

# AGENDA of THE LAGUNA WOODS CITY COUNCIL

**Regular Meeting  
June 16, 2010  
2:00 P.M.**

**Council Chambers  
Laguna Woods City Hall  
24264 El Toro Road  
Laguna Woods, CA 92637**

AGENDA DESCRIPTION: The Agenda descriptions are intended to give notice, to members of the public, of a general summary of items of business to be transacted or discussed. The listed Recommended Action represents staff or a particular Committee's recommendation. The City Council may take any action, which it deems to be appropriate on the agenda item and is not limited in any way by the recommended action. Any person wishing to address the City Council on any matter, whether or not it appears on this agenda, is requested to complete a "Request to Speak" form available at the door. The completed form is to be submitted to the City Clerk prior to an individual being heard by the City Council. Whenever possible, lengthy testimony should be presented to the City Council in writing (8 copies) and only pertinent points presented orally. Requests to speak to items on the agenda shall be heard at the appropriate point on the agenda; requests to speak about subjects not on the agenda will be heard during the Public Comment section of the meeting.

## **I. CALL TO ORDER**

## **II. FLAG SALUTE**

## **III. ROLL CALL**

COUNCILMEMBERS:  Conners  Rhodes  Ring  
 Hack, Mayor Pro Tem  Robbins, Mayor

## **IV. PRESENTATIONS**

### 4.1 2009 Food Facility Awards

## **V. CITY PROCLAMATIONS**

All proclamations listed under this section will be enacted by one vote, unless Members of the City Council request specific items be removed for separate action. Proclamations will then be read and presented.

## **VI. CONSENT CALENDAR**

All matters listed under the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless Members of the City Council, the public, or staff request specific items be removed from the Consent Calendar for separate action.

### 6.1 City Council Minutes

#### **RECOMMENDED ACTION:**

Approve the minutes from the April 30, 2010 adjourned meeting and May 19, 2010 regular meeting.

### 6.2 Approve the reading by title of all ordinances and resolutions. Said ordinances and resolutions that appear on the public agenda shall be determined to have been read by title only and further reading waived.

**RECOMMENDED ACTION:** Waive reading of ordinances and resolutions.

### 6.3 Treasurer's Report

**RECOMMENDED ACTION:** Receive and File the May 2010 monthly Treasurer's Report.

### 6.4 Warrant Register

**RECOMMENDED ACTION:** Approve the June 16, 2010 Warrant Register in the amount of \$777,282.51.

## VII. PUBLIC HEARINGS

### 7.1 Continued Public Hearing on Laguna Woods Village Golf Starter Building

#### RECOMMENDED ACTION:

- A. Continue Public Hearing
- B. Receive Staff Report
- C. Receive Public Comment
- D. Close Public Hearing
- E. Approve two resolutions, authorizing the Golf Starter Building project:
  - 1. A resolution adopting a Negative Declaration, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING NEGATIVE DECLARATION ND 10-01 FOR A NEW 17,863 SQUARE FOOT GOLF STARTER BUILDING WITHIN THE GATE 12 GOLF COURSE DEVELOPMENT LOCATED AT 24122 MOULTON PARKWAY

AND

- 2. A resolution granting a conditional use permit and approving a site development permit to allow for the construction of a new 17,863 square foot Golf Starter Building, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, APPROVING A SITE DEVELOPMENT PLAN (SP-602) AND CONDITIONAL USE PERMIT (CUP-603) FOR THE NEW 17,863 SQ. FT., TWO-STORY GOLF STARTER BUILDING LOCATED AT 24122 MOULTON PARKWAY

## **VIII. CITY COUNCIL**

### 8.1 City Proclamations and Commendations

**RECOMMENDED ACTION:** Approve a revised policy for the approval of City proclamations, commendations and letters of recognition.

## **IX. CITY MANAGER**

### 9.1 City Manager's Proposed Fiscal Year 2010-11 Budget

**RECOMMENDED ACTION:** Discuss and provide direction to staff.

## **X. CITY ATTORNEY'S REPORT**

## **XI. COMMITTEE REPORTS**

### 11.1 Transportation Corridor Agencies (Mayor Pro Tem Hack)

### 11.2 Orange County Library Board (Mayor Robbins)

### 11.3 Orange County Fire Authority (Councilmember Rhodes)

### 11.4 Southern California Water Committee (Mayor Pro Tem Hack)

### 11.5 Coastal Greenbelt Authority (Councilmember Connors)

### 11.6 Laguna Canyon Foundation (Councilmember Rhodes)

### 11.7 Vector Control District Board (Board Member Bouer)

## **XII. PUBLIC COMMENTS**

## **XIII. CITY COUNCIL COMMENTS AND ANNOUNCEMENTS**

### 13.1 Reports on Meetings Attended (Government Code §53232.3)

State law requires Councilmembers to provide a report on all meetings or events they attend for which the City pays fees, travel or other expenses. These are informational reports and no action is taken on the item.
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A. 2010 City Infrastructure Summit, May 20, 2010 (Hack)

13.2 Other Comments and Announcements

**XIV. CLOSED SESSION**

**XV. ADJOURNMENT**

The meeting will be adjourned to a meeting of the City Council at 10:00 a.m. on Wednesday, June 23, 2010 held at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637.

