

**“Build It Or Not,
They Will Come”**

**Coastal Chamber
Legislative Coalition**

City of Laguna Niguel



Larry Longenecker, Senior Planner

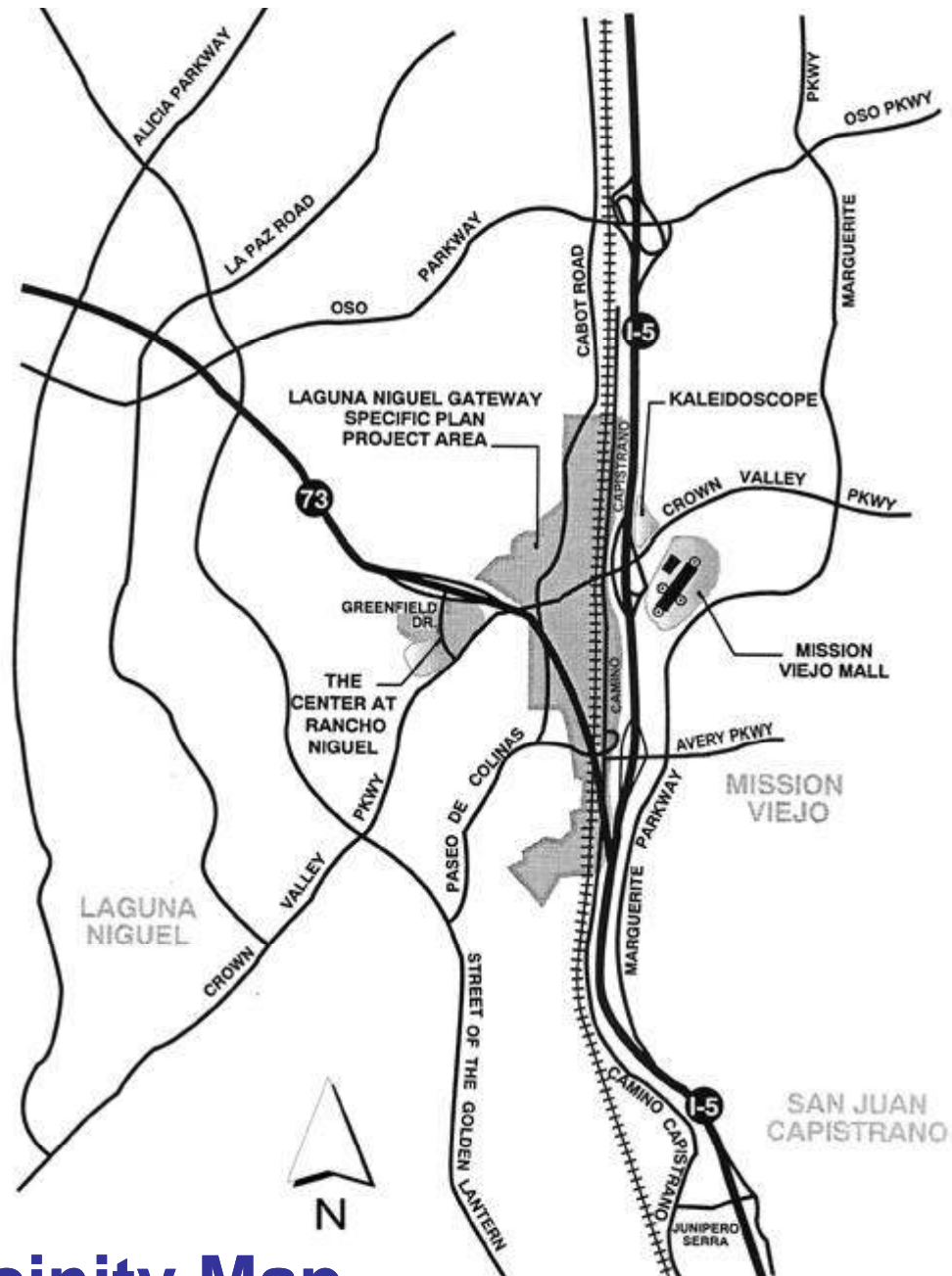
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Laguna Niguel Gateway

- 300 acres
- Adjacent to I-5 Frwy. and 73 Toll Road
- Mix of industrial, automotive and office uses
- Metrolink Station
- Specific Plan Amendment to allow Mixed Use, TOD Development

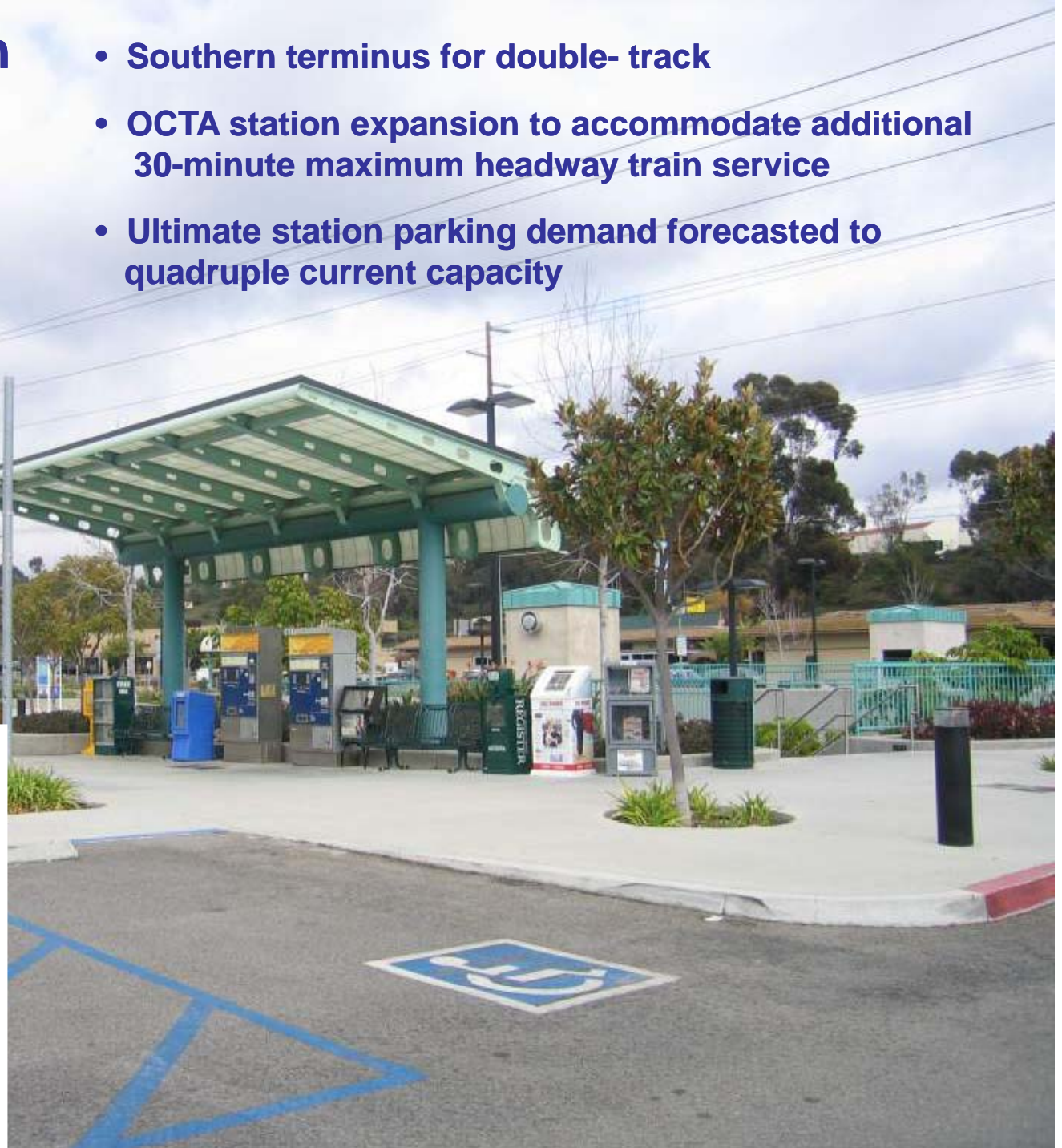




Gateway Vicinity Map

Metrolink Station

- Southern terminus for double-track
- OCTA station expansion to accommodate additional 30-minute maximum headway train service
- Ultimate station parking demand forecasted to quadruple current capacity







85,000 s.f., 9-story Medical Office Building

Infrastructure Issues

The Changing Face of San
Clemente

15 Years of Development

- Forster Highlands – 400 Homes
- Laing Forster Ranch – Reserve – 400 homes
- Talega – 3,900 Homes
- San Clemente Business Park – 1.8 Million SF
- Talega Business Park – 750,000 SF
- Marblehead Coastal – 650,000 SF Retail
and
300 homes
- Plaza Pacifica – 450,000 SF Retail

MARBLEHEAD



[illegible]

