Muirlands Boulevard/I-5 NB Ramps | AM          | 0.649                                        | B   | 0.651                                                     | B   | 0.002                     | No     |
|                                                    | PM          | 0.699                                        | B   | 0.702                                                     | C   | 0.003                     | No     |
| 2. La Paz Road at I-5 SB Ramps-Cabot Road          | AM          | 0.713                                        | C   | 0.722                                                     | C   | 0.009                     | No     |
|                                                    | PM          | 0.726                                        | C   | 0.736                                                     | C   | 0.010                     | No     |
| 3. La Paz Road at McIntyre Street                  | AM          | 0.470                                        | A   | 0.491                                                     | A   | 0.021                     | No     |
|                                                    | PM          | 0.503                                        | A   | 0.545                                                     | A   | 0.042                     | No     |
| 4. La Paz Road at Paseo De Valencia                | AM          | 0.514                                        | A   | 0.520                                                     | A   | 0.006                     | No     |
|                                                    | PM          | 0.489                                        | A   | 0.496                                                     | A   | 0.007                     | No     |
| 5. Alicia Parkway at Paseo De Valencia             | AM          | 0.613                                        | B   | 0.614                                                     | B   | 0.001                     | No     |
|                                                    | PM          | 0.622                                        | B   | 0.622                                                     | B   | 0.000                     | No     |

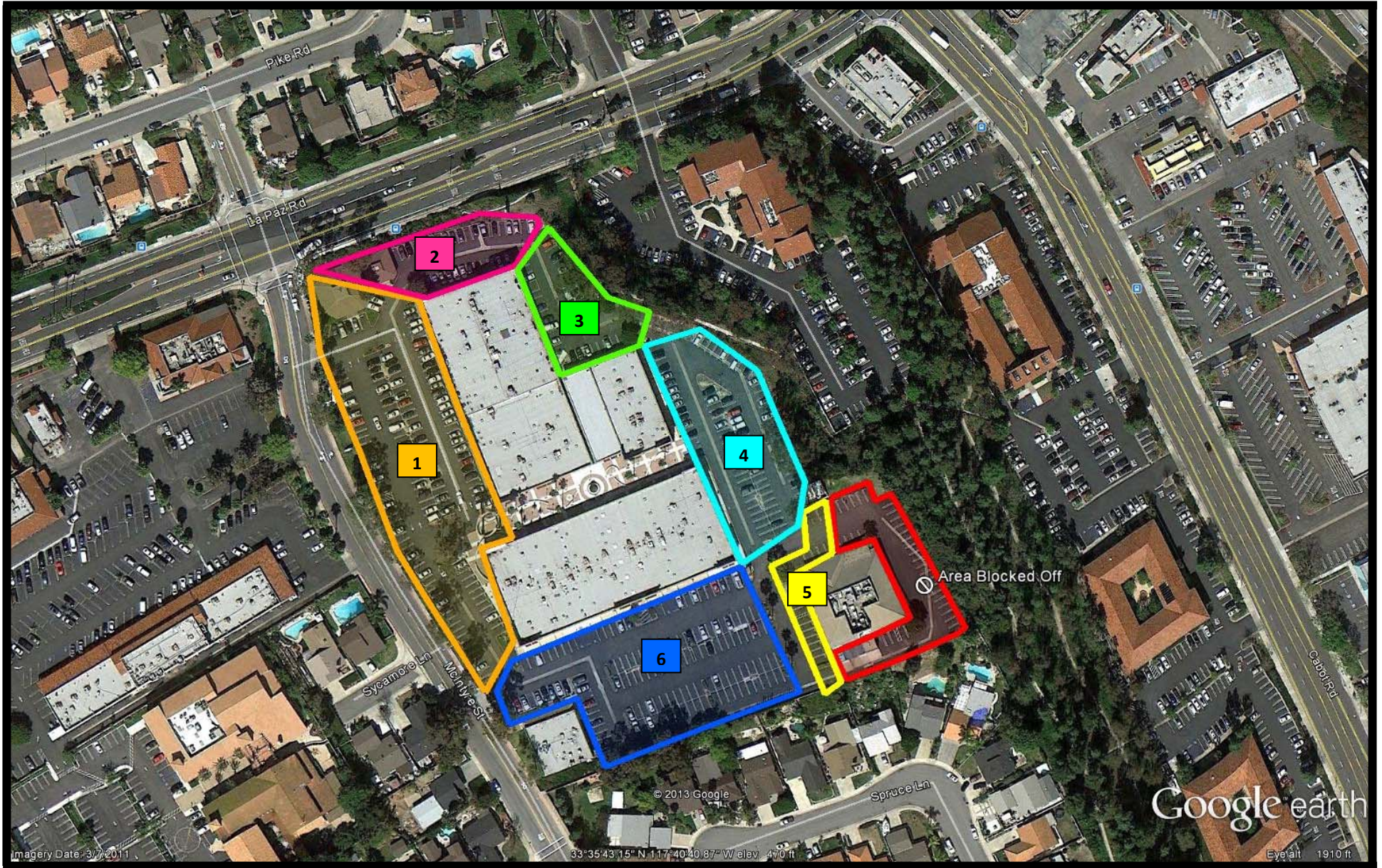
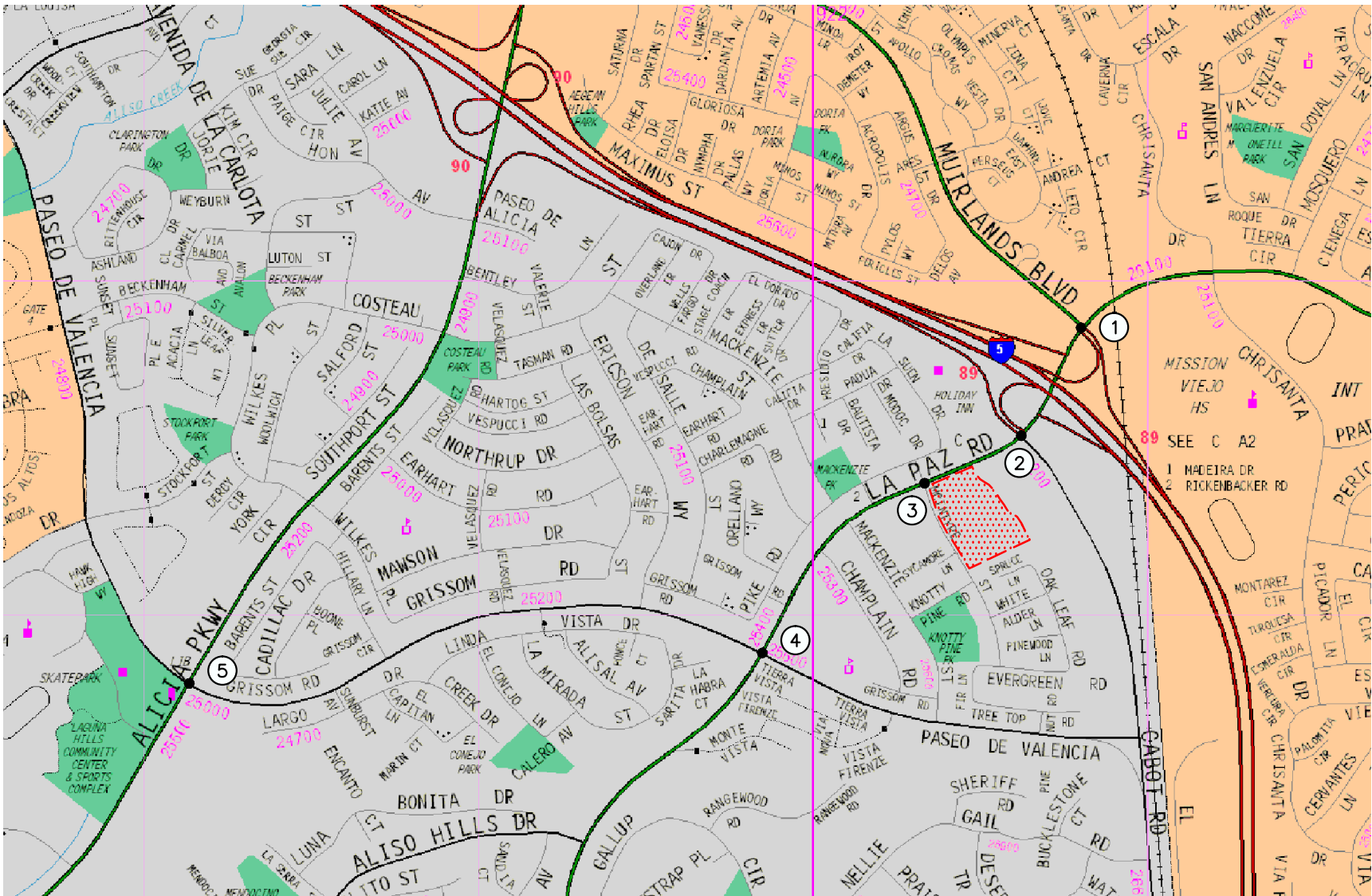


FIGURE 1  
PARKING ZONES  
Courtyard at La Paz, Laguna Hills



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SOURCE: THOMAS BROS.

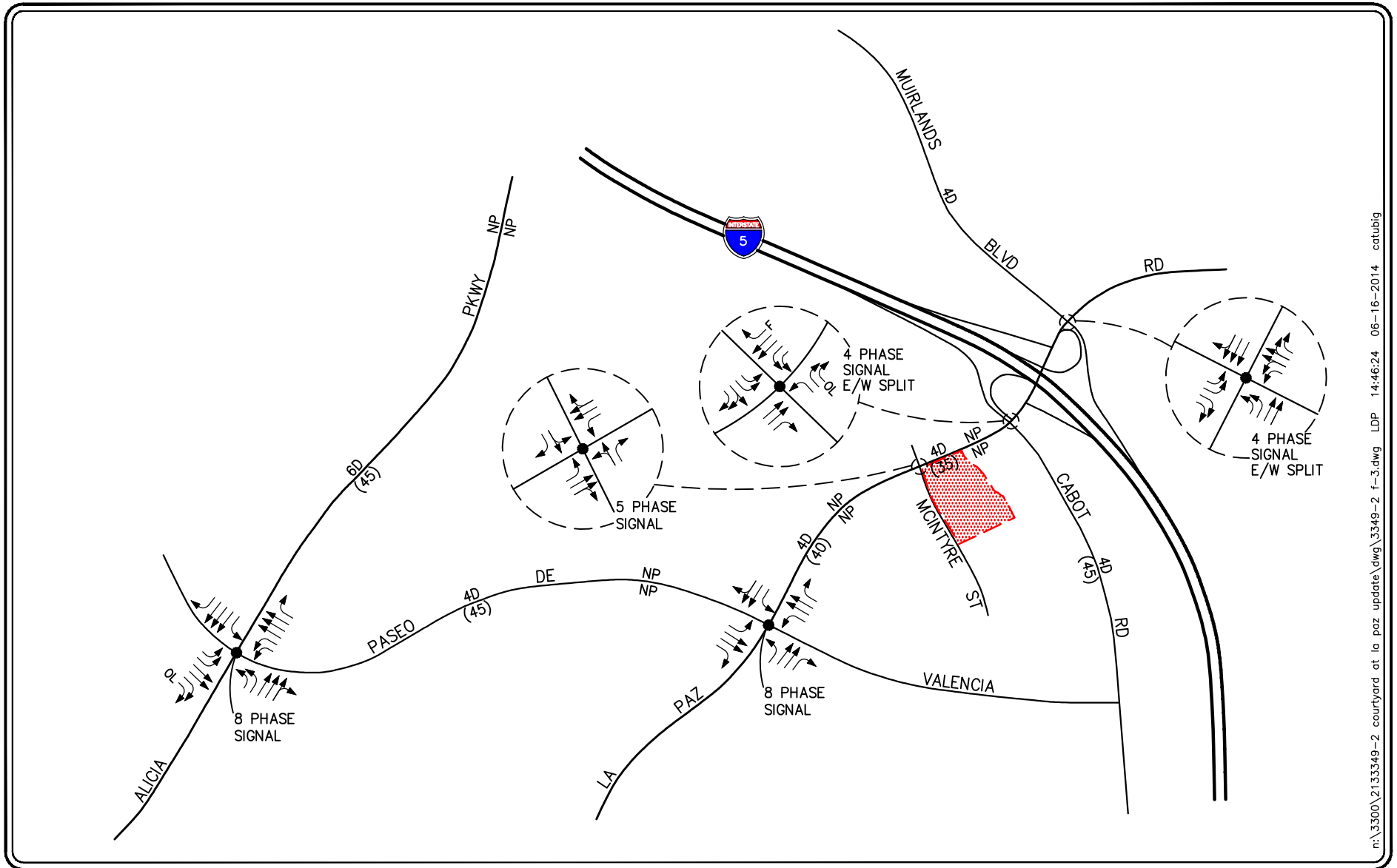
KEY

# = STUDY INTERSECTION

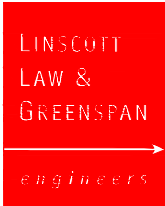
[Red Hatched Box] = PROJECT SITE

FIGURE 2

VICINITY MAP  
COURTYARD AT LA PAZ, LAGUNA HILLS



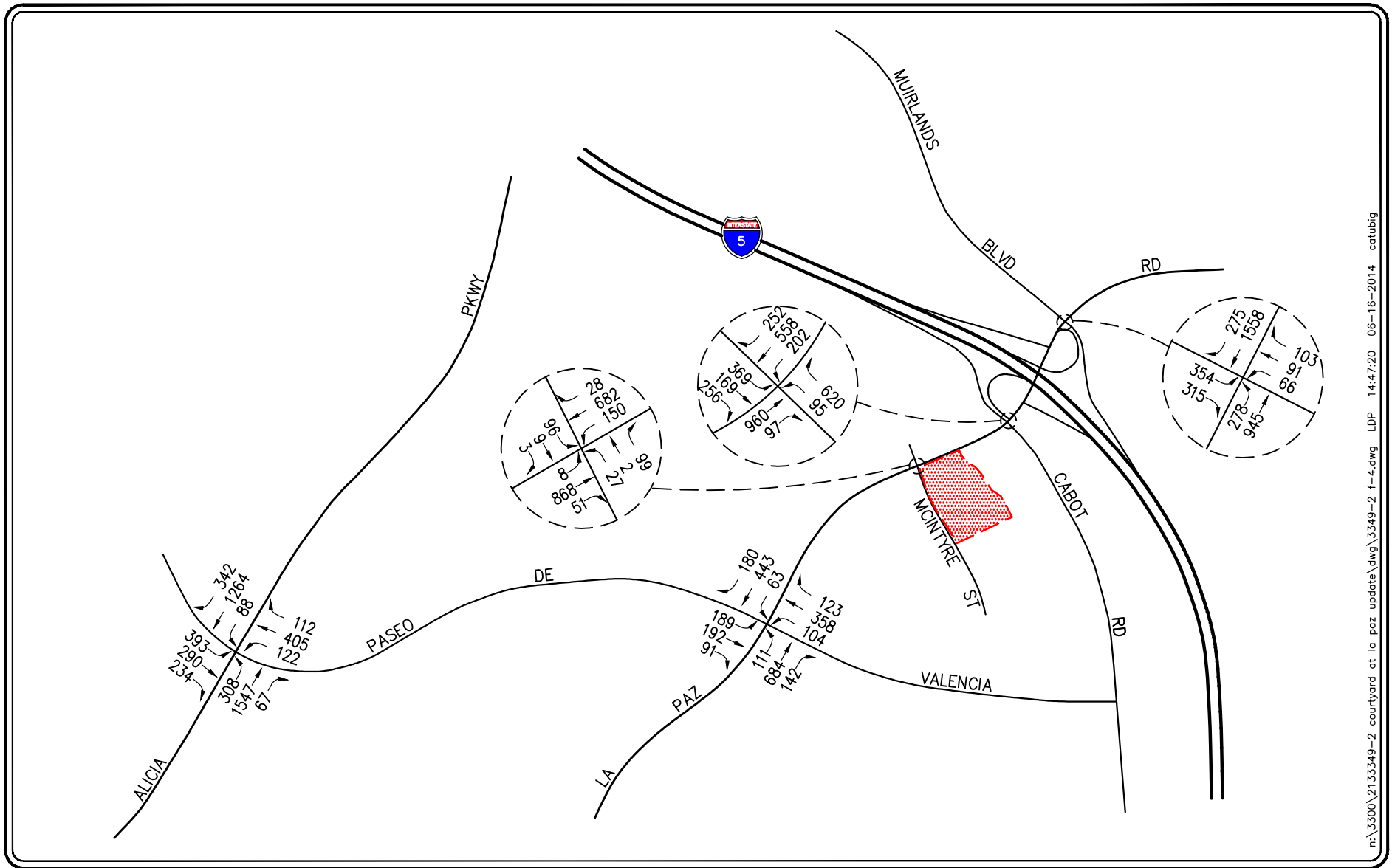
n:\3300\2133349-2 courtyard at la paz update.dwg\3349-2 f-3.dwg LDP 14-46:24 06-16-2014 cctubig



- KEY**
- ← = APPROACH LANE ASSIGNMENT
  - = TRAFFIC SIGNAL
  - P = PARKING, NP = NO PARKING
  - U = UNDIVIDED, D = DIVIDED
  - 2 = NUMBER OF TRAVEL LANES
  - (XX) = POSTED SPEED LIMIT (MPH)
  - OL = OVERLAP, F = FREE RIGHT
  - [Red Hatched Box] = PROJECT SITE

**FIGURE 3**

**EXISTING ROADWAY CONDITIONS  
AND INTERSECTION CONTROLS**  
COURTYARD AT LA PAZ, LAGUNA HILLS



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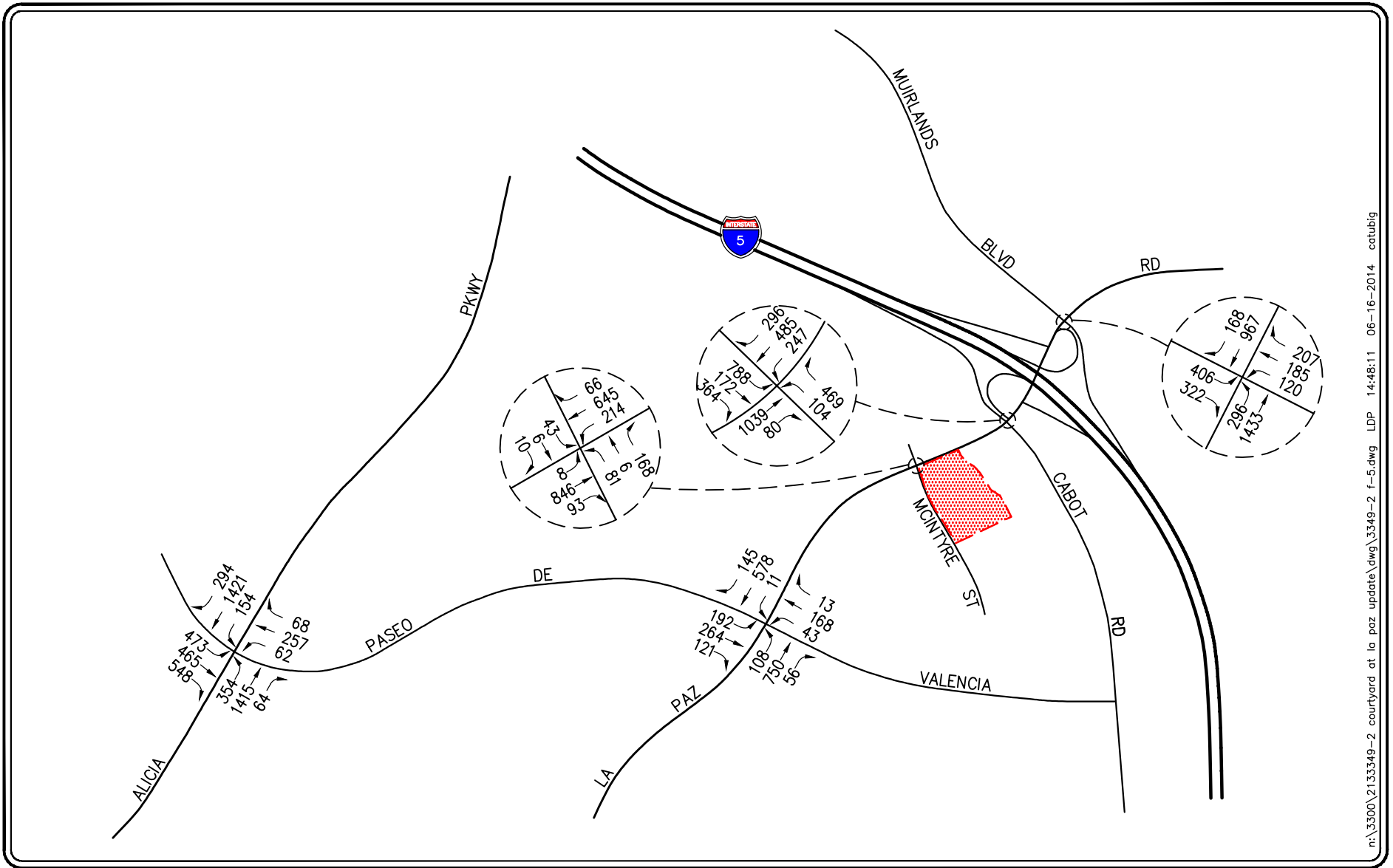


NO SCALE

KEY  
[Red Hatched Box] = PROJECT SITE

**FIGURE 4**

**EXISTING AM PEAK HOUR TRAFFIC VOLUMES**  
COURTYARD AT LA PAZ, LAGUNA HILLS



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LAW &  
GREENSPAN



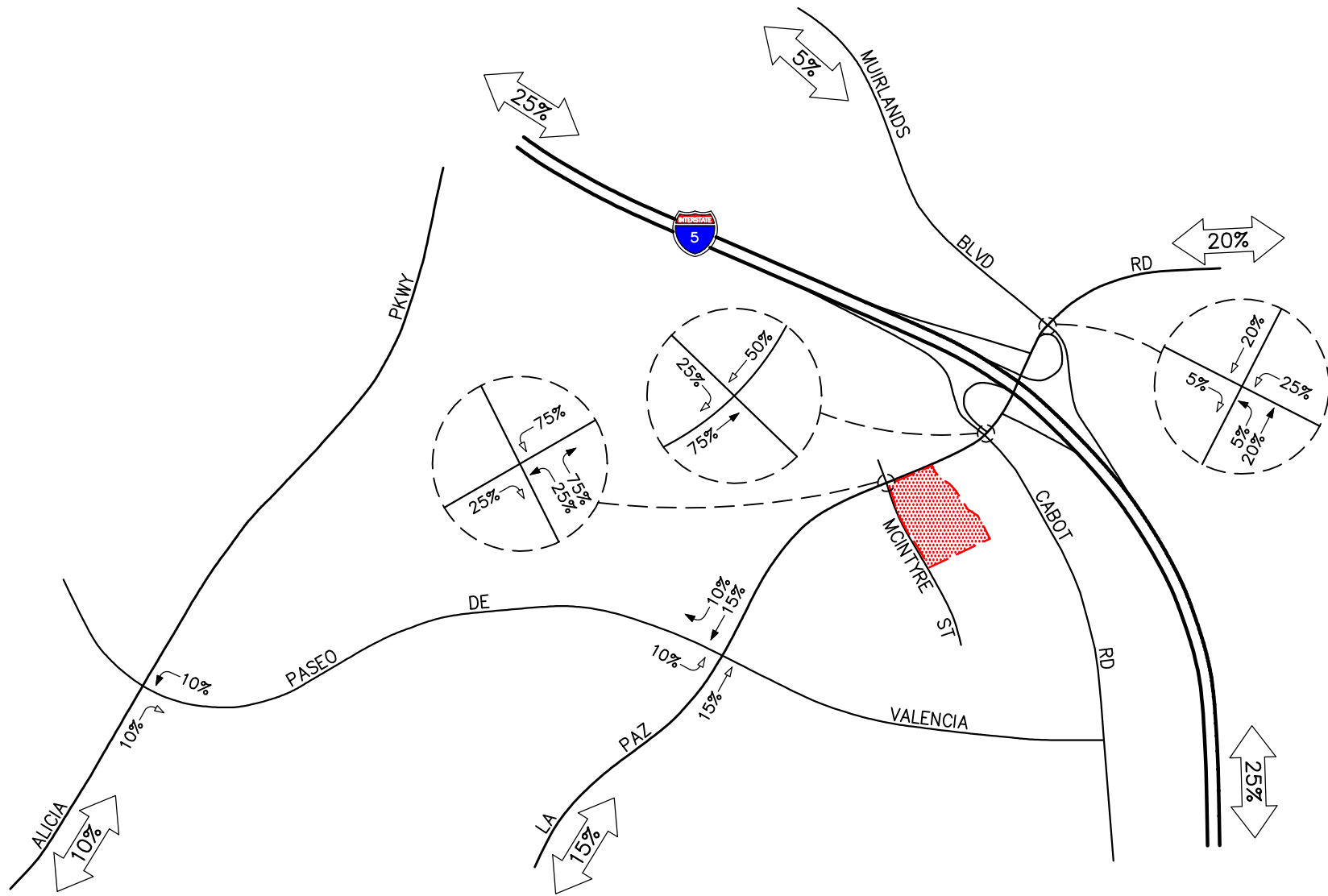
NO SCALE

KEY  
[Red Hatched Box] = PROJECT SITE

**FIGURE 5**

**EXISTING PM PEAK HOUR TRAFFIC VOLUMES**  
COURTYARD AT LA PAZ, LAGUNA HILLS

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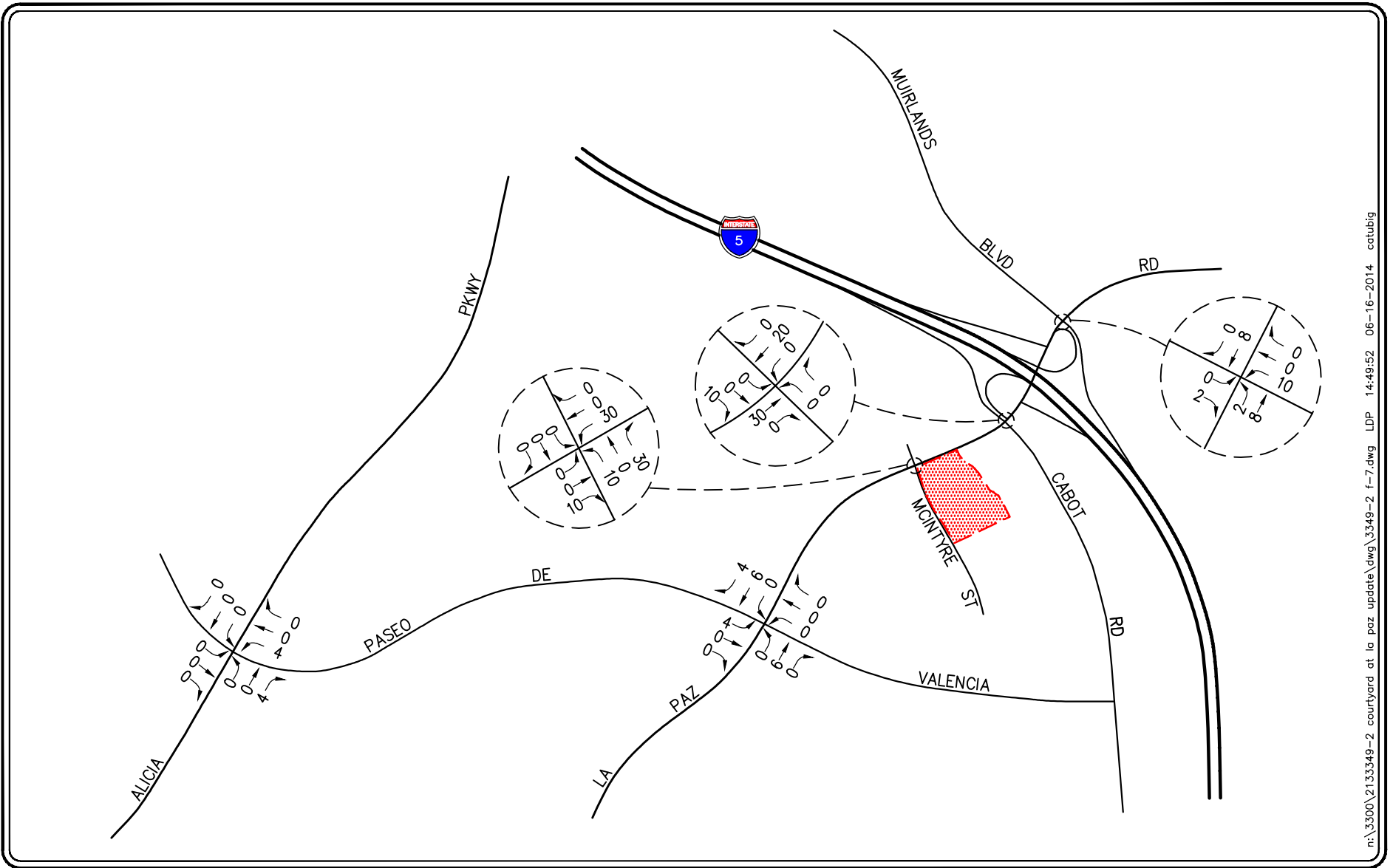
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- KEY
- ← = INBOUND PERCENTAGE
  - = OUTBOUND PERCENTAGE
  - [Red Hatched Box] = PROJECT SITE

FIGURE 6

PROJECT TRIP DISTRIBUTION PATTERN  
COURTYARD AT LA PAZ, LAGUNA HILLS



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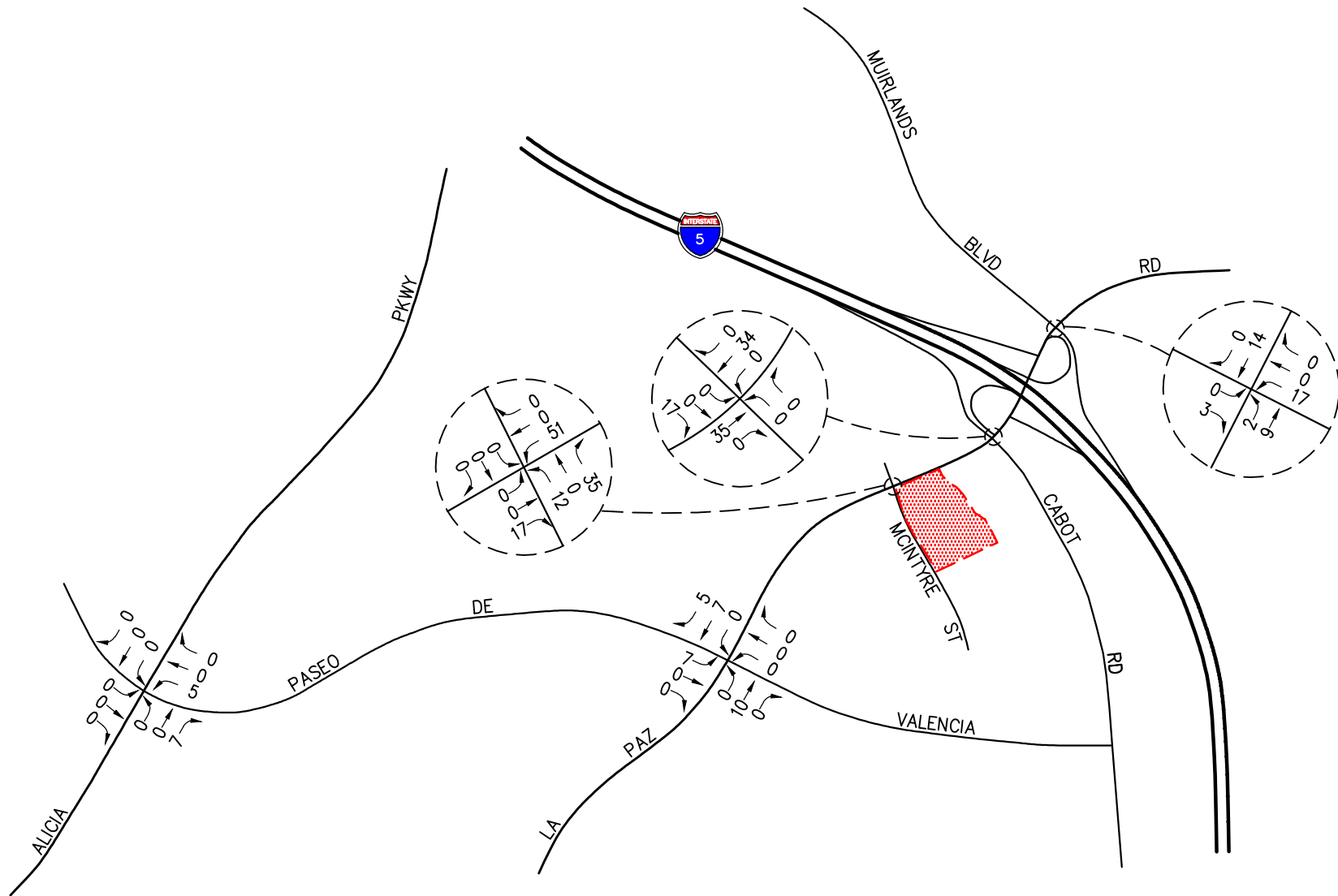
NO SCALE