AMERICANS WITH DISABILITIES ACT: In compliance with Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk at (949) 639-0500 (Voice) or, TDD (949) 639-0535 or the California Relay Service at (800) 735-2929 if you have a TDD or (800) 735-2922 if you do not have a TDD. Notification 48 hours prior to the meeting should enable the City to make reasonable arrangements to assure accessibility to the meeting.

AGENDA: The City Council agenda and agenda back-up materials are available from the Office of the City Clerk, after 4:30 p.m., on the Friday prior to the City Council meeting. The office of the City Clerk is located at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637. Copies of the agenda are provided at no cost. Agenda back-up materials are available at City Hall for inspection and copies are available at no charge prior to the meeting. A per page copy cost does apply after the meeting. If you wish to be added to the e-mail or regular mail list to receive a copy of the agenda, a request must be made to the City Clerk in writing. Copies of the agenda are mailed only if stamped, self-addressed envelopes are provided. The City of Laguna Woods mailing address is 24264 El Toro Road, Laguna Woods, CA 92637. Phone: (949) 639-0500, FAX (949) 639-0591.


**4.1**  
**2009 FOOD FACILITY AWARDS**  
**(TO BE DISTRIBUTED)**

**6.1-6.5**  
**CONSENT CALENDAR SUMMARY**

## City of Laguna Woods Agenda Report

**FOR:** June 16, 2010 City Council Meeting

**TO:** Honorable Mayor and Councilmembers

**FROM:** Leslie A. Keane, City Manager 

**Agenda Item:** Consent Calendar

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### Recommendation

Approve all proposed actions on the June 16, 2010 Consent Calendar by single motion and Council action.

### Discussion

In general, the Consent Calendar contains routine matters or matters that have already been discussed by Council. It is adopted in total with a single motion and Council action. However, if any councilmember or member of the public has questions or wishes to discuss an item further, it may be removed from the Consent Calendar and placed later in the agenda for discussion and action. The way to remove an item from the Consent Calendar is to request its removal, by agenda item number, immediately prior to the adoption of the Consent Calendar. Members of the public may fill out a request to speak on the item they wish removed and the City Clerk will note the item. No reason need be given with the request. Items pulled from the Consent Calendar are not discussed at the time they are pulled; they are scheduled for discussion immediately after action on the balance of the Consent Calendar.

The June 16, 2010 Consent Calendar contains the following four items:

- 6.1 Approval of the minutes from the May 19, 2010 regular meeting and the April 30, 2010 adjourned regular meeting, as submitted.

- 6.2 Approval of a motion to allow reading proposed ordinances and resolutions by title only – this is a standard practice in cities. If this motion is not approved, all ordinances and resolutions must be read out loud in their entirety during the Council Meeting.
- 6.3 Approval of a motion to receive and file the May 2010 Treasurer's Report. This report identifies the City's current liquid assets and their location. At the end of May, the City had approximately \$13.5 million in cash on hand and in other liquid assets.
- 6.4 Approval of the June 16, 2010 Warrant Register, as submitted, in the total amount of \$777,282.51. This warrant register is larger than normal because it contains progress payments for three capital improvement projects. A list of all warrants is included in the agenda packet; detailed information about individual warrants is available in the Finance Manager's office.

The above matters are routine and/or have been reviewed by the Council on other occasions. Staff recommends that they be approved as part of the June 16, 2010 Consent Calendar.

If you have questions about any of the above items, feel free to call me prior to the meeting so that I may provide additional information.

**6.1  
MINUTES  
ADJOURN AND REGULAR MEETINGS**

**CITY OF LAGUNA WOODS, CALIFORNIA  
CITY COUNCIL MINUTES  
ADJOURNED REGULAR MEETING  
April 30, 2010  
2:00 P.M.**

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**I. CALL TO ORDER**

Mayor Robbins called the Adjourned Regular Meeting of the City Council of the City of Laguna Woods to order at 2:00 p.m.

**II. FLAG SALUTE**

Councilmember Ring led the flag salute.