TALEGA



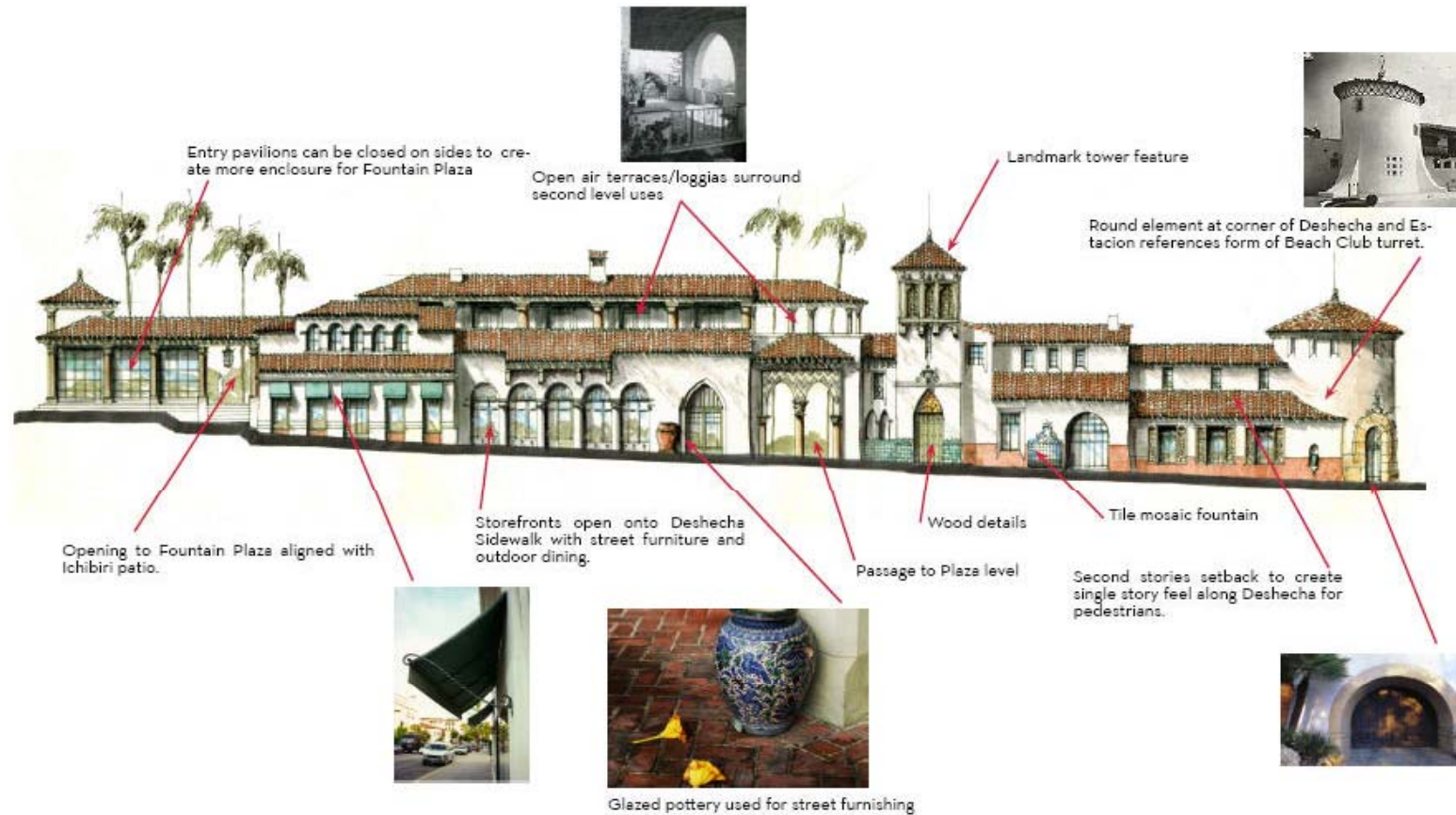
TALEGA



15 Years of Development

- Pacific Golf Course – proposal to develop 250 homes fails – by citizen initiated referendum
- North Beach LAB Project – proposal to develop 55,000 SF Retail/Restaurant – subject to advisory vote in November

NORTH BEACH LAB



HENRY LENNY STUDIOS

North Beach
Deshecha Ave. Perspective

Infrastructure Issues

- Traffic has become the Issue De Jour
 - Traffic Congestion
 - Traffic Management
 - Traffic Circulation
 - Traffic Calming
- City Council Creates a Traffic Task Force to Evaluate and Deal w/ Hot Spots
- Possible Citizen Referendum on LOS
 - City-wide

Infrastructure Issues

- Extension of the 241 – Extremely Divisive
- Regional Traffic Congestion - the I-5 in San Clemente has become another pinch point – particularly on the weekends
- Extension of Avenida La Pata to the Ortega Highway – Timing and Funding an Issue
- Traffic Impacts Uncertain with Rancho Mission Viejo Company's Project Plans

Infrastructure Issues

- Enhanced Water Resource Development
 - Recycled Water System Expansion
 - Desalination Pilot Program
 - Upper Chiquita Reservoir Program – SMWD
- Enhanced Recreational Resources
 - Vista Hermosa Community Park
 - Marblehead Sports Park
 - Coastal Trail

What of the Future?

With the City Nearing Build-out:

- Quality of Life Issues will be key concerns
- Environmental Quality and Preservation
- Traffic Issues and Traffic Calming
- Water Reliability
- Sustainability - “Going Green”
- Impacts of Rancho Mission Viejo Company's

Development Program

San Juan



Capistrano

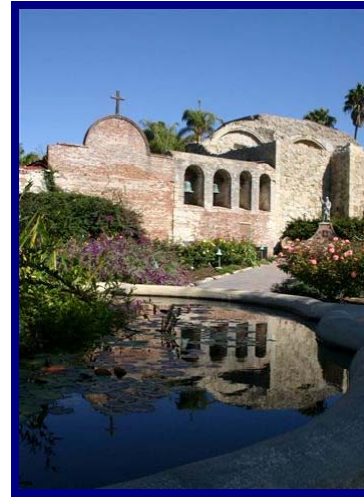


“Someday...all this will be infrastructure!”

San Juan Capistrano has a long and rich history...



**First, the
Indians lived
here...**



**Then the Spanish
colonized here...**

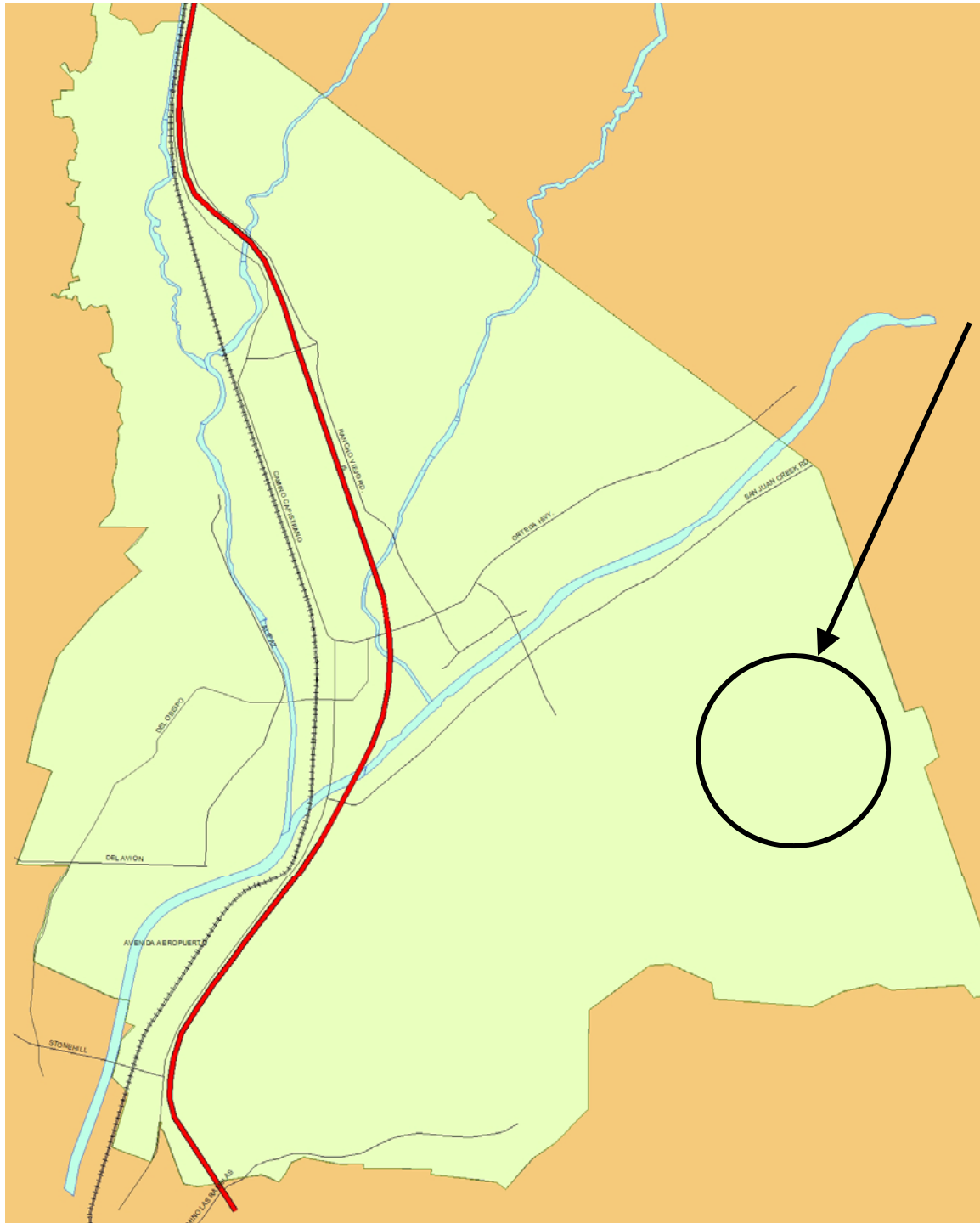


**Then the Agrarian Farmers
and Ranchos settled
here...**



**Today, San Juan is occupied by
thousands of Suburbanites
supported by infrastructure.**

So what developments
are in store for
San Juan Capistrano's future?