KEY  
[Red hatched box] = PROJECT SITE

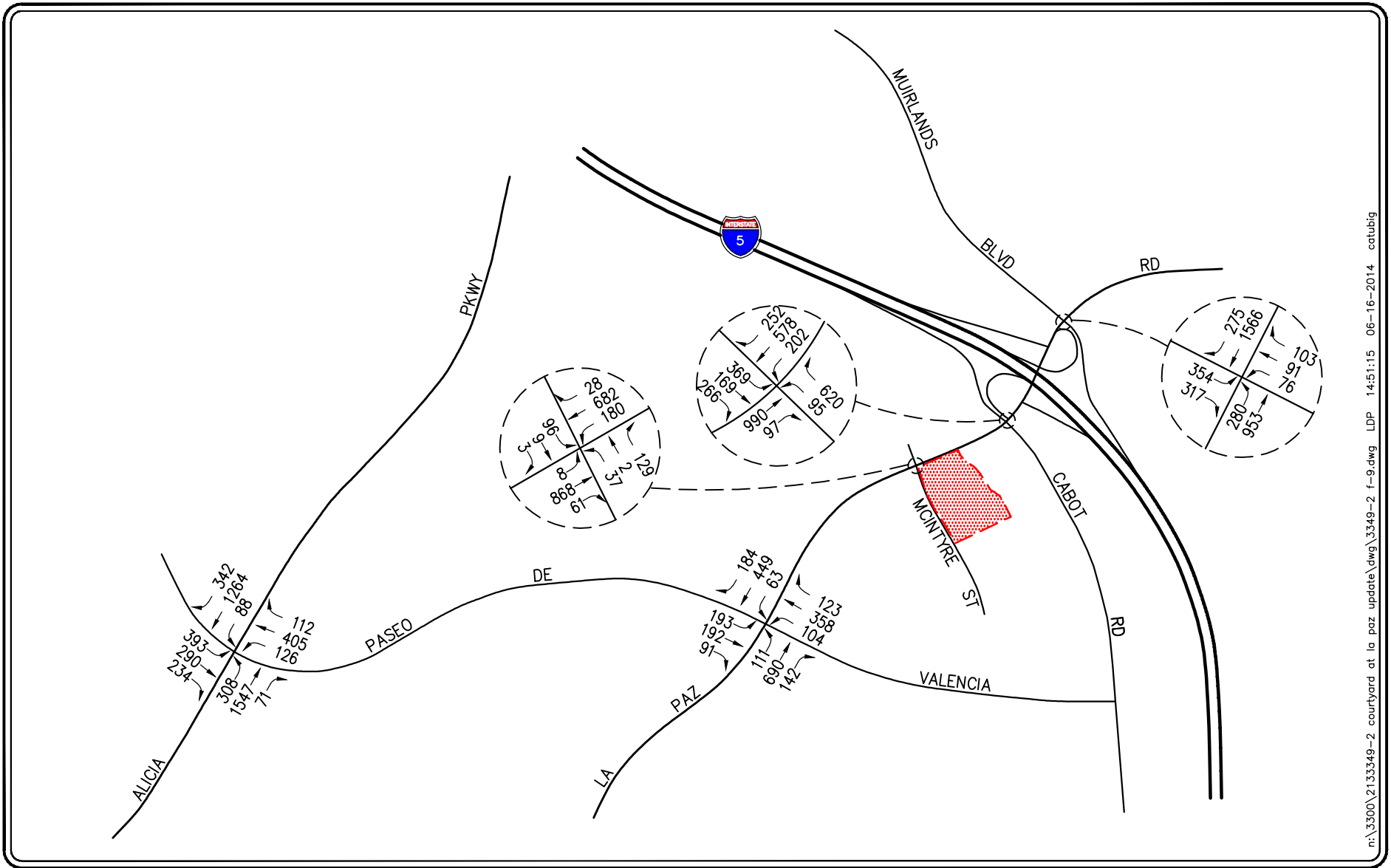
## FIGURE 7

AM PEAK HOUR PROJECT TRAFFIC VOLUMES  
COURTYARD AT LA PAZ, LAGUNA HILLS

engineers



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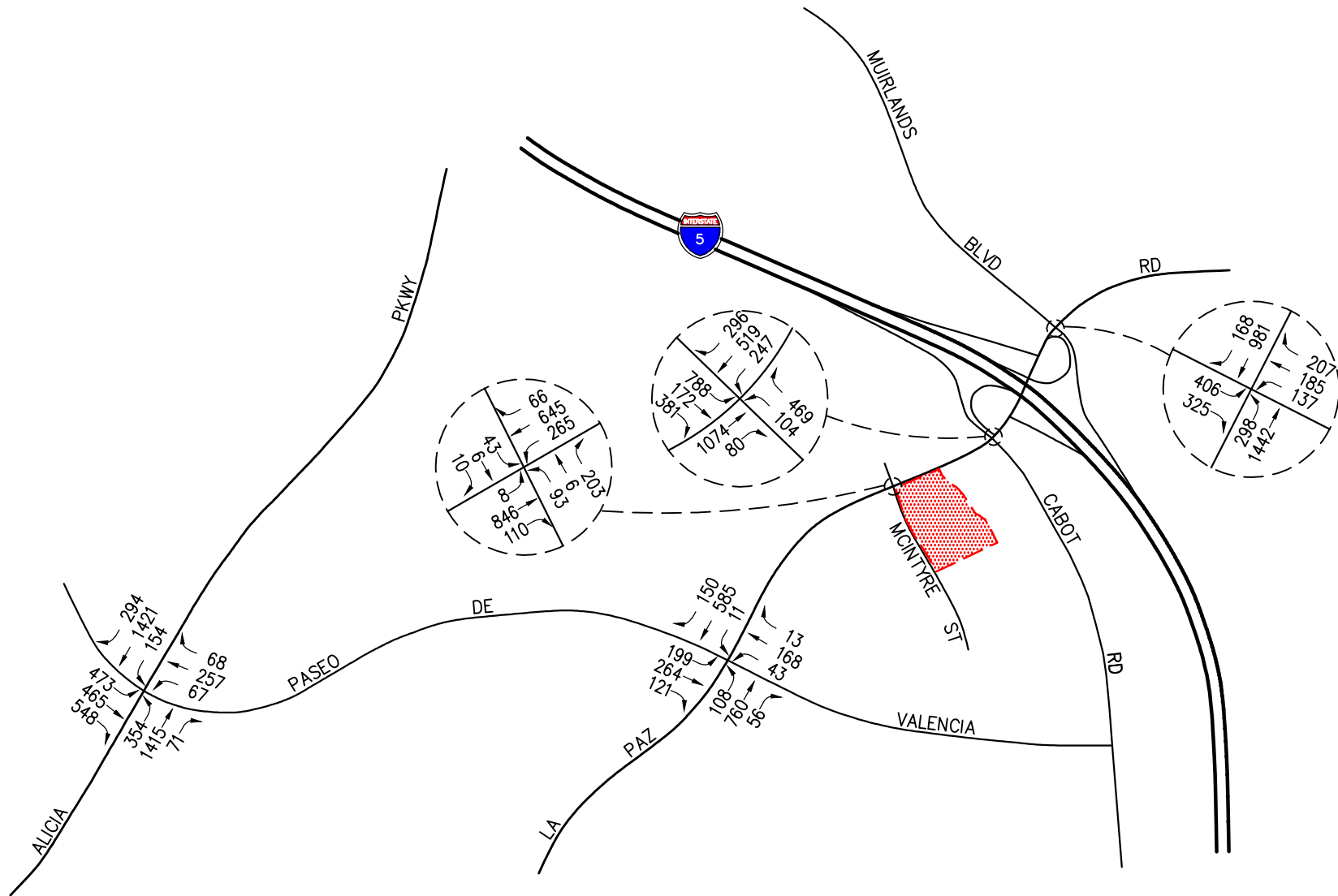
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**EXISTING PLUS PROJECT AM PEAK HOUR TRAFFIC VOLUMES**  
**COURTYARD AT LA PAZ, LAGUNA HILLS**



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GREENSPAN  
engineers

 NO SCALE

KEY  
 = PROJECT SITE

**FIGURE 10**

**EXISTING PLUS PROJECT PM PEAK HOUR TRAFFIC VOLUMES**  
COURTYARD AT LA PAZ, LAGUNA HILLS

## APPENDIX A

### INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

LINSCOTT, LAW & GREENSPAN, ENGINEERS  
1580 Corporate Drive, Suite 122, Costa Mesa CA 92626  
(714) 641-1587

**INTERSECTION CAPACITY UTILIZATION**

Intersection: 1. La Paz Road at Muirlands Boulevard-5 NB Ramps  
 N-S St: Muirlands Boulevard-5 NB Ramps  
 E-W St: La Paz Road  
 Project: LLC Traffic Impact Analysis Report  
 File: 3349-2.xls  
 Control Type: 40 Traffic Signal Split: Yes  
 Date: 08/17/14  
 Date of Count: 2014  
 Projection Year: 2014  
 Peak Hour: AM  
 Annual Growth: 1.00%

| Movement          | 2014 EXISTING TRAFFIC |       |          |           |  | 2014 WITH AMBIENT GROWTH |              |       |          |           | 2014 WITH CUMULATIVE PROJECTS |              |       |          |           | 2014 WITH PROJECT TRAFFIC |              |       |          |           | 2014 WITH MITIGATION |              |       |          |           |
|-------------------|-----------------------|-------|----------|-----------|--|--------------------------|--------------|-------|----------|-----------|-------------------------------|--------------|-------|----------|-----------|---------------------------|--------------|-------|----------|-----------|----------------------|--------------|-------|----------|-----------|
|                   | Volume                | Lanes | Capacity | V/C Ratio |  | Added Volume             | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume                  | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume              | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume         | Total Volume | Lanes | Capacity | V/C Ratio |
| Nb Left           | 278                   | 2     | 3400     | 0.082 *   |  | 0                        | 278          | 2     | 3400     | 0.082 *   | 0                             | 278          | 2     | 3400     | 0.082 *   | 2                         | 280          | 2     | 3400     | 0.082 *   | 0                    | 280          | 2     | 3400     | 0.082 *   |
| Nb Thru           | 945                   | 2     | 3400     | 0.278     |  | 0                        | 945          | 2     | 3400     | 0.278     | 0                             | 945          | 2     | 3400     | 0.278     | 8                         | 953          | 2     | 3400     | 0.280     | 0                    | 953          | 2     | 3400     | 0.280     |
| Nb Right          | 0                     | 0     | 0        | -         |  | 0                        | 0            | 0     | 0        | -         | 0                             | 0            | 0     | 0        | -         | 0                         | 0            | 0     | 0        | -         | 0                    | 0            | 0     | 0        | -         |
| Sb Left           | 0                     | 0     | 0        | 0.000     |  | 0                        | 0            | 0     | 0        | 0.000     | 0                             | 0            | 0     | 0        | 0.000     | 0                         | 0            | 0     | 0        | 0.000     | 0                    | 0            | 0     | 0        | 0.000     |
| Sb Thru           | 1558                  | 3     | 5100     | 0.359 *   |  | 0                        | 1558         | 3     | 5100     | 0.359 *   | 0                             | 1558         | 3     | 5100     | 0.359 *   | 8                         | 1566         | 3     | 5100     | 0.361 *   | 0                    | 1566         | 3     | 5100     | 0.361 *   |
| Sb Right          | 275                   | 0     | 0        | -         |  | 0                        | 275          | 0     | 0        | -         | 0                             | 275          | 0     | 0        | -         | 0                         | 275          | 0     | 0        | -         | 0                    | 275          | 0     | 0        | -         |
| EB Left           | 354                   | 2     | 3400     | 0.104 *   |  | 0                        | 354          | 2     | 3400     | 0.104 *   | 0                             | 354          | 2     | 3400     | 0.104 *   | 0                         | 354          | 2     | 3400     | 0.104 *   | 0                    | 354          | 2     | 3400     | 0.104 *   |
| EB Thru           | 0                     | 0     | 0        | 0.000     |  | 0                        | 0            | 0     | 0        | 0.000     | 0                             | 0            | 0     | 0        | 0.000     | 0                         | 0            | 0     | 0        | 0.000     | 0                    | 0            | 0     | 0        | 0.000     |
| EB Right          | 315                   | 2     | 3400     | 0.093     |  | 0                        | 315          | 2     | 3400     | 0.093     | 0                             | 315          | 2     | 3400     | 0.093     | 2                         | 317          | 2     | 3400     | 0.093     | 0                    | 317          | 2     | 3400     | 0.093     |
| WB Left           | 66                    | 1.5   | 2550     | 0.026     |  | 0                        | 66           | 1.5   | 2550     | 0.026     | 0                             | 66           | 1.5   | 2550     | 0.026     | 10                        | 76           | 1.5   | 2550     | 0.030     | 0                    | 76           | 1.5   | 2550     | 0.030     |
| WB Thru           | 91                    | 1.0   | 1700     | 0.054 *   |  | 0                        | 91           | 1.0   | 1700     | 0.054 *   | 0                             | 91           | 1.0   | 1700     | 0.054 *   | 0                         | 91           | 1.0   | 1700     | 0.054 *   | 0                    | 91           | 1.0   | 1700     | 0.054 *   |
| WB Right          | 103                   | 1.5   | 2550     | 0.040     |  | 0                        | 103          | 1.5   | 2550     | 0.040     | 0                             | 103          | 1.5   | 2550     | 0.040     | 0                         | 103          | 1.5   | 2550     | 0.040     | 0                    | 103          | 1.5   | 2550     | 0.040     |
| Yellow Allowance: |                       |       |          | 0.050 *   |  |                          |              |       |          | 0.050 *   |                               |              |       |          | 0.050 *   |                           |              |       |          | 0.050 *   |                      |              |       |          | 0.050 *   |
| ICU               |                       |       |          | 0.649     |  |                          |              |       |          | 0.649     |                               |              |       |          | 0.649     |                           |              |       |          | 0.651     |                      |              |       |          | 0.651     |
| LOS               |                       |       |          | B         |  |                          |              |       |          | B         |                               |              |       |          | B         |                           |              |       |          | B         |                      |              |       |          | B         |

\* Key conflicting movement as a part of ICU.  
 \*\* Functions as a separate turn lane, however, is not striped as such.  
 Counts conducted by: NDS  
 Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.002  
 Significant Impact: No  
 Area Traffic Mitigation:

|            |      |   |      |   |      |    |      |   |      |
|------------|------|---|------|---|------|----|------|---|------|
| Total Vol. | 3985 | 0 | 3985 | 0 | 3985 | 30 | 4015 | 0 | 4015 |
|------------|------|---|------|---|------|----|------|---|------|

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**INTERSECTION CAPACITY UTILIZATION**

Intersection: 1. La Paz Road at Muirlands Boulevard/-5 NB Ramps  
Peak Hour: PM  
Annual Growth: 1.00%

Date: 06/17/14  
Date of Court: 2014  
Projection Year: 2014

Project: LLC Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 420 Traffic Signal

| 2014 EXISTING TRAFFIC    |        |       |          |           | 2014 WITH AMBIENT GROWTH |              |       |          |           | 2014 WITH CUMULATIVE PROJECTS |              |       |          |           | 2014 WITH PROJECT TRAFFIC |              |       |          |           | 2014 WITH MITIGATION |              |       |          |           |
|--------------------------|--------|-------|----------|-----------|--------------------------|--------------|-------|----------|-----------|-------------------------------|--------------|-------|----------|-----------|---------------------------|--------------|-------|----------|-----------|----------------------|--------------|-------|----------|-----------|
| Movement                 | Volume | Lanes | Capacity | V/C Ratio | Added Volume             | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume                  | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume              | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume         | Total Volume | Lanes | Capacity | V/C Ratio |
| Nb Left                  | 296    | 2     | 3400     | 0.087     | 0                        | 296          | 2     | 3400     | 0.087     | 0                             | 296          | 2     | 3400     | 0.087     | 2                         | 298          | 2     | 3400     | 0.088     | 0                    | 298          | 2     | 3400     | 0.088     |
| Nb Thru                  | 1433   | 2     | 3400     | 0.421 *   | 0                        | 1433         | 2     | 3400     | 0.421 *   | 0                             | 1433         | 2     | 3400     | 0.421 *   | 9                         | 1442         | 2     | 3400     | 0.424 *   | 0                    | 1442         | 2     | 3400     | 0.424 *   |
| Nb Right                 | 0      | 0     | 0        | -         | 0                        | 0            | 0     | 0        | -         | 0                             | 0            | 0     | 0        | -         | 0                         | 0            | 0     | 0        | -         | 0                    | 0            | 0     | 0        | -         |
| Sb Left                  | 0      | 0     | 0        | 0.000 *   | 0                        | 0            | 0     | 0        | 0.000 *   | 0                             | 0            | 0     | 0        | 0.000 *   | 0                         | 0            | 0     | 0        | 0.000 *   | 0                    | 0            | 0     | 0        | 0.000 *   |
| Sb Thru                  | 967    | 3     | 5100     | 0.223     | 0                        | 967          | 3     | 5100     | 0.223     | 0                             | 967          | 3     | 5100     | 0.223     | 14                        | 981          | 3     | 5100     | 0.225     | 0                    | 981          | 3     | 5100     | 0.225     |
| Sb Right                 | 168    | 0     | 0        | -         | 0                        | 168          | 0     | 0        | -         | 0                             | 168          | 0     | 0        | -         | 0                         | 168          | 0     | 0        | -         | 0                    | 168          | 0     | 0        | -         |
| Eb Left                  | 406    | 2     | 3400     | 0.119 *   | 0                        | 406          | 2     | 3400     | 0.119 *   | 0                             | 406          | 2     | 3400     | 0.119 *   | 0                         | 406          | 2     | 3400     | 0.119 *   | 0                    | 406          | 2     | 3400     | 0.119 *   |
| Eb Thru                  | 0      | 0     | 0        | 0.000     | 0                        | 0            | 0     | 0        | 0.000     | 0                             | 0            | 0     | 0        | 0.000     | 0                         | 0            | 0     | 0        | 0.000     | 0                    | 0            | 0     | 0        | 0.000     |
| Eb Right                 | 322    | 2     | 3400     | 0.096     | 0                        | 322          | 2     | 3400     | 0.096     | 0                             | 322          | 2     | 3400     | 0.096     | 3                         | 325          | 2     | 3400     | 0.096     | 0                    | 325          | 2     | 3400     | 0.096     |
| Wb Left                  | 120    | 1.5   | 2550     | 0.047     | 0                        | 120          | 1.5   | 2550     | 0.047     | 0                             | 120          | 1.5   | 2550     | 0.047     | 17                        | 137          | 1.5   | 2550     | 0.054     | 0                    | 137          | 1.5   | 2550     | 0.054     |
| Wb Thru                  | 185    | 1.0   | 1700     | 0.109 *   | 0                        | 185          | 1.0   | 1700     | 0.109 *   | 0                             | 185          | 1.0   | 1700     | 0.109 *   | 0                         | 185          | 1.0   | 1700     | 0.109 *   | 0                    | 185          | 1.0   | 1700     | 0.109 *   |
| Wb Right                 | 207    | 1.5   | 2550     | 0.081     | 0                        | 207          | 1.5   | 2550     | 0.081     | 0                             | 207          | 1.5   | 2550     | 0.081     | 0                         | 207          | 1.5   | 2550     | 0.081     | 0                    | 207          | 1.5   | 2550     | 0.081     |
| <b>Yellow Allowance:</b> |        |       |          |           | 0.050 *                  |              |       |          |           | 0.050 *                       |              |       |          |           | 0.050 *                   |              |       |          |           | 0.050 *              |              |       |          |           |
| ICU                      |        |       |          |           | 0.699                    |              |       |          |           | 0.699                         |              |       |          |           | 0.699                     |              |       |          |           | 0.699                |              |       |          |           |
| LOS                      |        |       |          |           | B                        |              |       |          |           | B                             |              |       |          |           | B                         |              |       |          |           | C                    |              |       |          |           |

\* Key conflicting movement as a part of ICU.  
\*\* Functions as a separate turn lane, however, is not striped as such.  
Counts conducted by: NDS  
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.003  
Significant Impact: No

Area Traffic Mitigation:

|                   |             |          |             |          |             |           |             |          |             |
|-------------------|-------------|----------|-------------|----------|-------------|-----------|-------------|----------|-------------|
| <b>Total Vol.</b> | <b>4104</b> | <b>0</b> | <b>4104</b> | <b>0</b> | <b>4104</b> | <b>45</b> | <b>4149</b> | <b>0</b> | <b>4149</b> |
|-------------------|-------------|----------|-------------|----------|-------------|-----------|-------------|----------|-------------|

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Intersection: 2  
N-S St: La Paz Road  
E-W St: I-5 SB Ramps-Cabot Road  
Project: ILLG Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 40 Traffic Signal Split: Yes

**INTERSECTION CAPACITY UTILIZATION**

La Paz Road at I-5 SB Ramps-Cabot Road  
Peak Hour: AM  
Annual Growth: 1.00%

Date: 06/17/14  
Date of Count: 2014  
Projection Year: 2014

N/S Split? No  
E/W Split? Yes

| 2014 EXISTING TRAFFIC |        |       |          | 2014 WITH AMBIENT GROWTH |              |              |       | 2014 WITH CUMULATIVE PROJECTS |           |              |              | 2014 WITH PROJECT TRAFFIC |          |           |              | 2014 WITH MITIGATION |       |          |           |
|-----------------------|--------|-------|----------|--------------------------|--------------|--------------|-------|-------------------------------|-----------|--------------|--------------|---------------------------|----------|-----------|--------------|----------------------|-------|----------|-----------|
| Movement              | Volume | Lanes | Capacity | V/C Ratio                | Added Volume | Total Volume | Lanes | Capacity                      | V/C Ratio | Added Volume | Total Volume | Lanes                     | Capacity | V/C Ratio | Added Volume | Total Volume         | Lanes | Capacity | V/C Ratio |
| Nb Left               | 0      | 0     | 0        | 0.000                    | 0            | 0            | 0     | 0                             | 0.000     | 0            | 0            | 0                         | 0        | 0.000     | 0            | 0                    | 0     | 0        | 0.000     |
| Nb Thru               | 960    | 2     | 3400     | 0.282 *                  | 0            | 960          | 2     | 3400                          | 0.282 *   | 0            | 960          | 2                         | 3400     | 0.291 *   | 0            | 960                  | 2     | 3400     | 0.291 *   |
| Nb Right              | 97     | 1     | 1700     | 0.057                    | 0            | 97           | 1     | 1700                          | 0.057     | 0            | 97           | 1                         | 1700     | 0.057     | 0            | 97                   | 1     | 1700     | 0.057     |
| Sb Left               | 202    | 2     | 3400     | 0.059 *                  | 0            | 202          | 2     | 3400                          | 0.059 *   | 0            | 202          | 2                         | 3400     | 0.059 *   | 0            | 202                  | 2     | 3400     | 0.059 *   |
| Sb Thru               | 558    | 2     | 3400     | 0.164                    | 0            | 558          | 2     | 3400                          | 0.164     | 0            | 558          | 2                         | 3400     | 0.170     | 0            | 578                  | 2     | 3400     | 0.170     |
| Sb Right              | 252    | Free  | 999999   | 0.000                    | 0            | 252          | Free  | 999999                        | 0.000     | 0            | 252          | Free                      | 999999   | 0.000     | 0            | 252                  | Free  | 999999   | 0.000     |
| Wb Left               | 369    | 2.0   | 3400     | 0.109                    | 0            | 369          | 2.0   | 3400                          | 0.109     | 0            | 369          | 2.0                       | 3400     | 0.109     | 0            | 369                  | 2.0   | 3400     | 0.109     |
| Wb Thru               | 169    | 0.5   | 850      | 0.199 *                  | 0            | 169          | 0.5   | 850                           | 0.199 *   | 0            | 169          | 0.5                       | 850      | 0.199 *   | 0            | 169                  | 0.5   | 850      | 0.199 *   |
| Wb Right              | 256    | 1.5   | 2550     | 0.100                    | 0            | 256          | 1.5   | 2550                          | 0.100     | 0            | 256          | 1.5                       | 2550     | 0.104     | 0            | 266                  | 1.5   | 2550     | 0.104     |
| Yellow Allowance:     | 95     | 1     | 1700     | 0.056                    | 0            | 95           | 1     | 1700                          | 0.056     | 0            | 95           | 1                         | 1700     | 0.056     | 0            | 95                   | 1     | 1700     | 0.056     |
| ICU                   | 0      | 0     | 0        | 0.000                    | 0            | 0            | 0     | 0                             | 0.000     | 0            | 0            | 0                         | 0        | 0.000     | 0            | 0                    | 0     | 0        | 0.000     |
| LOS                   | 620    | 2     | 3400     | 0.182 *                  | 0            | 620          | 2     | 3400                          | 0.182 *   | 0            | 620          | 2                         | 3400     | 0.182 *   | 0            | 620                  | 2     | 3400     | 0.182 *   |
| Yellow Allowance:     |        |       |          | 0.050 *                  | 0.050 *      |              |       |                               | 0.050 *   | 0.050 *      |              |                           |          | 0.050 *   | 0.050 *      |                      |       |          | 0.050 *   |
| ICU                   |        |       |          | 0.713                    | 0.713        |              |       |                               | 0.713     | 0.713        |              |                           |          | 0.722     | 0.722        |                      |       |          | 0.722     |
| LOS                   |        |       |          | C                        | C            |              |       |                               | C         | C            |              |                           |          | C         | C            |                      |       |          | C         |

\* Key conflicting movement as a part of ICU  
\*\* Functions as a separate turn lane, however, is not striped as such.  
Counts conducted by: NDS  
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.009  
Significant Impact: No  
Area Traffic Mitigation:

|            |      |   |      |   |      |    |      |   |      |
|------------|------|---|------|---|------|----|------|---|------|
| Total Vol. | 3578 | 0 | 3578 | 0 | 3578 | 60 | 3638 | 0 | 3638 |
|------------|------|---|------|---|------|----|------|---|------|

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Intersection: 2. La Paz Road  
N-S St I-5 SB Ramps-Cabot Road  
E-W St I-5 SB Ramps-Cabot Road  
Project: LLG Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 402 Traffic Signal

# INTERSECTION CAPACITY UTILIZATION

La Paz Road at I-5 SB Ramps-Cabot Road  
Peak Hour: PM  
Annual Growth: 1.00%

Date: 08/17/14  
Date of Count: 2014  
Projection Year: 2014

| 2014 EXISTING TRAFFIC |         |       |          |           | 2014 WITH AMBIENT GROWTH |              |       |          |           | 2014 WITH CUMULATIVE PROJECTS |              |       |          |           | 2014 WITH PROJECT TRAFFIC |              |         |          |           | 2014 WITH MITIGATION |              |       |          |           |
|-----------------------|---------|-------|----------|-----------|--------------------------|--------------|-------|----------|-----------|-------------------------------|--------------|-------|----------|-----------|---------------------------|--------------|---------|----------|-----------|----------------------|--------------|-------|----------|-----------|
| Movement              | Volume  | Lanes | Capacity | V/C Ratio | Added Volume             | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume                  | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume              | Total Volume | Lanes   | Capacity | V/C Ratio | Added Volume         | Total Volume | Lanes | Capacity | V/C Ratio |
| Nb Left               | 0       | 0     | 0        | 0.000     | 0                        | 0            | 0     | 0        | 0.000     | 0                             | 0            | 0     | 0        | 0.000     | 0                         | 0            | 0       | 0        | 0.000     | 0                    | 0            | 0     | 0        | 0.000     |
| Nb Thru               | 1039    | 2     | 3400     | 0.306 *   | 0                        | 1039         | 2     | 3400     | 0.306 *   | 0                             | 1039         | 2     | 3400     | 0.306 *   | 35                        | 1074         | 2       | 3400     | 0.316 *   | 0                    | 1074         | 2     | 3400     | 0.316 *   |
| Nb Right              | 80      | 1     | 1700     | 0.047     | 0                        | 80           | 1     | 1700     | 0.047     | 0                             | 80           | 1     | 1700     | 0.047     | 0                         | 80           | 1       | 1700     | 0.047     | 0                    | 80           | 1     | 1700     | 0.047     |
| Sb Left               | 247     | 2     | 3400     | 0.073     | 0                        | 247          | 2     | 3400     | 0.073     | 0                             | 247          | 2     | 3400     | 0.073     | 0                         | 247          | 2       | 3400     | 0.073     | 0                    | 247          | 2     | 3400     | 0.073     |
| Sb Thru               | 485     | 2     | 3400     | 0.143     | 0                        | 485          | 2     | 3400     | 0.143     | 0                             | 485          | 2     | 3400     | 0.143     | 34                        | 519          | 2       | 3400     | 0.153     | 0                    | 519          | 2     | 3400     | 0.153     |
| Sb Right              | 296     | Free  | 999999   | 0.000     | 0                        | 296          | Free  | 999999   | 0.000     | 0                             | 296          | Free  | 999999   | 0.000     | 0                         | 296          | Free    | 999999   | 0.000     | 0                    | 296          | Free  | 999999   | 0.000     |
| Wb Left               | 788     | 2.0   | 3400     | 0.232 *   | 0                        | 788          | 2.0   | 3400     | 0.232 *   | 0                             | 788          | 2.0   | 3400     | 0.232 *   | 0                         | 788          | 2.0     | 3400     | 0.232 *   | 0                    | 788          | 2.0   | 3400     | 0.232 *   |
| Wb Thru               | 172     | 0.5   | 850      | 0.202     | 0                        | 172          | 0.5   | 850      | 0.202     | 0                             | 172          | 0.5   | 850      | 0.202     | 0                         | 172          | 0.5     | 850      | 0.202     | 0                    | 172          | 0.5   | 850      | 0.202     |
| Wb Right              | 364     | 1.5   | 2550     | 0.143     | 0                        | 364          | 1.5   | 2550     | 0.143     | 0                             | 364          | 1.5   | 2550     | 0.143     | 17                        | 381          | 1.5     | 2550     | 0.149     | 0                    | 381          | 1.5   | 2550     | 0.149     |
| Yb Left               | 104     | 1     | 1700     | 0.061     | 0                        | 104          | 1     | 1700     | 0.061     | 0                             | 104          | 1     | 1700     | 0.061     | 0                         | 104          | 1       | 1700     | 0.061     | 0                    | 104          | 1     | 1700     | 0.061     |
| Yb Thru               | 0       | 0     | 0        | 0.000     | 0                        | 0            | 0     | 0        | 0.000     | 0                             | 0            | 0     | 0        | 0.000     | 0                         | 0            | 0       | 0        | 0.000     | 0                    | 0            | 0     | 0        | 0.000     |
| Yb Right              | 469     | 2     | 3400     | 0.138 *   | 0                        | 469          | 2     | 3400     | 0.138 *   | 0                             | 469          | 2     | 3400     | 0.138 *   | 0                         | 469          | 2       | 3400     | 0.138 *   | 0                    | 469          | 2     | 3400     | 0.138 *   |
| Yellow Allowance:     | 0.050 * |       |          |           | 0.050 *                  |              |       |          | 0.050 *   |                               |              |       | 0.050 *  |           |                           |              | 0.050 * |          |           |                      | 0.050 *      |       |          |           |
| ICU                   | 0.726   |       |          |           | 0.726                    |              |       |          | 0.726     |                               |              |       | 0.726    |           |                           |              | 0.736   |          |           |                      | 0.736        |       |          |           |
| LOS                   | C       |       |          |           | C                        |              |       |          | C         |                               |              |       | C        |           |                           |              | C       |          |           |                      | C            |       |          |           |