**III. ROLL CALL**

COUNCILMEMBERS      PRESENT:    Hack, Rhodes, Robbins, Ross, Ring  
                                 ABSENT:    None

STAFF PRESENT:      City Manager Keane; Assistant City Manager Reilly; Deputy City Clerk Trippy; City Attorney McEwen

**IV. CITY MANAGER**

## 4.1 Fiscal Year 2010-2011 Budget Work Plan and Meeting Schedule

City Manager Keane provided a presentation on the Fiscal Year 2010-2011 budget, work plan and meeting schedule. She reviewed the status of the Fiscal Year 2009-2010 work plan; the proposed Fiscal Year 2010-2011 work plan; and, anticipated fiscal situations for both the current and upcoming fiscal years. She noted an anticipated shortfall of approximately \$179,682 for Fiscal Year 2010-2011 and discussed potential ways to balance the budget.

Mayor Robbins stated the economic uncertainty reserve could be reduced to 5% in light of the City's General Fund balance. He would like to consider reducing the community services grants, rather than eliminating them. He also suggested increasing the age or limiting the number of trips, rather than eliminating the airport taxi voucher program.

City Manager Keane clarified that the presentation assumes that the City Council will increase the minimum age for airport vouchers to at least 65, raise the cost of airport vouchers to \$22, and limit the number of airport trips. Without those modifications, the taxi voucher program's deficit would increase from \$60,000 to \$100,000.

Mayor Pro Tem Hack expressed concern with the Community Services Committee's taxi

voucher program recommendations being incorporated into the budget presentation prior to review by the City Council.

City Manager Keane noted that the presentation reflects the best case scenario that staff could come up with at this point and that the City Council is not being asked to approve anything. The taxi voucher program will be discussed in greater detail in May 2010.

Councilmember Connors asked if there is a deadline or cost associated with the rezoning project.

City Manager Keane stated that the City Council allocated \$80,000 in the current fiscal year's budget for the project. The balance will be carried over into the next fiscal year. The project is scheduled to return to the City Council in December 2010.

Councilmember Connors asked what the consequences would be if the City Council decided to save \$80,000 and put the rezoning project on hold.

City Manager Keane indicated that approximately half of the \$80,000 has been spent. Delaying the project might result in the need to redo much of the work that has been completed.

City Manager Keane clarified that staff is looking for direction from the City Council on preferences for closing the deficit. There will be numerous meetings held throughout the budget process where changes can be made.

Councilmember Connors agreed with Mayor Pro Tem Hack's comments and asked staff to provide a detailed analysis of the taxi voucher program. She opposed eliminating the newsletter and prefers reducing, rather than eliminating, the community services grants.

City Manager Keane noted that the community services grants are annual and competitive. The City Council could reduce the overall amount available.

Councilmembers Connors stated that she prefers a 10% economic uncertainty reserve, but would consider reducing it to 5% in order to balance the budget.

City Manager Keane clarified that half of the taxi voucher program is funded by grants, so even if the entire program was eliminated, the City would only save \$60,000.

Mayor Pro Tem Hack asked if interest from the General Fund is counted as revenue.

City Manager Keane responded that it is and that the rate varies and is running at about one-half of a percent.

Mayor Pro Tem Hack stated that improvements in interest rates would reduce the City's deficit. He has some expectation that interest rates will increase in the coming months.

City Manager Keane agreed, but noted that the City's investments in LAIF typically lag the market. Staff projects receiving approximately \$60,000 in interest for the current fiscal year and approximately \$63,000 for the next fiscal year.

Councilmember Rhodes asked if there would be a savings realized by delaying the City Centre Park project and what the source of funding for the project is.

City Manager Keane stated that staff time is the only expense in the current fiscal year's budget. Staff is concerned with losing a \$195,000 grant for the park.

Councilmember Rhodes asked about the source of funding for the resurfacing of Santa Maria Avenue and the El Toro Road/Aliso Creek Landscape Project.

City Manager Keane responded that transportation funds would be used for Santa Maria and that the landscape project is in the Capital Improvement Program budget. It is a carry over from the current fiscal year's budget.

Councilmembers Rhodes noted that there seems to be very little that can be cut from the budget that would have a positive impact on the City's finances.

City Manager Keane responded that the work plan assumes a certain number of staff and that if the City Council wanted to reduce the work plan they could lay-off staff.

Councilmember Rhodes indicated that he would not support laying off staff and that the consequences of doing so may outweigh the benefits. He suggested that the City consider using a more economical paper to print the newsletter and decrease the number printed. He also expressed support for decreasing the economic uncertainty reserve.

Councilmember Ring suggested waiting to reduce the economic uncertainty reserve until staff has a better idea of what to expect from the State.

City Manager Keane stated that she does not expect to have better information on current fiscal year revenues until July.

Mayor Pro Tem Hack noted that the uncommitted General Fund balance is also a part of the City's reserves and is in addition to the economic uncertainty reserve. He would like to wait until late June to make a decision on reducing the reserve. He speculated that he does not object to most of staff's suggestions and that he does not want to lay-off staff. He would like to look at the taxi voucher program in greater depth and spoke to its value, as well as the value of the community services grants and City newsletter. He stated that the City is well run and fortunate to have a relatively small deficit.