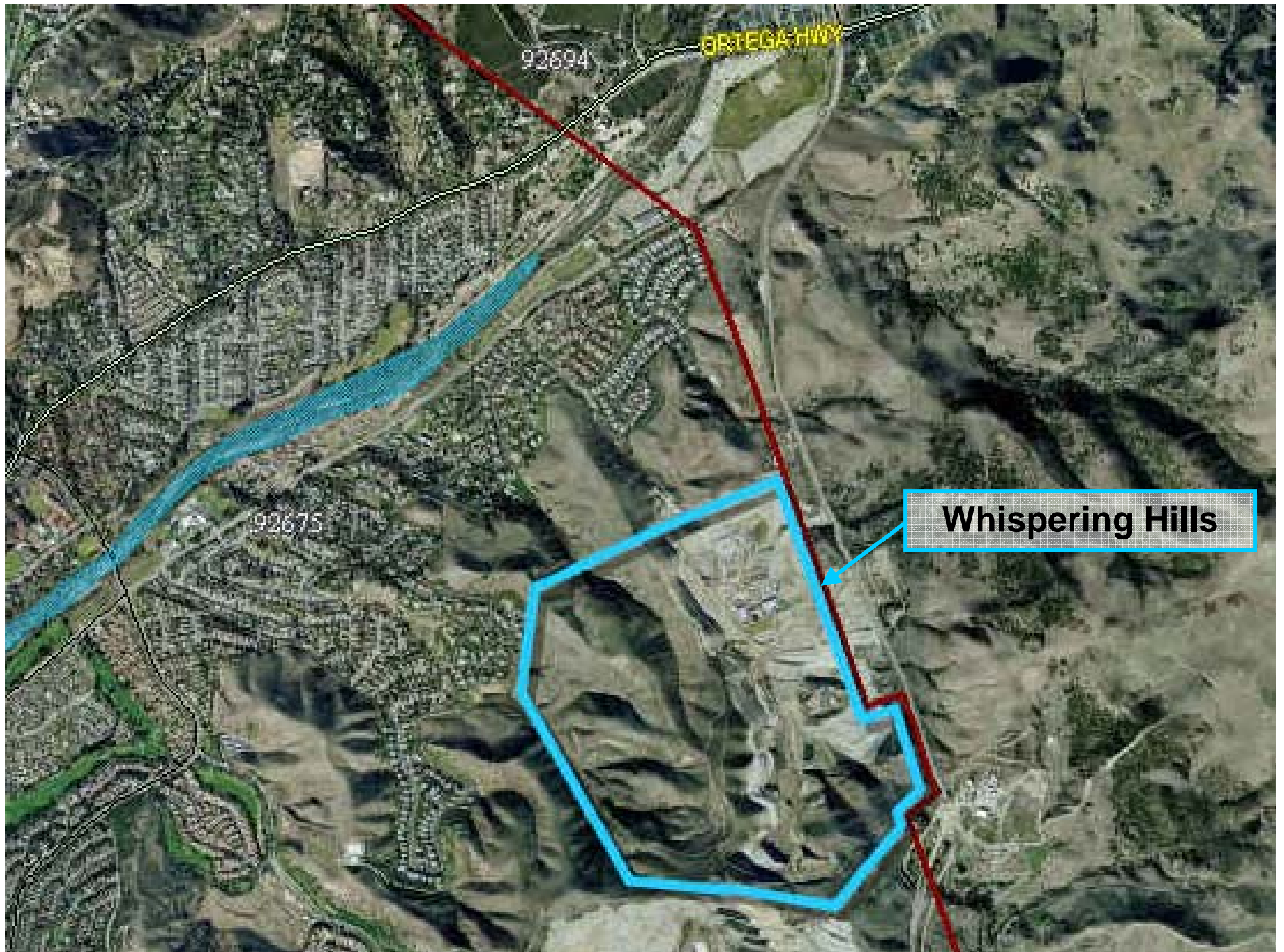


Whispering Hills

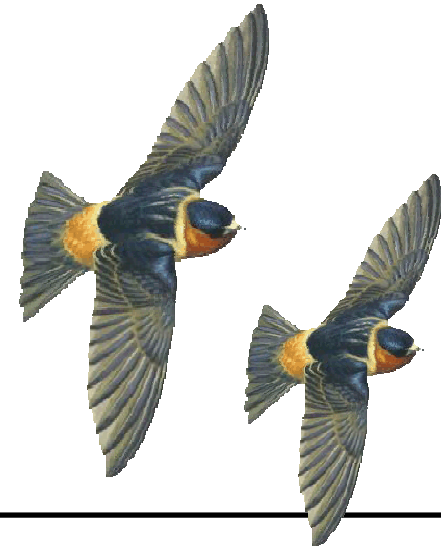
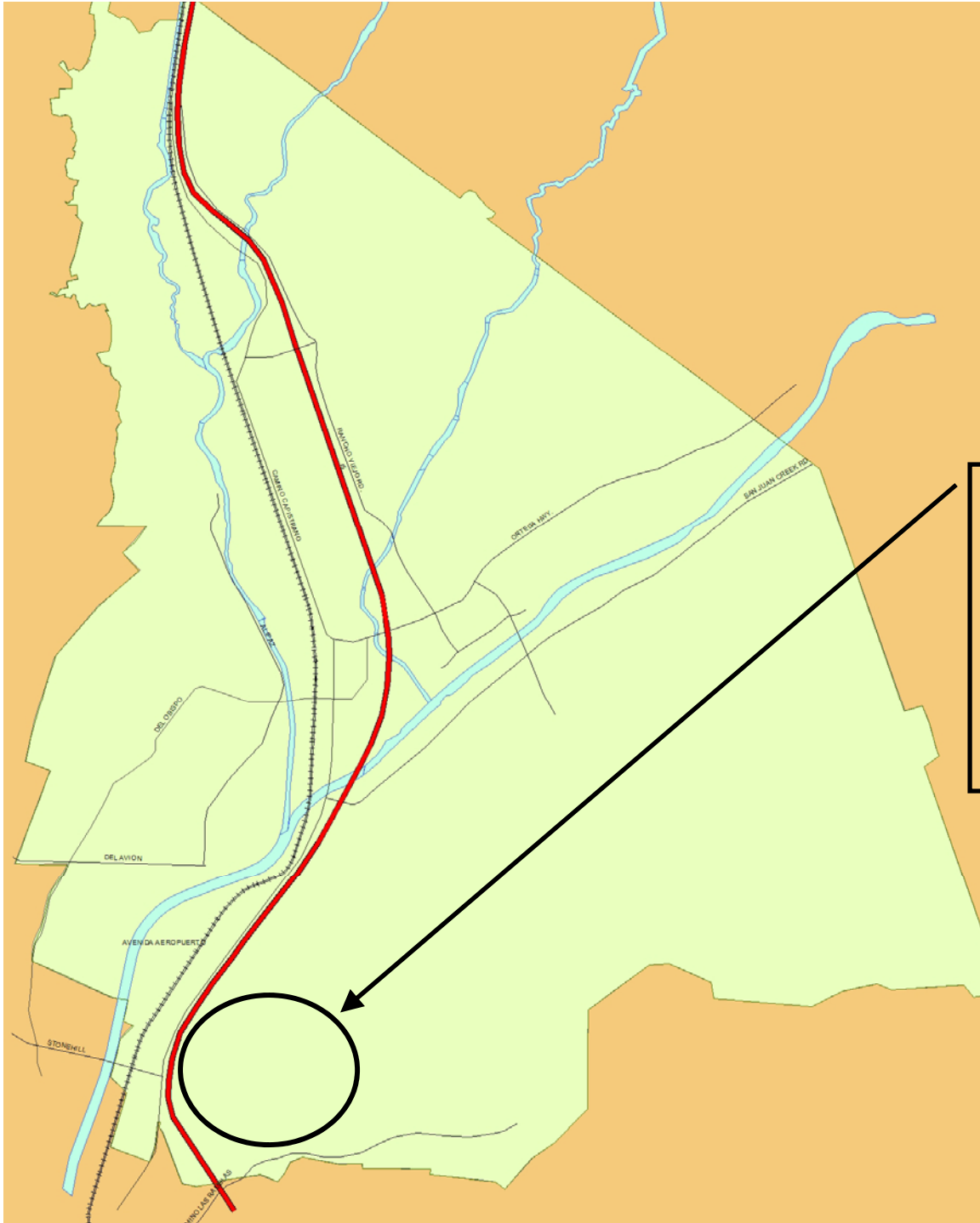
153 Residential Units

By Concord Development





Whispering Hills



Pacifica San Juan
416 Residential Units
By Suncal



**Pacifica
San Juan**

DANA POINT

SAN JUAN CREEK

SAN CLEMENTE

PACIFIC COAST HWY

HOWE W PARK RD

CM D ESTRELLA

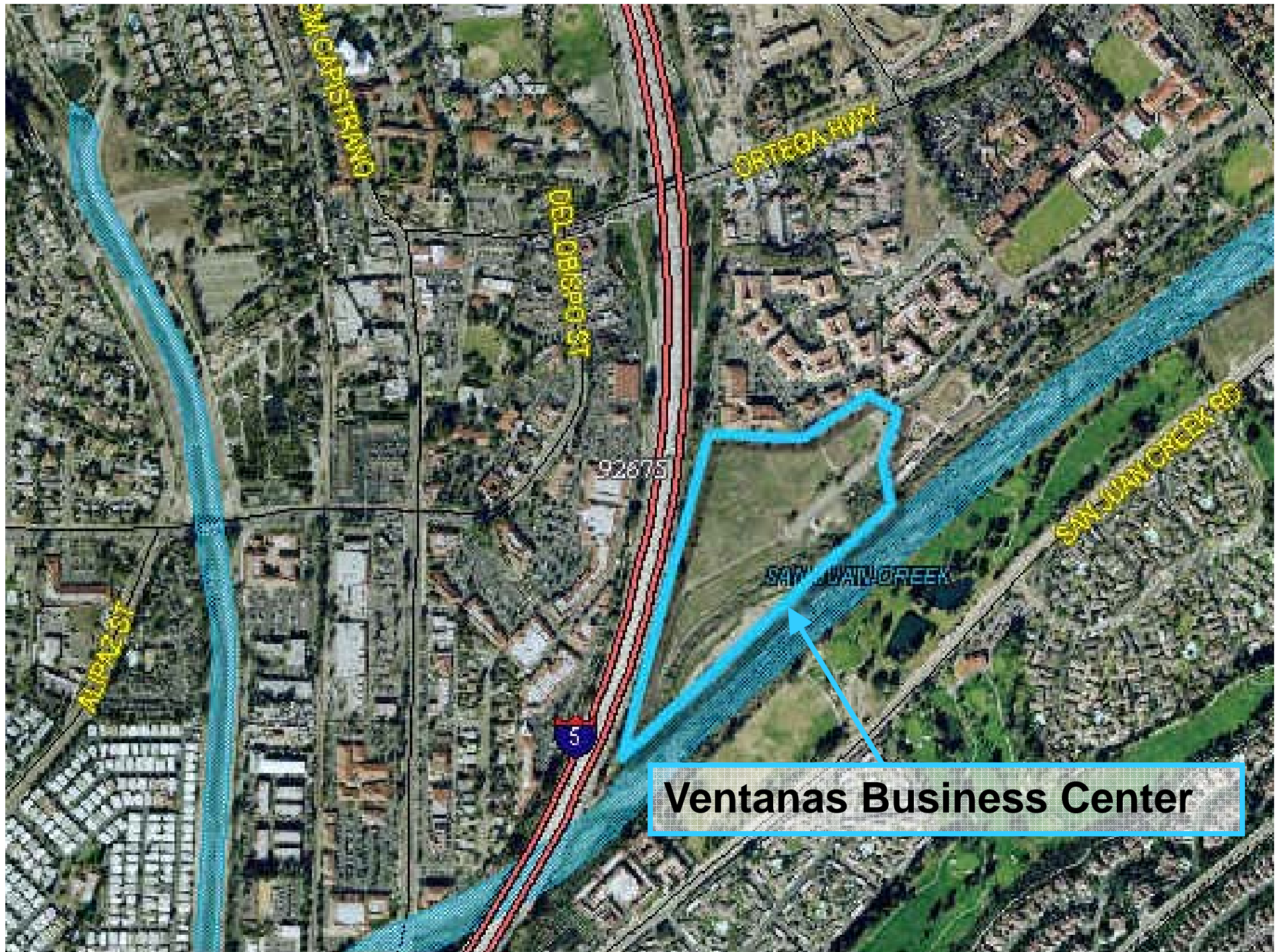
CM D ESTRELLA

Ventanas Business Center

225,000 sf Light Industrial Flex-space

By Centra Realty & Lehmann Bros.