\* Key conflicting movement as a part of ICU.  
\*\* Functions as a separate turn lane, however, is not striped as such.  
Counts conducted by: NDS  
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.010  
Significant Impact: No

Area Traffic Mitigation:

|            |      |   |      |    |      |   |      |
|------------|------|---|------|----|------|---|------|
| Total Vol. | 4044 | 0 | 4044 | 86 | 4130 | 0 | 4130 |
|------------|------|---|------|----|------|---|------|

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**INTERSECTION CAPACITY UTILIZATION**

Intersection: 3. La Paz Road at McIntyre Street  
 N/S St: La Paz Road  
 E/W St: McIntyre Street  
 Project: LLG Traffic Impact Analysis Report  
 File: 3349-2.xls  
 Control Type: 50 Traffic Signal Split: No  
 N/S Split? No  
 E/W Split? No  
 Peak Hour: AM  
 Annual Growth: 1.00%  
 Date: 08/17/14  
 Date of Count: 2014  
 Projection Year: 2014

| 2014 EXISTING TRAFFIC    |        |       |          | 2014 WITH AMBIENT GROWTH |              |              |       | 2014 WITH CUMULATIVE PROJECTS |                |              |              | 2014 WITH PROJECT TRAFFIC |          |                |              | 2014 WITH MITIGATION |       |          |                |
|--------------------------|--------|-------|----------|--------------------------|--------------|--------------|-------|-------------------------------|----------------|--------------|--------------|---------------------------|----------|----------------|--------------|----------------------|-------|----------|----------------|
| Movement                 | Volume | Lanes | Capacity | V/C Ratio                | Added Volume | Total Volume | Lanes | Capacity                      | V/C Ratio      | Added Volume | Total Volume | Lanes                     | Capacity | V/C Ratio      | Added Volume | Total Volume         | Lanes | Capacity | V/C Ratio      |
| Nb Left                  | 8      | 1     | 1700     | 0.005                    | 0            | 8            | 1     | 1700                          | 0.005          | 0            | 8            | 1                         | 1700     | 0.005          | 0            | 8                    | 1     | 1700     | 0.005          |
| Nb Thru                  | 868    | 2     | 3400     | 0.270 *                  | 0            | 868          | 2     | 3400                          | 0.270 *        | 0            | 868          | 2                         | 3400     | 0.273 *        | 0            | 868                  | 2     | 3400     | 0.273 *        |
| Nb Right                 | 51     | 0     | 0        | -                        | 0            | 51           | 0     | 0                             | -              | 0            | 51           | 0                         | 0        | -              | 0            | 61                   | 0     | 0        | -              |
| Sb Left                  | 150    | 1     | 1700     | 0.088 *                  | 0            | 150          | 1     | 1700                          | 0.088 *        | 0            | 150          | 1                         | 1700     | 0.106 *        | 0            | 180                  | 1     | 1700     | 0.106 *        |
| Sb Thru                  | 682    | 2     | 3400     | 0.209                    | 0            | 682          | 2     | 3400                          | 0.209          | 0            | 682          | 2                         | 3400     | 0.209          | 0            | 682                  | 2     | 3400     | 0.209          |
| Sb Right                 | 28     | 0     | 0        | -                        | 0            | 28           | 0     | 0                             | -              | 0            | 28           | 0                         | 0        | -              | 0            | 28                   | 0     | 0        | -              |
| Eb Left                  | 96     | 0     | 0        | 0.000                    | 0            | 96           | 0     | 0                             | 0.000          | 0            | 96           | 0                         | 0        | 0.000          | 0            | 96                   | 0     | 0        | 0.000          |
| Eb Thru                  | 9      | 1     | 1700     | 0.062 *                  | 0            | 9            | 1     | 1700                          | 0.062 *        | 0            | 9            | 1                         | 1700     | 0.062 *        | 0            | 9                    | 1     | 1700     | 0.062 *        |
| Eb Right                 | 3      | 1     | 1700     | 0.002                    | 0            | 3            | 1     | 1700                          | 0.002          | 0            | 3            | 1                         | 1700     | 0.002          | 0            | 3                    | 1     | 1700     | 0.002          |
| Wb Left                  | 27     | 0     | 0        | 0.000 *                  | 0            | 27           | 0     | 0                             | 0.000 *        | 0            | 27           | 0                         | 0        | 0.000 *        | 0            | 37                   | 0     | 0        | 0.000 *        |
| Wb Thru                  | 2      | 1     | 1700     | 0.017                    | 0            | 2            | 1     | 1700                          | 0.017          | 0            | 2            | 1                         | 1700     | 0.023          | 0            | 2                    | 1     | 1700     | 0.023          |
| Wb Right                 | 89     | 1     | 1700     | 0.058                    | 0            | 99           | 1     | 1700                          | 0.058          | 0            | 99           | 1                         | 1700     | 0.076          | 0            | 129                  | 1     | 1700     | 0.076          |
| <b>Yellow Allowance:</b> |        |       |          | <b>0.050 *</b>           |              |              |       |                               | <b>0.050 *</b> |              |              |                           |          | <b>0.050 *</b> |              |                      |       |          | <b>0.050 *</b> |
| ICU                      |        |       |          | <b>0.470</b>             |              |              |       |                               | <b>0.470</b>   |              |              |                           |          | <b>0.491</b>   |              |                      |       |          | <b>0.491</b>   |
| LOS                      |        |       |          | A                        |              |              |       |                               | A              |              |              |                           |          | A              |              |                      |       |          | A              |

\* Key conflicting movement as a part of ICU.  
 \*\* Functions as a separate turn lane, however, is not striped as such.  
 Counts conducted by: NDS  
 Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.021  
 Significant Impact: No  
 Area Traffic Mitigation:

|                   |             |          |             |          |             |           |             |          |             |
|-------------------|-------------|----------|-------------|----------|-------------|-----------|-------------|----------|-------------|
| <b>Total Vol.</b> | <b>2023</b> | <b>0</b> | <b>2023</b> | <b>0</b> | <b>2023</b> | <b>80</b> | <b>2103</b> | <b>0</b> | <b>2103</b> |
|-------------------|-------------|----------|-------------|----------|-------------|-----------|-------------|----------|-------------|

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**INTERSECTION CAPACITY UTILIZATION**

Intersection: 3 La Paz Road at McIntyre Street  
N-S St: McIntyre Street  
E-W St: La Paz Road  
Project: LLG Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 50 Traffic Signal

Peak Hour: PM  
Annual Growth: 1.00%

Date: 08/17/14  
Date of Count: 2014  
Projection Year: 2014

| 2014 EXISTING TRAFFIC |        |       |          |           | 2014 WITH AMBIENT GROWTH |              |       |          |           | 2014 WITH CUMULATIVE PROJECTS |              |       |          |           | 2014 WITH PROJECT TRAFFIC |              |       |          |           | 2014 WITH MITIGATION |              |       |          |           |
|-----------------------|--------|-------|----------|-----------|--------------------------|--------------|-------|----------|-----------|-------------------------------|--------------|-------|----------|-----------|---------------------------|--------------|-------|----------|-----------|----------------------|--------------|-------|----------|-----------|
| Movement              | Volume | Lanes | Capacity | V/C Ratio | Added Volume             | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume                  | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume              | Total Volume | Lanes | Capacity | V/C Ratio | Added Volume         | Total Volume | Lanes | Capacity | V/C Ratio |
| Nb Left               | 8      | 1     | 1700     | 0.005     | 0                        | 8            | 1     | 1700     | 0.005     | 0                             | 8            | 1     | 1700     | 0.005     | 0                         | 8            | 1     | 1700     | 0.005     | 0                    | 8            | 1     | 1700     | 0.005     |
| Nb Thru               | 846    | 2     | 3400     | 0.276 *   | 0                        | 846          | 2     | 3400     | 0.276 *   | 0                             | 846          | 2     | 3400     | 0.276 *   | 0                         | 846          | 2     | 3400     | 0.281 *   | 0                    | 846          | 2     | 3400     | 0.281 *   |
| Nb Right              | 93     | 0     | 0        | -         | 0                        | 93           | 0     | 0        | -         | 0                             | 93           | 0     | 0        | -         | 17                        | 110          | 0     | 0        | -         | 0                    | 110          | 0     | 0        | -         |
| Sb Left               | 214    | 1     | 1700     | 0.126 *   | 0                        | 214          | 1     | 1700     | 0.126 *   | 0                             | 214          | 1     | 1700     | 0.126 *   | 51                        | 265          | 1     | 1700     | 0.156 *   | 0                    | 265          | 1     | 1700     | 0.156 *   |
| Sb Thru               | 645    | 2     | 3400     | 0.209     | 0                        | 645          | 2     | 3400     | 0.209     | 0                             | 645          | 2     | 3400     | 0.209     | 0                         | 645          | 2     | 3400     | 0.209     | 0                    | 645          | 2     | 3400     | 0.209     |
| Sb Right              | 66     | 0     | 0        | -         | 0                        | 66           | 0     | 0        | -         | 0                             | 66           | 0     | 0        | -         | 0                         | 66           | 0     | 0        | -         | 0                    | 66           | 0     | 0        | -         |
| Wb Left               | 43     | 0     | 0        | 0.000 *   | 0                        | 43           | 0     | 0        | 0.000 *   | 0                             | 43           | 0     | 0        | 0.000 *   | 0                         | 43           | 0     | 0        | 0.000 *   | 0                    | 43           | 0     | 0        | 0.000 *   |
| Wb Thru               | 6      | 1     | 1700     | 0.029     | 0                        | 6            | 1     | 1700     | 0.029     | 0                             | 6            | 1     | 1700     | 0.029     | 0                         | 6            | 1     | 1700     | 0.029     | 0                    | 6            | 1     | 1700     | 0.029     |
| Wb Right              | 10     | 1     | 1700     | 0.006     | 0                        | 10           | 1     | 1700     | 0.006     | 0                             | 10           | 1     | 1700     | 0.006     | 0                         | 10           | 1     | 1700     | 0.006     | 0                    | 10           | 1     | 1700     | 0.006     |
| Yellow Allowance:     | 81     | 0     | 0        | 0.000     | 0                        | 81           | 0     | 0        | 0.000     | 0                             | 81           | 0     | 0        | 0.000     | 12                        | 93           | 0     | 0        | 0.000     | 0                    | 93           | 0     | 0        | 0.000     |
| ICU                   | 6      | 1     | 1700     | 0.051 *   | 0                        | 6            | 1     | 1700     | 0.051 *   | 0                             | 6            | 1     | 1700     | 0.051 *   | 0                         | 6            | 1     | 1700     | 0.058 *   | 0                    | 6            | 1     | 1700     | 0.058 *   |
| LOS                   | 168    | 1     | 1700     | 0.099     | 0                        | 168          | 1     | 1700     | 0.099     | 0                             | 168          | 1     | 1700     | 0.099     | 35                        | 203          | 1     | 1700     | 0.119     | 0                    | 203          | 1     | 1700     | 0.119     |
| Yellow Allowance:     |        |       |          |           | 0.050 *                  |              |       |          |           | 0.050 *                       |              |       |          |           | 0.050 *                   |              |       |          |           | 0.050 *              |              |       |          |           |
| ICU                   |        |       |          |           | 0.503                    |              |       |          |           | 0.503                         |              |       |          |           | 0.503                     |              |       |          |           | 0.545                |              |       |          |           |
| LOS                   |        |       |          |           | A                        |              |       |          |           | A                             |              |       |          |           | A                         |              |       |          |           | A                    |              |       |          |           |

\* Key conflicting movement as a part of ICU.  
\*\* Functions as a separate turn lane, however, is not striped as such.  
Counts conducted by: NDS  
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.042  
Significant Impact: No

Area Traffic Mitigation:

|            |      |   |      |   |      |     |      |   |      |
|------------|------|---|------|---|------|-----|------|---|------|
| Total Vol. | 2186 | 0 | 2186 | 0 | 2186 | 115 | 2301 | 0 | 2301 |
|------------|------|---|------|---|------|-----|------|---|------|

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INTERSECTION CAPACITY UTILIZATION

Intersection: 4.  
N-S St: La Paz Road  
E-W St: Paseo De Valencia  
Project: LLG Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 80 Traffic Signal Split: No

La Paz Road at Paseo De Valencia  
Peak Hour: AM  
Annual Growth: 1.00%

Date: 06/17/14  
Date of Count: 2014  
Projection Year: 2014

N/S Split? No  
E/W Split? No

| 2014 EXISTING TRAFFIC |        |       |          | 2014 WITH AMBIENT GROWTH |       |       |       | 2014 WITH CUMULATIVE PROJECTS |         |     |       | 2014 WITH PROJECT TRAFFIC |       |          |         | 2014 WITH MITIGATION |       |       |       |          |         |
|-----------------------|--------|-------|----------|--------------------------|-------|-------|-------|-------------------------------|---------|-----|-------|---------------------------|-------|----------|---------|----------------------|-------|-------|-------|----------|---------|
| Movement              | Volume | Lanes | Capacity | V/C                      | Added | Total | Lanes | Capacity                      | Ratio   | V/C | Added | Total                     | Lanes | Capacity | Ratio   | V/C                  | Added | Total | Lanes | Capacity | Ratio   |
| Nb Left               | 111    | 1     | 1700     | 0.065 *                  | 0     | 111   | 1     | 1700                          | 0.065 * |     | 0     | 111                       | 1     | 1700     | 0.065 * |                      | 0     | 111   | 1     | 1700     | 0.065 * |
| Nb Thru               | 684    | 2     | 3400     | 0.201                    | 0     | 684   | 2     | 3400                          | 0.201   |     | 0     | 684                       | 2     | 3400     | 0.203   |                      | 0     | 690   | 2     | 3400     | 0.203   |
| Nb Right              | 142    | 1     | 1700     | 0.084                    | 0     | 142   | 1     | 1700                          | 0.084   |     | 0     | 142                       | 1     | 1700     | 0.084   |                      | 0     | 142   | 1     | 1700     | 0.084   |
| Sb Left               | 63     | 1     | 1700     | 0.037                    | 0     | 63    | 1     | 1700                          | 0.037   |     | 0     | 63                        | 1     | 1700     | 0.037   |                      | 0     | 63    | 1     | 1700     | 0.037   |
| Sb Thru               | 443    | 2     | 3400     | 0.183 *                  | 0     | 443   | 2     | 3400                          | 0.183 * |     | 0     | 449                       | 2     | 3400     | 0.186 * |                      | 0     | 449   | 2     | 3400     | 0.186 * |
| Sb Right              | 180    | 0     | 0        | -                        | 0     | 180   | 0     | 0                             | -       |     | 0     | 184                       | 0     | 0        | -       |                      | 0     | 184   | 0     | 0        | -       |
| EB Left               | 189    | 1     | 1700     | 0.111 *                  | 0     | 189   | 1     | 1700                          | 0.111 * |     | 0     | 193                       | 1     | 1700     | 0.114 * |                      | 0     | 193   | 1     | 1700     | 0.114 * |
| EB Thru               | 192    | 2     | 3400     | 0.056                    | 0     | 192   | 2     | 3400                          | 0.056   |     | 0     | 192                       | 2     | 3400     | 0.056   |                      | 0     | 192   | 2     | 3400     | 0.056   |
| EB Right              | 91     | 1     | 1700     | 0.054                    | 0     | 91    | 1     | 1700                          | 0.054   |     | 0     | 91                        | 1     | 1700     | 0.054   |                      | 0     | 91    | 1     | 1700     | 0.054   |
| WB Left               | 104    | 1     | 1700     | 0.061                    | 0     | 104   | 1     | 1700                          | 0.061   |     | 0     | 104                       | 1     | 1700     | 0.061   |                      | 0     | 104   | 1     | 1700     | 0.061   |
| WB Thru               | 358    | 2     | 3400     | 0.105 *                  | 0     | 358   | 2     | 3400                          | 0.105 * |     | 0     | 358                       | 2     | 3400     | 0.105 * |                      | 0     | 358   | 2     | 3400     | 0.105 * |
| WB Right              | 123    | 1     | 1700     | 0.072                    | 0     | 123   | 1     | 1700                          | 0.072   |     | 0     | 123                       | 1     | 1700     | 0.072   |                      | 0     | 123   | 1     | 1700     | 0.072   |
| Yellow Allowance:     |        |       |          | 0.060 *                  |       |       |       | 0.060 *                       |         |     |       |                           |       |          | 0.050 * |                      |       |       |       |          | 0.050 * |
| ICU                   |        |       |          | 0.514                    |       |       |       | 0.514                         |         |     |       |                           |       |          | 0.520   |                      |       |       |       |          | 0.520   |
| LOS                   |        |       |          | A                        |       |       |       | A                             |         |     |       |                           |       |          | A       |                      |       |       |       |          | A       |

\* Key conflicting movement as a part of ICU.

\*\* Functions as a separate turn lane, however, is not striped as such.

Counts conducted by: NDS

Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.006  
Significant Impact: No  
Area Traffic Mitigation:

|            |      |   |      |   |      |    |      |   |      |
|------------|------|---|------|---|------|----|------|---|------|
| Total Vol. | 2680 | 0 | 2680 | 0 | 2680 | 20 | 2700 | 0 | 2700 |
|------------|------|---|------|---|------|----|------|---|------|

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**INTERSECTION CAPACITY UTILIZATION**

Intersection: 4.  
N-S St: La Paz Road  
E-W St: Paseo De Valencia  
Project: LLG Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 80 Traffic Signal

La Paz Road at Paseo De Valencia  
Peak Hour: PM  
Annual Growth: 1.00%

Date: 06/17/14  
Date of Count: 2014  
Projection Year: 2014

| 2014 EXISTING TRAFFIC    |        |       |          |                | 2014 WITH AMBIENT GROWTH |              |       |          |                | 2014 WITH CUMULATIVE PROJECTS |              |       |          |                | 2014 WITH PROJECT TRAFFIC |              |       |          |                | 2014 WITH MITIGATION |              |       |          |                |
|--------------------------|--------|-------|----------|----------------|--------------------------|--------------|-------|----------|----------------|-------------------------------|--------------|-------|----------|----------------|---------------------------|--------------|-------|----------|----------------|----------------------|--------------|-------|----------|----------------|
| Movement                 | Volume | Lanes | Capacity | V/C Ratio      | Added Volume             | Total Volume | Lanes | Capacity | V/C Ratio      | Added Volume                  | Total Volume | Lanes | Capacity | V/C Ratio      | Added Volume              | Total Volume | Lanes | Capacity | V/C Ratio      | Added Volume         | Total Volume | Lanes | Capacity | V/C Ratio      |
| Nb Left                  | 108    | 1     | 1700     | 0.064 *        | 0                        | 108          | 1     | 1700     | 0.064 *        | 0                             | 108          | 1     | 1700     | 0.064 *        | 0                         | 108          | 1     | 1700     | 0.064 *        | 0                    | 108          | 1     | 1700     | 0.064 *        |
| Nb Thru                  | 750    | 2     | 3400     | 0.221          | 0                        | 750          | 2     | 3400     | 0.221          | 0                             | 750          | 2     | 3400     | 0.221          | 0                         | 750          | 2     | 3400     | 0.224          | 0                    | 750          | 2     | 3400     | 0.224          |
| Nb Right                 | 56     | 1     | 1700     | 0.033          | 0                        | 56           | 1     | 1700     | 0.033          | 0                             | 56           | 1     | 1700     | 0.033          | 0                         | 56           | 1     | 1700     | 0.033          | 0                    | 56           | 1     | 1700     | 0.033          |
| Sb Left                  | 11     | 1     | 1700     | 0.006          | 0                        | 11           | 1     | 1700     | 0.006          | 0                             | 11           | 1     | 1700     | 0.006          | 0                         | 11           | 1     | 1700     | 0.006          | 0                    | 11           | 1     | 1700     | 0.006          |
| Sb Thru                  | 578    | 2     | 3400     | 0.213 *        | 0                        | 578          | 2     | 3400     | 0.213 *        | 0                             | 578          | 2     | 3400     | 0.213 *        | 7                         | 585          | 2     | 3400     | 0.216 *        | 0                    | 585          | 2     | 3400     | 0.216 *        |
| Sb Right                 | 145    | 0     | 0        | -              | 0                        | 145          | 0     | 0        | -              | 0                             | 145          | 0     | 0        | -              | 5                         | 150          | 0     | 0        | -              | 0                    | 150          | 0     | 0        | -              |
| EB Left                  | 192    | 1     | 1700     | 0.113 *        | 0                        | 192          | 1     | 1700     | 0.113 *        | 0                             | 192          | 1     | 1700     | 0.113 *        | 7                         | 199          | 1     | 1700     | 0.117 *        | 0                    | 199          | 1     | 1700     | 0.117 *        |
| EB Thru                  | 264    | 2     | 3400     | 0.078          | 0                        | 264          | 2     | 3400     | 0.078          | 0                             | 264          | 2     | 3400     | 0.078          | 0                         | 264          | 2     | 3400     | 0.078          | 0                    | 264          | 2     | 3400     | 0.078          |
| EB Right                 | 121    | 1     | 1700     | 0.071          | 0                        | 121          | 1     | 1700     | 0.071          | 0                             | 121          | 1     | 1700     | 0.071          | 0                         | 121          | 1     | 1700     | 0.071          | 0                    | 121          | 1     | 1700     | 0.071          |
| WB Left                  | 43     | 1     | 1700     | 0.025          | 0                        | 43           | 1     | 1700     | 0.025          | 0                             | 43           | 1     | 1700     | 0.025          | 0                         | 43           | 1     | 1700     | 0.025          | 0                    | 43           | 1     | 1700     | 0.025          |
| WB Thru                  | 168    | 2     | 3400     | 0.049 *        | 0                        | 168          | 2     | 3400     | 0.049 *        | 0                             | 168          | 2     | 3400     | 0.049 *        | 0                         | 168          | 2     | 3400     | 0.049 *        | 0                    | 168          | 2     | 3400     | 0.049 *        |
| WB Right                 | 13     | 1     | 1700     | 0.008          | 0                        | 13           | 1     | 1700     | 0.008          | 0                             | 13           | 1     | 1700     | 0.008          | 0                         | 13           | 1     | 1700     | 0.008          | 0                    | 13           | 1     | 1700     | 0.008          |
| <b>Yellow Allowance:</b> |        |       |          | <b>0.050 *</b> |                          |              |       |          | <b>0.050 *</b> |                               |              |       |          | <b>0.050 *</b> |                           |              |       |          | <b>0.050 *</b> |                      |              |       |          | <b>0.050 *</b> |
| ICU                      |        |       |          | <b>0.489</b>   |                          |              |       |          | <b>0.489</b>   |                               |              |       |          | <b>0.489</b>   |                           |              |       |          | <b>0.496</b>   |                      |              |       |          | <b>0.496</b>   |
| LOS                      |        |       |          | A              |                          |              |       |          | A              |                               |              |       |          | A              |                           |              |       |          | A              |                      |              |       |          | A              |

\* Key conflicting movement as a part of ICU.

\*\* Functions as a separate turn lane, however, is not striped as such.

Counts conducted by: NDS

Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.007  
Significant Impact: No

Area Traffic Mitigation:

|                   |             |          |             |           |             |          |             |
|-------------------|-------------|----------|-------------|-----------|-------------|----------|-------------|
| <b>Total Vol.</b> | <b>2449</b> | <b>0</b> | <b>2449</b> | <b>29</b> | <b>2478</b> | <b>0</b> | <b>2478</b> |
|-------------------|-------------|----------|-------------|-----------|-------------|----------|-------------|

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INTERSECTION CAPACITY UTILIZATION

Intersection: 5. Alicia Parkway at Paseo De Valencia  
N-S St: Alicia Parkway  
E-W St: Paseo De Valencia  
Project: LLG Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 80 Traffic Signal Split: No  
N/S Split? No  
E/W Split? No  
Date: 06/17/14  
Date of Count: 2014  
Projection Year: 2014  
Peak Hour: AM  
Annual Growth: 1.00%

| Movement          | 2014 EXISTING TRAFFIC |       |          |           | 2014 WITH AMBIENT GROWTH |       |          |           | 2014 WITH CUMULATIVE PROJECTS |       |          |           | 2014 WITH PROJECT TRAFFIC |       |          |           | 2014 WITH MITIGATION |              |       |          |
|-------------------|-----------------------|-------|----------|-----------|--------------------------|-------|----------|-----------|-------------------------------|-------|----------|-----------|---------------------------|-------|----------|-----------|----------------------|--------------|-------|----------|
|                   | Volume                | Lanes | Capacity | V/C Ratio | Volume                   | Lanes | Capacity | V/C Ratio | Volume                        | Lanes | Capacity | V/C Ratio | Volume                    | Lanes | Capacity | V/C Ratio | Added Volume         | Total Volume | Lanes | Capacity |
| Nb Left           | 308                   | 2     | 3400     | 0.091     | 0                        | 308   | 2        | 3400      | 0.091                         | 0     | 308      | 2         | 3400                      | 2     | 3400     | 0.091     | 0                    | 308          | 2     | 3400     |
| Nb Thru           | 1547                  | 3     | 5100     | 0.316 *   | 0                        | 1547  | 3        | 5100      | 0.316 *                       | 0     | 1547     | 3         | 5100                      | 3     | 5100     | 0.317 *   | 0                    | 1547         | 3     | 5100     |
| Nb Right          | 67                    | 0     | 0        | -         | 0                        | 67    | 0        | 0         | -                             | 0     | 67       | 0         | 0                         | 0     | 0        | -         | 0                    | 71           | 0     | 0        |
| Sb Left           | 88                    | 1     | 1700     | 0.052 *   | 0                        | 88    | 1        | 1700      | 0.052 *                       | 0     | 88       | 1         | 1700                      | 1     | 1700     | 0.052 *   | 0                    | 88           | 1     | 1700     |
| Sb Thru           | 1264                  | 3     | 5100     | 0.248     | 0                        | 1264  | 3        | 5100      | 0.248                         | 0     | 1264     | 3         | 5100                      | 3     | 5100     | 0.248     | 0                    | 1264         | 3     | 5100     |
| Sb Right          | 342                   | 1     | 1700     | 0.201     | 0                        | 342   | 1        | 1700      | 0.201                         | 0     | 342      | 1         | 1700                      | 1     | 1700     | 0.201     | 0                    | 342          | 1     | 1700     |
| Eb Left           | 393                   | 2     | 3400     | 0.116 *   | 0                        | 393   | 2        | 3400      | 0.116 *                       | 0     | 393      | 2         | 3400                      | 2     | 3400     | 0.116 *   | 0                    | 393          | 2     | 3400     |
| Eb Thru           | 290                   | 2     | 3400     | 0.085     | 0                        | 290   | 2        | 3400      | 0.085                         | 0     | 290      | 2         | 3400                      | 2     | 3400     | 0.085     | 0                    | 290          | 2     | 3400     |
| Eb Right          | 234                   | 2     | 3400     | 0.069     | 0                        | 234   | 2        | 3400      | 0.069                         | 0     | 234      | 2         | 3400                      | 2     | 3400     | 0.069     | 0                    | 234          | 2     | 3400     |
| Wb Left           | 122                   | 2     | 3400     | 0.036     | 0                        | 122   | 2        | 3400      | 0.036                         | 0     | 122      | 2         | 3400                      | 2     | 3400     | 0.037     | 0                    | 126          | 2     | 3400     |
| Wb Thru           | 405                   | 3     | 5100     | 0.079 *   | 0                        | 405   | 3        | 5100      | 0.079 *                       | 0     | 405      | 3         | 5100                      | 3     | 5100     | 0.079 *   | 0                    | 405          | 3     | 5100     |
| Wb Right          | 112                   | 1     | 1700     | 0.066     | 0                        | 112   | 1        | 1700      | 0.066                         | 0     | 112      | 1         | 1700                      | 1     | 1700     | 0.066     | 0                    | 112          | 1     | 1700     |
| Yellow Allowance: | 0.050 *               |       |          |           | 0.050 *                  |       |          |           | 0.050 *                       |       |          |           | 0.050 *                   |       |          |           | 0.050 *              |              |       |          |
| ICU               | 0.613                 |       |          |           | 0.613                    |       |          |           | 0.613                         |       |          |           | 0.614                     |       |          |           | 0.614                |              |       |          |
| LOS               | B                     |       |          |           | B                        |       |          |           | B                             |       |          |           | B                         |       |          |           | B                    |              |       |          |

\* Key conflicting movement as a part of ICU.

\*\* Functions as a separate turn lane, however, is not striped as such.

Counts conducted by: NDS

Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.001  
Significant Impact: No

Area Traffic Mitigation:

|            |      |   |      |   |      |   |      |
|------------|------|---|------|---|------|---|------|
| Total Vol. | 5172 | 0 | 5172 | 8 | 5180 | 0 | 5180 |
|------------|------|---|------|---|------|---|------|

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**INTERSECTION CAPACITY UTILIZATION**

Intersection: 5.  
N-S St: Alicia Parkway  
E-W St: Paseo De Valencia  
Project: LLG Traffic Impact Analysis Report  
File: 3349-2.xls  
Control Type: 80 Traffic Signal

Alicia Parkway at Paseo De Valencia  
Peak Hour: PM  
Annual Growth: 1.00%

Date: 06/17/14  
Date of Count: 2014  
Projection Year: 2014

| 2014 EXISTING TRAFFIC    |        |       |          |                | 2014 WITH AMBIENT GROWTH |              |       |          |                | 2014 WITH CUMULATIVE PROJECTS |              |       |          |                | 2014 WITH PROJECT TRAFFIC |              |       |          |                | 2014 WITH MITIGATION |              |       |          |                |
|--------------------------|--------|-------|----------|----------------|--------------------------|--------------|-------|----------|----------------|-------------------------------|--------------|-------|----------|----------------|---------------------------|--------------|-------|----------|----------------|----------------------|--------------|-------|----------|----------------|
| Movement                 | Volume | Lanes | Capacity | V/C Ratio      | Added Volume             | Total Volume | Lanes | Capacity | V/C Ratio      | Added Volume                  | Total Volume | Lanes | Capacity | V/C Ratio      | Added Volume              | Total Volume | Lanes | Capacity | V/C Ratio      | Added Volume         | Total Volume | Lanes | Capacity | V/C Ratio      |
| Nb Left                  | 354    | 2     | 3400     | 0.104 *        | 0                        | 354          | 2     | 3400     | 0.104 *        | 0                             | 354          | 2     | 3400     | 0.104 *        | 0                         | 354          | 2     | 3400     | 0.104 *        | 0                    | 354          | 2     | 3400     | 0.104 *        |
| Nb Thru                  | 1415   | 3     | 5100     | 0.290          | 0                        | 1415         | 3     | 5100     | 0.290          | 0                             | 1415         | 3     | 5100     | 0.290          | 0                         | 1415         | 3     | 5100     | 0.291          | 0                    | 1415         | 3     | 5100     | 0.291          |
| Nb Right                 | 64     | 0     | 0        | -              | 0                        | 64           | 0     | 0        | -              | 0                             | 64           | 0     | 0        | -              | 0                         | 71           | 0     | 0        | -              | 0                    | 71           | 0     | 0        | -              |
| Sb Left                  | 154    | 1     | 1700     | 0.091          | 0                        | 154          | 1     | 1700     | 0.091          | 0                             | 154          | 1     | 1700     | 0.091          | 0                         | 154          | 1     | 1700     | 0.091          | 0                    | 154          | 1     | 1700     | 0.091          |
| Sb Thru                  | 1421   | 3     | 5100     | 0.279 *        | 0                        | 1421         | 3     | 5100     | 0.279 *        | 0                             | 1421         | 3     | 5100     | 0.279 *        | 0                         | 1421         | 3     | 5100     | 0.279 *        | 0                    | 1421         | 3     | 5100     | 0.279 *        |
| Sb Right                 | 294    | 1     | 1700     | 0.173          | 0                        | 294          | 1     | 1700     | 0.173          | 0                             | 294          | 1     | 1700     | 0.173          | 0                         | 294          | 1     | 1700     | 0.173          | 0                    | 294          | 1     | 1700     | 0.173          |
| Eb Left                  | 473    | 2     | 3400     | 0.139 *        | 0                        | 473          | 2     | 3400     | 0.139 *        | 0                             | 473          | 2     | 3400     | 0.139 *        | 0                         | 473          | 2     | 3400     | 0.139 *        | 0                    | 473          | 2     | 3400     | 0.139 *        |
| Eb Thru                  | 465    | 2     | 3400     | 0.137          | 0                        | 465          | 2     | 3400     | 0.137          | 0                             | 465          | 2     | 3400     | 0.137          | 0                         | 465          | 2     | 3400     | 0.137          | 0                    | 465          | 2     | 3400     | 0.137          |
| Eb Right                 | 548    | 2     | 3400     | 0.161          | 0                        | 548          | 2     | 3400     | 0.161          | 0                             | 548          | 2     | 3400     | 0.161          | 0                         | 548          | 2     | 3400     | 0.161          | 0                    | 548          | 2     | 3400     | 0.161          |
| Wb Left                  | 62     | 2     | 3400     | 0.018          | 0                        | 62           | 2     | 3400     | 0.018          | 0                             | 62           | 2     | 3400     | 0.018          | 0                         | 62           | 2     | 3400     | 0.020          | 0                    | 62           | 2     | 3400     | 0.020          |
| Wb Thru                  | 257    | 3     | 5100     | 0.050 *        | 0                        | 257          | 3     | 5100     | 0.050 *        | 0                             | 257          | 3     | 5100     | 0.050 *        | 0                         | 257          | 3     | 5100     | 0.050 *        | 0                    | 257          | 3     | 5100     | 0.050 *        |
| Wb Right                 | 68     | 1     | 1700     | 0.040          | 0                        | 68           | 1     | 1700     | 0.040          | 0                             | 68           | 1     | 1700     | 0.040          | 0                         | 68           | 1     | 1700     | 0.040          | 0                    | 68           | 1     | 1700     | 0.040          |
| <b>Yellow Allowance:</b> |        |       |          | <b>0.050 *</b> |                          |              |       |          | <b>0.050 *</b> |                               |              |       |          | <b>0.050 *</b> |                           |              |       |          | <b>0.050 *</b> |                      |              |       |          | <b>0.050 *</b> |
| ICU                      |        |       |          | <b>0.622</b>   |                          |              |       |          | <b>0.622</b>   |                               |              |       |          | <b>0.622</b>   |                           |              |       |          | <b>0.622</b>   |                      |              |       |          | <b>0.622</b>   |
| LOS                      |        |       |          | <b>B</b>       |                          |              |       |          | <b>B</b>       |                               |              |       |          | <b>B</b>       |                           |              |       |          | <b>B</b>       |                      |              |       |          | <b>B</b>       |

\* Key conflicting movement as a part of ICU.  
\*\* Functions as a separate turn lane, however, is not striped as such.  
Counts conducted by: NDS  
Capacity expressed in vehicles per hour of green.