City Manager Keane noted that staff is looking for feedback on any of the reductions that have been proposed. She discussed the logic in freezing staff salaries for an entire year, beginning at mid-year of the current fiscal year.

Councilmember Rhodes asked about the merit of subsidizing non-emergency medical taxi vouchers by 85%.

City Manager Keane noted that the non-emergency medical taxi voucher and general taxi voucher programs are the highest priorities of the agency that provides funding for the program. The airport vouchers do not meet the goals of the program and serve only as a benefit to residents. Past direction from the City Council has been to preserve the parts of the program that meet the goals and provide a necessary service.

Mayor Robbins discussed the importance of continuing the non-emergency medical taxi voucher program.

Councilmember Ring concurred with Mayor Pro Tem Hack's comments and expressed his surprise that the budget deficit is as small as it is.

City Manager Keane stated that staff has prepared a conservative budget.

Councilmember Ring expressed interest in evaluating the taxi voucher program and the community services grants. He noted that the City may need to look at how it operates and make continual adjustments throughout the year.

City Manager Keane discussed the proposed budget meeting schedule and indicated that Councilmember Connors has a conflict on the afternoon of June 23, 2010. She suggested scheduling the meeting for 10 a.m.

Moved by Councilmember Ring, seconded by Mayor Pro Tem Hack, and carried unanimously to approve the following City Council meeting schedule:

- May 19, 2010, General Fund Revenue and Base Budget Estimates (2 p.m.)
- June 2, 2010, Budget Workshop All Funds (2 p.m.)
- June 16, 2010, City Manager's Proposed Budget Presented (2 p.m.)
- The date for the final June meeting will be discussed and set at the next Council meeting.

## **V. PUBLIC COMMENTS**

Assistant City Manager Reilly provided updates on the Moulton Smart Street and El Toro Road Storm Drain projects.

## **VI. CLOSED SESSION**

The City Council met in closed session to confer with legal counsel regarding one matter of litigation pursuant to the provisions of Government Code Section 54956.9(a): City of Laguna Woods vs. Raintree Realty LLC. (Case No. 05 CC 09350).

The City Council reconvened in open session at 4:40 p.m. City Attorney McEwen advised that there was no reportable action.

**VII. ADJOURNMENT**

The meeting was adjourned at 4:41 p.m. to a Regular Meeting at 2:00 p.m. on Wednesday, May 19, 2010 at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637.

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YOLIE TRIPPY, Deputy City Clerk

Adopted: June 16, 2010

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MILT ROBBINS, Mayor

**CITY OF LAGUNA WOODS, CALIFORNIA  
CITY COUNCIL MINUTES  
REGULAR MEETING  
May 19, 2010  
2:00 P.M.**

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**I. CALL TO ORDER**

Mayor Robbins called the Regular Meeting of the City Council of the City of Laguna Woods to order at 2:00 p.m.

**II. FLAG SALUTE**

Councilmember Rhodes led the flag salute.

**III. ROLL CALL**

COUNCILMEMBERS:   PRESENT:   Conners, Rhodes, Hack, Robbins  
                          ABSENT:   Ring

STAFF PRESENT:     City Manager Keane; Assistant City Manager Reilly; Deputy City Clerk Trippy; City Attorney McEwen

**IV. PRESENTATIONS**

4.1 2-1-1 Orange County Program/Health and Social Services Resource: Steve Lemler

Steve Lemler from 2-1-1 Orange County discussed the role of 2-1-1 and the services that are available through it. 2-1-1 is a non-emergency health and social services resource. During disasters, 2-1-1 helps field non-emergency calls that would otherwise go to 9-1-1.

Councilmember Conners asked if 2-1-1's services could be expanded to include OCTA information on transportation scheduling and availability.

Mr. Lemler responded that there are insufficient resources to expand services at this time.

Mayor Pro Tem Hack noted that 5-1-1 is coming to Orange County and will be a resource for transportation information.

Mayor Robbins thanked Mr. Lemler for his presentation.

City Manager Keane requested a copy of 2-1-1's public service announcement to play on Channel 31 and indicated that a link to 2-1-1 will be added to the City's website.

**V. CITY PROCLAMATIONS**

Moved by Mayor Pro Tem Hack, seconded by Councilmember Rhodes, and carried unanimously

to approve City Proclamations 5.1-5.4, entitled:

5.1 Emergency Medical Services Week, May 16-23, 2010

Division Chief Mike Boyle accepted the proclamation on behalf of the Orange County Fire Authority's Emergency Medical Team.

5.2 Building and Safety Month, May 2010

5.3 National Military Appreciation Month, May 2010

5.4 Older Americans Month, May 2010

**VI. CONSENT CALENDAR**

Moved by Councilmember Conners, seconded by Mayor Pro Tem Hack, and carried unanimously to approve Consent Calendar Items 6.1-6.5.