Ventanas Business Center



Centra Pointe Offices

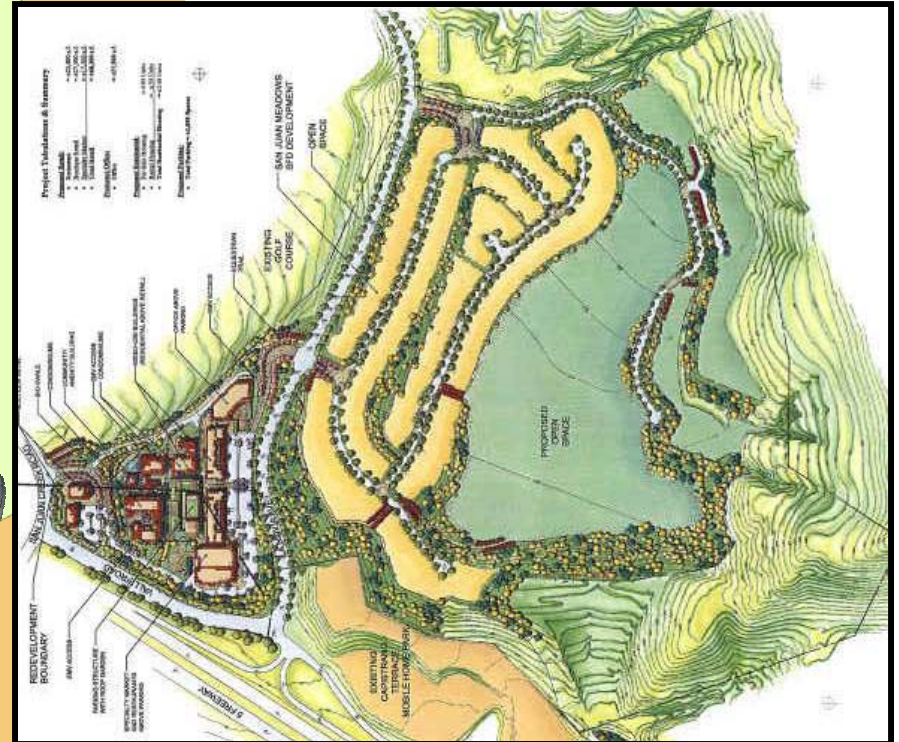
36,000 sf Professional Offices

By Centra Realty

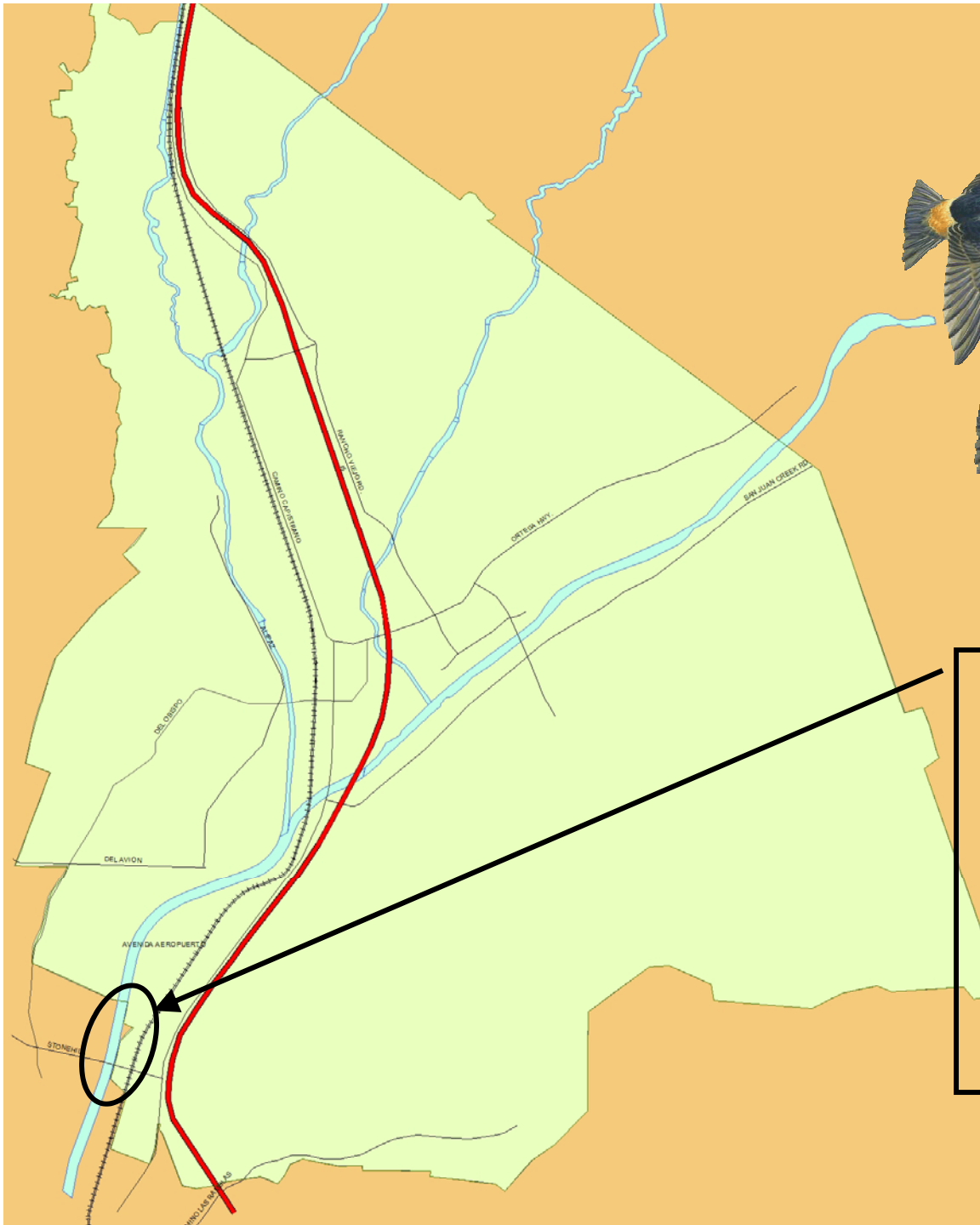




By Advanced Real Estate Group







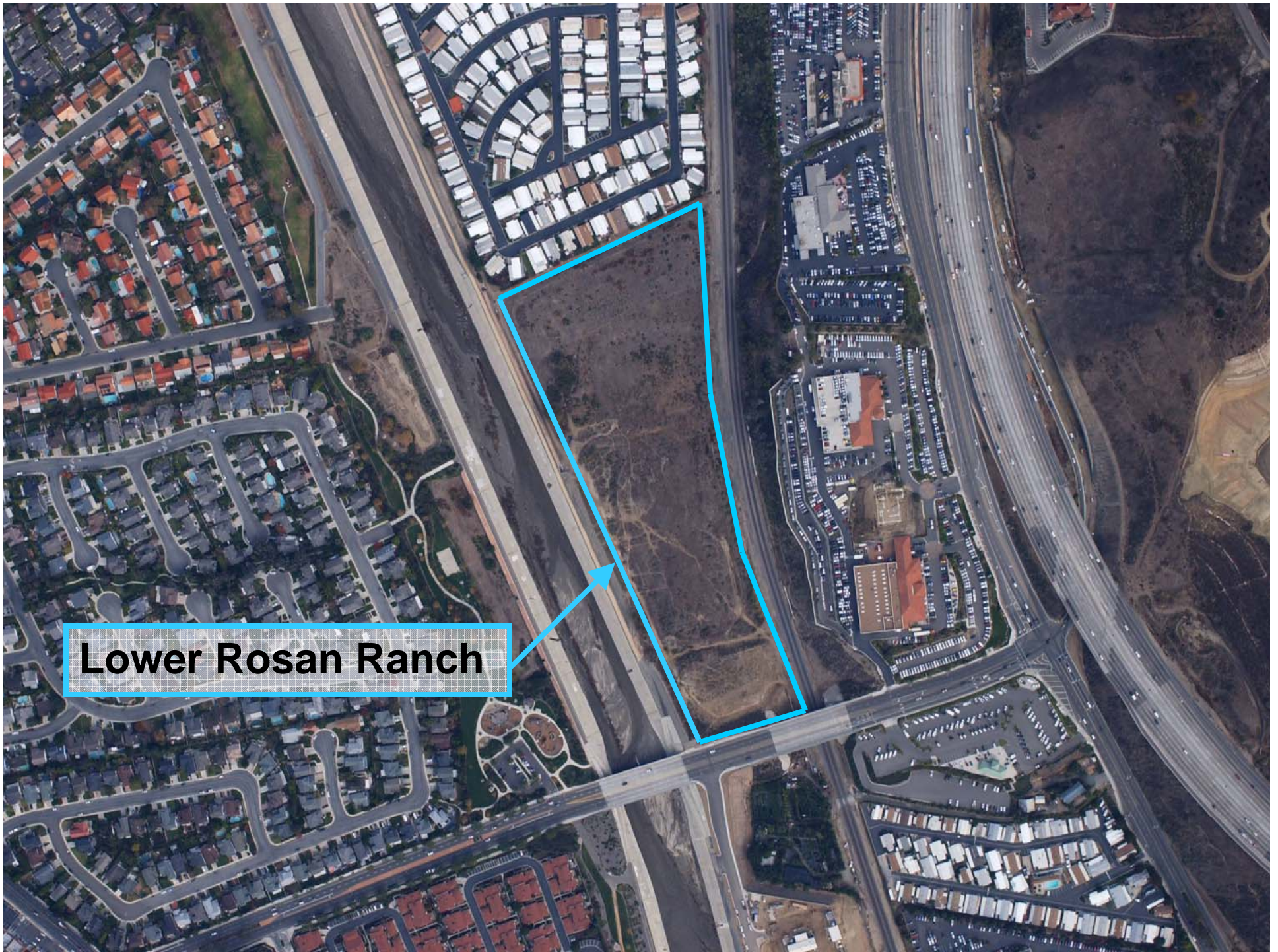
Lower Rosan Ranch

Mixed-use Development

100± Residential Units

100,000+ sf Commercial

By SJC RDA



Lower Rosan Ranch

J Serra Village

294,000 sf Medical Office
Campus

By Fletcher Development

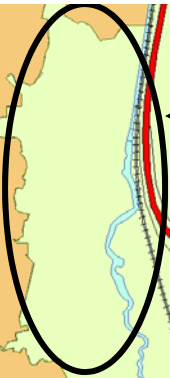




J Serra Village



Koll San Juan



Rancho Capistrano

170 acres

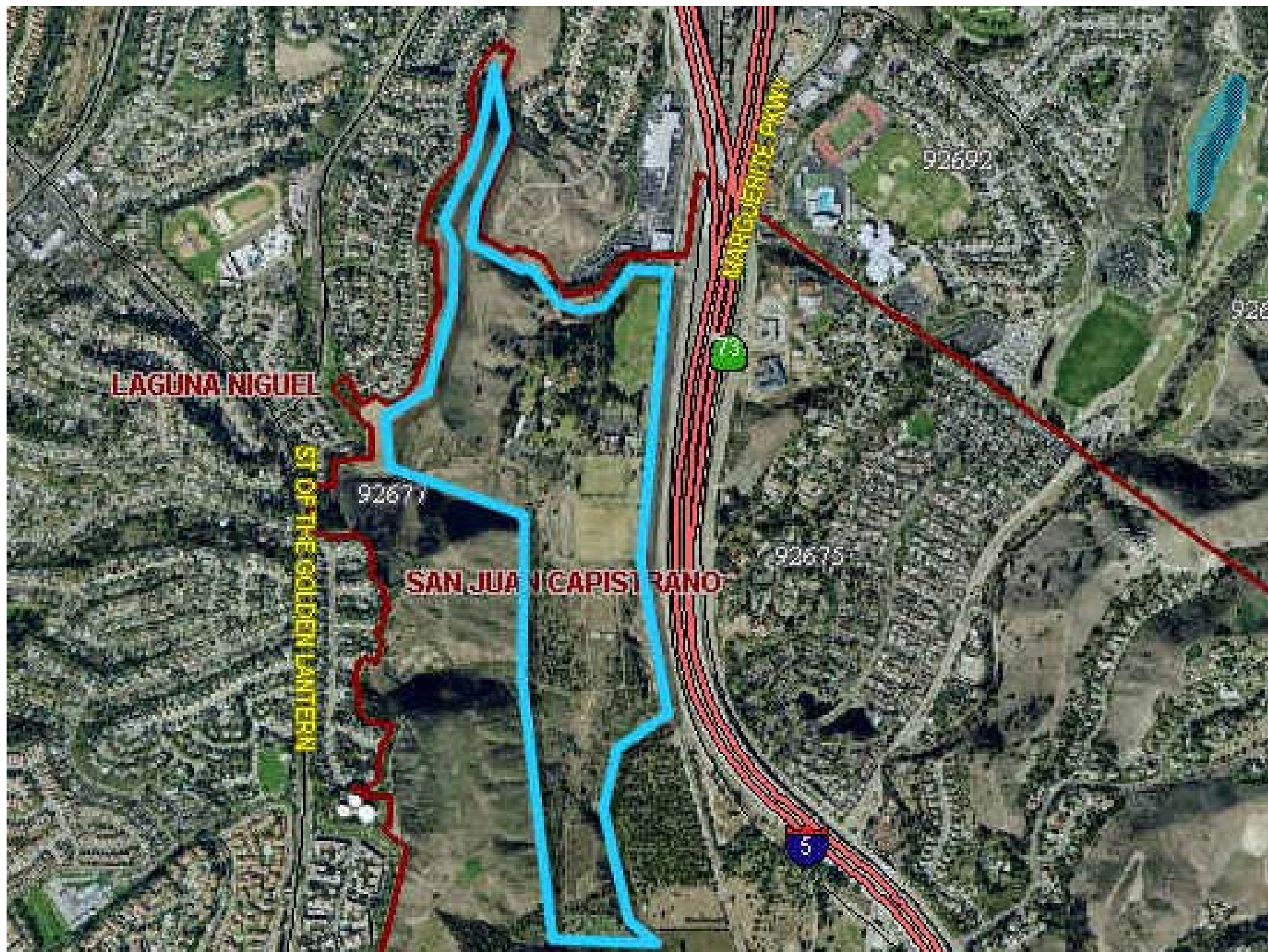
Zoned Planned Community

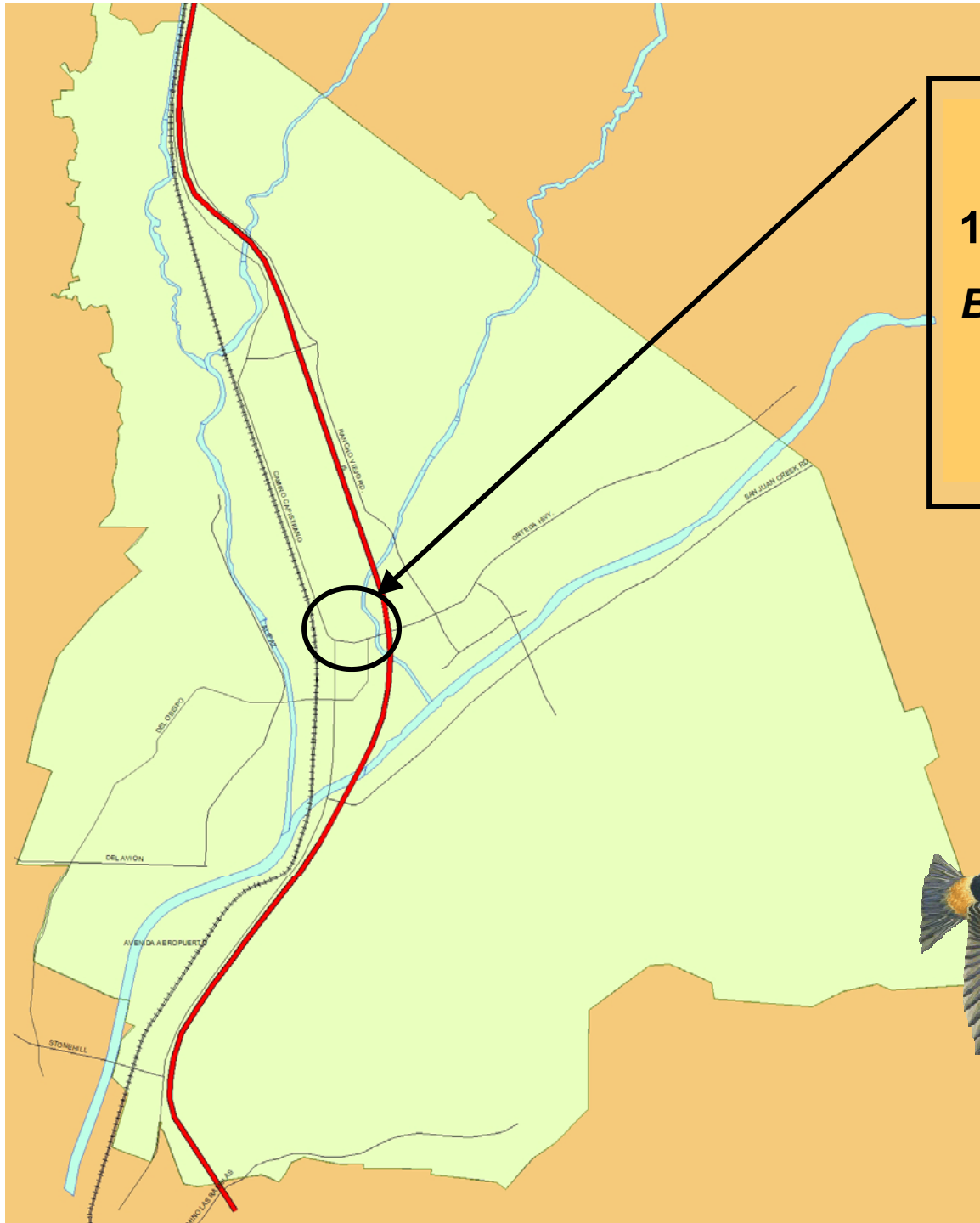
20% Assisted Living

80% Institutional

By Schuller Ministries.







Mission Inn

130 Room Hotel

By G3 Properties.





SUMMARY