Project ICU Impact: 0.000  
Significant Impact: No

Area Traffic Mitigation:

|                   |             |          |             |          |             |           |             |          |             |
|-------------------|-------------|----------|-------------|----------|-------------|-----------|-------------|----------|-------------|
| <b>Total Vol.</b> | <b>5575</b> | <b>0</b> | <b>5575</b> | <b>0</b> | <b>5575</b> | <b>12</b> | <b>5587</b> | <b>0</b> | <b>5587</b> |
|-------------------|-------------|----------|-------------|----------|-------------|-----------|-------------|----------|-------------|



# **City of Laguna Hills**

## **City Council Meeting Agenda**

### **Staff Report**

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**DATE: JULY 8, 2014**

**TO: CHAIR AND AGENCY MEMBERS**

**FROM: DAVID CHANTARANGSU, AICP  
DIRECTOR OF COMMUNITY DEVELOPMENT**

**ISSUE: MASTER SIGN PROGRAM AMENDMENT (SDPA/MSP) NO. 5-14-2849, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO MODIFY THE EXISTING MASTER SIGN PROGRAM FOR THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242-25292 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE**

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**RECOMMENDATION: THAT THE PLANNING AGENCY: (1) CONDUCT A PUBLIC HEARING FOR MASTER SIGN PROGRAM AMENDMENT (SDPA/MSP) NO. 5-14-2849; AND (2) ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING MASTER SIGN PROGRAM AMENDMENT (SDPA/MSP) NO. 5-14-2849, A REQUEST BY LA PAZ SHOPPING CENTER, L.P., TO MODIFY THE EXISTING MASTER SIGN PROGRAM FOR THE COURTYARD AT LA PAZ SHOPPING CENTER AT 25242-25292 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE."**

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#### **SUMMARY:**

La Paz Shopping Center, L.P., the owner of the Courtyard at La Paz Shopping Center ("the Applicant"), is requesting an amendment to the existing Master Sign Program (MSP) for the Courtyard at La Paz Shopping Center ("the Center"). The purpose of the MSP amendment is to provide for signs associated with the proposed drive-thru pad building for Dunkin' Donuts (CUP/PUP/SDP No. 5-14-2848). The proposal includes business identification wall signs, informational signs (identifying the business as a "drive-thru"), and a drive-thru menu board. Two deviations are requested for the signage associated with the new drive-thru business: (1) aggregate wall sign area, and (2) menu board size/layout.

Staff has reviewed the project and finds that it is consistent with the goals and strategies of the General Plan, and that the applicant has met the requirements to apply for a MSP amendment, and has provided justification for the deviations to sign requirements that they have requested. The deviations requested are similar to those that have been previously granted for other properties in the City. Staff has also reviewed the project for compliance

with the California Environmental Quality Act (CEQA) and determined that the project is categorically exempt from further environmental review. Based on the foregoing, staff is recommending approval of SDPA/MSP No. 5-14-2849.

#### **AUTHORITY:**

LHMC 9-42.160E requires that a MSP be approved for any revision to a sign program previously approved. LHMC 9-92.080G grants the Planning Agency the authority to review and approve MSP applications for properties containing five or more nonresidential units. LHMC 9-92.080H requires that all MSPs be evaluated in conjunction with a Site Development Permit. Deviations from sign standards that place a limit on sign size set forth in the Municipal Code may be granted by the Planning Agency pursuant to LHMC 9-42.180, based upon design quality, creativity, and compatibility of the signage with the building architecture and surrounding land uses.

#### **BACKGROUND:**

The existing MSP for the Center was approved in 2009 as a part of SDP/MSP No. 2008-024. The existing MSP contains deviations from the sign standards with regard to some freestanding signs on the property (including the freestanding sign on La Paz Road and the "tower" element signs at each end of the breezeway). The existing MSP limits individual tenant wall signs to the standards in the LHMC.

#### **PROJECT DESCRIPTION AND ANALYSIS:**

A MSP amendment for the Courtyard at La Paz Shopping Center is required to provide for signage on the proposed new drive-thru pad building for Dunkin' Donuts. The signs permitted by the proposed MSP amendment consist of the following:

- Tenant identification wall signs. These identify the business (e.g. "Dunkin' Donuts") and consist of internally illuminated individual channel letters or uniquely shaped cabinet signs such as a logo. The MSP expressly prohibits square/rectangular cabinet signs with flat lexan faces.
- Informational signage. These identify that the business includes a drive-thru and are common among businesses that are typically found without a drive-thru to alert customers of the service offered. They are small and do not identify or advertise the business, containing only the words "Drive Thru." As such they are counted separately from tenant identification wall signs.
- Drive-thru menu board. The drive thru menu board is internally illuminated and is typical of menu boards found at other drive-thru businesses.

As previously mentioned, two deviations from code standards for signs are requested for the new building signage. Approval of the deviations requested, while recommended by staff, is at the discretion of the Planning Agency, and such approval should be based upon

quality and creativity of signs and the compatibility of the signage with the building architecture. The Planning Agency should also look to deviations previously granted in other approved MSPs for guidance, but should base its decision on the findings required by the Municipal Code. Staff has reviewed the proposal and justifications for each deviation, as well as MSPs previously approved by the Planning Agency and recommends approval of the MSP, as proposed. The deviations requested and discussion of considerations for each item follows:

#### Aggregate wall sign area

The Applicant wishes to allow up to two square feet per lineal foot of leasehold frontage. The code permits up to one square foot per lineal foot of leasehold frontage. The request represents double the code-permitted wall sign area. This request is primarily driven by the fact that this is a four-sided building, and the LHMC defines “leasehold frontage” as the length plus the width of pad buildings (not all four frontages). The leasehold frontage for this building is 98 feet (building length plus building width). Therefore, per code the tenant would be permitted 98 square feet of wall signs. Divided among four frontages this is only 24.5 square feet per elevation. On a building this size, a sign with that area would look out of scale with the size of the façade. With the proposed deviation, the tenant would be permitted 196 square feet of wall sign area, or 49 square-feet per elevation (average). Further, the size of each individual sign is limited by the façade element to which it is attached (70% of width and 60% of height) along with letter height limitations (21 inches and two lines of text) and logo height (36 inches). This deviation, together with the other limitations on the wall signs prescribed in the MSP, allows the tenant flexibility with signage options, while ensuring the signs are proportional with the building. Chick-fil-A was granted 1.5 square feet per foot of leasehold frontage. Chick-fil-A is also a four-sided building, but its sign package placed less emphasis on logo utilization.

#### Menu board area

The Applicant proposes one 32 square-foot menu board. The code permits two 16 square-foot menu boards. Because the total area proposed is within the total menu-board area permitted by the LHMC, this deviation is fairly minor. Having one larger menu board rather than two smaller menu boards is more practical from the standpoint of the tenant. This deviation is exactly the same as the deviation granted for the El Pollo Loco on Alicia Parkway. Similarly a deviation was granted for Chick-fil-A that permitted two menu boards with a total of 32 square-feet, but the main menu board is larger than 16 square feet.

#### **PUBLIC COMMENT:**

A total of 103 public hearing notices were mailed to all surrounding property owners within a 300' radius of the subject property and to all tenants on the subject property. To date, no comments have been received.

### **CEQA FINDINGS:**

Staff has reviewed the proposed project for compliance with the California Environmental Quality Act (CEQA) and determined that this project is categorically exempt from CEQA pursuant to Section 15311 of Title 14, Chapter 3 of the California Code of Regulations (Class 11, Accessory Structures). This exemption applies to the construction of minor structures accessory to commercial facilities, such as on-premise signs.

### **CONCLUSION:**

A MSP amendment for the Courtyard at La Paz Shopping Center is required to provide for signage on the proposed new drive-thru pad building for Dunkin' Donuts. The deviations requested by the Applicant for the proposed signs will maintain proportionality with the building, practicality of ordering, and provide for the best overall layout of the site. The deviations are also similar to deviations previously granted in other MSPs.

As with any approved signage, regardless of the quantity, the Applicant is required to comply with provisions of the LHMC which ensure the protection of adjoining property owners from potential light and glare impacts from signage. Applicable requirements of Section 9-42.060 require illuminated signs within 150 feet of a residential use to be turned off between 10:00 PM and 6:00 AM, along with limits on light glare and intensity. **Condition 16** requires the Applicant to abide by the requirements of sign lighting contained in the LHMC.

Therefore staff recommends approval of the MSP amendment, SDPA/MSP No. 5-14-2849, with the deviations, as proposed.

### **ATTACHMENTS:**

1. Resolution of Approval
2. Letter of Justification
3. Amended Master Sign Program

# Attachment 1

Resolution of Approval



RESOLUTION NO. PA2014-

A RESOLUTION OF THE PLANNING AGENCY OF THE CITY OF LAGUNA HILLS, CALIFORNIA, APPROVING MASTER SIGN PROGRAM AMENDMENT (SDPA/MSP) NO. 5-14-2849, A REQUEST BY LA PAZ SHOPPING CENTER, L.P. TO MODIFY THE EXISTING MASTER SIGN PROGRAM FOR THE COURTYARD AT LA PAZ SHOPPING CENTER 25242-25292 MCINTYRE STREET IN THE COMMUNITY COMMERCIAL (CC) ZONE

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

WHEREAS, La Paz Shopping Center, L.P. ("the Applicant"), has filed an application for Master Sign Program Amendment (SDPA/MSP) No. 5-14-2849 to modify the existing master sign program for the Courtyard at La Paz shopping center at 25242 McIntyre Street in the CC Zone; and

WHEREAS, SDPA/MSP No. 5-14-2849 is hereby found to be Categorically Exempt from the California Environmental Quality Act (CEQA) based upon a Class 11 (CEQA Guidelines Sections 15311, Accessory Structures) exemption; and

WHEREAS, the Planning Agency has considered evidence presented by the Community Development Department, the Applicant, and other interested parties with respect to the subject application at a public hearing held on July 8, 2014.

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. That the required findings by the City for approval of SDPA/MSP No. 5-14-2849 have been met and made as follows:

Site Development Permit

1. The site design complies with standards of the development code in that:

*The overall site design for the new building is being reviewed under a separate permit (CUP/PUP/SDP No. 5-14-2848). The site design, as it relates to the sign program amendment, complies with the development code. As proposed, the new pad building will comply with the site development requirements of the Laguna Hills Municipal Code. Therefore proposed signage will be compatible with standards related to the placement and location of signs on the building and site.*

2. The site is suitable for the proposed development in that:

*The proposal involves permitting signage on a new drive-thru pad building. As a new building is proposed, and the future tenant will need to identify the business, the site is suitable for the proposed signage. Further the size and type of signs proposed are typical of similar drive-thru businesses and will fit within the context of the existing center.*

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

*The General Plan encourages policies to promote economic development within the City, including attracting new businesses and helping to facilitate the success of new and existing businesses. Having a sign program that promotes unique and attractive signs helps to facilitate the success of the affected businesses. The Laguna Hills Municipal Code requires that signs be designed consistent with professional graphic and structural standards and be compatible with the building design. The sign specifications in the MSP provide guidance to encourage attractive signs that fit within the overall design of the center.*

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

*As a previously approved shopping center, the site design and structural components are appropriate. The signs proposed in the MSP will not affect the site design or structural components.*

#### Master Sign Program

1. The design and application of the sign criteria required by the development code are satisfied by the proposed sign program in that:

*The sign criteria required by the development code are intended to provide a basis for reviewing tenant and site signage. The development code also allows for deviations to the criteria based upon sign quality and compatibility with the building architecture. The proposed allowable sign types (individually illuminated channel letters and logos and illuminate menu boards) are of similar quality to those permitted though other MSPs, and in fact, are more attractive from a design standpoint than the code alone would permit. The deviations requested in this MSP with regard to sign area will provide more functionality and will be more proportional with the subject building. The granting of this MSP is also required to comply with conditions of approval which require compliance with certain lighting and glare standards to ensure compliance with the development code.*

2. The sign program provides a compatible and harmonious design between advertising, landscaping, and building design in that:

*The additional wall sign area will allow signs to be placed on all four frontages without necessitating that the signs be too small to maintain proportionality with the building. Further, the sign sizes are limited in height and width by the specific façade to which they are attached. The proposed additional signage is consistent with a freestanding building in a highly visible corner location within a neighborhood commercial shopping center. Existing and proposed landscaping will ensure that the development as a whole has an adequate balance between building design, advertising, and landscaping.*

NOW, THEREFORE, based upon the above findings, the Planning Agency of the City of Laguna Hills does hereby approve SDPA/MSP No. 5-14-2849 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, La Paz Shopping Center, L.P., 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 Master Sign Program Amendment, SDPM/MSP No. 5-14-2849 approved pursuant to this Resolution.
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, 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. This approval 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. Pursuant to Government Code Section 66020, the Applicant is informed that the 90-day period in which the Applicant may protest the fees, dedications, reservation, or exaction imposed on this project through the conditions of approval has begun.
8. 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 July 8, 2014.
10. Within 48 hours from project approval, the Applicant shall submit to the City a check in the amount of \$50.00, made payable to the Orange County Clerk-Recorder, for filing the Notice of Exemption.

#### Building

11. The Applicant shall secure applicable building permits, as required by Section 105 of the 2013 California Building Code, prior to the commencement of any work for which a permit is required.
12. Any required plans submitted for the purpose of building permit issuance shall be accurately labeled and reflect all work, as required by Section 107 of the 2013 California Building Code.

#### Public Services

13. Any and all freestanding signs shall meet corner sight distance requirements pursuant to LHMC 9-40.160 and to the satisfaction of the City Engineer.

Planning

14. Lighted signs shall be designed and maintained so as not to create lighting spillover beyond the project boundary.
15. Exposed neon is permitted only in accordance with L.H.M.C. Chapter 9-42.240 and is prohibited if located and visible within 150 feet of any residentially zoned property.
16. All signs shall comply with the lighting requirements in L.H.M.C. Chapter 9-42.060.
17. All signage, including any required approvals and permits, shall comply with L.H.M.C. Chapter 9-42. Signs shall be maintained to prevent deterioration, disrepair and shall be legible and in good condition.

PASSED, APPROVED, AND ADOPTED this 8<sup>th</sup> day of JULY, 2014.

\_\_\_\_\_  
ANDREW BLOUNT, CHAIR

ATTEST:

\_\_\_\_\_  
PEGGY J. JOHNS, CITY CLERK

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

I, Peggy J. Johns, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. PA2014- adopted by the Planning Agency of the City of Laguna Hills, California, at a Regular Meeting thereof held on the 8<sup>th</sup> day of July, 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

PEGGY J. JOHNS, CITY CLERK

# **Attachment 2**

## **Letter of Justification**

# LA PAZ SHOPPING CENTER, L.P.

4 Park Plaza Suite 530 • Irvine, California 92614  
949.885.1152 ext. 1003 tel. asha@haholdings.com email

June 20, 2014

City of Laguna Hills  
24035 El Toro Road  
Laguna Hills, CA 92653  
Attn: Community Development

**RE: Courtyard at La Paz  
25252 – 25292 McIntyre St, Laguna Hills, CA 92653  
Amendment to Master Sign Program to add 25242 McIntyre Street Building**

Dear Community Development Director & Staff:

La Paz Shopping Center, L.P., owner of the above referenced property would like to request an Amendment to the existing sign program to allow for signage on a new standalone drive thru building for Dunkin Donuts ("Tenant") at 25242 McIntyre Street. The changes we are proposing are only additions related to the new building and no other changes will be made to the previously approved Master Sign Program.

The following are the additions to the amendment requested:

- Allowing for Two (2.0) square feet of lineal square foot building signage versus One (1.0) square feet & Additional overall sign height

We are proposing an increase of 2.0 square feet per each lineal foot of leasehold frontage with up to two lines of copy (text) with letter heights not exceeding 21" and an additional line for a logo which shall not exceed 36". The overall sign height shall not exceed 60% of the façade on which the sign is to be affixed.

Per the developmental standards the maximum allowable signage is 1 (one) square feet per lineal foot of leasehold frontage. The developmental code defines leasehold frontage as the length plus the width of the front of the building with signage on two sides of the building. This would amount to only 98 square feet of sign area to be placed across the building and would not only look disproportionate to the building size and design, but significantly reduces any Tenant brand identity. Per the developmental code any frontage that is facing a parking lot or street is allowed signage. In this case, all four sides of the proposed building are facing either a parking lot or a street. Because signage would be allowed on all four faces of this particular building, it's reasonable to apply a higher ratio of 2.0 to cover all four sides of the building.

Regarding the letter heights, the current Master Sign Program for Courtyard at La Paz allows for major Tenants overall sign heights to be at 36" in height and minor Tenants at 24" in height. This Amendment proposes two lines of text, each line not to exceed 21" with an additional line for a trademarked logo which shall not exceed 36" in height. The narrower design of the tower element does not allow for the length of "Dunkin Donuts"

# LA PAZ SHOPPING CENTER, L.P.

4 Park Plaza Suite 530 • Irvine, California 92614

949.885.1152 ext. 1003 tel. asha@haholdings.com email

plus their trademarked logo to fit on one line on the East and West elevations. Additionally, per Tenants corporate requirements, in no event can the sign be separated from their trademarked logo, therefore the additional line for the logo is required. As a new Tenant to California and potentially one of the first Dunkin Donuts in Orange County, the tenant requires this signage so that the building is easily identifiable thereby attracting customers rather becoming an afterthought. If the signs are too small, the Tenant runs the risk of potential patrons seeing the building after they've already passed the intersection. Due the unique access to the shopping center, the additional signage will help direct patrons well in advance thus avoiding U-turns or congestion. Although the building signage requested exceeds the current allowance, it is in scale with the size of the building and is compatible with building architecture and surrounding land uses. Furthermore, in comparison to the elevations of our neighboring center (La Paz Village), the proposed building (being at a lower elevation and smaller in size) will require larger signage to parallel the building across the street.

- Acceptance of menu board size and location as depicted on page 3 of the site plan

We are requesting the drive-thru menu board be approved at the proposed size and location (see site plan on page 3 of the MSP). Although the menu board is a single menu board rather than two (2) separate 16 square feet menu boards, the proposed menu board meets the total allowable code square footage of 32 square feet as it will be separated by a speaker; which by code is not included in the sign area calculation. This sign is no different than the El Pollo Loco sign previously approved by Council. With regards to sign location, due to the orientation of the drive-thru lane, the car stacking requirements by the Tenant's Corporate Headquarters, and limited space availability after meeting set back requirements and utility easements, the only available area left for the menu board is at the proposed location. Relocation of the menu board would significantly impact the traffic flow and viability of the project. We feel that the added buffer of landscape at 36" in height coupled with the existing site topography greatly limits the visibility of the menu-board at street level (see attached "Exhibit A" site sectional to illustrate this point).

- Allowing Can Signs on 25242 McIntyre Street

The sign amendment is requesting to add the use of can signs for this building only. This is a standard requirement by the Tenant corporate offices and is allowed in the current developmental code for retail buildings.

We understand that the proposed sign sizes and menu board location do not meet the developmental code standards, however, as noted under the Authority Section of the Agenda Report for Master Sign Programs, deviations from these standards may be granted by the Planning Agency based on design, quality, creativity, and compatibility of the signage with the building architecture and surrounding land uses. The proposed signage will be visually appealing and tie in not only to the rest of the shopping center, but also with the new pad development at La Paz Village across the street.

## **LA PAZ SHOPPING CENTER, L.P.**

4 Park Plaza Suite 530 • Irvine, California 92614

949.885.1152 ext. 1003 tel. asha@haholdings.com email

We look forward to hearing from you. In the meantime, please contact us if you have any questions.

Sincerely,

La Paz Shopping Center, L.P., a California Limited Partnership

By: La Hans International, Inc., a California Corporation

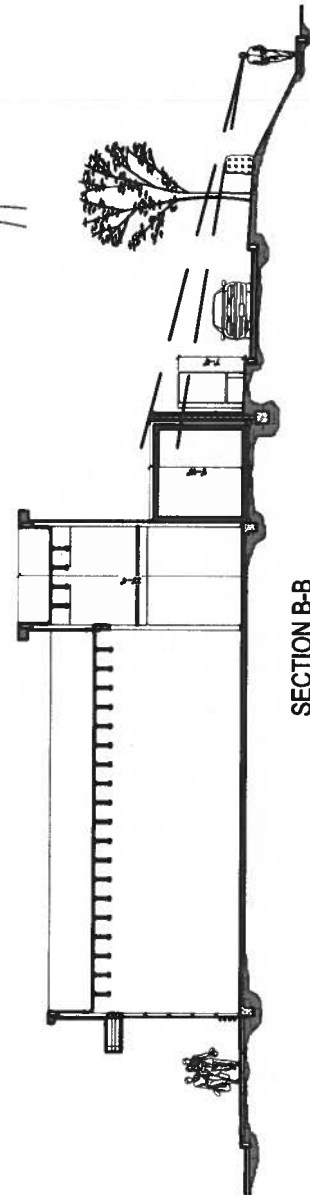
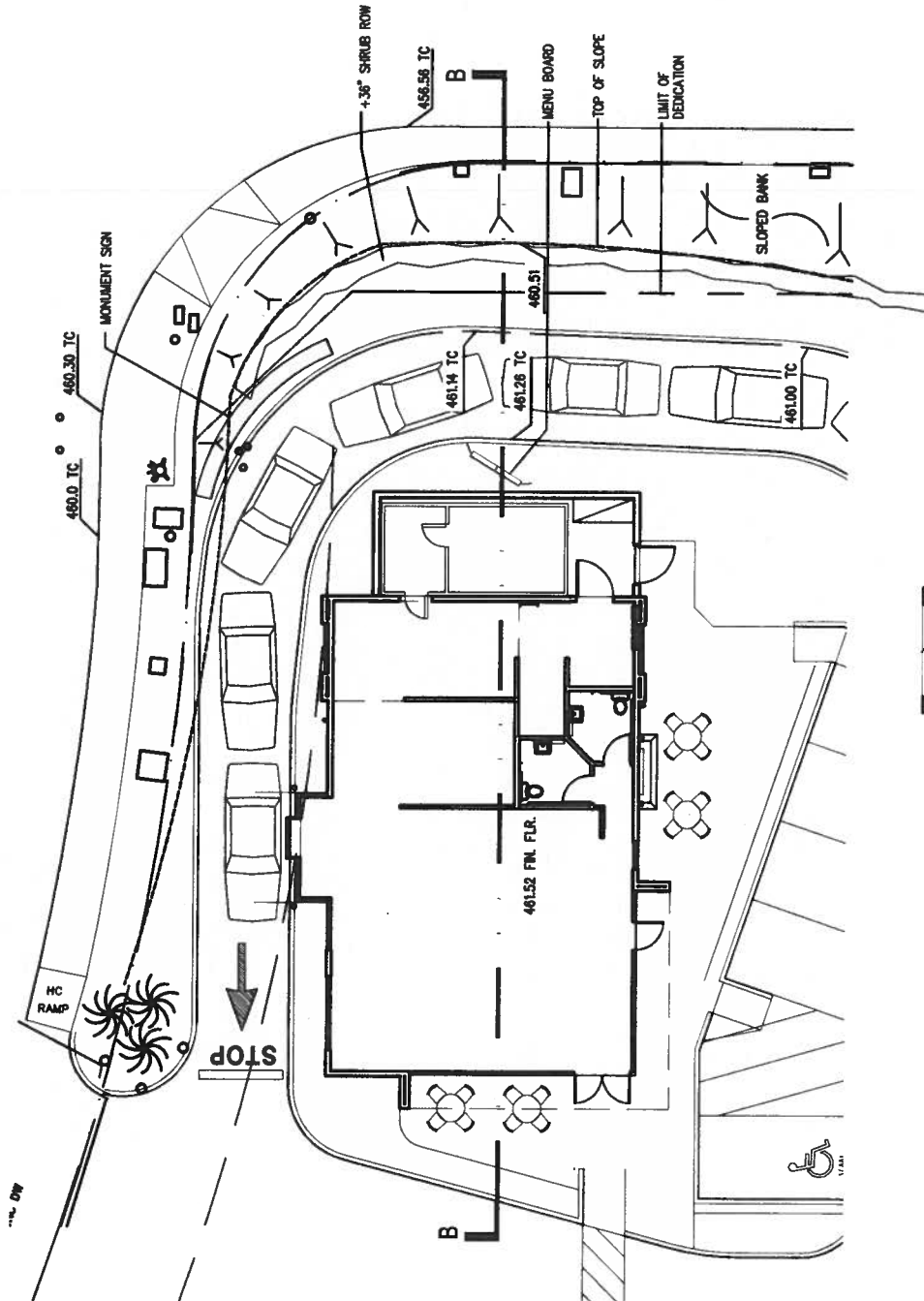
By: Hemali Patel, Vice President



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Hemali Patel, Vice President

Exhibit "A"  
Menuboard Sectional



# Attachment 3

Amended MSP

# COURTYARD

at *La Paz*

AMENDMENT TO MASTER SIGN PROGRAM TO ADD  
25242 MCINYNTRE STREET LAGUNA HILLS, CA BUILDING FOR COURTYARD AT LA PAZ

JUNE 19, 2014

PREPARED BY:



**SIGN METHODS INC.**

1749 E 28TH ST. SIGNAL HILL, CA 90755 800-655-4336  
[WWW.SIGNMETHODS.COM](http://WWW.SIGNMETHODS.COM)

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## LANDLORD / DEVELOPER:

### IRVINE:

4 PARK PLAZA SUITE 530  
IRVINE, CALIFORNIA 92614  
(949) 885-1152  
CONTACT: HEMALI PATEL

### CONTACT:

HAMALI PATEL & ASHA HIRALAL

### EMAIL ADDRESS:

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### ARCHITECTS:

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COSTA MESA, CA 92626

### SIGN CONSULTANT:

SIGN METHODS, INC.  
1749 E. 28TH STREET  
SIGNAL HILL, CALIFORNIA 90755  
(562) 989-5755 PHONE  
(562) 427-6875 FAX

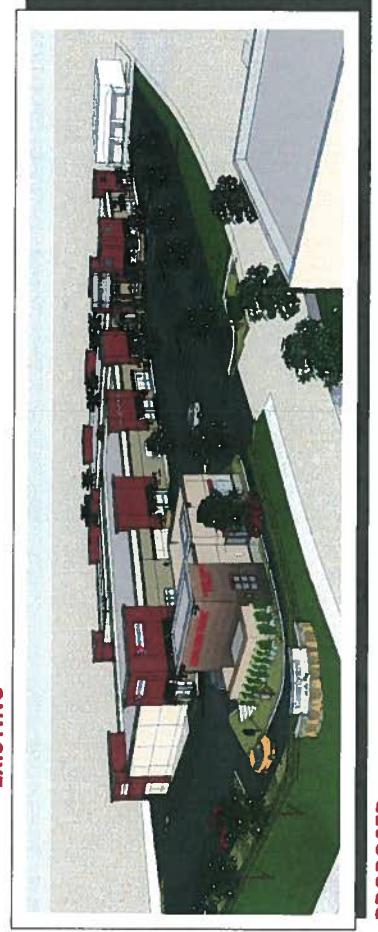
### CITY PLANNING:

CITY OF LAGUNA HILLS  
COMMUNITY DEVELOPMENT DEPARTMENT  
24035 EL TORO RD.  
LAGUNA HILLS, CA 92653  
(949) 707-2670  
FAX: (949) 707-2633



SUBJECT FOR  
AMENDMENT

EXISTING



PROPOSED

This sign criteria program has been established for the purpose of assuring a first class retail center for the mutual benefit of all Tenants. Conformance will be strictly enforced. Any installation of non-conforming or unapproved signs shall be brought into conformance at the expense of the non-conforming Tenant. There will be a formal approval process for the creation, review and approval of all Tenant signs at Courtyard at La Paz. All Tenant SIGN AGE is subject to the Landlord's/Owner's or Landlord's/Owner's managing agent written approval and will be granted based on the Following:

## SUBMITTALS & APPROVALS

- 1.Design, fabrication and method of installation of all signs shall conform to this sign program.
- 2.Proposed signage is in harmony with adjacent signage conditions and conforms within the design standards.

## A. SUBMITTAL TO OWNER:

- 1.Each Tenant shall submit to the owner, drawings to be reviewed for conformance with this sign criteria and overall design quality. Approval or disapproval of sign submittals based on aesthetics of design shall remain the sole right of the Landlord/Owner.
- 2.Each Tenant shall submit for approval, in the Landlord's/Owner's sole and absolute discretion, before fabrication at least three (3) copies of detailed shop drawings (on 11" x 17" sheets) indicating the location, size, design layout and colors of the proposed signs, including all lettering and/or graphics to Landlord/Owner for approval prior to city submittal for review and approval. Sign drawings are to be prepared by a California licensed sign contractor. All signs must conform to the city requirements of the City of Laguna Hills Community Development Department.

## B. GENERAL REQUIREMENTS

- 1.All permits for signs and their installation shall be obtained and comply with local planning, building and electrical codes. These permits shall be obtained by Tenant or Tenant's representative prior to installation. A full set of plans must be approved and stamped by the Landlord/Owner prior to permit application.
2. Tenant's sign contractor must submit to the City of Laguna Hills Development Services Department and will be responsible for all applicable applications required for city approvals and permit fees for the Development Service Department.
3. All Tenants must have installed approved signs before opening for business.

4. All signs shall meet U.L. specifications.

5. Tenants shall be responsible for the fulfillment of all the requirements and specifications set forth in this sign criteria.
6. Tenant's sign contractor shall have a class C-45 state contractor license and be insured by an admitted insurance carrier for the total aggregate amount of One Million Dollars (\$1,000,000.00) and provide proof of insurance acceptable to the Landlord/Owner and that the Landlord/Owner is named as an additional insured on the certificate of insurance.

7. Tenant shall be responsible for the installation and maintenance of its sign.
8. Tenant shall be fully responsible for the operations of the Tenant's sign contractor.
9. Tenant's sign contractor shall repair under Landlord's/Owner's supervision, any damage caused by installation.
10. All tenants must have a certificate of use and occupancy on file with the city.

11. New tenants with non conforming signs will be notified and will have fifteen (15) days to bring signs into conformance.
12. Each Tenant shall be permitted to place upon each entrance of its premises, not more than 144 square inches of white Vinyl overlay lettering not exceed two (2) inches in height, indicating hours of business, emergency telephone numbers and other similar identification. Approved font style is Humnst 777 BT.