6.1 City Council Minutes

Approved the minutes from the April 9, 2010 special meeting and the April 21, 2010 regular meeting.

6.2 Approved the reading by title of all ordinances and resolutions. Said ordinances and resolutions that appear on the public agenda shall be determined to have been read by title only and further reading waived.

6.3 Treasurer's Report

Received and filed the April 2010 monthly and FY 2009-10 third quarter (January – March) Treasurer's Reports.

6.4 Warrant Register

Approved the May 19, 2010 Warrant Register in the amount of \$524,884.53.

6.5 2009 General Plan Annual Update

Approved the 2009 General Plan Annual Update.

**VII. PUBLIC HEARINGS**

7.1 Laguna Woods Village Golf Starter Building

City Manager Keane advised that the applicant had requested the public hearing be continued until June 16, 2010 and staff concurred with the request.

The public hearing was opened.

Moved by Councilmember Conners, seconded by Councilmember Rhodes, and carried unanimously to continue the public hearing for the Laguna Woods Village Golf Starter Building to the regular City Council meeting on June 16, 2010.

Kathryn Freshley, resident, expressed her opposition to conditions 27 and 35 in the proposed conditional use permit (CUP-603).

City Manager Keane noted that because Ms. Freshley made her comments after the close of public comments and the City Council's vote to continue the hearing, her comments cannot be included in the official record regarding the project.

## VIII. CITY COUNCIL

### 8.1 Advisory Committee Appointments

Moved by Mayor Pro Tem Hack, seconded by Councilmember Conners, and carried unanimously to ratify Councilmember Rhodes' proposed nominations as follows: Pat Feeney to the Land Use & Design Review Committee and Shirley Greenes to the Community Services Committee.

### 8.2 Councilmember Ethics Training

City Manager Keane explained that ethics training for City Councilmembers is required every two years. She recommended that the two-hour training be scheduled for June 2, 2010 at the end of the adjourned regular meeting. The training would not be televised. Councilmember Conners and Councilmember Rhodes recently completed ethics training and would not be required to participate.

The City Council concurred with the City Manager's recommendation.

## IX. CITY MANAGER

### 9.1 Taxi Voucher Program

City Manager Keane provided an update on the City's Fiscal Year 2010-11 budget. She does not view the Governor's May Revise as having a major impact on the City and noted that the information provided to the City Council at the last meeting remains the best available. Decisions regarding the taxi voucher program will impact the budget.

Assistant City Manager Reilly summarized the agenda report and responded to questions clarifying portions of the presentation.

Mayor Pro Tem Hack asked Assistant City Manager Reilly to explain taxi bucks.

Assistant City Manager Reilly stated that taxi bucks are general destination taxi vouchers, of \$1 or \$5. Residents can currently purchase a book of \$100 in taxi bucks for \$40. Taxi bucks must be used in order to receive discounted taxi fares.

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City Manager Keane stated that staff is proposing that only airport vouchers can be used as payment for trips to John Wayne Airport. Taxi bucks would no longer be accepted.

Councilmember Conners commented that the City must reduce the subsidy for vouchers to John Wayne Airport, in order to continue to afford to be able to offer the service.

City Manager Keane concurred with Councilmember Conners and further explained that the Orange County Transportation Authority has established goals for the grant program that is used to fund a portion of the taxi voucher program. The vouchers for John Wayne Airport are allowed by the grant but do not meet the established goals. Staff feels that changes to the program can be focused on the airport vouchers.

Councilmember Rhodes speculated that the decline in trips to the airport and the Irvine Transportation Center may be because residents are using general destination vouchers, instead of the specific destination vouchers. Prohibiting the use of general destination vouchers to the airport may cause the number of airports trips to increase.

City Manager Keane stated that staff has looked into that possibility and found that the majority of the residents who only use the taxi voucher program for airport trips don't want to buy taxi bucks because they do not want to deal with unused vouchers.

Assistant City Manager Reilly noted that staff's analysis shows that taxi bucks were used for the airport 16 times in March 2010 and 68 times in April 2010.

Mayor Pro Tem Hack predicted that the City would see a decline in the number of airport trips because the subsidy would not be as significant as other vouchers. He emphasized that the purpose of the program relates to senior mobility and that in light of the City's current financial situation, reductions need to be made.

Mayor Pro Tem Hack expressed support for increasing the cost of airport vouchers to \$22 and opposition to increasing the cost of non-emergency medical vouchers. He believes that the latter is where the most need is among residents.

City Manager Keane suggested that increasing the minimum age for airport vouchers and limiting the number of airport trips per year would make it possible to not make changes to the non-emergency medical vouchers. She agreed that the amount paid by the City for non-emergency medical trips varies and is higher than for other vouchers.