Residential:

Whispering Hills	153
Pacifica SJ	416
Districto	245
Lower Rosan	<u>100</u>
Total	914

Stables: **950**

Commercial:

Ventanas	226,000sf
Centra	36,000sf
Districto	100,000sf
Lower Rosan	100,000sf
Serra Village	294,000sf
Koll SJ	68,000sf
Mission Inn	<u>100,000sf</u>
Total	924,000sf

City of Dana Point

Coastal Chambers Luncheon
September 19, 2008



Monarch Beach Area, Dana Point







Ritz Carlton Resort



Headlands





Dana Point Harbor from Top of Bluff



Town Center Plan Area



Town Center – Existing Condition



What's Next?

Doheny Village in Capistrano Beach



South County Land Use & Infrastructure

Coastal Chamber Legislative Coalition
September 19, 2008

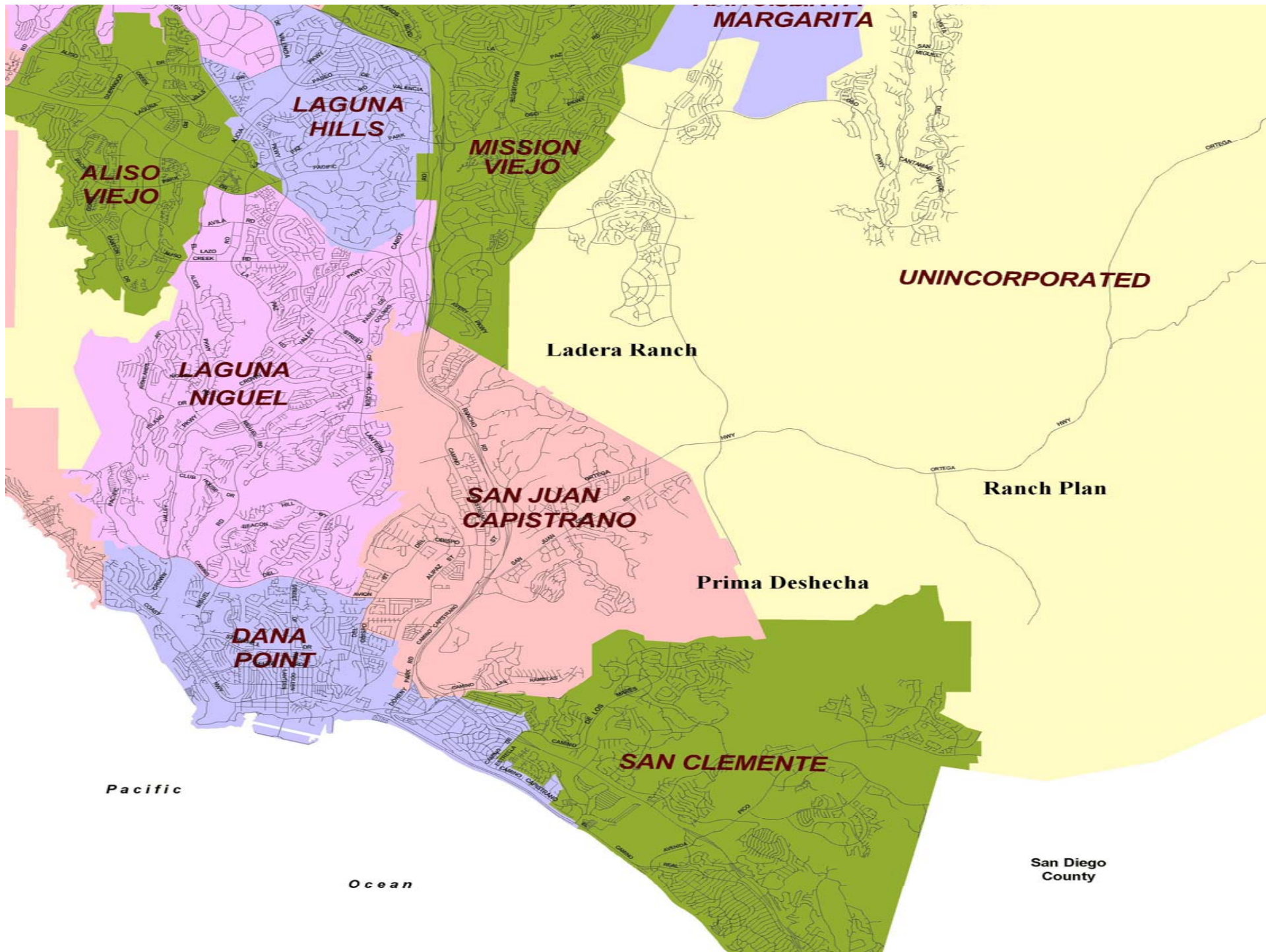


County of Orange
Harry Persaud AICP, PMP
Division Manager, Planned Community
O.C Public Works