13. Six (6) inch high white vinyl suite numbers will be allowed per each Tenant.

14. Except as provided herein, no advertising placard, banners, pennants, names, insignia trademarks or other descriptive signs or materials shall be affixed or maintained upon the glass pane supports of the exterior walls of the building, without the prior written approval of the Landlord/Owner and the City of Laguna Hills.

15. Any signs not covered in the MSP (leasing signs, etc.) shall conform to the City of Laguna Hills municipal code. Also, any signs not covered in MSP will need landlord approval before submitting to city.

## C. GENERAL SPECIFICATIONS

1. Tenant's sign contractor shall repair under Landlord's/Owner's supervision, any damage caused by installation.
2. No exposed lamps, raceways, crossovers, conduits, conductors, transformers or similar devices shall be permitted.
3. Any damage to the building fascia or sign area resulting from the installation or removal of any sign by Tenant will be repaired by the Landlord/Owner at the Tenant's expense.

4. Electrical service to all signs will be connected to the tenant's electrical meter.

5. No labels will be permitted on the exposed surface of signs, except those required by local ordinance which shall be placed in an inconspicuous location.

6. Design, layout and materials for Tenants signs shall conform in all respects with the sign design drawings included with this sign criteria.
7. All penetrations of building structure required for sign installation shall be sealed in a watertight condition and shall be patched to match adjacent building finish.

8. Letter sides to be finished in automotive enamel finish over primer undercoat.
9. Interior of channel letters to be painted a reflective white for even lighting.

10. Letter to be mounted on exterior side of wall. Electrical system to be contained in transformer box with flex crossovers on interior wall.
11. The entire display shall be guaranteed for one year against defects in materials and workmanship. Defective parts shall be replaced without charge.

12. Any signs not conformance with these rules and all governmental regulations will be rejected and removed at the Tenant's expense.
13. Tenant signs installed without approval from the Landlord/Owner, the City of Laguna Hills and/or the insurance of building permits may be cited by code enforcement.

## D. PROHIBITED SIGNS

- 1.Exposed neon around window frames.
2. Sandblasted wood signs
3. Flat cut out wood, metal or any flat material with vinyl lettering and graphics.
4. Painted wall signs
5. Roof signs
6. Portable "A" frame signs
7. Any Signs Prohibited in the Laguna Hills Municipal Code.
8. Vehicle Sign:

Signs on or affixed to trucks, truck beds, automobiles, trailers or any other vehicles which advertise, identify or provide direction to use or activity not related to its lawful making of deliveries of sales or merchandise or rendering of services from such vehicles, is prohibited.

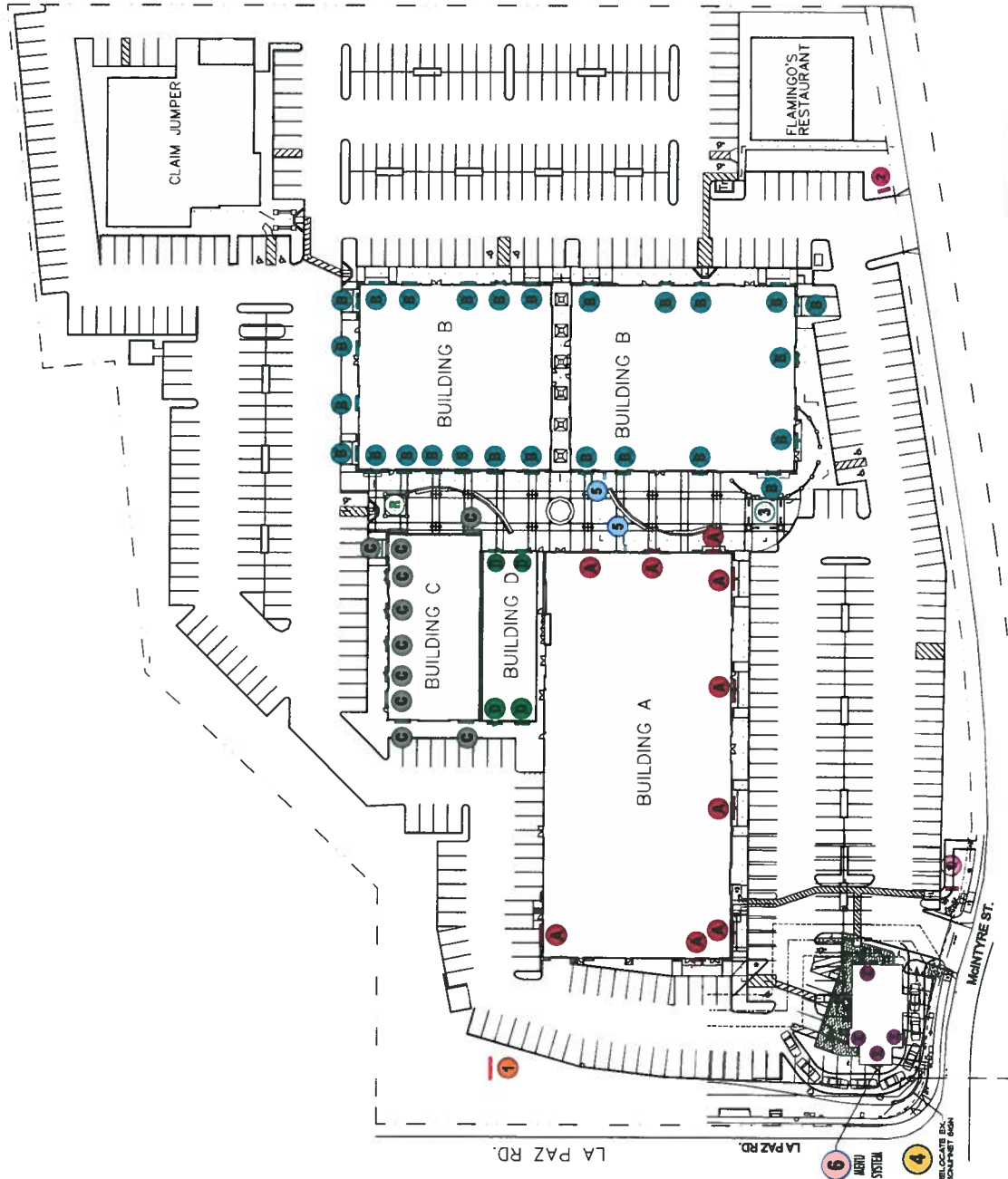
9. No animated, flashing or audible signs will be permitted.
10. Immoral or Unlawful Advertising: Tenant shall not exhibit, post or display upon any sign, anything of an obscene, indecent or immoral nature or unlawful activity.

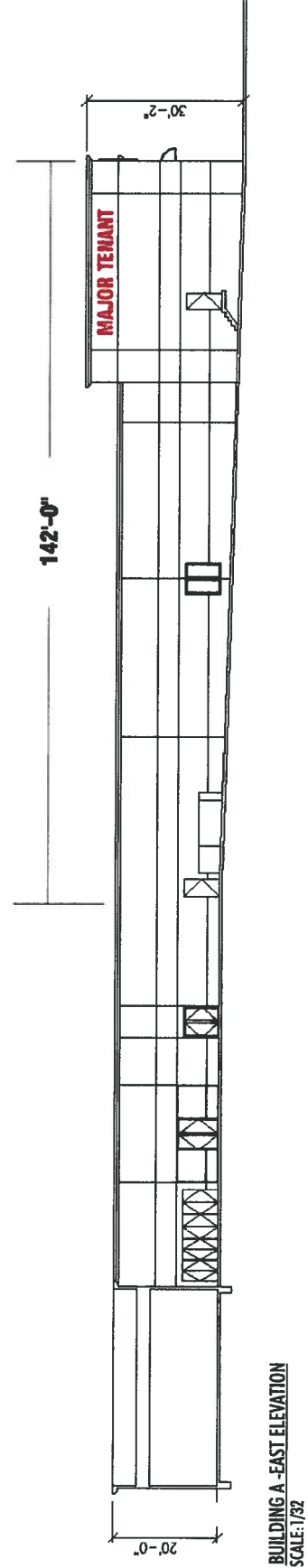
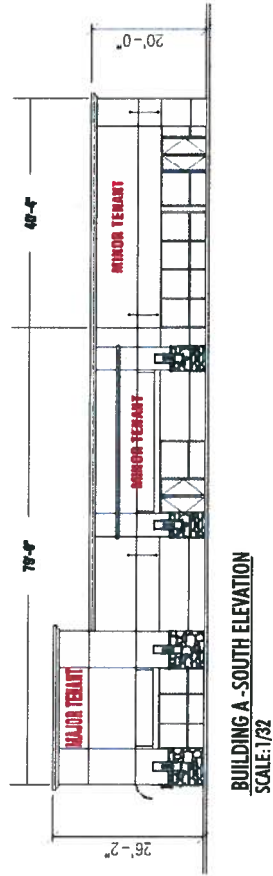
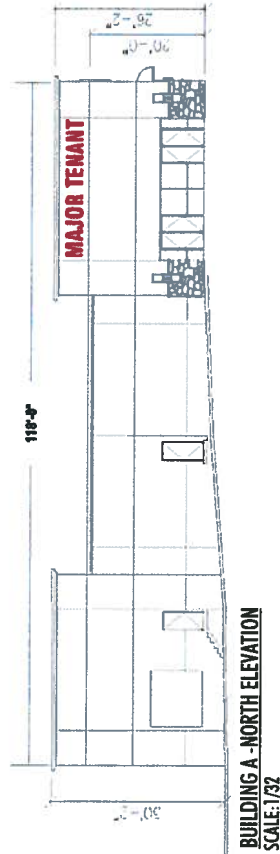
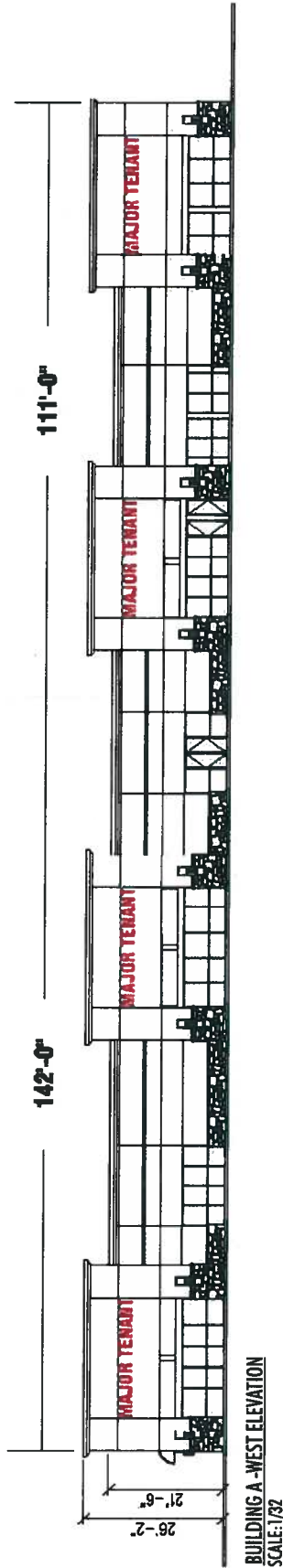
# KEYNOTES

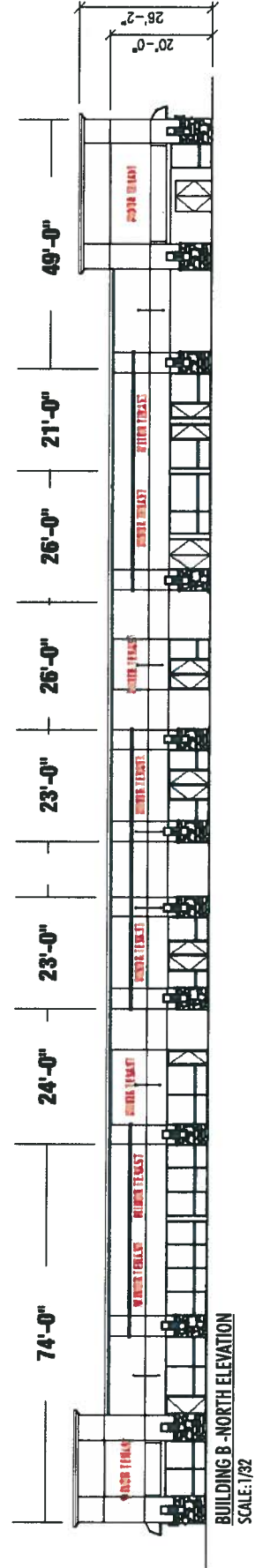
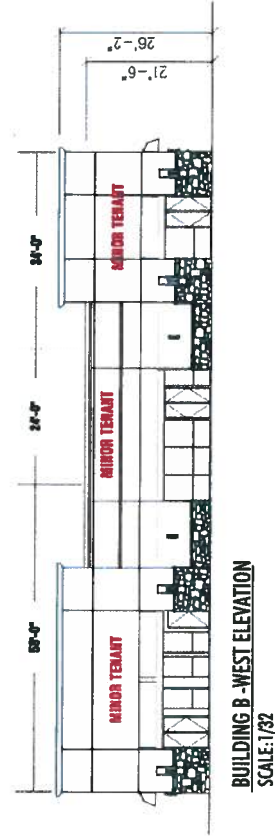
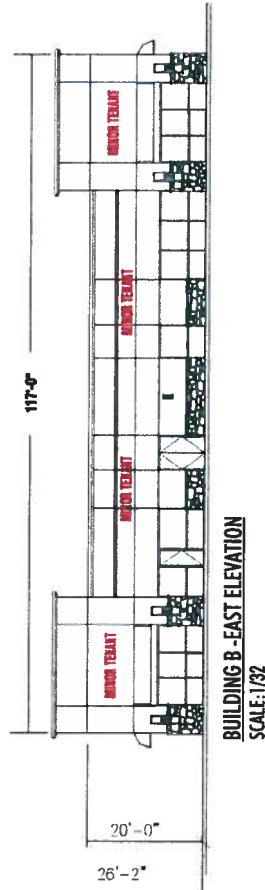
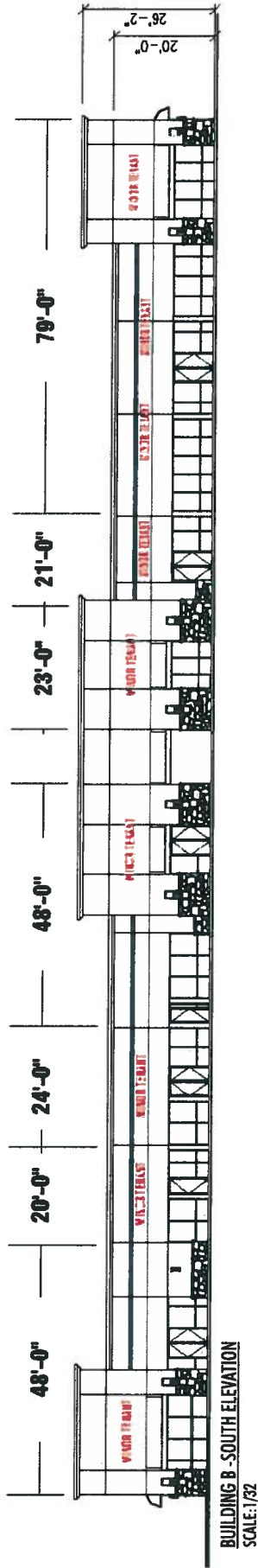
- A** BUILDING "A" WALL SIGNS
- B** BUILDING "B" WALL SIGNS
- C** BUILDING "C" WALL SIGNS
- D** BUILDING "D" WALL SIGNS
- E** BUILDING "E" WALL SIGNS
- 1** FREEWAY PYLON SIGN
- 2** MONUMENT SIGNS
- 3** SIGN AGE ON ARCHITECTURAL ELEMENTS
- 4** ID MONUMENT SIGN
- 5** BLADE WALL SIGNS
- 6** DRIVE-THRU MENU BOARD

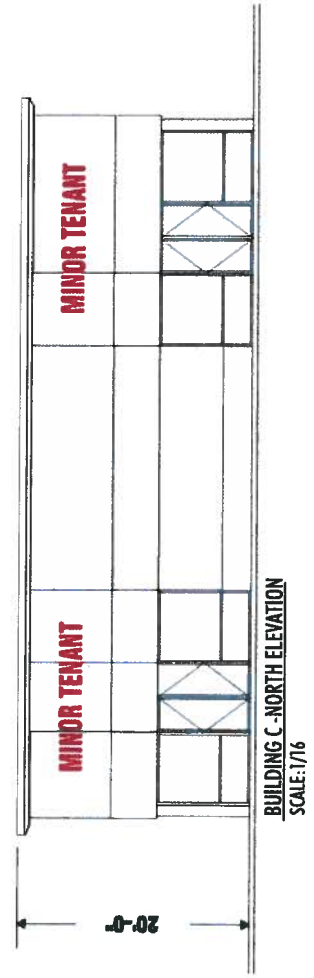
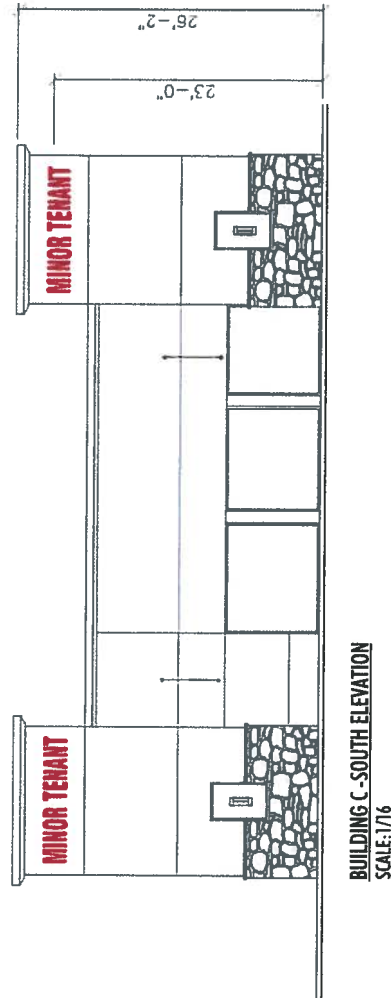
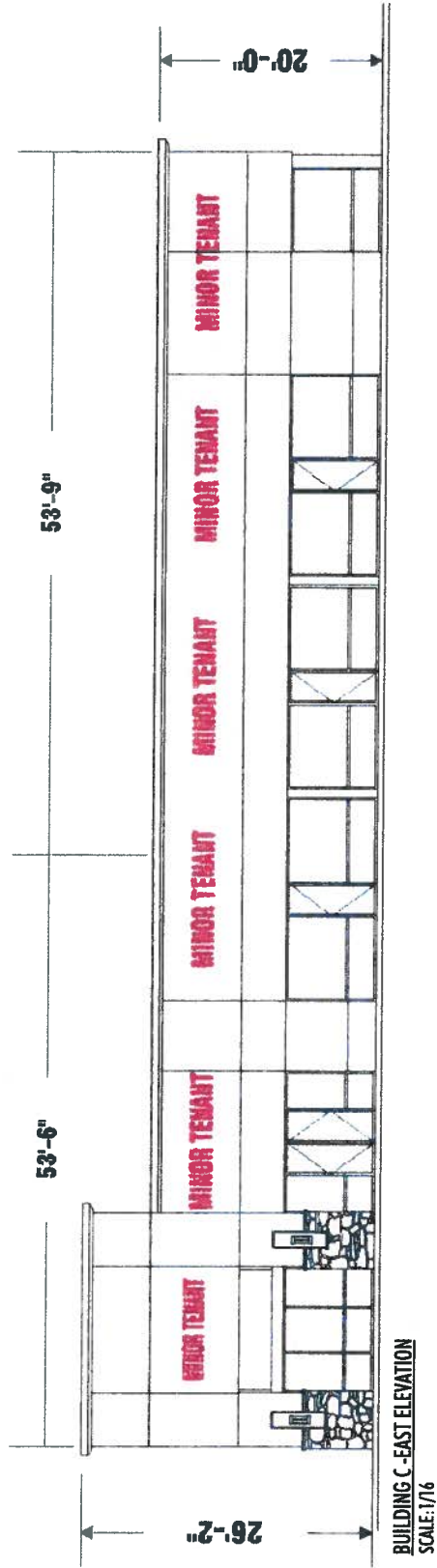
(BLADE SIGNS WILL BE LOCATED THROUGHOUT THE BREEZE WAY)

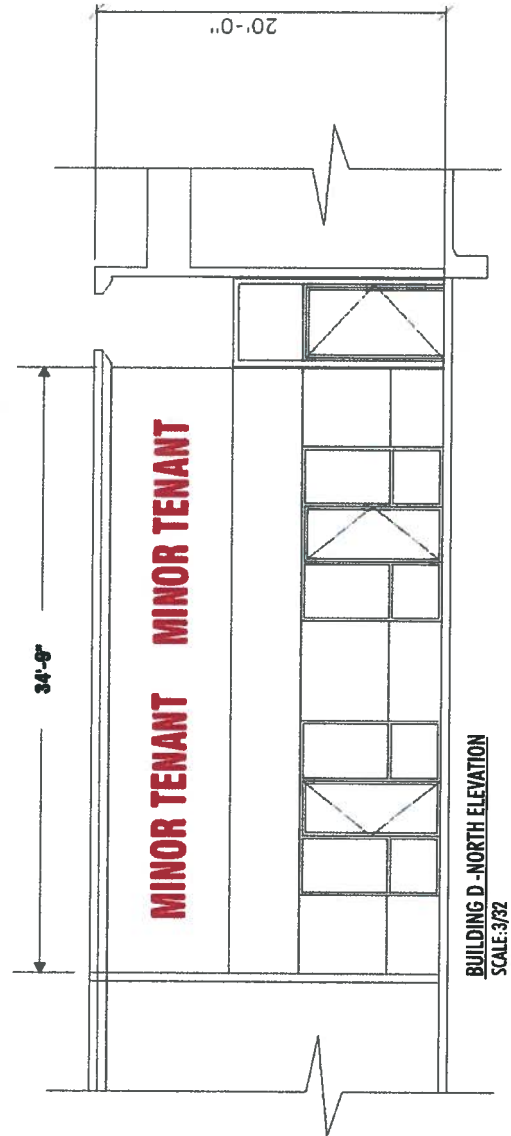
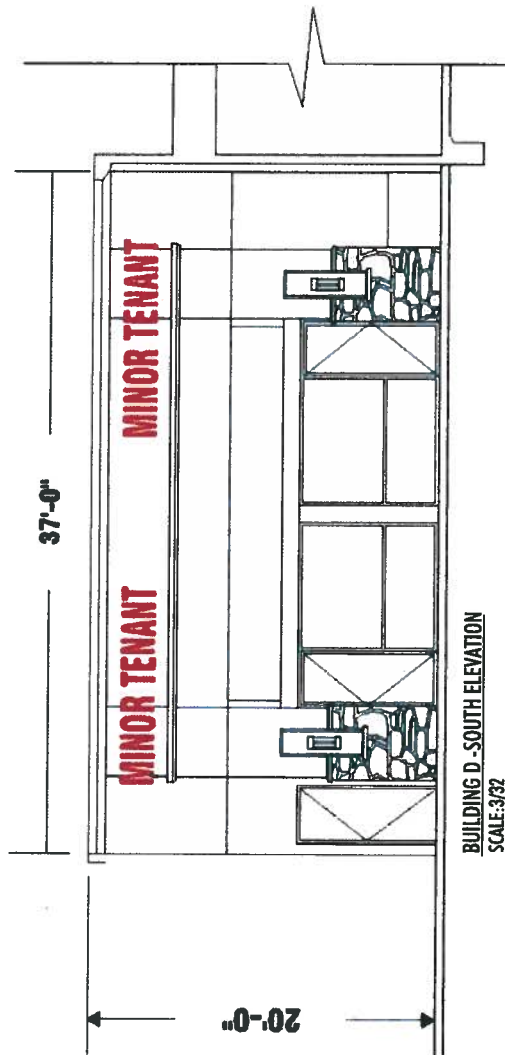
NOTE: SIGN LOCATIONS ARE DEPENDANT ON SUITE LOCATIONS AND SIZES













BUILDING E - WEST ELEVATION  
SCALE: 1/16" = 1'-0"



BUILDING E - NORTH ELEVATION  
SCALE: NTS



BUILDING E - EAST ELEVATION  
SCALE: 1/16" = 1'-0"



BUILDING E - SOUTH ELEVATION  
SCALE: 1/16" = 1'-0"

**MAJOR TENANT: ARE 10,000 SQ. FT. OF LEASE SPACE OR MORE**

- ① WALL SIGNS TO BE INDIVIDUAL CHANNEL OR DUAL-LITE
- ② AGGREGATE SIGN AREA= 1 SQUARE FT PER EACH LINEAL FOOT OF THE LEASHOLD FRONTAGE. SIGN SHALL NOT EXCEED 150. SQ. FT
- ③ TENANT WILL ONLY BE ALLOWED ONLY ONE WALL SIGN PER ELEVATION. COPY MAY BE UPPER AND LOWER CASE LETTERS. FACING A STREET, PARKING LOT, OR BREEZEWAY.
- ④ OVERALL SIGN HEIGHT SHALL NOT EXCEED 36"
- ⑤ WIDTH NOT TO EXCEED 70% OF BUILDING FASCIA WIDTH
- ⑥ LOGO CANS SHALL BE PERMITTED ONLY AT THE DISCRETION OF THE LANDLORD/ OWNER AND NOT TO EXCEED 25% OF THE SIGN AREA. HEIGHT OF THE LOGO NOT TO EXCEED 36"
- ⑦ SIGNS WILL BE CENTERED ON FASCIA VERTICALLY AND HORIZONTALLY OR IN SIGN AREA SHOWN IN THIS CRITERIA.
- ⑧ TENANTS WITHOUT NATIONALLY RECOGNIZED TRADE MARKS OR COLOR WILL NEED TO CHOOSE ONE OF THE FOLLOWING COLORS:  
RED: #3630-53, BLUE#3630-167, GREEN#3630-26 AND YELLOW#3630-125
- ⑨ UP TO (2) TWO LINES OF TEXT PERMITTED

3'-0"  
MAX  
**MAJOR TENANT**

**MINOR TENANT: ARE 9,999 SQ. FT. OF LEASE SPACE OR LESS**

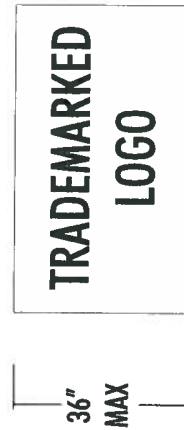
- ① WALL SIGNS TO BE INDIVIDUAL CHANNEL OR DUAL-LITE
- ② AGGREGATE SIGN AREA= 1 SQUARE FT PER EACH LINEAL FOOT OF THE LEASHOLD FRONTAGE. SIGN SHALL NOT EXCEED 100. SQ. FT
- ③ TENANT WILL ONLY BE ALLOWED ONLY ONE WALL SIGN PER ELEVATION FACING A STREET, PARKING LOT, OR BREEZEWAY. COPY MAY BE UPPER AND LOWER CASE LETTERS.
- ④ OVERALL SIGN HEIGHT SHALL NOT EXCEED 24"
- ⑤ WIDTH NOT TO EXCEED 70% OF BUILDING FASCIA WIDTH
- ⑥ LOGO CANS SHALL BE PERMITTED ONLY AT THE DISCRETION OF THE LANDLORD/ OWNER AND NOT TO EXCEED 25% OF THE SIGN AREA. HEIGHT OF THE LOGO NOT TO EXCEED 24" FOR MINOR TENANT.
- ⑦ SIGNS WILL BE CENTERED ON FASCIA VERTICALLY AND HORIZONTALLY OR IN SIGN AREA SHOWN IN THIS CRITERIA.
- ⑧ TENANTS WITHOUT NATIONALLY RECOGNIZED TRADE MARKS OR COLOR WILL NEED TO CHOOSE ONE OF THE FOLLOWING COLORS:  
RED: #3630-53, BLUE#3630-167, GREEN#3630-26 AND YELLOW#3630-125
- ⑨ UP TO (2) TWO LINES OF TEXT PERMITTED

2'-0"  
MAX

# MINOR TENANT

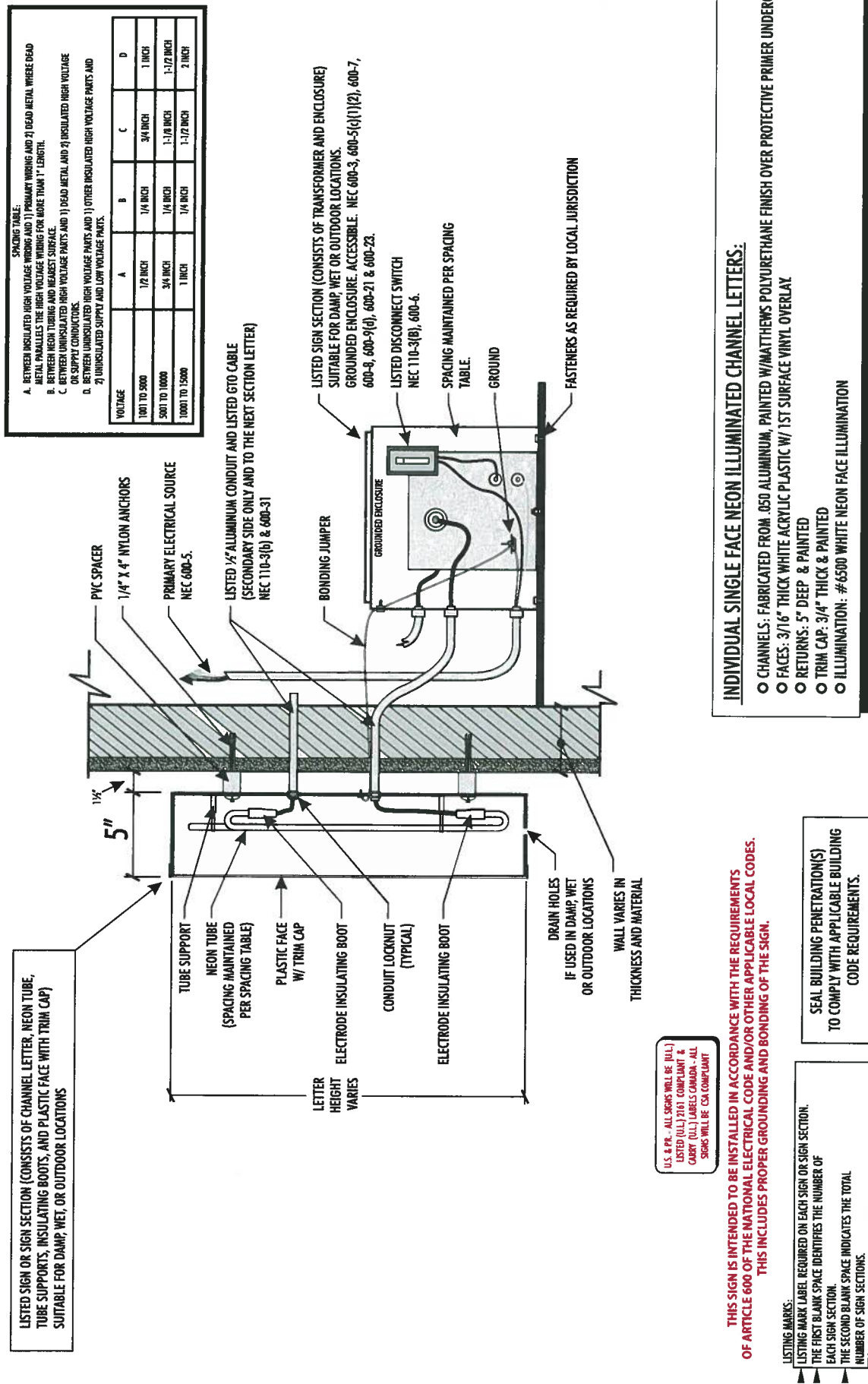
**STAND ALONE BUILDING WITH DRIVE-THRU TENANT:**