Councilmember Conners asked if it would make more sense to charge for non-emergency medical vouchers by destination, rather than mileage.

City Manager Keane expressed concern with actions that would make the program more complicated for residents.

Mayor Pro Tem Hack expressed concern with actions that may intrude on privacy.

City Manager Keane noted that staff needs to know that residents are going for a medical appointment, the name of the doctor, and the doctor's address. Staff schedules the trips

## ITEM 6.1

and, unlike taxi bucks, residents only pay for the specific vouchers that they need. There is a limit of four trips per month, however staff enforce a maximum of 48 per year in an attempt to be fair and flexible to residents with more appointments in a given timeframe.

City Manager Keane announced that exceptions can be made to residents with a disability and who no longer drive.

Assistant City Manager Reilly noted that the Community Services Committee made a recommendation to stop providing refunds except for deaths or people who move out of the City. He explained that staff feel that the recommendation does not comport with the City's customer service orientation.

City Manager Keane added that residents who are trying the program for the first time should not be penalized if they discover that it does not work for them.

Councilmember Connors expressed concern that making vouchers and taxi bucks non-refundable may create a secondary exchange market.

City Manager Keane responded that such activity is a risk for the grant funding.

Councilmember Connors asked if residents are required to show identification when they use taxi vouchers or taxi bucks.

City Manager Keane responded affirmatively.

Assistant City Manager Reilly stated that if the City Council chooses to not increase fees for the non-emergency medical vouchers, the need for General Fund support for the program could range from \$65,000-\$75,000, depending on what other changes are made.

City Manager Keane stated that if the City Council approves the staff recommendation and budgets \$65,000 from the General Fund, no changes would have to be made to the non-emergency medical vouchers.

Mayor Pro Tem Hack spoke in support of the taxi voucher program. He is comfortable increasing the minimum age for the airport vouchers to 70 and the cost to \$22. He noted that 70 was once the minimum age for the airport vouchers.

Councilmember Connors asked if a public hearing is required.

City Manager Keane responded that a public hearing is not required, but action by the City Council is. She summarized Mayor Pro Tem Hack's suggestion to approve the staff recommendation excluding any changes to the non-emergency medical vouchers.

Delsie Zuzak, resident, thanked the City Council for acknowledging handicapped people under the age of 70. She feels that increasing age limits is discrimination and that an individual's physical limitations can exist regardless of age.

Ruth May, resident, discussed a recent trip that she took from the Irvine Transportation

Center without using the taxi voucher program.

Councilmember Rhodes stated that he does not view an increase of \$1 for non-emergency medical vouchers as significant. He expressed concern with increasing the minimum age for airport vouchers and noted that he would be willing to increase the price to \$22. He suggested that the City Council consider making changes at mid-year.

City Manager Keane stated that changes could not be made at mid-year because vouchers are purchased for specific periods of time. The program needs to be at least annual.

Councilmember Connors discussed the necessity of making changes to the program and noted that any change is going to impact somebody. She also emphasized the importance of making exceptions to the age limit as previously discussed by City Manager Keane.

City Manager Keane clarified that use of the term "handicap" as it relates to the program means residents who qualify for either the Orange County Transportation Authority's ACCESS Program or Laguna Woods Village's lift bus.

Mayor Pro Tem Hack clarified that the proposal is only to increase the age for airport vouchers, which is not a core part of grant that helps fund the taxi voucher program. He noted that the City Council has an obligation to make reductions during "lean times."

Councilmember Connors asked what would happen if the airport subsidy is reduced, the fare to the airport is increased higher than \$22, and the minimum age remains at 60.

City Manager Keane stated that because of the timeline for ordering new taxi vouchers, the City Council needs to take action today. She suggested that the City Council could authorize a one-year program and staff could gather additional statistics during that time.

Mayor Pro Tem Hack expressed support for a two year program in light of the fact that the City is also negotiating a contract for taxi service and requesting rate stability.

City Manager Keane explained that the City Council could authorize a one year program and still enter into a two year contract for taxi service.

Rochelle Nemirow, resident and President of the Vision Impaired Club of Laguna Woods Village, expressed support for the program. Ms. Nemirow stated that she was initially opposed to providing refunds, but has since reconsidered and is now suggesting that a 50% refund be offered. She also suggested that information be mailed to every residence in the City explaining the changes, in a minimum of 18 point font.

City Manager Keane thanked Ms. Nemirow for her comments and explained that the City mails a letter to all of the participants in the taxi voucher program. She explained that special destination vouchers can only be exchanged and that if the cost has increased, the resident would be required to pay the difference. Taxi bucks can be refunded for cash. She expressed concern there may be a problem with the Orange County Transportation Authority if refunds are not offered.

Councilmember Conners asked what the minimum cost is to purchase taxi bucks.