South County Land Use & Infrastructure

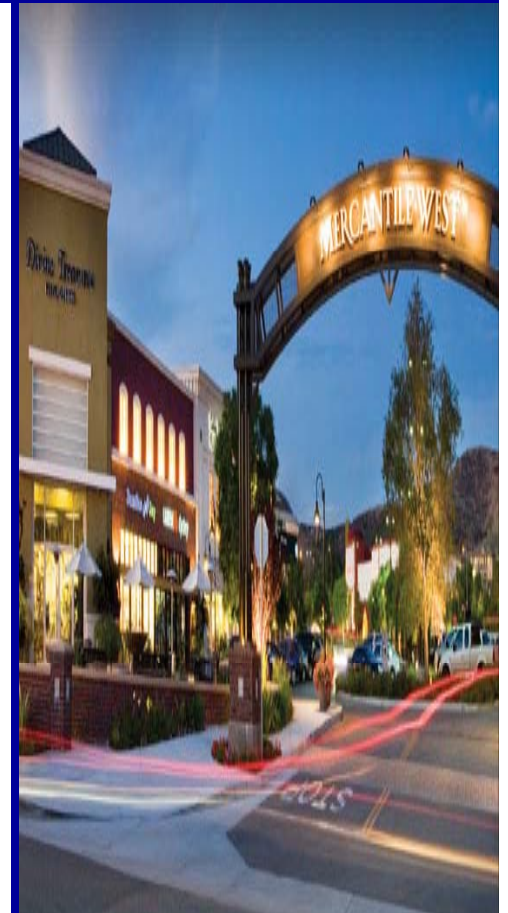
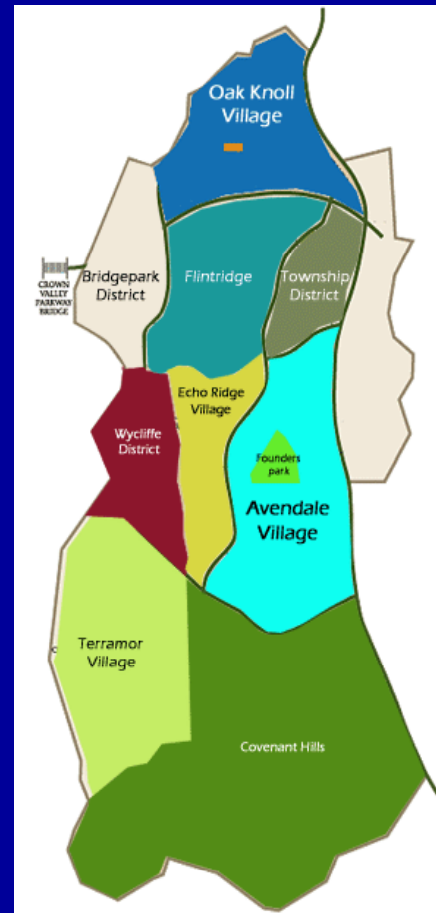
- Ladera Ranch Planned Community
- The Ranch Plan Planned Community
- Prima Deshecha Landfill





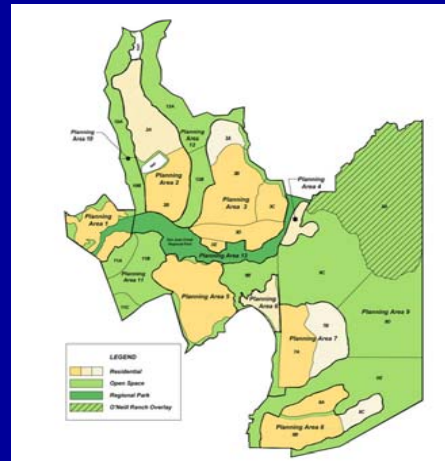
Ladera Ranch

- 8,100 Dwelling Units
- ±7,000,000 SF Commercial
- Community Amenities
- 50% Open Space
- 85% Built Out



The Ranch Plan

- 66% Open Space
- 14,000 Dwelling Units
- $\pm 5,000,000$ SF Commercial
- Age Qualified Community
- Affordable Housing
- Public/Private Partnership
- Neighborhood Electric Vehicle (NEV) Transportation System
- Alternative Development Standards



Prima Deshecha Landfill

- Average 1,800 Tons/Day
- Approx. 500 Vehicles/Day
- Western Portion of Landfill to Closure: Year 2019
- Eastern Portion of Landfill to Commence Operations with Close of Western Portion
- Landfill Closure: Year 2067

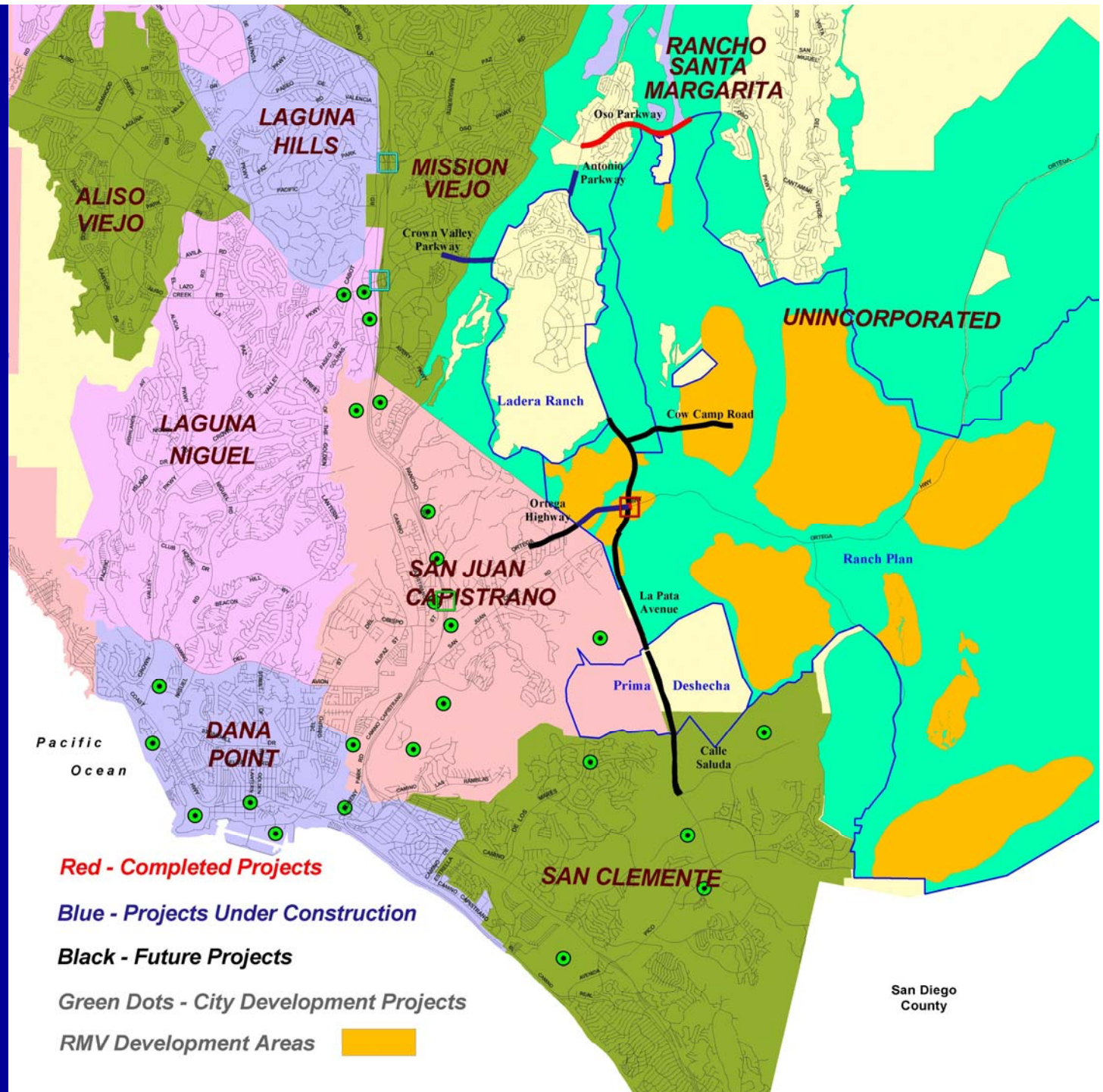


South
Orange County

County
Land Use

City
Land Use
Development

County
Transportation
Improvements



South County Planned Roadway Infrastructure Summary

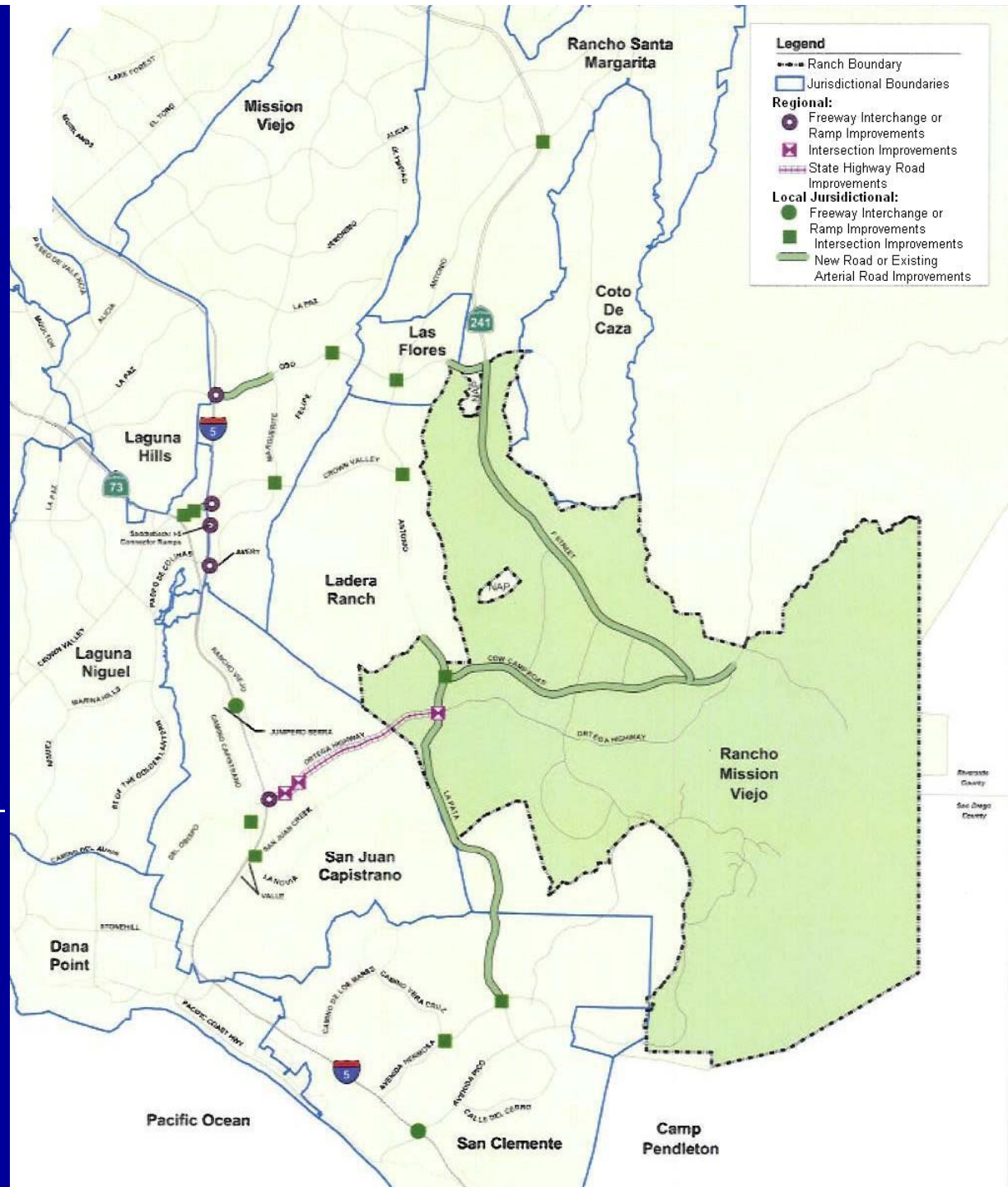
- Oso Parkway (Completed)
- Ortega Highway
- La Pata Avenue
- Antonio Parkway
- Moulton Parkway
- Alton Parkway
- Cow Camp Road
- Crown Valley Parkway
- I-5 Improvements