- ① INDIVIDUAL CHANNEL, DUAL LITE, OR CABINET SIGNS (MUST BE TRADE-MARKED LOGO), IN THE LANDLORD/ OWNERS SOLE AND ABSOLUTE DISCRETION. (RECTANGULAR CABINETS W/ FLAT LEXAN FACES WILL NOT BE PERMITTED)
- ② TOTAL WALL SIGN AREA ALLOWED: 2.0 SQUARE FT PER EACH LINEAL FOOT OF LEASEHOLD FRONTAGE.
- ③ DRIVE-THRU TENANT'S WILL BE ALLOWED UP TO ONE WALL SIGNS PER ELEVATION. COPY MAY BE UPPER AND LOWER CASE LETTERS.
- ④ LETTERS NOT TO EXCEED 21" TENANT WILL ONLY BE ALLOWED TWO (2) LINES OF TEXT AND ONE LINE FOR TRADEMARKED LOGO PER ELEVATION. LOGO NOT TO EXCEED 36". OVERALL SIGN HEIGHT SHALL NOT EXCEED 60% OF THE FACADE ELEMENT TO WHICH IT IS ATTACHED AND SHALL BE PROPORTIONAL TO THE FACADE ELEMENT TO WHICH IT IS ATTACHED.
- ⑤ WIDTH NOT TO EXCEED 70% OF BUILDING FASCIA WIDTH
- ⑥ SIGNS WILL BE CENTERED ON FASCIA VERTICALLY AND HORIZONTALLY OR IN SIGN AREA SHOWN IN THIS CRITERIA.
- ⑦ TENANTS WITHOUT NATIONALLY RECOGNIZED TRADE MARKS OR COLOR WILL NEED TO CHOOSE ONE OF THE FOLLOWING COLORS:  
RED: #3630-53, BLUE#3630-167, GREEN#3630-26 AND YELLOW#3630-125



21" MAX

**DRIVE-THRU  
TENANT**

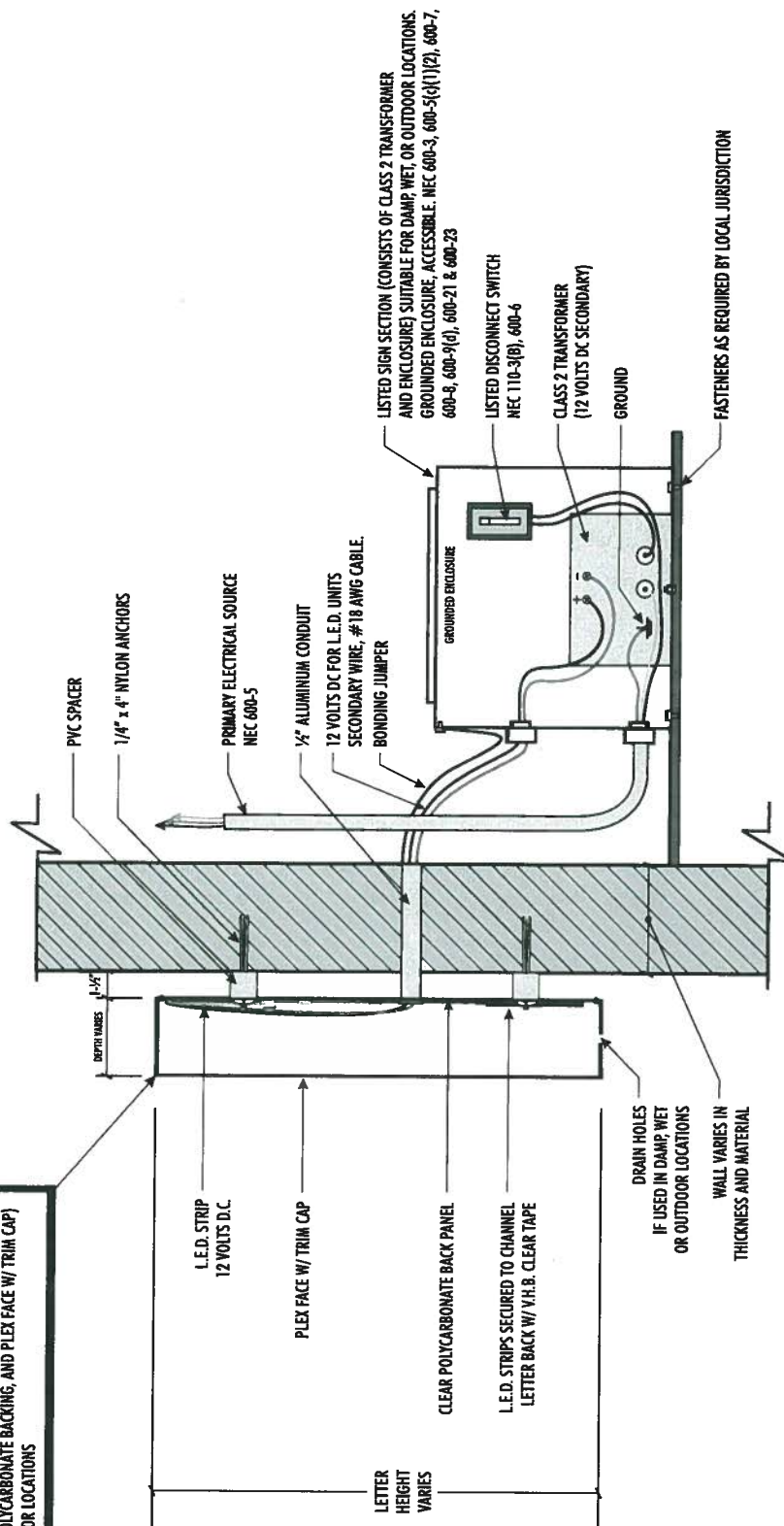


ATTACHMENT DETAIL

SIGN METHODS INC.

NEON - FRONT LIT CHANNEL LETTERS PEGGED OFF WALL

LISTED SIGN OR SIGN SECTION (CONSISTS OF FRONT AND REVERSE LIT CHANNEL LETTER, PVC SPACERS, L.E.D. STRIPS, CLEAR POLYCARBONATE BACKING, AND PLEX FACE W/ TRIM CAP) SUITABLE FOR DAMP, WET, OR OUTDOOR LOCATIONS



U.S. & PC - ALL SIGNS WILL BE (UL) LISTED (UL) 210A COMPLIANT & CARRY (UL) LABELS CANADA - ALL SIGNS WILL BE CSA COMPLIANT

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

LISTING MARKS:  
▲ THE FIRST BLANK SPACE IDENTIFIES THE NUMBER OF EACH SIGN SECTION.  
▲ THE SECOND BLANK SPACE INDICATES THE TOTAL NUMBER OF SIGN SECTIONS.

SEAL BUILDING PENETRATION(S) TO COMPLY WITH APPLICABLE BUILDING CODE REQUIREMENTS.

## INDIVIDUAL SINGLE FACE NEON ILLUMINATED CHANNEL LETTERS:

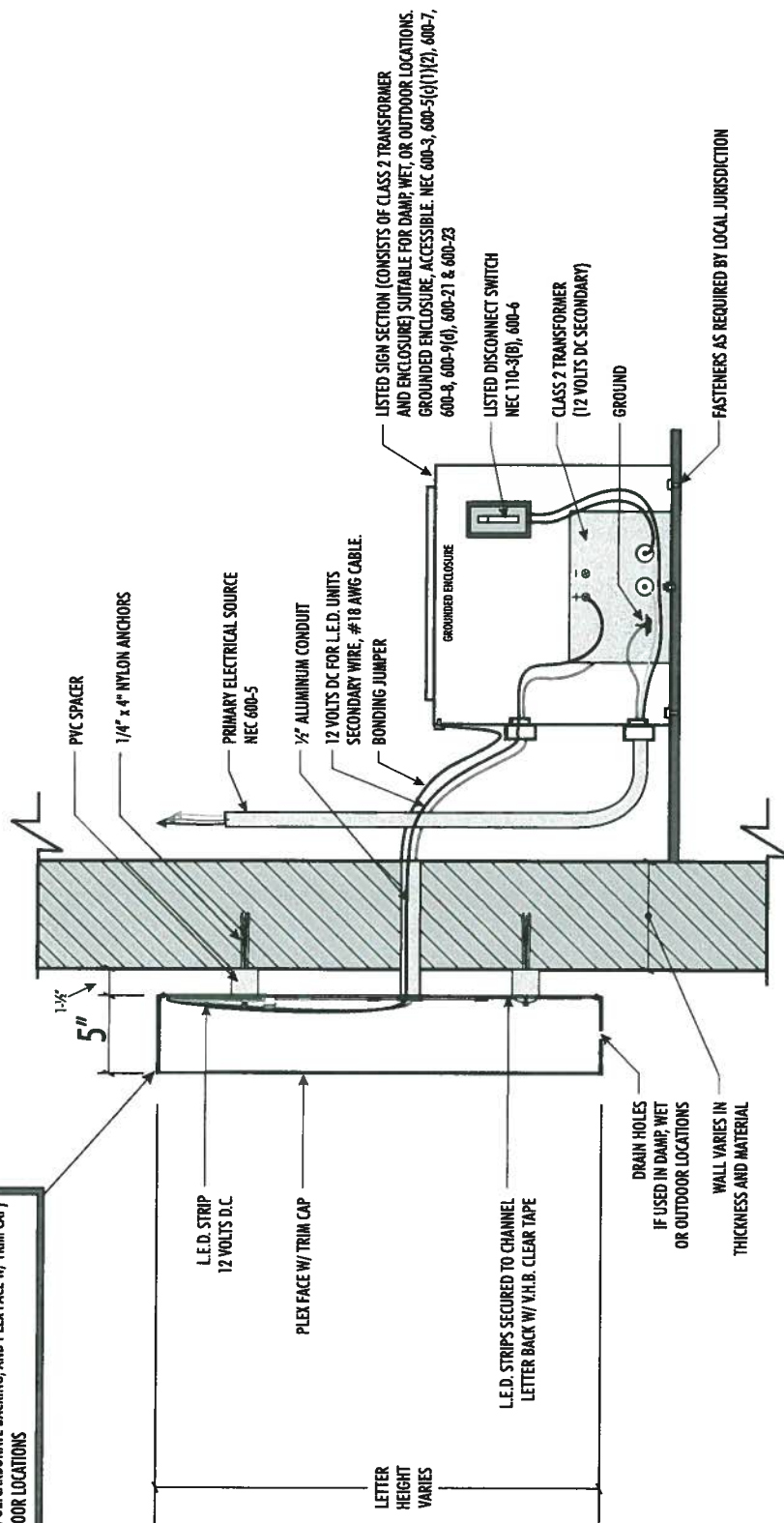
- CHANNELS: FABRICATED FROM .050 ALUMINUM, PAINTED W/MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT
- FACES: 3/16" THICK WHITE ACRYLIC PLASTIC W/ 1ST SURFACE VINYL OVERLAY
- RETURNS: .5" DEEP & PAINTED
- BACKS TO BE CLEAR PANEL
- TRIM CAP: 3/4" THICK & PAINTED
- ILLUMINATION: #6500 WHITE NEON FACE ILLUMINATION

## ATTACHMENT DETAIL

SIGN METHODS INC.

LED - DUAL LITE ILLUMINATED CHANNEL LETTER

LISTED SIGN OR SIGN SECTION (CONSISTS OF FRONT AND REVERSE LIT CHANNEL LETTER, PVC SPACERS, L.E.D. STRIPS, CLEAR POLYCARBONATE BACKING, AND PLEX FACE W/ TRIM CAP) SUITABLE FOR DAMP, WET, OR OUTDOOR LOCATIONS



U.S. & PR. - ALL SIGNS WILL BE (UL) LISTED (UL) 2161 COMPLIANT & CARRY (UL) LABELS CANADA - ALL SIGNS WILL BE CSA COMPLIANT

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

LISTING MARKS:  
 ▲ THE FIRST BLANK SPACE IDENTIFIES THE NUMBER OF EACH SIGN SECTION.  
 ▲ THE SECOND BLANK SPACE INDICATES THE TOTAL NUMBER OF SIGN SECTIONS.

SEAL BUILDING PENETRATION(S) TO COMPLY WITH APPLICABLE BUILDING CODE REQUIREMENTS.

## INDIVIDUAL SINGLE FACE L.E.D. ILLUMINATED CHANNEL LETTERS:

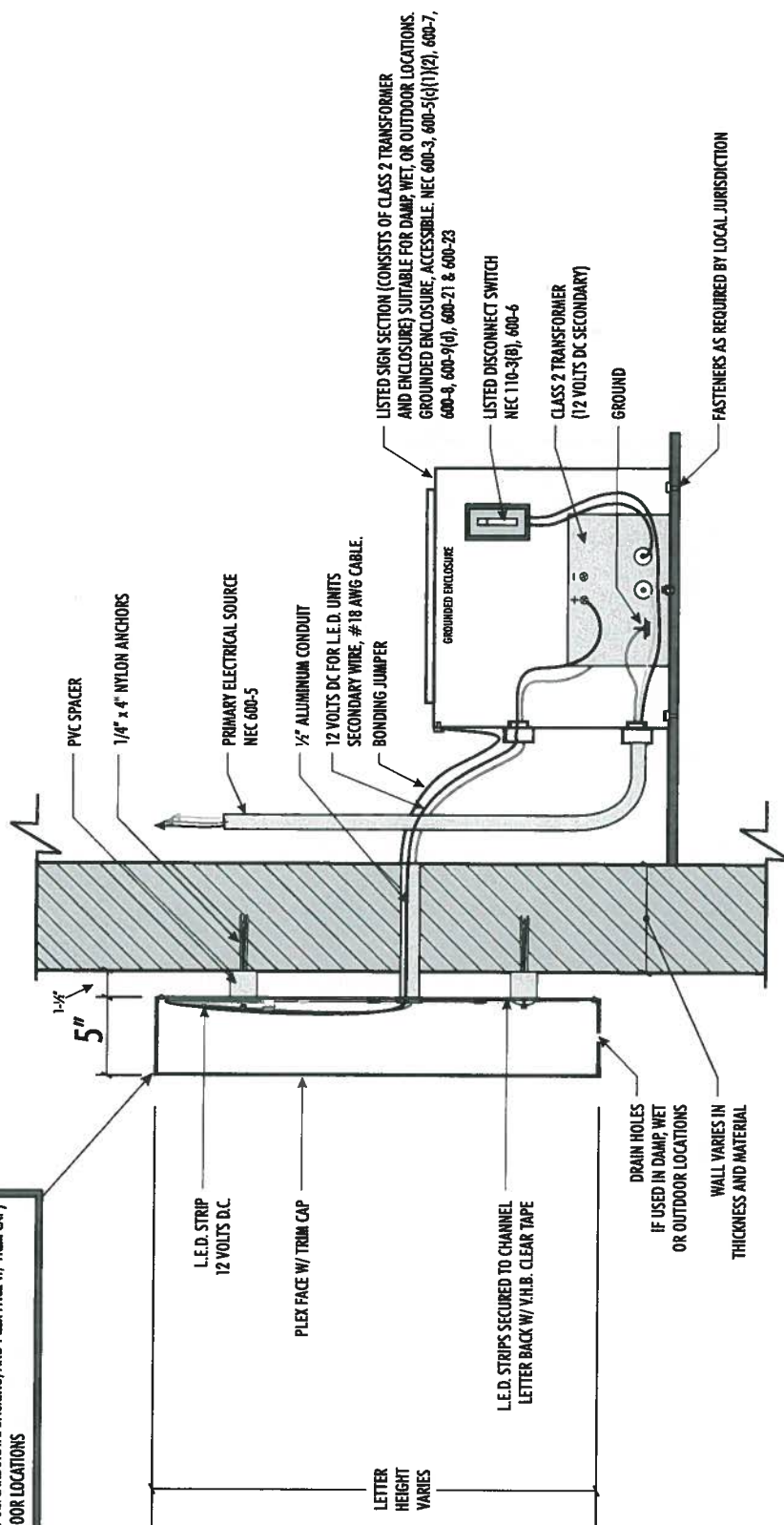
- CHANNELS: FABRICATED FROM .050 ALUMINUM, PAINTED W/MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT
- FACES: 3/16" THICK WHITE ACRYLIC PLASTIC W/ 1ST SURFACE VINYL OVERLAY
- RETURNS: 5" DEEP & PAINTED
- TRIM CAP: 3/4" THICK & PAINTED
- ILLUMINATION: WHITE L.E.D.

## ATTACHMENT DETAIL

**SMI** SIGN METHODS INC.

LED - FRONT ILLUMINATED CHANNEL LETTER W/ SPACERS

LISTED SIGN OR SIGN SECTION (CONSISTS OF FRONT AND REVERSE LIT CHANNEL LETTER, PVC SPACERS, L.E.D. STRIPS, CLEAR POLYCARBONATE BACKING, AND PLEX FACE W/ TRIM CAP) SUITABLE FOR DAMP, WET, OR OUTDOOR LOCATIONS



U.S. & P.R. - ALL SIGNS WILL BE (UL) LISTED (ELL) 2161 COMPLIANT & CARRY (ELL) LABELS CANADA - ALL SIGNS WILL BE CSA COMPLIANT

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

LISTING MARKS:  
THE FIRST BLANK SPACE IDENTIFIES THE NUMBER OF EACH SIGN SECTION.  
THE SECOND BLANK SPACE INDICATES THE TOTAL NUMBER OF SIGN SECTIONS.

SEAL BUILDING PENETRATION(S) TO COMPLY WITH APPLICABLE BUILDING CODE REQUIREMENTS.

## INDIVIDUAL SINGLE FACE L.E.D. ILLUMINATED CHANNEL LETTERS:

- CHANNELS: FABRICATED FROM .050 ALUMINUM, PAINTED W/MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT
- FACES: 3/16" THICK WHITE ACRYLIC PLASTIC W/ 1ST SURFACE VINYL OVERLAY
- RETURNS: 5" DEEP & PAINTED
- TRIM CAP: 3/4" THICK & PAINTED
- ILLUMINATION: WHITE L.E.D.

## ATTACHMENT DETAIL

SIGN METHODS INC.

LED - FRONT ILLUMINATED LOGO CABINET W/ SPACERS



**SOUTH ELEVATION:**

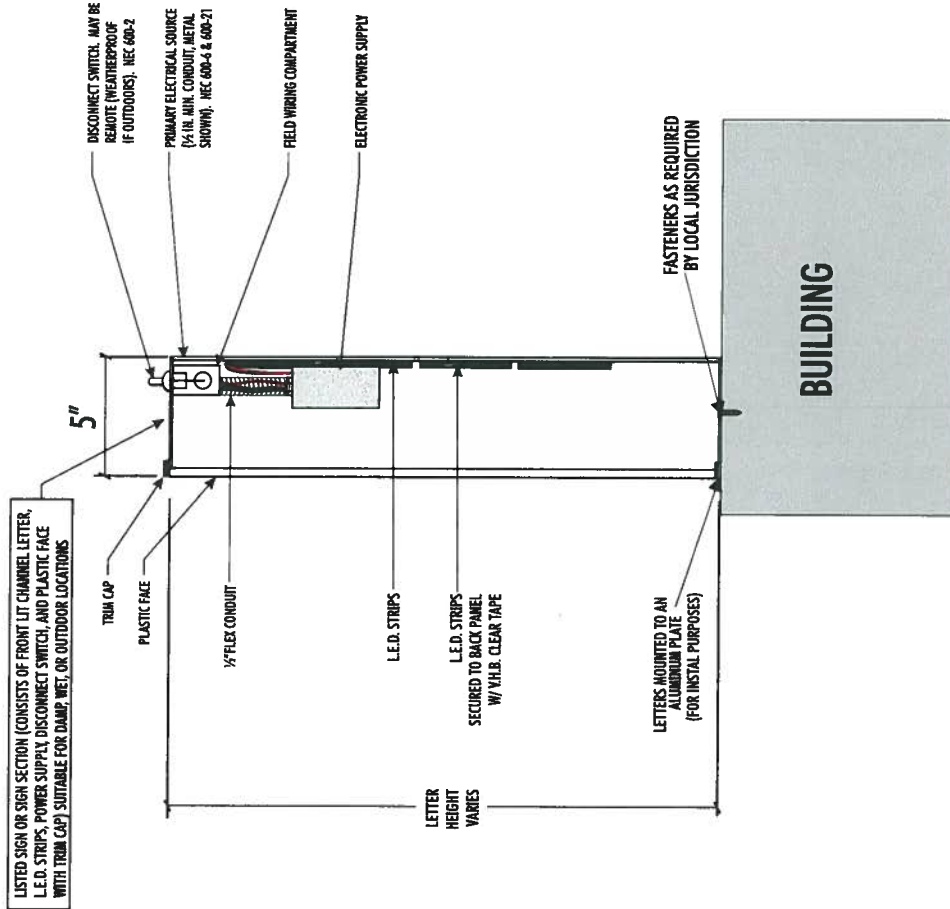
U.S. & P.R. - ALL SIGNS WILL BE (ULL) LISTED (ULC) THAT COMPLIANT & CANADY (ULL) LABELS CANADA - ALL SIGNS WILL BE CSA COMPLIANT

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

**LISTING MARKS:**

- ▲ LISTING MARK LABEL REQUIRED ON EACH SIGN OR SIGN SECTION.
- ▲ THE FIRST BLANK SPACE IDENTIFIES THE NUMBER OF EACH SIGN SECTION.
- ▲ THE SECOND BLANK SPACE INDICATES THE TOTAL NUMBER OF SIGN SECTIONS.

SEAL BUILDING PENETRATION(S) TO COMPLY WITH APPLICABLE BUILDING CODE REQUIREMENTS.



LISTED SIGN OR SIGN SECTION (CONSISTS OF FRONT LIT CHANNEL LETTER, L.E.D. STRIPS, POWER SUPPLY, DISCONNECT SWITCH), AND PLASTIC FACE WITH TRIM CAP) SUITABLE FOR DAMP, WET, OR OUTDOOR LOCATIONS

**INDIVIDUAL SINGLE FACE L.E.D. ILLUMINATED CHANNEL LETTERS:**

- CHANNELS: FABRICATED FROM .050 ALUMINUM, PAINTED W/MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT
- FACES: 3/16" THICK WHITE ACRYLIC PLASTIC W/ 1ST SURFACE VINYL OVERLAY
- RETURNS: 5" DEEP & PAINTED
- TRIM CAP: 3/4" THICK & PAINTED
- ILLUMINATION: WHITE L.E.D.



**SIGN METHODS INC.**

**ATTACHMENT DETAIL**

**LED - SELF CONTAINED FRONT ILLUMINATED CHANNEL LETTER**

# STAND ALONE BUILDING WITH DRIVE-THRU TENANT:

- ① CABINET SIGNS IN THE LANDLORD/OWNERS SOLE AND ABSOLUTE DISCRETION.  
(RECTANGULAR CABINETS W/ FLAT LEXAN FACES WILL NOT BE PERMITTED)
- ② DRIVE-THRU TENANT'S WILL BE ALLOWED UP TO ONE INFORMATION SIGN PER ELEVATION.
- ③ NOT TO EXCEED 24" AND SHALL NOT EXCEED 10 SQ. FT.
- ④ TENANTS WITHOUT NATIONALLY RECOGNIZED TRADE MARKS OR COLOR WILL NEED TO CHOOSE ONE OF THE FOLLOWING COLORS:  
RED: #3630-53, BLUE#3630-167, GREEN#3630-26 AND YELLOW#3630-125



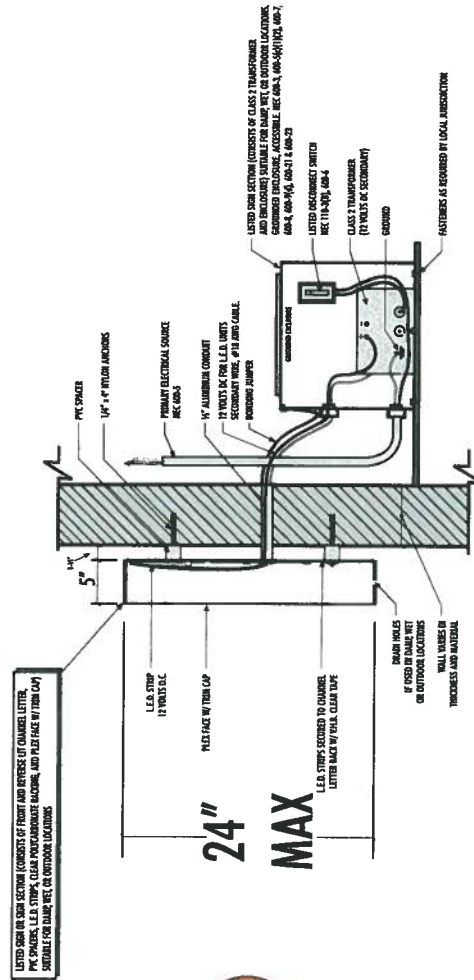
U.S. & P.L. - ALL SIGNS WILL BE (U.L.) LISTED (UL) 2141 COMPLIANT & CABOT (U.L.) LABELS CANADA - ALL SIGNS WILL BE CSA COMPLIANT

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF ARTICLE 605 OF THE NATIONAL ELECTRICAL CODE AND/OR OTHER APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING AND BONDING OF THE SIGN.

## LISTING MARKS:

- ▲ LISTING MARK REQUIRED ON EACH SIGN OR SIGN SECTION.
- ▲ THE FIRST BLANK SPACE IDENTIFIES THE NUMBER OF EACH SIGN SECTION.
- ▲ THE SECOND BLANK SPACE INDICATES THE TOTAL NUMBER OF SIGN SECTIONS.

SEAL BUILDING PENETRATION(S) TO COMPLY WITH APPLICABLE BUILDING CODE REQUIREMENTS.

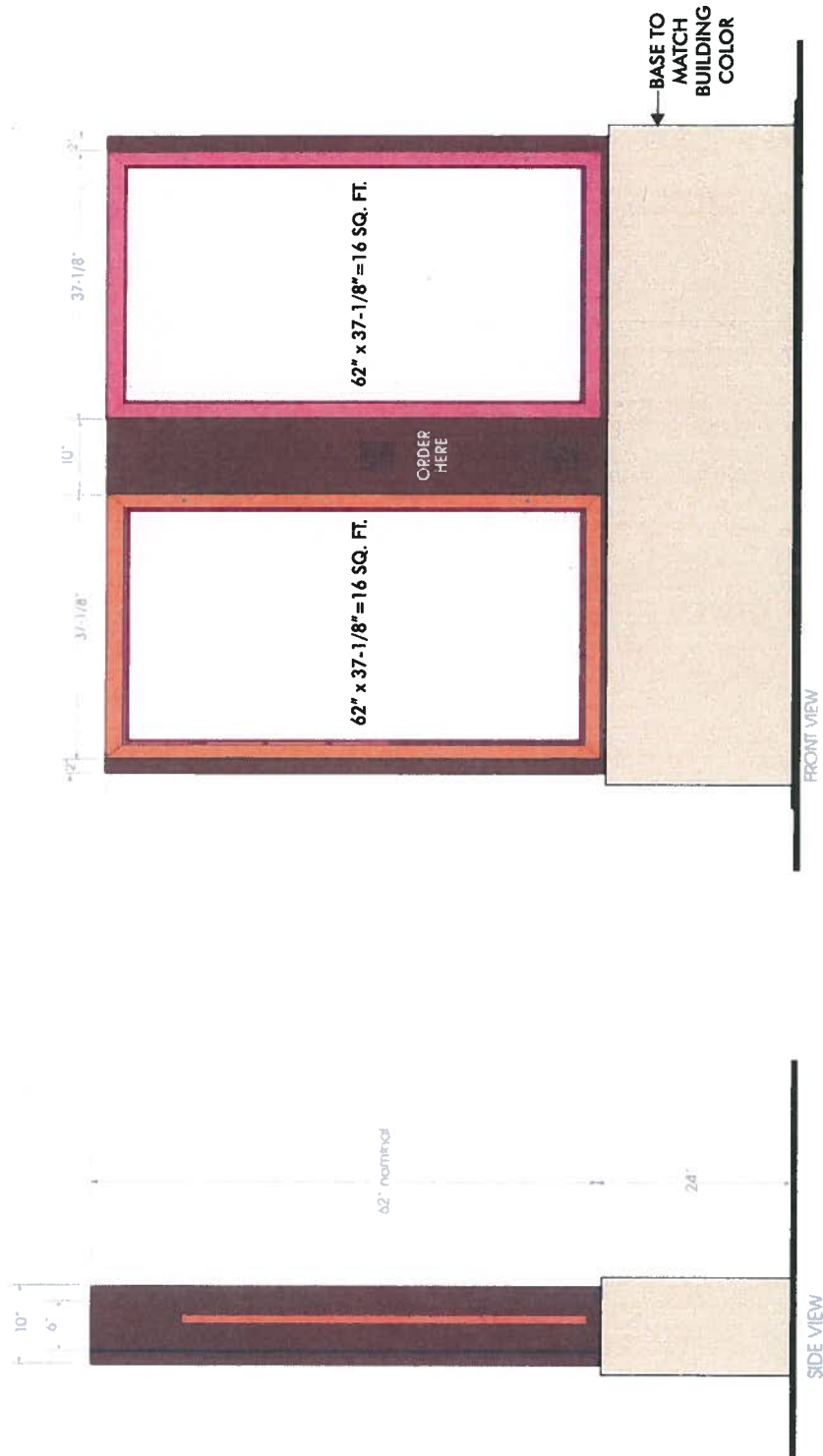


## INDIVIDUAL SINGLE FACE L.E.D. ILLUMINATED CHANNEL LETTERS:

- CHANNELS: FABRICATED FROM .050 ALUMINUM, PAINTED W/MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT
- FACES: 3/16" THICK WHITE ACRYLIC PLASTIC W/ 1ST SURFACE VINYL OVERLAY
- RETURNS: 5" DEEP & PAINTED
- TRIM CAP: 3/4" THICK & PAINTED
- ILLUMINATION: WHITE L.E.D.

## SIGN METHODS INC. ATTACHMENT DETAIL

## LED - SELF CONTAINED FRONT ILLUMINATED CHANNEL LETTER

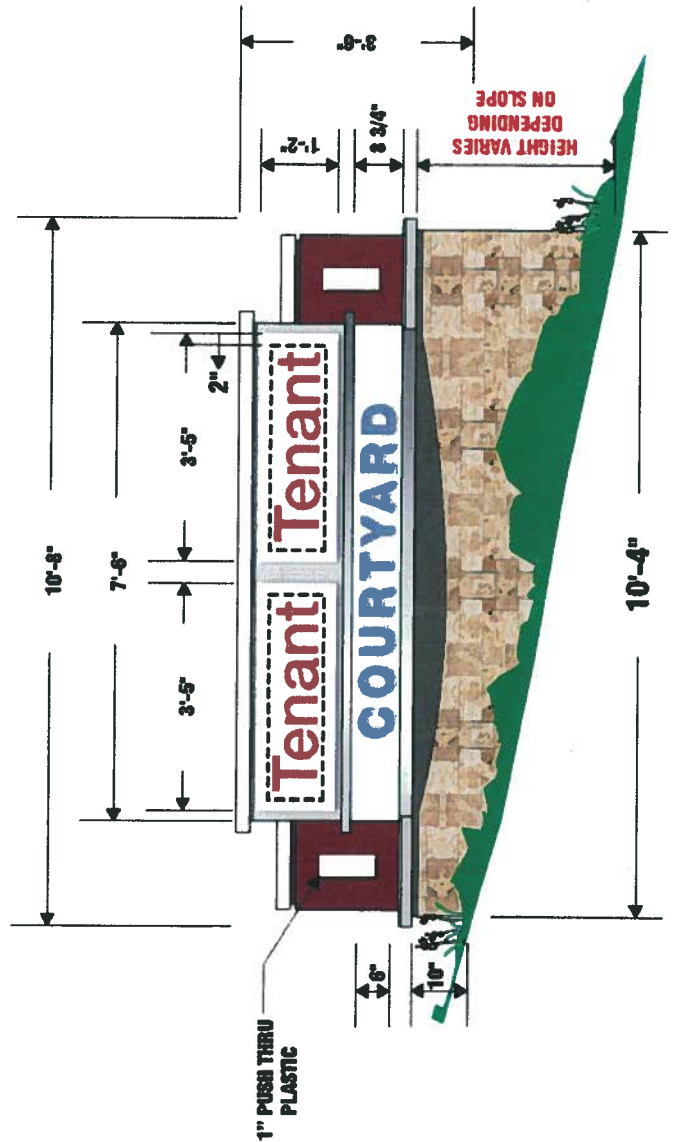
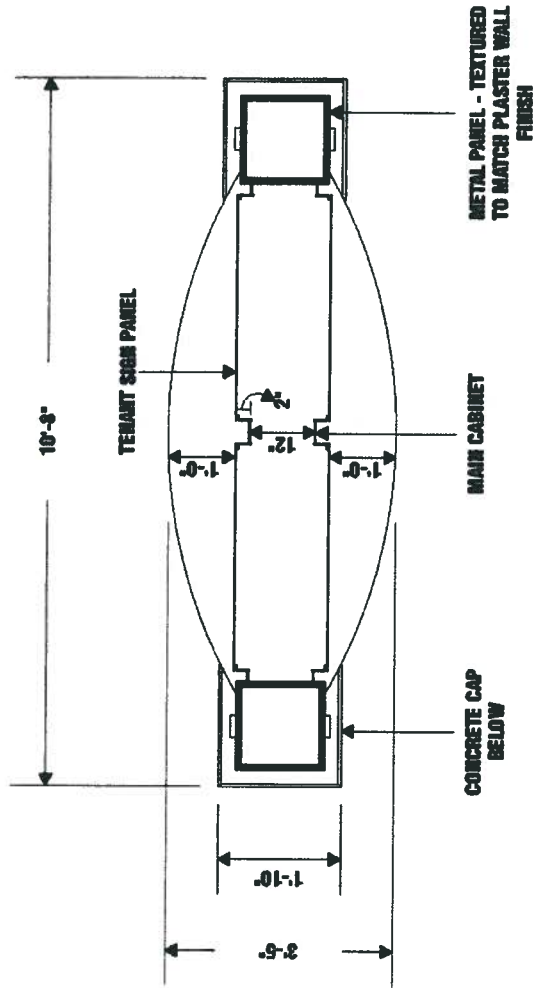
**MENU BOARD:****NEW DRIVE THRU MENU BOARD:**

SIGN SPECIFICATION: TO BE FABRICATED FROM ALUMINUM, PAINTED W/ MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT.