City Manager Keane stated that one book worth \$100 currently costs \$40.

Moved by Mayor Pro Tem Hack, seconded by Councilmember Conners, and carried unanimously to approve the following changes to the taxi voucher program:

1. Airport/Fashion Island/South Coast Plaza/OC Performing Arts Center Voucher:

Price increase from \$16 to \$22

Minimum age increase from 60 to 70\* years old

No more than four round-trips per year, per address

Vouchers are not refundable

\*City Manager is authorized to grant exceptions for residents who do not drive or are disabled.

2. Irvine Transportation Center Vouchers:

Price increase from \$4 to \$6

Minimum age stays at 60

No restriction on the number of trips per year

Vouchers are not refundable

3. General Taxi Travel Vouchers (taxi buck booklets):

Price increase from \$40 to \$50 for a \$100 worth of trips

Minimum age stays at 60

No restriction on the number of books per year

Taxi bucks cannot be used for airport travel

Refunds for unused taxi bucks available at end of the program cycle (June 30, 2011)

4. Non-Emergency Medical Vouchers:

No changes to current fares or program eligibility

Assistant City Manager Reilly stated that one of the key elements of the service provided by California Yellow Cab is that they can pick-up residents from John Wayne Airport.

William Gray, from A White and Yellow Cab Inc., offered the City a 20% subsidy for taxi services. He asked for an opportunity for other vendors to bid on the program or for the City Council to allow multiple vendors to provide services, based on their specialty.

City Manager Keane asked if A White and Yellow Cab Inc. can provide service from the airport.

Mr. Gray stated that they are only able to drop-off at the airport.

City Manager Keane stated that there is insufficient time to rebid the contract. Staff looked at similar transportation programs, including Age Well, which runs a large non-emergency medical transportation program. They have been through a bid process and

## ITEM 6.1

decided to stay with the same taxi company that the City is using. If the City Council approves a one year contract, it could be rebid during that time.

Mayor Pro Tem Hack supported a one year contract and using that time to rebid and gather additional statistics as previously suggested by Councilmember Conners.

City Manager Keane stated that changing vendors would require rebidding the contract.

Councilmember Conners suggested that staff look into the benefits, if any, of allowing taxi services to be provided by more than one vendor.

City Manager Keane reiterated concerns with actions that would complicate the program. Staff feel that it is important to have a single vendor in order to minimize confusion.

Mayor Pro Tem Hack discussed the need for transparency for program users.

Mr. Gray asked for confirmation that taxi bucks will no longer be used for trips to the airport. He suggested that the City consider allowing potential vendors to propose their own program based on market experience.

City Manager Keane responded affirmatively regarding the use of taxi bucks.

Moved by Mayor Pro Tem Hack, seconded by Councilmember Rhodes, and carried unanimously to approve a contract extension with Cabco Yellow, Inc. (California Yellow Cab) for taxi voucher service for one year through June 30, 2011 under the same conditions, and authorize the City Manager to execute the extension, subject to approval as to form by the City Attorney.

### **X. CITY ATTORNEY'S REPORT – None**

### **XI. COMMITTEE REPORTS**

#### 11.1 Transportation Corridor Agencies (Mayor Pro Tem Hack)

Mayor Pro Tem Hack announced that the Agency applied for and was recently granted a seat on the Southern California Association of Government's Regional Council.

#### 11.2 Orange County Library Board (Mayor Robbins)

Mayor Robbins discussed the Fiscal Year 2010-11 budget that was recently approved by the Orange County Library Board. The ad hoc Allocation Formula Task Force will meet on May 20, 2010. He does not foresee changes being made to the City's hours of service.

#### 11.3 Orange County Fire Authority (Councilmember Rhodes)

Councilmember Rhodes announced that the next meeting is scheduled for May 27, 2010.

## 11.4 Southern California Water Committee (Mayor Pro Tem Hack)

Mayor Pro Tem Hack discussed a recent study conducted by the University of Maryland concerning delta smelt and reasons for the decline in their population.

## 11.5 Coastal Greenbelt Authority (Councilmember Conners)

Councilmember Conners stated that there was no meeting this month.

## 11.6 Laguna Canyon Foundation (Councilmember Rhodes)

Councilmember Rhodes noted that the Laguna Canyon Foundation is in the process of hiring a consultant to assist with reorganization and restructuring. They also hope to hire an Executive Director in the coming month. He discussed senior programs, a celebration in honor of outgoing President Michael Pinto, hiking trails, and volunteer opportunities.

## 11.7 Vector Control District Board (Board Member Bouer)

Board Member Bouer announced that there are no severe vector problems in the City. He discussed management changes at the Vector Control District and ongoing discussions regarding the possible privatization of rat control. He expressed his personal opinion that outsourcing would be a mistake given that private companies must generate a profit. He believes that the District is competently providing rat control services.