Location of SCRIP Improvements

- 7 Freeway Interchanges
- 6 Roadway Links
- 15 Intersections

\$143,000,000



South County Land Use & Infrastructure Interface

- Land use decisions by Cities and County have roadway and other impacts outside individual jurisdictional limits
- To reduce impacts on the community, infrastructure improvements required by land use decisions need to be coordinated
- Financing of these infrastructure need to be a public/private partnership
- Establishing coordination forums between Cities, County and regional agencies (OCTA, CalTrans, etc.) will help us achieve greater efficiency in managing land use decisions

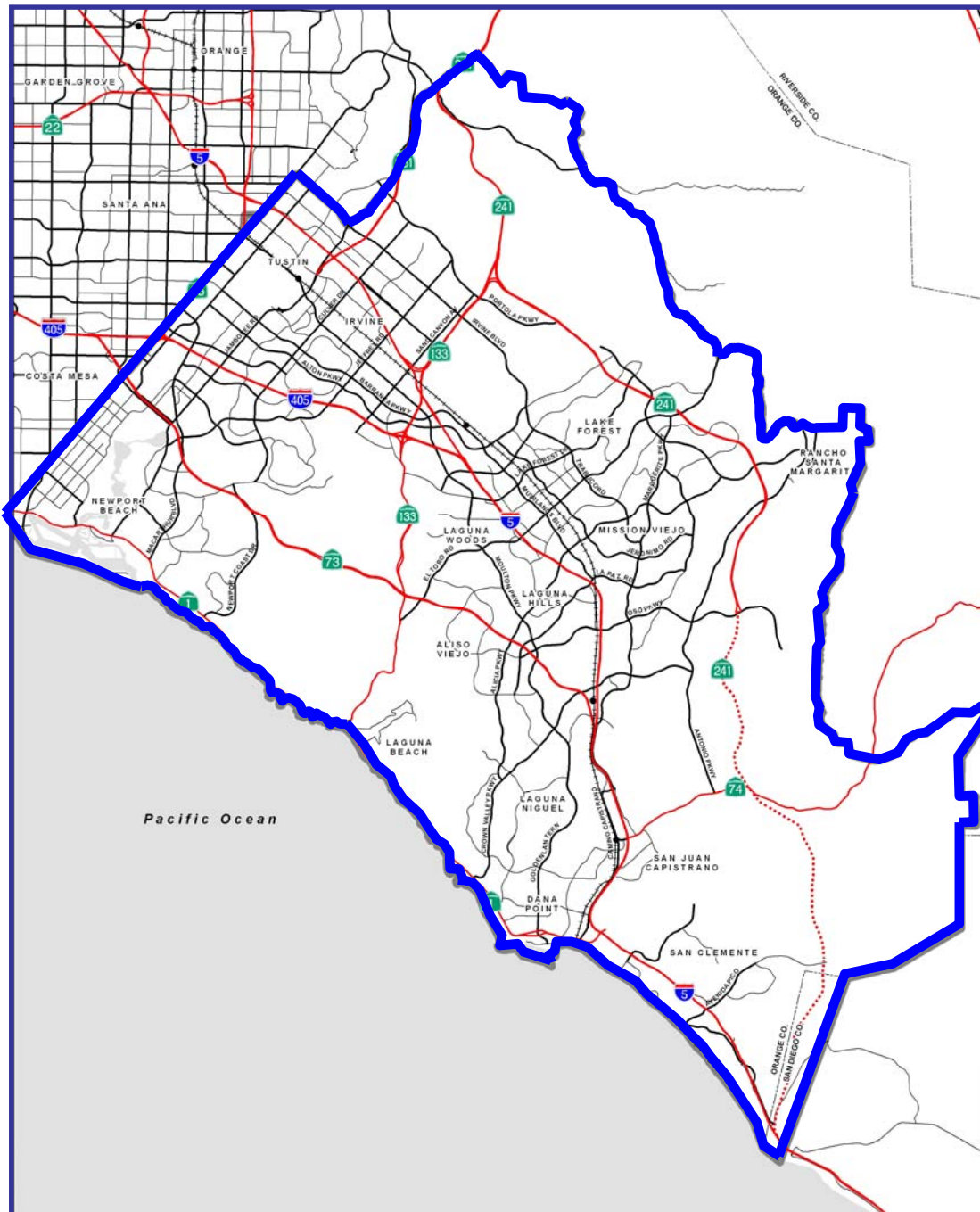
South Orange County Major Investment Study

Coastal Chamber Legislative Coalition

September 19, 2008

Study Area

- Covers 40 percent of Orange County
- Several new and developing communities



Public Involvement Program

Study Process Guided by Three Committees:

- Policy Advisory Committee
- Technical Advisory Committee
- Stakeholder Working Group

The “Transportation Problem”

Freeway Congestion



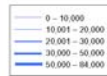
Rail Corridor Constraints



Arterial Roadway Congestion



2004 Arterial Traffic Flows
(On Regional Arterial System)



South Orange County
Traffic Flow
Source: OCTA, 2004

Economic Growth & Quality of Life



Weekend Congestion



Need to Maximize Use of Existing Infrastructure



Lack of Transit Choices



System Gaps



Identified Gaps in the
Master Plan of Arterial
Highways System

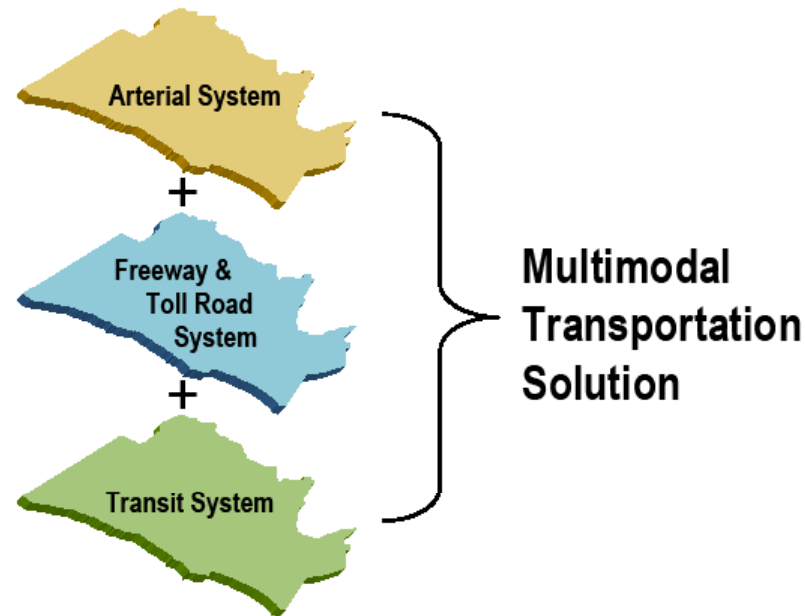


Source: OCTA, 2004

Forming a Preferred Strategy

Select the Best Combination of Transportation Investment Choices that includes the:

- Arterial System
- Freeway/Toll Road System
- Transit System



Future Transportation Baseline

- Committed and Funded Projects by 2030
- Examples:
 - Foothill South (SR-241 Completion)
 - Adding 1 Lane per Direction to the Toll Roads
 - 30 Minute Metrolink Service
 - Arterial Projects
(Alton Parkway Extension, Completion of La Pata, Tustin Ranch Road Extension, Cow Camp Road)

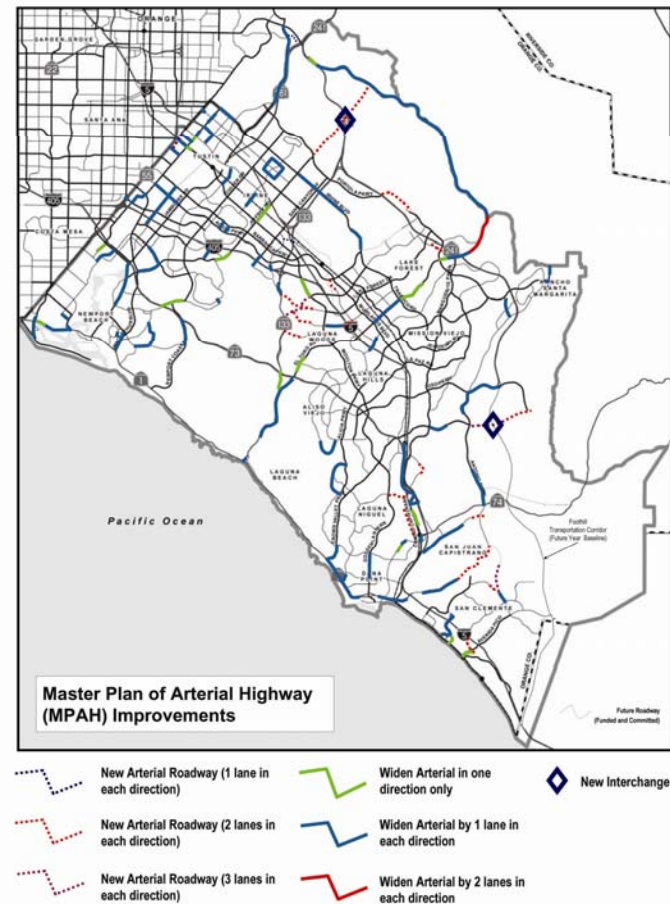
Arterial System Projects

Objective:

Complete buildout of the Master Plan of Arterial Highway (MPAH) system. Close major gaps and relieve congestion on regional arterial system.