BASE-TO MATCH BUILDING

ALL CONSTRUCTIONS & WIRING TO BE UL LISTED APPROVED NEON GAS SYSTEM.

ALL COMPONENTS TO BE LISTED.



# DOUBLE FACE INTERNALLY ILLUMINATED MONUMENT SIGN

SPECIFICATIONS: CABINET TO BE FABRICATED FROM .050 ALUMINUM, PAINTED W/ MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT

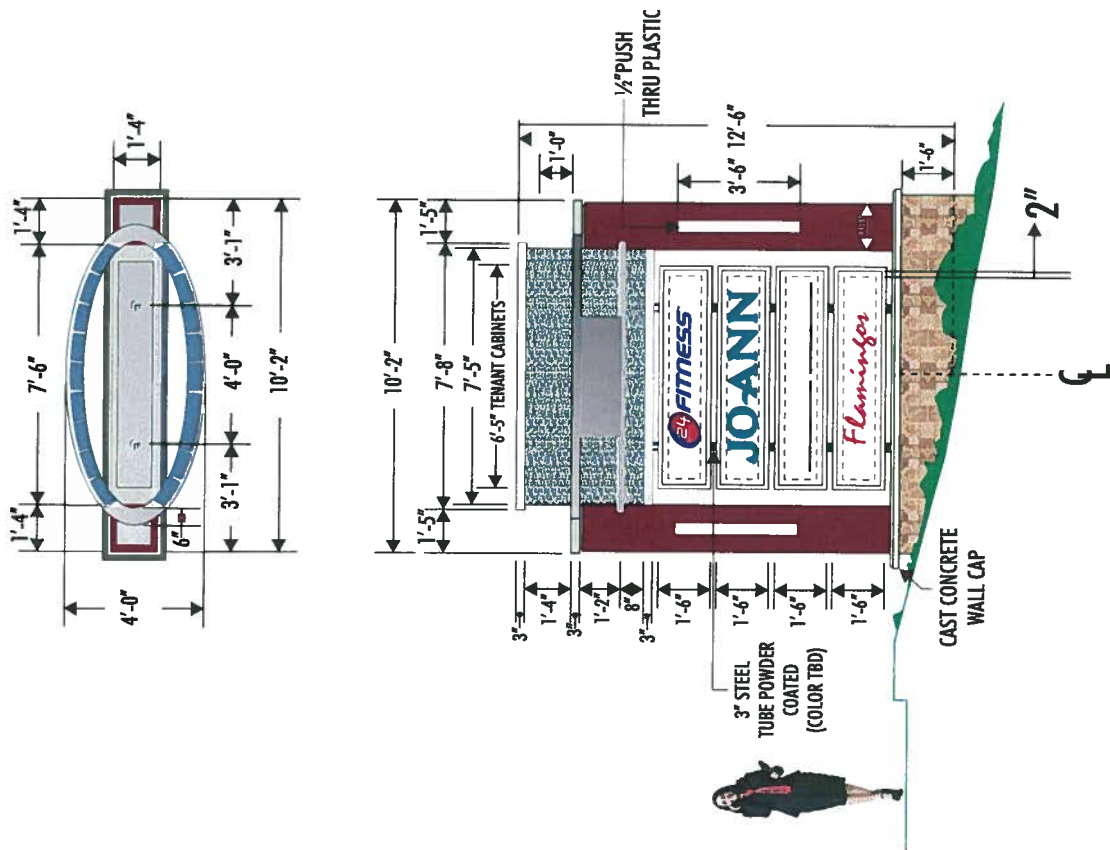
TENANT SIGN PANEL - FACES TO BE 3/16" THICK WHITE LEXAN W/ 1ST SURFACE VINYL OVERLAY

COURTYARD SIGN PANEL - ALUMINUM FACE ROUTED OUT W/ 1" PUSH THRU ACRYLIC PLASTIC, 'COURTYARD' - VINYL COLOR TO BE DETERMINED.

BASE - TO MATCH BUILDING.

ALL CONSTRUCTIONS & WIRINGS TO BE UL LISTED APPROVED H.O FLUORESCENT LAMP'S.

ALL COMPONENTS TO BE LISTED.



**DOUBLE FACE INTERNALLY ILLUMINATED PYLON SIGN**

SIGN SPECIFICATIONS: CABINET TO BE FABRICATED FROM .050 ALUMINUM, PAINTED W/ MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT.

HEADER CABINET-TO BE FABRICATED FROM .090 ALUMINUM W/ 3/16" GALVANIZED BRIGHT NICKEL CASCADE COIL RUNNING VERTICALLY THE LENGTH OF FACE.

"COURTYARD"-TO BE INTERNALLY ILLUMINATED 4-1/2" THICK CHANNEL LETTERS. FACES-TO BE 3/16" THICK WHITE ACRYLIC PLASTIC W/ VINYL OVERLAY. VINYL COLOR TO BE DETERMINED.

**"AT LA PAZ" - BRUSH ALUMINUM FACE ROUTED OUT W/ 1/2" THRU PUSH PLASTIC VINYL COLOR TO BE DETERMINED.**

TENANT SIGN CABINETS- ALUMINUM CABINET W/ FACES TO BE 3/16" THICK  
WHITE LEXAN W/1ST SURFACE VINYL OVERLAY.

## BASE-TO-MATCH BUILDING

**ALL CONSTRUCTIONS & WIRING TO BE UL LISTED APPROVED NEON GAS SYSTEM.**

**ALL COMPONENTS TO BE LISTED.**



# ID MONUMENT

## COURTYARD at La Paz 21

### SINGLE FACE INTERNALLY ILLUMINATED ID MONUMENT SIGN

**SPECIFICATIONS:** CABINET TO BE FABRICATED FROM .050 ALUMINUM, PAINTED W/ MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT.

**FACE & SHELF - TO BE STAINLESS STEEL.**

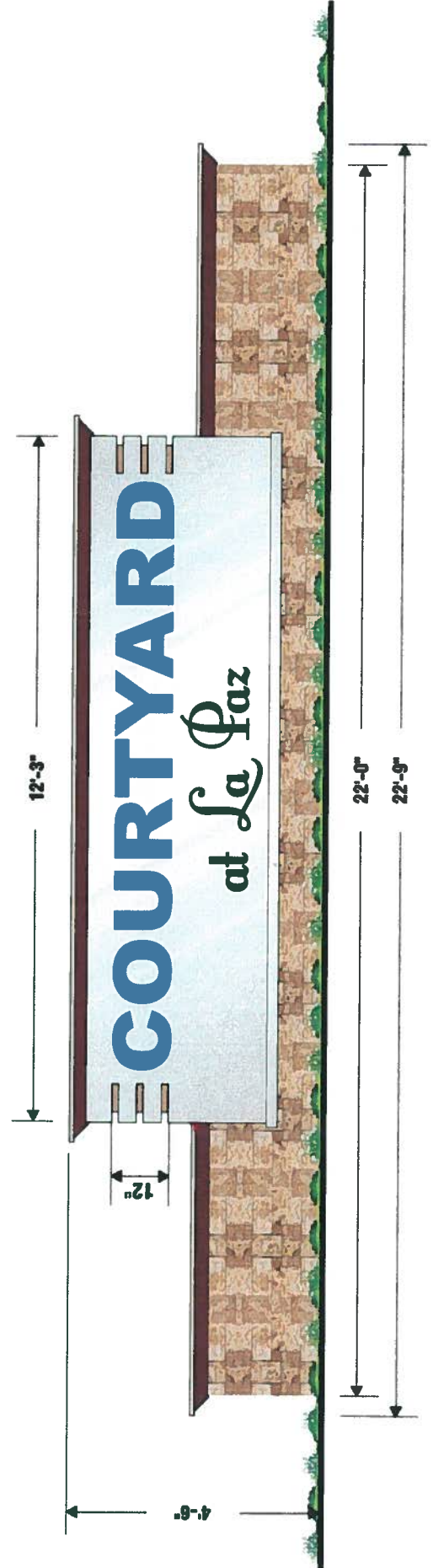
**'THE COURTYARD' - TO BE ROUTED OUT ALUMINUM W/ 1/2" THICK PUSH THRU ACRYLIC PLASTIC. COPY COLOR TO BE DETERMINED.**

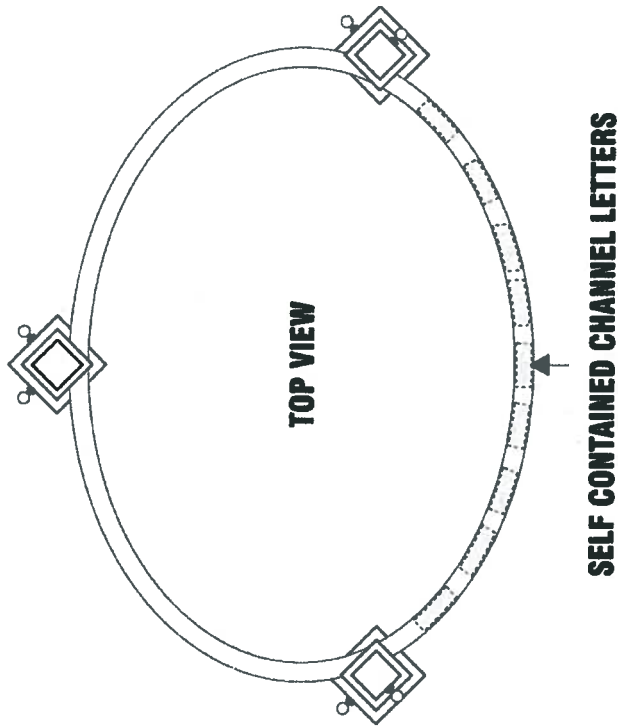
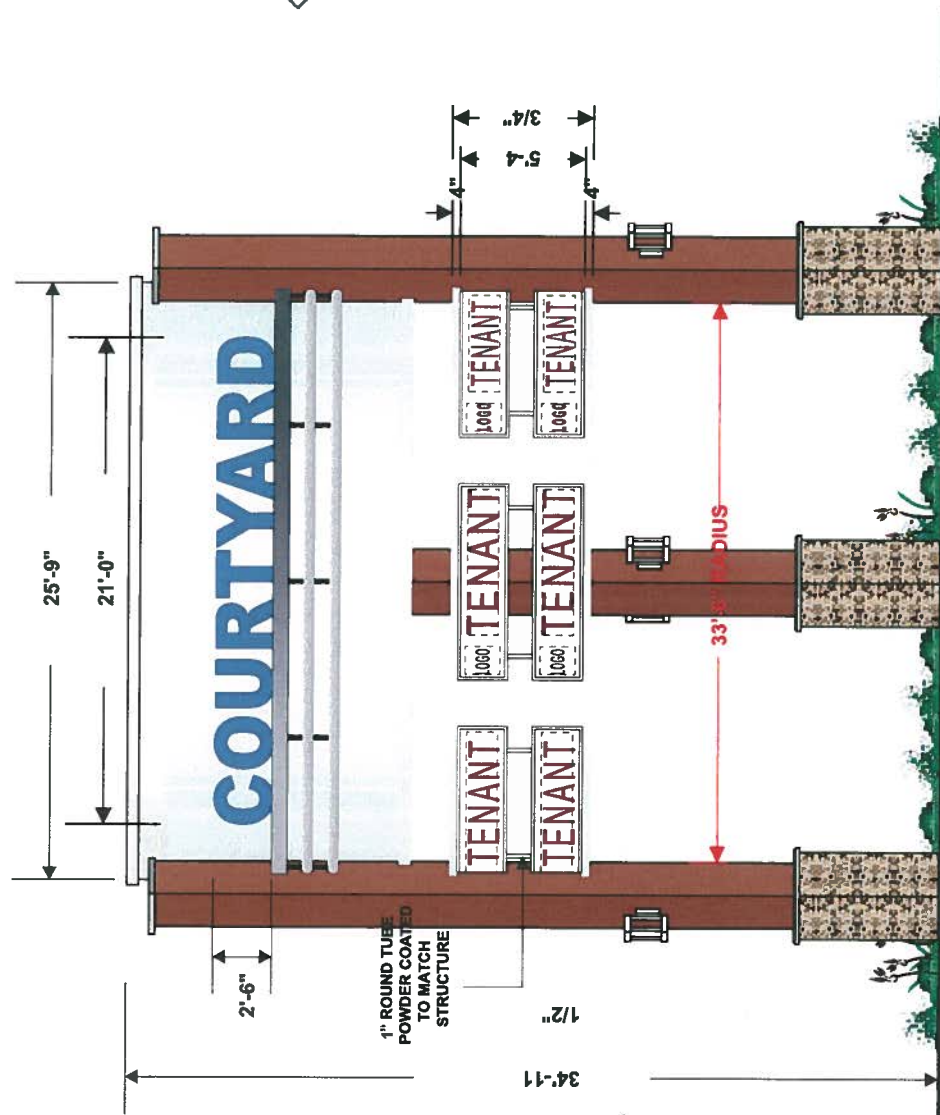
**'AT LA PAZ' - TO BE ROUTED OUT ALUMINUM W/ 1/2" THICK PUSH THRU ACRYLIC PLASTIC. COPY COLOR TO BE 'DARK EMERALD GREEN'.**

**STONE BASE - TO MATCH BUILDING STONE.**

**ALL CONSTRUCTION & WIRING TO BE UL LISTED APPROVED H.O FLUORESCENT LAMPS.**

**ALL COMPONENTS TO BE UL LISTED.**





### NEW SINGLE FACE ILLUMINATED PYLON SIGN

SIGN SPECIFICATIONS: CABINET TO BE FABRICATED FROM .050 ALUMINUM, PAINTED W/ MATTHEWS POLYURETHANE FINISH OVER PROTECTIVE PRIMER UNDERCOAT.

"COURTYARD" TO BE SELF CONTAINED ILLUMINATED 8" THICK CHANNEL LETTERS. FACES TO BE 3/16" THICK WHITE ACRYLIC PLASTIC W/ VINYL OVERLAY. VINYL COLORS TO BE DETERMINED.

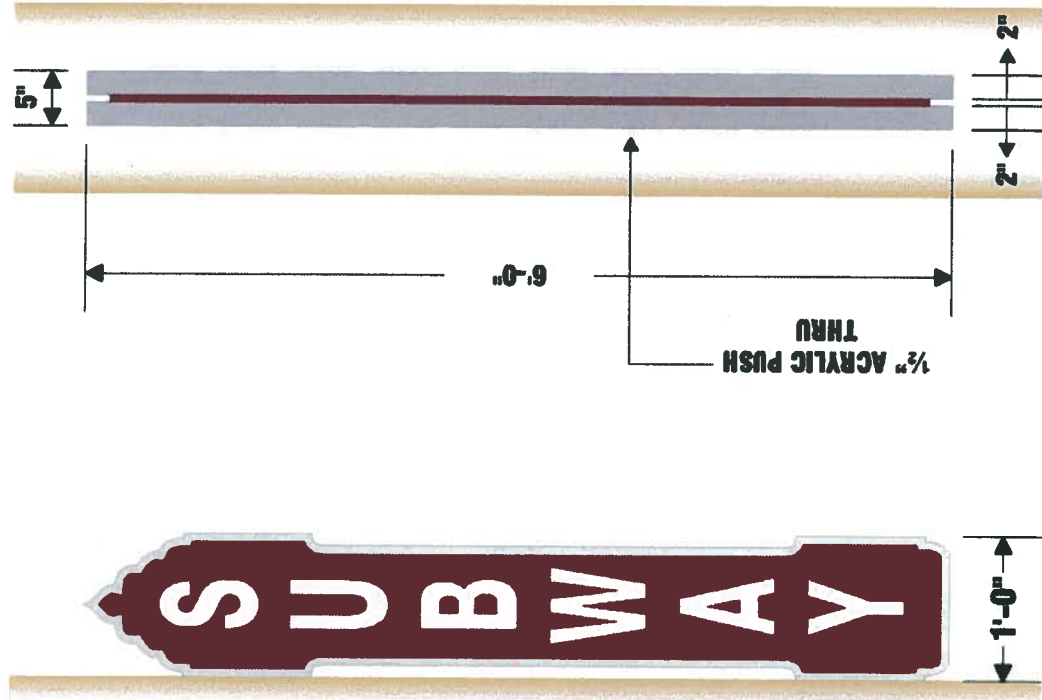
TENANT SIGN CABINETS TO BE 5" DEEP W/ FACES TO BE WHITE LEXAN W/1ST SURFACE VINYL OVERLAY.

NEON ILLUMINATION FOR TENANT SIGN CABINETS.

BASE TO MATCH BUILDING

ALL CONSTRUCTIONS & WIRING TO BE UL LISTED APPROVED NEON GAS SYSTEM.

ALL COMPONENTS TO BE LISTED.



# DOUBLE FACE NON-ILLUMINATED FLUSH MOUNTED BLADE SIGN

**SIGN AREA: 6.0 SQ. FT.**

**FACES:** TO BE 2" THICK ALUMINUM W/ 1/2" THICK ACRYLIC PUSH THRU LTRS.

**ALL COMPONENTS TO BE UL LISTED.**

- 1: BLADE SIGNS ARE STRONGLY ENCOURAGED.
- 2: NO BLADE SIGN MAY EXCEED 8 SQUARE FEET IN SIZE.
- 3: TENANTS MAY HAVE ONE BLADE SIGN PER FRONTAGE IN BREEZE WAY.
- 4: MINIMUM CLEARANCE IN PEDESTRIAN AREAS TO BE 8' FEET.
- 5: BLADE SIGNS ARE ENCOURAGED TO BE INTERNALLY ILLUMINATED BUT MAY BE NON-ILLUMINATED.
- 6: BLADE SIGNS MAY NOT PROJECT MORE THAN 12" FROM WALL.
- 7: BRAKES FOR BLADE SIGNS SHALL BE DESIGNED TO RELATE TO THE DESIGN CHARACTER OF BUILDING.
- 8: MATERIALS TO BE USED:
  - ALUMINUM
  - 1/2" ACRYLICS
  - SINTRA
  - WIRE MESH
  - HIGH DENSITY FOAMS





## **City of Laguna Hills City Council Meeting Agenda Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: KENNETH H. ROSENFELD  
DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER**

**ISSUE: PUBLIC HEARING AND RECEIPT OF 2014 WEED ABATEMENT COST  
REPORT**

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**RECOMMENDATION: THAT THE CITY COUNCIL: (1) CONDUCT A PUBLIC  
HEARING; AND (2) RECEIVE AND FILE THE 2014 WEED ABATEMENT COST  
REPORT.**

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### **SUMMARY:**

In accordance with Government Code Section 39560, et seq., this is the time and place that has been fixed by Resolution of the City Council of a noticed Public Hearing to receive and consider an accounting of the costs associated with weed abatement on each separate parcel of land where removal work has been performed by City authorities. The City Council is required by law to conduct a Public Hearing to receive public comments, complaints, or objections from any property owners liable to be assessed for costs incurred by the City in connection with the Fiscal Year 2013-2014 Weed Abatement Program. Due to favorable public response and staff's extensive efforts, all of the private properties identified in the 2014 Weed Abatement List have been cleared. The City has not performed any abatement activities on the subject private properties, and has not incurred any related costs. Therefore, there are no abatement costs to assess under the 2014 Weed Abatement Program. It is recommended that the City Council conduct the Public Hearing and receive and file this report.

### **BACKGROUND:**

The objective of the Weed Abatement Program is to declare by Resolution as a public nuisance and abate all weeds, rubbish, refuse, and dirt upon the streets, sidewalks, parkways, or private property in the City, as identified and described in the 2014 Weed Abatement List. This is done for the purpose of health and safety, management of fire hazards, and to provide a reasonable degree of fire safety to both improved and unimproved properties. The Weed Abatement Program is administered by the Public

Services Department under the direction of the Director of Public Services/City Engineer. The City Council adopted Resolution Nos. 2014-04-22-1 and 2014-05-27-2 in April and May of this year, respectively, which authorized the annual Weed Abatement Program.

The owners of properties identified as containing materials needing abatement under this program were notified by letter in April 2014 to clear their properties by June 2, 2014. Extensive public relations efforts were made by staff to reduce the number of properties to be cleared by the City contractor. All affected properties were also contacted by a door hanger to further encourage voluntary abatement compliance. Staff's extensive efforts to assure private property compliance, in addition to the good public response this year, have eliminated the need for the City to perform weed removal work on private parcels. All of the identified private properties have been cleared, and there are no abatement costs to assess under the 2014 Weed Abatement Program.

The City has also completed its annual weed abatement on public properties in the City.

**FISCAL IMPACT:**

The total Weed Abatement Program costs are budgeted in FY 2013-2014 for \$40,000 to cover both the abatement of public and private properties. Due to the fact that the City contractor has not performed any removal work on private parcels, there are no private weed abatement costs to be assessed by the City. Weed Abatement on public property has proceeded in accordance with the budget.

**ATTACHMENTS:**

- Weed Abatement Cost Report

2014 Weed Abatement Cost Report  
(Privately Owned Parcels)

| <u>AP Number:</u> | <u>Address:</u> | <u>Area<br/>Size:</u> | <u>Work Date:</u> | <u>Hand Work<br/>Cleared<br/>(sf):</u> | <u>Mow Work<br/>Cleared<br/>(sf):</u> | <u>Admin.<br/>Fee:</u> | <u>Mowing<br/>Charges:</u> | <u>Hand<br/>Charges:</u> | <u>Total Charged:</u> | <u>City/District<br/>Code:</u> |
|-------------------|-----------------|-----------------------|-------------------|----------------------------------------|---------------------------------------|------------------------|----------------------------|--------------------------|-----------------------|--------------------------------|
| N/A               | N/A             | N/A                   | N/A               | None                                   | None                                  | None                   | None                       | None                     | None                  | None                           |

\*\*\* The City has not incurred any private abatement costs in connection with the 2014 Weed Abatement Program





## **City of Laguna Hills City Council Meeting Agenda Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: PEGGY J. JOHNS  
CITY CLERK**

**ISSUE: DESIGNATION OF VOTING DELEGATE FOR LEAGUE OF CALIFORNIA  
CITIES ANNUAL CONFERENCE**

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**RECOMMENDATION: THAT THE CITY COUNCIL APPOINT MAYOR BLOUNT AS  
THE VOTING DELEGATE AND APPOINT MAYOR PRO TEMPORE GILBERT AS THE  
VOTING ALTERNATE FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL  
CONFERENCE.**

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### **SUMMARY:**

The Annual Conference for the League of California Cities is scheduled for Wednesday, September 3, 2014, through Friday, September 5, 2014, in Los Angeles. An important part of the Annual Conference is the Annual Business Meeting, scheduled for noon on Friday, September 5, at the Los Angeles Convention Center. At this meeting, the League membership will consider and take action on resolutions that establish League policy. The attached memo from the League of California Cities describes the process and provides procedures for voting at the Annual Conference.

In order to vote at this Annual Business Meeting, the City Council must designate a Voting Delegate, and a Voting Delegate Alternate who may vote in the event that the designated Voting Delegate is unable to serve in that capacity. The Voting Delegate Form must be returned to the League of California Cities no later than Friday, August 15, 2014. The League By-Laws provide that each City is entitled to one vote in matters affecting municipal or League policy.

At its December 10, 2013, meeting the City Council reconfirmed the appointment of the Mayor as the Voting Delegate and the Mayor Pro Tempore as the alternate. Mayor Blount and Mayor Pro Tempore Gilbert have not indicated whether they plan to attend the Annual Conference; therefore, the City Council should determine whether they plan on attending, and if not, then other Council Members should be appointed to serve as the Voting Delegate and Voting Delegate Alternate accordingly.

**ATTACHMENTS:**

- May 1, 2014 League of California Cities memo

**Council Action Advised by July 31, 2014**

May 1, 2014

LGHCC MAY 07 14 AM 11:54

**TO: Mayors, City Managers and City Clerks**

**RE: DESIGNATION OF VOTING DELEGATES AND ALTERNATES**  
**League of California Cities Annual Conference – September 3 - 5, Los Angeles**

The League's 2014 Annual Conference is scheduled for September 3 - 5 in Los Angeles. An important part of the Annual Conference is the Annual Business Meeting (*at the General Assembly*), scheduled for noon on Friday, September 5, at the Los Angeles Convention Center. At this meeting, the League membership considers and takes action on resolutions that establish League policy.

In order to vote at the Annual Business Meeting, your city council must designate a voting delegate. Your city may also appoint up to two alternate voting delegates, one of whom may vote in the event that the designated voting delegate is unable to serve in that capacity.

**Please complete the attached Voting Delegate form and return it to the League's office no later than Friday, August 15, 2014. This will allow us time to establish voting delegate/alternate records prior to the conference.**

Please note the following procedures that are intended to ensure the integrity of the voting process at the Annual Business Meeting.

- **Action by Council Required.** Consistent with League bylaws, a city's voting delegate and up to two alternates must be designated by the city council. When completing the attached Voting Delegate form, please attach either a copy of the council resolution that reflects the council action taken, or have your city clerk or mayor sign the form affirming that the names provided are those selected by the city council. Please note that designating the voting delegate and alternates must be done by city council action and cannot be accomplished by individual action of the mayor or city manager alone.
- **Conference Registration Required.** The voting delegate and alternates must be registered to attend the conference. They need not register for the entire conference; they may register for Friday only. To register for the conference, please go to our website: [www.cacities.org](http://www.cacities.org). In order to cast a vote, at least one voter must be present at the

-over-

Business Meeting and in possession of the voting delegate card. Voting delegates and alternates need to pick up their conference badges before signing in and picking up the voting delegate card at the Voting Delegate Desk. This will enable them to receive the special sticker on their name badges that will admit them into the voting area during the Business Meeting.

- **Transferring Voting Card to Non-Designated Individuals Not Allowed.** The voting delegate card may be transferred freely between the voting delegate and alternates, but *only* between the voting delegate and alternates. If the voting delegate and alternates find themselves unable to attend the Business Meeting, they may *not* transfer the voting card to another city official.
- **Seating Protocol during General Assembly.** At the Business Meeting, individuals with the voting card will sit in a separate area. Admission to this area will be limited to those individuals with a special sticker on their name badge identifying them as a voting delegate or alternate. If the voting delegate and alternates wish to sit together, they must sign in at the Voting Delegate Desk and obtain the special sticker on their badges.

The Voting Delegate Desk, located in the conference registration area of the Los Angeles Convention Center, will be open at the following times: Wednesday, September 3, 9:00 a.m. – 5:30 p.m.; Thursday, September 4, 7:00 a.m. – 4:00 p.m.; and Friday, September 5, 7:30–10:00 a.m. The Voting Delegate Desk will also be open at the Business Meeting on Friday, but will be closed during roll calls and voting.

The voting procedures that will be used at the conference are attached to this memo. Please share these procedures and this memo with your council and especially with the individuals that your council designates as your city's voting delegate and alternates.

Once again, thank you for completing the voting delegate and alternate form and returning it to the League office by Friday, August 15. If you have questions, please call Karen Durham at (916) 658-8262.

Attachments:

- 2014 Annual Conference Voting Procedures
- Voting Delegate/Alternate Form

## **Annual Conference Voting Procedures 2014 Annual Conference**

1. **One City One Vote.** Each member city has a right to cast one vote on matters pertaining to League policy.
2. **Designating a City Voting Representative.** Prior to the Annual Conference, each city council may designate a voting delegate and up to two alternates; these individuals are identified on the Voting Delegate Form provided to the League Credentials Committee.
3. **Registering with the Credentials Committee.** The voting delegate, or alternates, may pick up the city's voting card at the Voting Delegate Desk in the conference registration area. Voting delegates and alternates must sign in at the Voting Delegate Desk. Here they will receive a special sticker on their name badge and thus be admitted to the voting area at the Business Meeting.
4. **Signing Initiated Resolution Petitions.** Only those individuals who are voting delegates (or alternates), and who have picked up their city's voting card by providing a signature to the Credentials Committee at the Voting Delegate Desk, may sign petitions to initiate a resolution.
5. **Voting.** To cast the city's vote, a city official must have in his or her possession the city's voting card and be registered with the Credentials Committee. The voting card may be transferred freely between the voting delegate and alternates, but may not be transferred to another city official who is neither a voting delegate or alternate.
6. **Voting Area at Business Meeting.** At the Business Meeting, individuals with a voting card will sit in a designated area. Admission will be limited to those individuals with a special sticker on their name badge identifying them as a voting delegate or alternate.
7. **Resolving Disputes.** In case of dispute, the Credentials Committee will determine the validity of signatures on petitioned resolutions and the right of a city official to vote at the Business Meeting.



**CITY:** \_\_\_\_\_

**2014 ANNUAL CONFERENCE  
VOTING DELEGATE/ALTERNATE FORM**

**Please complete this form and return it to the League office by Friday, August 15, 2014. Forms not sent by this deadline may be submitted to the Voting Delegate Desk located in the Annual Conference Registration Area. Your city council may designate one voting delegate and up to two alternates.**

In order to vote at the Annual Business Meeting (General Assembly), voting delegates and alternates must be designated by your city council. Please attach the council resolution as proof of designation. As an alternative, the Mayor or City Clerk may sign this form, affirming that the designation reflects the action taken by the council.

**Please note:** Voting delegates and alternates will be seated in a separate area at the Annual Business Meeting. Admission to this designated area will be limited to individuals (voting delegates and alternates) who are identified with a special sticker on their conference badge. This sticker can be obtained only at the Voting Delegate Desk.

**1. VOTING DELEGATE**

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**2. VOTING DELEGATE - ALTERNATE**

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**3. VOTING DELEGATE - ALTERNATE**

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**PLEASE ATTACH COUNCIL RESOLUTION DESIGNATING VOTING DELEGATE AND ALTERNATES.**

**OR**

**ATTEST: I affirm that the information provided reflects action by the city council to designate the voting delegate and alternate(s).**

Name: \_\_\_\_\_ E-mail: \_\_\_\_\_

Mayor or City Clerk \_\_\_\_\_ Phone: \_\_\_\_\_  
(circle one) (signature)

Date: \_\_\_\_\_

**Please complete and return by Friday, August 15, 2014**

League of California Cities  
ATTN: **Karen Durham**  
1400 K Street, 4<sup>th</sup> Floor  
Sacramento, CA 95814

**FAX: (916) 658-8220**  
E-mail: [kdurham@cacities.org](mailto:kdurham@cacities.org)  
(916) 658-8262



## **City of Laguna Hills**

### **City Council Meeting Agenda**

### **Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: KENNETH H. ROSENFELD**  
**DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER**

**ISSUE: SOUTHERN CALIFORNIA GAS COMPANY ADVANCED METER PROJECT**

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**RECOMMENDATION: THAT THE CITY COUNCIL CONTINUE DISCUSSION OF THE SOUTHERN CALIFORNIA GAS COMPANY ADVANCED METER PROJECT, AS IT RELATES TO THE FOUR ANTENNAE ADJACENT TO RESIDENTIAL PROPERTIES, TO AUGUST 26, 2014, AND AUTHORIZE OTHER ANTENNAE LOCATIONS TO PROCEED WITH ENCROACHMENT PERMITS.**

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#### **SUMMARY:**

The City Council received a presentation on June 10, 2014, regarding the new program by the Southern California Gas Company (Gas Company) to allow for self-reporting of natural gas usage meter readings. The program, known as the Advanced Meter Project, entails both changes to individual meters and the installation of 14 antennae around the City. The antennae will collect and send the meter usage data automatically. Staff identified four of the proposed antennae adjacent to homes for discussion. The City Council requested additional information from the Gas Company on the antennae and encouraged the Gas Company to relocate these particular four antennae. The City Council further directed that this matter be placed on this agenda. The Gas Company has informed staff that they are working diligently on the requested information and working with their technical staff to determine if the antennae can be relocated. However, the work effort is complex and the Gas Company has informed staff that they could not complete the task in time for this meeting. It is recommended that this discussion be continued to August 26, 2014. Staff does also recommend that the antennae that are located along arterial highways or non-residential adjacent locations be processed for Encroachment Permits in the normal course of City business.