Proposed Transportation Features:

- ❖ Construct un-built MPAH arterial roadways.
- ❖ Widen or extend existing arterial roadways that are currently below their MPAH classification.
- ❖ Provide new interchanges to connect new MPAH arterials.



Arterial System Studies

Objective:

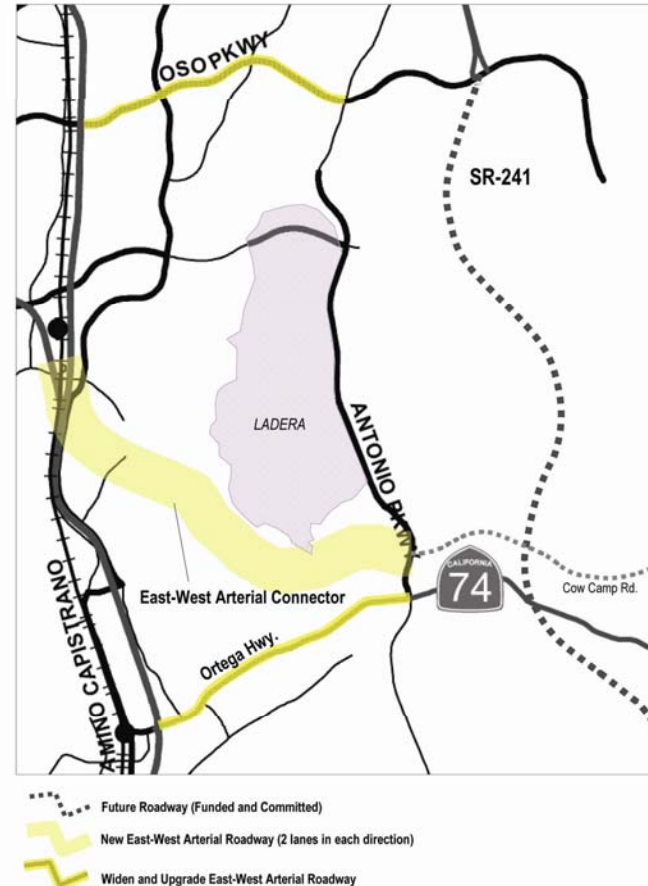
Affirm local government efforts for a comprehensive study of potential solutions to east-west roadway capacity needs.

Undertake Further Study* and Public Review of East-West Arterial Concepts, including Consideration of:

- ❖ East-West Arterial Connector: New four-lane arterial roadway between I-5 and Antonio Parkway. Provide direct ramp connections to SR-73 and I-5.
- ❖ Oso Parkway: Widen by one lane in each direction. Total width of Oso Parkway becomes 8 lanes between I-5 and Antonio Parkway.
- ❖ Ortega Highway: Widen Ortega Highway by one lane in each direction. Total width of Ortega Highway becomes 6 lanes between I-5 and Antonio Parkway.

* Any future study of local east-west arterial concepts will be at the discretion of the affected local governments and would need to include extensive public outreach.

Focus Area for Further Study: Added East-West Arterial Capacity



Freeway & Toll Road Projects

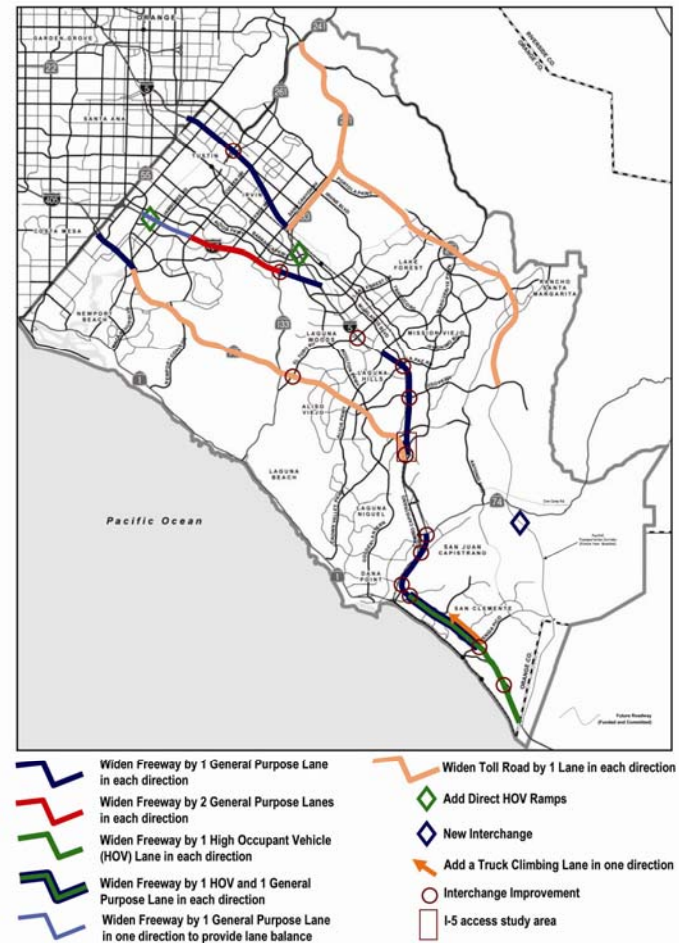
Objective:

Add lanes to the freeway system in locations that experience the most severe levels of freeway congestion. Achieve a better balance between the freeway system and the toll road system.

Proposed Transportation Features:

- ❖ Add general purpose lanes to sections of I-5 and I-405.
- ❖ Extend the existing HOV lanes on I-5 to the County Line.
- ❖ Provide truck climbing lane, direct HOV ramps, and selected interchange improvements.
- ❖ Conduct further study of toll pricing by employing a “shadow toll” or equivalent strategies.
- ❖ Conduct further study of new access to I-5 in the vicinity of Saddleback College.

Note: A “shadow toll” is a per vehicle subsidy that is paid to a toll road operator by a third party and not by toll road users. Shadow toll amounts are based on the type of vehicle and distance traveled.



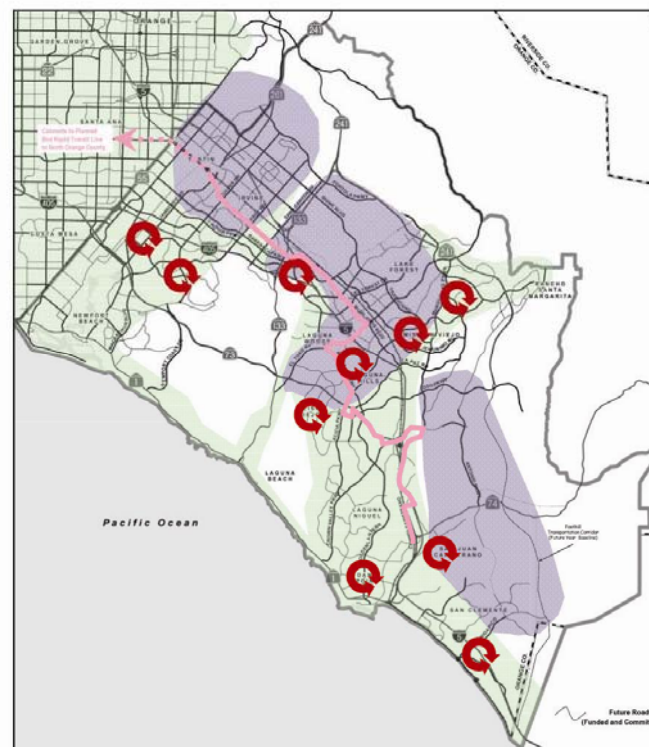
Bus Transit System

Objective:

Enhance existing bus service and introduce new types of bus transit services to address a variety of travel markets within the study area.

Proposed Transportation Features:

- ❖ Increase local and express bus services by improving frequency and geographic coverage
- ❖ Invest in community-based shuttles including beach buses and special event shuttles
- ❖ Provide Bus Rapid Transit (BRT) route serving transit centers and major activity centers along the route.



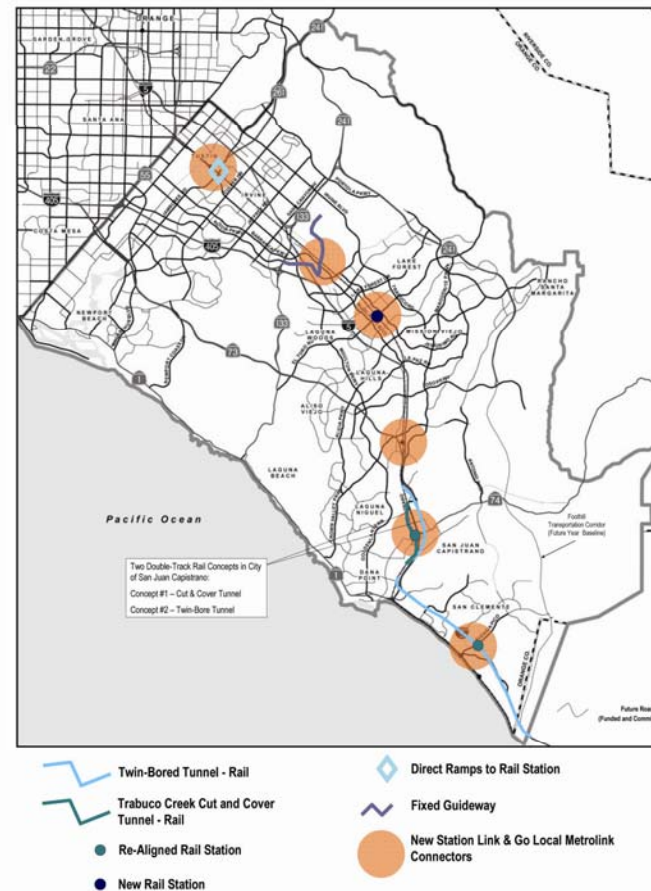
Rail Transit System

Objective:

Improve transit travel times and trip reliability in order to attract the discretionary rider. Address capacity constraints and access to rail stations for the Los Angeles – San Diego (LOSSAN) Rail Corridor.

Proposed Transportation Features:

- ❖ Double-track LOSSAN Rail Corridor in tunnel, addressing areas that are currently single-track
- ❖ Increase passenger rail service by adding more round-trip trains as well as more weekend trains between San Diego and Orange Counties
- ❖ Add a new rail station in Lake Forest
- ❖ Increase the amount and quality of transit services connecting to and from rail stations
- ❖ Increase station parking capacity and station access



Next Steps

- Continued Public Outreach Activities and Briefings
- Highways Committee: September 29, 2008
- OCTA Board: October 10, 2008