#### **BACKGROUND:**

The City Council discussed the Gas Company Advanced Meter Project at the meeting of June 10, 2014. A copy of the staff report for that meeting is attached for reference. The

Gas Company presented their plans for self-reporting gas meters and the need to install 14 antennae throughout the City to support the project. Staff identified four of the proposed antennae adjacent to homes for discussion. After receiving public comments, the City Council adopted the following motion:

THE CITY COUNCIL DIRECTED STAFF TO DEFER ISSUANCE OF ANY PERMITS UNTIL THE JULY 8, 2014, CITY COUNCIL MEETING, AND REQUESTED THAT STAFF WORK WITH THE SOUTHERN CALIFORNIA GAS COMPANY TO DETERMINE BETTER POLE LOCATIONS, FOR BRADFORD LANE AT NOTTINGHAM COURT; SHENANDOAH DRIVE AT HIDDEN HILLS ROAD; MAVERICK CIRCLE CUL-DE-SAC; AND BOOTHILL COURT AT DILLION ROAD AT A MINIMUM, AND THAT STAFF REACH OUT TO EVERYONE WHO ADDRESSED CITY COUNCIL, IN PARTICULAR THE MOULTON RANCH I HOA, AND BRING THE ISSUE BACK TO THE JULY 8, 2014, MEETING FOR FURTHER PUBLIC COMMENT AND DIRECTION; ALSO BRING BACK PHOTO SIMULATIONS OF THE POLES AND LOCATIONS AND INCLUDE A PHOTO SIMULATION COMPARISON TO STANDARD LIGHT POLES, TO INCLUDE THE WRITTEN OPINIONS OF HOMEOWNER ASSOCIATIONS AS TO THEIR REQUIREMENTS IF THE LOCATIONS WERE MOVED TO HORSETRAILS/ SLOPES/OPEN SPACES AND THE COSTS AND CONDITIONS OF RELOCATING; TO INCLUDE FINDINGS FROM THE PUBLIC UTILITIES COMMISSION AND THIRD PARTY DOCUMENTATION, REGARDING RADIO FREQUENCIES; AND TO INCLUDE COSTS TO RESTRUCTURE ENTRANCES/EXITS TO HORSETRAILS TO ACCOMMODATE HEAVY TRUCKS, BY M/COUNCIL MEMBER BRESSETTE, S/COUNCIL MEMBER CARRUTH. APPROVED BY A VOTE OF 5-0.

The Gas Company has informed staff that due to the complexity of analysis resulting from potentially relocating four antennae, and the related work necessary to respond to requested information, the work and information could not be made ready for the meeting of July 8, 2014. Therefore, the discussion of the four identified antennae locations adjacent to residential properties (please see attached June 10, 2014, City Council Report) is recommended to be continued to August 26, 2014.

Staff proposes to process the remaining 10 antennae locations that are located along arterial highways or non-residential adjacent locations through the normal Encroachment Permit process. If no new issues are identified with those 10 locations, Encroachment Permits would be issued by staff within the next 30 days.

**FISCAL IMPACT:**

None

**ATTACHMENTS:**

- June 10, 2014, Staff Report



# **City of Laguna Hills**

## **City Council Meeting Agenda**

### **Staff Report**

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**DATE: JUNE 10, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: KENNETH H. ROSENFELD**  
**DIRECTOR OF PUBLIC SERVICES/CITY ENGINEER**

**ISSUE: SOUTHERN CALIFORNIA GAS COMPANY ADVANCED METER PROJECT**

---

**RECOMMENDATION: THAT THE CITY COUNCIL RECIEVE AND FILE THE REPORT.**

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#### **SUMMARY:**

The Southern California Gas Company (Gas Company) has initiated a project, the Advanced Meter Project, to allow for self-reporting of natural gas usage meter readings for all of its customers in Southern California. This program is conceptually similar to that which the electric utilities are pursuing but uses different technology. In Laguna Hills, the Gas Company plans to install 14 antenna towers within the public right of way to provide the necessary radio coverage to allow for the communications to implement the system. Most of the antenna locations are along arterial highways but a few are deep into residential neighborhoods. Staff has identified four locations of concern near homes and the Gas Company has been requested to notify residents, seek an acknowledgement of the installation or otherwise relocate the antennae. The Gas Company has initiated a Public Outreach program to inform the residents about the Advanced Meter Project. Residents in the immediate vicinity of the installation of antennae have also been invited to attend this meeting. Subject to any site objections, staff is prepared to issue encroachment permits to allow for the installation of the antennae within the public right of way as ancillary facilities associated with the Gas Company Franchise.

#### **BACKGROUND:**

The Gas Company is in the process of installing an antenna array across Southern California in advance of their plans to install radio reporting devices on all gas meters to simplify their meter reading and billing process for customers. This project, known as the Advance Meter Project, entails the installation of approximately 4000 "Data Collection Units" (antennae) of which 14 antenna towers are proposed to be within the public right of way of various Laguna Hills streets. The antenna towers have the appearance of a streetlight pole of approximately 24 feet in height and are topped with solar energy

equipment and radio transmitting equipment. Most of the antennae are located along arterial highways or otherwise non-residential areas. However, several are in residential neighborhoods and may be objected to by area residents. Staff has identified four locations of specific concern and has requested the Gas Company perform additional public outreach to the residents in the area to notify residents, seek an acknowledgement of the installation or otherwise relocate the antennae.

The Advanced Meter Project is explained in detail on the attached PowerPoint that will also be presented by the Gas Company during the City Council meeting. A map of all antennae locations is shown on Sheet 8 of the PowerPoint. In addition, four site maps are attached depicting the locations that staff identified for additional review due to their proximity to residential properties. The four locations are:

| <u>Site</u> | <u>Location Description</u>              |
|-------------|------------------------------------------|
| LH439-H     | Bradford Lane near Nottingham Court      |
| LH466-D     | Shenandoah Drive near Hidden Trail Road  |
| LH479-L     | Boothill Lane near Dillon Road           |
| LH229-I     | Maverick Circle south of Lost Colt Drive |

All residents in the immediate vicinity of the above listed antennae locations have been contacted by the Gas Company as of May 9, 2014, and provided the attached Public Outreach materials. Staff has also invited the residents to this City Council meeting. The Gas Company has insisted that their antennae facilities be located in the public right of way as ancillary facilities per their Franchise Agreement. They have also stated that any one antenna cannot be moved any significant distance without adjusting multiple other antennae that become impacted by a change in location of the moved antenna.

In reviewing the Advanced Meter Project with nearby agencies, the City of Aliso Viejo reported the installation of 12 antennae without objection, the City of Mission Viejo is currently reviewing the installation proposal for 31 antennae, and both the City of Lake Forest and the City of Laguna Niguel are in the initial review phase of the work.

Staff is prepared to issue encroachment permits to authorize the work should no objections be raised as to the facility locations.

#### **FISCAL IMPACT:**

The Gas Company will compensate the City for the inspection work associated with the issuance of Encroachment Permits for each antennae location in accordance with the City's standard fee schedule.

#### **ATTACHMENTS:**

- Advanced Meter Program Powerpoint
- Site Maps
- Public Outreach material



## **City of Laguna Hills City Council Meeting Agenda Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: DAVID REYNOLDS  
DEPUTY CITY MANAGER/COMMUNITY SERVICES**

**ISSUE: 2014 MEMORIAL DAY RACE POST EVENT REPORT AND A RESOLUTION  
AUTHORIZING COMMUNITY ASSISTANCE FUNDING FOR THE 3/5 MARINE  
SUPPORT COMMITTEE**

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**RECOMMENDATION: THAT THE CITY COUNCIL: (1) RECEIVE AND FILE THE  
REPORT; AND (2) ADOPT A RESOLUTION ENTITLED: "A RESOLUTION OF THE  
CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AUTHORIZING  
COMMUNITY ASSISTANCE FUNDING FOR THE 3RD BATTALION, 5TH MARINES,  
1ST DIVISION SUPPORT COMMITTEE, A CALIFORNIA NONPROFIT  
CORPORATION."**

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### **SUMMARY:**

The 16<sup>th</sup> Annual City of Laguna Hills Memorial Day Half Marathon, 10K and 5K, Honoring the USMC Dark Horse Battalion took place on Monday, May 26, 2014. Three thousand, six hundred-ninety runners (3,690) participated in the event. Although the 3/5 Battalion Marines are currently deployed, a number of 1st Division Marines participated in the event this year. The races were started by event Grand Marshall LCpl. Carlos Garcia after the runners were addressed by Lt. General John Toolan, the Commanding General of the 1st Marine Expeditionary Force. A highlight of the Community Expo for 2014 was the presence of Marines, a number of static displays, and the ceremony honoring both the Grand Marshall and the Gold Star families in attendance. Total 2014 event expenditures, including staff time, were \$195,066 and event revenues totaled \$182,661.

At its November 22, 2011, meeting, the City Council selected a pledge formula of \$3 per paid 5K, 10K, and half marathon participant for the continued funding assistance to the 3rd Battalion, 5th Marines, 1st Division Support Committee (3/5 Marine Support Committee). Based on this pledge formula, \$10,425 may be provided to the 3/5 Marine Support Committee by the adoption of the attached community assistance funding Resolution.

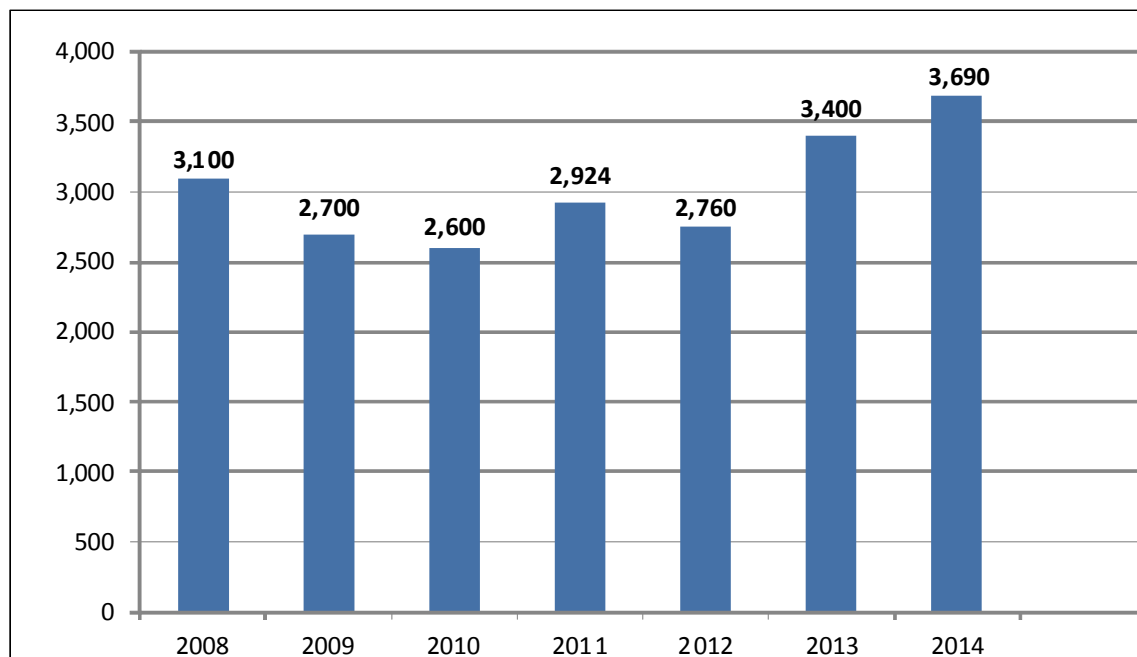
## BACKGROUND:

### 2014 Post Race Event Report:

The 16th Annual City of Laguna Hills Memorial Day Half Marathon, 10K and 5K Honoring the USMC Dark Horse Battalion took place on Monday, May 26, 2014. Three thousand, six hundred-ninety (3,690) participants registered for the 2014 event, with seventy-nine percent (79%) utilizing the internet to pre-register. Approximately four hundred (400) registrations were accepted in person during the pre-registration and packet pick-up that took place at Road Runner Sports on Saturday, May 24, 2014 and Sunday, May 25, 2014, between the hours of 10:00 a.m. and 4:00 p.m. Another three hundred and forty-eight (348) runners registered in person on the morning of the event.

The chart below provides an event registration comparison for the years 2008-2014.

Chart 1: Registration Comparison 2008-2014



The City of Laguna Hills and South County Outreach again partnered in a food drive over the Memorial Day weekend. Race participants and spectators were encouraged to bring canned goods and non-perishable food items to benefit South County Outreach. Collection stations were available at the race start line, in the Community Expo, and at Road Runner Sports during registration and pre-race packet pick-up. Approximately twenty pounds of food was collected. In addition, the proceeds from the sales of beer garden tickets, a total of \$2,900, were donated to South County Outreach.

A highlight of the Community Expo for 2014 was the presence of the Marines from the 1st Division. At the request of the 3/5 Marine Support Committee, a number of static displays were brought to the event. In addition, a ceremony was held to honor the Grand Marshall and the Gold Star families in attendance. Grand Marshall LCpl. Carlos Garcia, a wounded warrior that had served with the 3/5 Marine Battalion in Afghanistan, started the races from a WWII era Jeep. Lt. General John Toolan addressed the runners at the start line and then participated in the event, running the 10K. The Color Guard from the Headquarters Company, 3rd Battalion, 5th Marines was also on hand to present the nation's colors prior to the start of the races.

Resolution for Community Assistance:

As the City Council will recall, at its November 22, 2011 meeting, the City Council selected the option of a pledge formula based on the Memorial Day Race registration revenues for the purpose of providing future financial assistance to the 3/5 Marine Support Committee. The pledge formula approved by the City Council was \$3.00 per paid 5K, 10K, and half marathon race participant. Applying this pledge formula to the total of 3,475 paid race participants, the available community assistance funding for the 3/5 Marine Support Committee is \$10,425. Direction from the City Council at the November 22, 2011 meeting was to also require the 3/5 Marine Support Committee to provide a report to the City Council on the anticipated use of the funds. Attached to this staff report is a letter from the 3/5 Marine Support Committee stating its intentions on the use of the \$10,425 in community assistance.

A draft Resolution is also attached to this staff report for the City Council's consideration and approval to authorize community assistance funding in the amount of \$10,425 for the 3/5 Marine Support Committee.

**FISCAL IMPACT:**

The 2014 Memorial Day Race event budget for direct expenditures is \$165,000 with a budget forecast for event sponsorships and registration revenue totaling \$174,600. Provided in Table 1, are the actual direct expenses of the event at \$173,269 with the actual revenue at \$182,661. Direct expenses were under event revenue by \$9,392. Including staff costs, the total expenses for the event were \$195,066.

**Table 1: 2014 Event Expense and Revenue Summary:**

|                                                     | <b>\$ Amount</b> |
|-----------------------------------------------------|------------------|
| <b>A) Event Revenue:</b>                            |                  |
| Race Registrations                                  | 157,651          |
| Sponsors                                            | 18,935           |
| Expo Vendors                                        | 6,075            |
| <b>Total Revenue</b>                                | <b>182,661</b>   |
| <b>B) Event Direct Expenses:</b>                    |                  |
| Permits                                             | 1,370            |
| Advertising                                         | 4,525            |
| Graphics                                            | 3,392            |
| Miscellaneous ( <i>Truck rentals, Scaffolding</i> ) | 13,635           |
| Race Shirts/Awards/Bibs/Food                        | 43,296           |
| Services                                            | 83,333           |
| Expo                                                | 7,408            |
| Police Services                                     | 16,310           |
| <b>Total Event Direct Expenses</b>                  | <b>173,269</b>   |
| <b>C) Direct Expenses (over)/under Revenue</b>      | <b>9,392</b>     |
| <b>D) Event Staff Expenses:</b>                     |                  |
| Planning (pre-event)                                | 14,310           |
| Pre-packet Pickup                                   | 1,245            |
| Event Day                                           | 6,242            |
| <b>Total Staff Expenses</b>                         | <b>21,797</b>    |
| <b>E) Total Event Expenses</b>                      | <b>195,066</b>   |
| <b>F) Total Event Expenses (over)/under Revenue</b> | <b>12,405</b>    |

Upon approval of the attached Resolution, \$10,425 will be provided to the 3/5 Marine Support Committee from the City's General Fund for Community Assistance funding. As a result, the 2014 Total Event Expenses would be revised to \$205,491.

**ATTACHMENTS:**

- Resolution
- 3/5 Marine Support Committee Letter

RESOLUTION NO. 2014-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA HILLS, CALIFORNIA, AUTHORIZING COMMUNITY ASSISTANCE FUNDING FOR THE 3<sup>RD</sup> BATTALION, 5<sup>TH</sup> MARINES, 1<sup>ST</sup> DIVISION SUPPORT COMMITTEE, A CALIFORNIA NONPROFIT CORPORATION

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

WHEREAS, at the discretion of the City Council, the City may provide community assistance funding to certain community groups and nonprofit organizations that provide community service, support, and/or programming efforts intended to enhance the quality of life of the City's residents, provided the City Council finds and determines that the expenditure of such community assistance funding fulfills a public purpose and provides a direct public benefit within the City of Laguna Hills; and,

WHEREAS, at the November 22, 2011, City Council meeting, the City Council directed staff to prepare an authorizing resolution for community assistance funding for the 3<sup>rd</sup> Battalion, 5<sup>th</sup> Marines, 1<sup>st</sup> Division Support Committee, a California nonprofit corporation, based on a \$3.00 per paid 5K, 10K, and half marathon event participant after the conclusion of each Laguna Hills Memorial Half Marathon 10K & 5K Honoring the United States Marine Corps Dark Horse Battalion event; and,

WHEREAS, applying the foregoing community assistance funding formula to the total of 3,475 runners that participated in the 2014 Laguna Hills Memorial Half Marathon 10K & 5K Honoring the United States Marine Corps Dark Horse Battalion event brings the proposed community assistance funding total to \$10,425; and,

WHEREAS, through the adoption of this Resolution, a majority of the City Council desires to make public purpose findings in order to authorize the expenditure of community assistance funding to the 3<sup>rd</sup> Battalion, 5<sup>th</sup> Marines, 1<sup>st</sup> Division Support Committee in consideration of the work and services the Support Committee provided to enhance the quality of the 2014 Laguna Hills Memorial Half Marathon 10K & 5K Honoring the United States Marine Corps Dark Horse Battalion event.

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

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

SECTION 2. The City Council hereby authorizes and directs that the City provide community assistance funding in the amount of \$10,425 to the 3<sup>rd</sup> Battalion, 5<sup>th</sup> Marines, 1<sup>st</sup> Division Support Committee, a California nonprofit corporation.

SECTION 3. The City Council hereby finds and determines that the expenditure of community assistance funding in the Fiscal Year 2013/14 Operating Budget to the 3<sup>rd</sup> Battalion, 5<sup>th</sup> Marines, 1<sup>st</sup> Division Support Committee as authorized herein fulfills a public purpose and provides a direct public benefit to the residents of the City of Laguna and surrounding community.

PASSED, APPROVED, AND ADOPTED this 8th day of July 2014.

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ANDREW BLOUNT, MAYOR

ATTEST:

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PEGGY J. JOHNS, CITY CLERK

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

I, Peggy J. Johns, City Clerk of the City of Laguna Hills, California, DO HEREBY CERTIFY that the foregoing is a true and correct copy of Resolution No. 2014- adopted by the City Council of the City of Laguna Hills, California, at a Regular Meeting thereof held on the 8th day of July 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

(SEAL)

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PEGGY J. JOHNS, CITY CLERK



July 8, 2014

**From: 3<sup>rd</sup> Battalion, 5<sup>th</sup> Marines, 1<sup>st</sup> Division Support Committee  
dba Laguna Hills Team Dark Horse**

**To: Laguna Hills City Council Members and Staff**

**Subject: Anticipated use of funds donated by the City of Laguna Hills  
from the Memorial Day Races on May 26, 2014**

Team Dark Horse began 2014 with the dual challenge of 1. Change in leadership when Mike Bland stepped down as the President, and off the governing Board of the committee; and 2. We took on the new project of creating 25 Memorial Banners of Dark Horse Marines killed in action to be displayed along city light standards, with a goal of completion by late April, 2014.

(An additional, though more minor, challenge we faced was the deployment of Battalion 3/5 immediately prior to Memorial Day which impacted the numbers of Marines who might run as well as man a Static Display.)

Both challenges were met, we believe successfully, due to the strong foundation Mike Bland had built both within the city and the Battalion; continuity and dedication of the other Board members and Committee members; strong support among city staff, in particular Peggy Johns, Dan Meehan, Daryl Walezak and Dave Reynolds; growing awareness among the cities of Laguna Hills, Laguna Woods and surrounding communities of our Memorial Day Event, and effective publicity through social media, local print and televised media.

We received solid support from outside the Battalion, both from the 5<sup>th</sup> Regiment and the 1<sup>st</sup> Division, in the numbers of Marines outside 3<sup>rd</sup>

Battalion who came up to support the run; in the print, photography and video coverage provided by 1<sup>st</sup> Division; and, notably, participation of Lt General John A. Toolan, Jr. and his staff.

Further significance of the event to the Marines was indicated by presence of a booth by Marine Corps Scholarship Foundation and the decision by MCSF Board Member Karen Kelly (wife of 4star Gen John Kelly) to make an announcement of 133 new scholarships in honor of Dark Horse Marines at our post race ceremony.

There will be a change of command once more, when the Battalion returns from its deployment in the fall. Accordingly, we will meet with the new CO once he settles in and has the opportunity to meet with us, at which time we will discuss ways to best continue our support. The Marines are known as the nation's "quick reaction force" ready to respond to all challenges when faced, and we hope to do the same.

In short, we feel optimistic that the efforts of Team Dark Horse to support our city's adopted Battalion will continue in the near future, and, hopefully, grow and solidify as well.

With regard to how we intend to spend funds donated by the city, I suggest the previous 12 months as a guide, as the costs/expenses will be similar. (Where the check has already been written for this year, I have cited this years' cost, where the checks have yet to be written I have cited last years as an estimate.)

|                                          |            |
|------------------------------------------|------------|
| Administrative Costs:                    | 2800       |
| o Insurance - 1600                       |            |
| o Professional service, accountant - 350 |            |
| o Storage fees - 850                     |            |
| Promotional Items : 4180                 | 4180       |
| o Hats/shirts - 2900                     |            |
| o Stickers, dog tags etc - 1180          |            |
| Cost of Memorial Day Events              | 3535       |
| o Runner Fees - 1775                     |            |
| o Carlos Garcia donation - 1250          |            |
| o Items associated with event - 560      |            |
| <br>DONATIONS/SUPPORT FOR MARINES        | <br>11,036 |
| o Library Books 2850.00                  |            |
| o Gift Cards/Christmas/baby showers 1085 |            |
| o Other support items 700.00             |            |
| o Wounded Warrior Birthday Ball 3000]    |            |
| o Landscape Improvements to Deck 2500    |            |

BANNER PROJECT

4131

- Design, fabrication \$3831.00
- Mailing to families, postage etc \$300
- 

CHRISTMAS PARTY

- Costs reflected in gift card amount above. Most gifts are donated.

Funds received last year from the city were about equal to the administrative, promotional and participation costs on Memorial Day. Promotional item costs are recovered, in time, through donations at our booth on Memorial Day and July 4. The cost of runners will vary each year depending on the numbers of Marines running. This number has the potential to increase significantly should that be the desire of the city and the committee.

While the committee has not held any fund raising events, we have been successful in raising funds to date, in order to cover the support we provide the Battalion. These funds have come, in part, from corporate solicitations through committee members; from members of the community at large in response to marketing, promotional or published material; generous citizens of Laguna Hills and, frequently from the Board and committee members themselves. The one -time banner project donations covered the costs of the banners.

What will the future of the Committee, and the commitment of the city, be to uphold an implied pledge to support the Battalion, when the City Council voted to adopt it in 2007? Hopefully, this pledge will endure. We know, up to now, we have made a big difference in the morale of those we chose to adopt, among the current and retired Marines, as well as the Gold Star families.

Respectfully submitted,

Karen Robbins, President

3<sup>rd</sup> Battalion, 5<sup>th</sup> Marines, 1<sup>st</sup> Division Support Committee  
dba Team Dark Horse  
25462 Nellie Gail Road  
Laguna Hills, CA 92653

Mission Statement

To Provide Encouragement, Relief and Comfort to the Marines/Sailors & their Families





## **City of Laguna Hills City Council Meeting Agenda Staff Report**

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**DATE: JULY 8, 2014**

**TO: MAYOR AND COUNCIL MEMBERS**

**FROM: COUNCIL MEMBER KOGERMAN**

**ISSUE: LETTER FROM THE CITY TO MR. DAVE BONHAM, LITTLE LEAGUE WESTERN REGIONAL DIRECTOR, AND MS. TAMARA ALEXANDER, ADMINISTRATOR FOR DISTRICT 55 LITTLE LEAGUE, REGARDING THE DISQUALIFICATION OF LAGUNA HILLS LITTLE LEAGUE JUNIORS 54/80 HAWKS PLAYERS FROM THE DISTRICT 55 ALL-STAR TOURNAMENT**

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**RECOMMENDATION: THAT THE CITY COUNCIL:**

**(1) WRITE A LETTER TO LITTLE LEAGUE WESTERN REGIONAL DIRECTOR, MR. DAVE BONHAM URGING HIM TO: (A) REVIEW THE RECENT ACTIONS TAKEN BY LITTLE LEAGUE DISTRICT 55 ADMINISTRATOR TAMARA ALEXANDER RENDERING LAGUNA HILLS LITTLE LEAGUE JUNIORS 54/80 PLAYERS INELIGIBLE FOR THE DISTRICT 55 ALL-STAR TOURNAMENT; (B) REQUIRE THAT MS. ALEXANDER MEET WITH LAGUNA HILLS LITTLE LEAGUE REPRESENTATIVES TO REVIEW THEIR RECORDS; (C) DEMAND THAT SHE TAKE ALL STEPS NECESSARY TO CORRECT ANY IMPROPER ACTIONS OR INAPPROPRIATE DISQUALIFICATIONS IN THE FUTURE; AND (D) APOLOGIZE TO THE PLAYERS WHOM SHE INCORRECTLY DEEMED INELIGIBLE TO PLAY IN THE ALL-STAR TOURNAMENT; AND**

**(2) THAT THE CITY OF LAGUNA HILLS ALSO WRITE A LETTER TO LITTLE LEAGUE DISTRICT ADMINISTRATOR TAMARA ALEXANDER TO INCLUDE THE SAME ITEMS AS OUTLINED ABOVE IN THE RECOMMENDED LETTER TO MR. BONHAM.**

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### **SUMMARY:**

Laguna Hills Little League Juniors players have been disqualified from the Little League District 55 All-Star Tournament for the 2014 spring season by District 55 Administrator Tamara Alexander. Ms. Alexander has ruled that Laguna Hills Little League teams did not play the minimum twelve games required for players to be eligible for the District's All-Star tournaments in the current season. Laguna Hills Little League officials and parents have presented ample and valid proof to Ms. Alexander that the teams did indeed play the

requisite number of games and in fact, played more than the minimum twelve required. Nevertheless, Ms. Alexander has refused to either meet with Laguna Hills Little League officials to seek clarity for her concerns or to reverse her decision, thereby arbitrarily depriving our Laguna Hills children of the rewards of their fair play and hard work.

As a primary responsibility of the district administrator is to advocate for the inclusion of children and to assist their eligibility, rather than to seek out means of rendering them ineligible, the City of Laguna Hills should go on record in support of better advocacy for the children of Laguna Hills than that currently being demonstrated by District 55 Administrator Tamara Alexander. In addition, the City of Laguna Hills should urge Western Region Director Dave Bonham to further examine the punitive actions of Ms. Alexander, require that if any future disagreements of eligibility occur that she meet with Laguna Hills Little League representatives to review their records, and request that Ms. Alexander practice due diligence by taking all steps to correct the kind of improper actions that have been so detrimental to our young citizens and harmful to the reputation of the Laguna Hills Little League organization. The City further advocates that an apology be forthcoming from Ms. Alexander to the Juniors 54/80 players whom she denied the opportunity to compete in one last tournament together.

**ATTACHMENTS:**

- Letter to Little League Western Region Director David Bonham
- Letter to Little League District 55 Administrator Tamara Alexander

**Letter to Dave Bonham, Little League Western Regional Director**

Mr. David Bonham  
Little League Western Region Headquarters  
6707 Little League Drive  
San Bernardino, CA 92407

Dear Mr. Bonham:

The City of Laguna Hills urges you to review the recent actions taken by District 55 Administrator Tamara Alexander when she rendered the Laguna Hills Little League Juniors 54/80 team ineligible to play in the All-Stars tournament, claiming that the team did not play the mandatory 12 regulation games during the season. The city believes that this disqualification was unjust, detrimental to our young citizens, and harmful to the reputation of the Laguna Hills Little League organization, and that Ms. Alexander did not practice due diligence by meeting with LHLL officials to seek clarity concerning scorebooks, pitching logs, and other indications of the team's play. Instead, she continuously refused any such meetings. It is the city's understanding that a primary responsibility of the district administrator is to advocate for the inclusion of children and to assist their eligibility rather than to seek out means of rendering them ineligible;

Therefore, the City of Laguna Hills hereby goes on record in support of better advocacy of our young citizens than what is currently being demonstrated by District 55 Administrator Tamara Alexander. In addition, the City of Laguna Hills implores you to further examine the punitive actions of Ms. Alexander and require that if any future disagreements of eligibility occur that she meet with the appropriate LHLL representatives to review their records. The City of Laguna Hills further advocates that a formal apology be forthcoming from Ms. Alexander to the Juniors 54/80 players whom she denied the opportunity to compete in one last tournament together.

**Letter to Tamara Alexander, District 55 Administrator**

Ms. Tamara Alexander  
Little League District 55 Administrator  
9206 Pintado  
Irvine, CA 92618

Dear Ms. Alexander:

The City of Laguna Hills urges you to review your recent claims that the Laguna Hills Little League Juniors 54/80 team did not play the mandatory 12 regulation games during the season and your subsequent decision to disqualify this team from the All-Stars tournament. The city believes that this disqualification was unjust, detrimental to our young citizens, and harmful to the reputation of the Laguna Hills Little League organization. We further contend that you did not practice due diligence by meeting with LHLL officials to seek clarity concerning scorebooks, pitching logs, and other indications of the team's play. Instead, you continuously refused any such meetings. It is the City's understanding that a primary responsibility of the district administrator is to advocate for the inclusion of children and to assist their eligibility rather than to seek out means of rendering them ineligible. The city also understands that because the Juniors division is a local tournament under your auspices, you had the both the authority and responsibility to look at the evidence, work with the Laguna Hills Little League president, scorekeeper, and managers and ultimately reinstate these players; you, however, did not choose to take any extra steps to discuss and collaborate for the sake of these children. The City of Laguna Hills will therefore go on record in support of better advocacy of our young citizens than what is currently being demonstrated by your leadership. In addition, the City of Laguna Hills is requesting that the Western Regional Director, Mr. Dave Bonham, conduct a thorough examination of your punitive actions and require that if any future disagreements of eligibility occur that you meet with the appropriate LHLL representatives to review their records. The City of Laguna Hills further advocates that a formal apology be forthcoming from you to the Juniors 54/80 players whom you have denied the opportunity to compete in one last tournament together.