**XII. PUBLIC COMMENTS**

David Talcott, resident, expressed his opposition to condition 35 in the proposed conditional use permit for Laguna Woods Village's golf starter building project. He noted that the dedication of land would affect the association fees for almost all of the City's residents.

**XIII. CITY COUNCIL COMMENTS AND ANNOUNCEMENTS**

## 13.1 Reports on Meetings Attended (Government Code §53232.3)

- A. O.C. Division, League of California Cities, May 13, 2010 (Rhodes)
- B. O.C. Water Summit, May 13, 2010 (Rhodes, Hack)

## 13.2 Other Comments and Announcements

Councilmember Conners reported on the most recent meeting of the Orange County Waste Management Commission. She discussed budget issues, rebranding, a partnership with the Apartment Association of Orange County, and pending legislation concerning recycling by commercial businesses.

**XIV. CLOSED SESSION**

None.

**XV. ADJOURNMENT**

The meeting was adjourned at 4:01 p.m. The next adjourned meeting will be at 2:00 p.m. on June 2, 2010 at the Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, California.

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YOLIE TRIPPY, Deputy City Clerk

Adopted: June 16, 2010

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MILT ROBBINS, Mayor

**6.2**  
**WAIVE READING OF ORDINANCES AND**  
**RESOLUTIONS**  
**(No Report)**

**6.3**  
**TREASURER'S REPORT**

# City of Laguna Woods

## Treasurer's Report

May 31, 2010

### CASH ON HAND

1. Investments/General Fund

Local Agency Investment Fund	\$	10,127,618
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Subtotal	\$	10,127,618
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2. Investments/Transportation Fund

Local Agency Investment Fund	\$	2,026,864
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Subtotal	\$	2,026,864
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3. Other Interest & Non-Interest Bearing/General & Transportation

Petty Cash Funds	\$	241
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Analyzed Checking Account	\$	1,363,363
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Subtotal	\$	1,363,604
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<b>TOTAL</b>	<b>\$</b>	<b>13,518,086</b>
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Note: LAIF reports interest earnings quarterly.

**6.4**  
**WARRANT REGISTER**

CITY OF LAGUNA WOODS  
 WARRANT REGISTER - FY 2010  
 6/16/2010

CK #	WR #	Vendor	Account	Item/Purpose	Amount
108868	10-1201	El Toro Water District	001.6590.7231	City Hall Utilities/April 2010	28.00
108869	10-1202		001.6590.7231		90.45
108879	10-1203	Marina Landscape	100.0000.2501	Ridge Route Linear Park/Retention Payment	2,484.79
108902	10-1204	America's Instant Signs	140.6590.7600	Temporary Sign/Moulton Parkway Widening Project	519.75
108903	10-1205	Bennett's Plumbing	001.6590.7234	Building Maintenance/City Hall	283.10
108905	10-1206	Captioning Unlimited	001.6100.7391	Closed Captioning/City Council Meetings/May 2010	300.00
108908	10-1207	El Toro Water District	100.6700.7341	City Hall/Landscape Irrigation/May 2010	2,765.01
108909	10-1208		100.6700.7341	Linear Park/Landscape Irrigation/May 2010	406.53
108910	10-1209		100.6700.7341	Dog Park Irrigation/May 2010	14.24
108911	10-1210	Mike Grover	010.0000.4501	Waste Diversion Deposit Refund	750.00
108912	10-1211	Hogle-Ireland	001.6400.7311	Current Planning Services/March 2010	1,365.00
			001.6400.7321	Building & Safety Inspection/March 2010	9,018.75
108914	10-1212	Richard Norman	001.0000.4401	Building Permit Refund	190.48
108915	10-1213	Michael Papierman	010.0000.4501	Waste Diversion Deposit Refund	1,500.00
108917	10-1214	Saddleback Windows	340.6590.7640	CDBG/Energy Efficient Improvement Program	5,991.00
108918	10-1215	Southern California Edison	100.6700.7341	Irrigation Controllers/May 2010	69.64
108919	10-1216	Standard Telephone Network	001.6590.7232	City Hall/Switchboard Repair	125.00
108923	10-1217	Waldron & Associates, Inc.	570.6590.7260	Legal Services/City Hall Acquisition/April 2010	3,933.80
108924	10-1218	Dicksons, Inc.	340.6590.7640	CDBG/Energy Efficient Improvement Program	3,800.00
108925	10-1219	All-American Asphalt	155.0000.2501	Retention Payment/El Toro Eastbound Project	50,000.00
			120.0000.2501		2,448.89
			120.0000.2501		1,071.17
108926	10-1220	AT&T	001.6590.7232	Telephone/581-3974/April 2010	197.63
108927	10-1221		001.6590.7232	Telephone/458-3487/May 2010	32.16
108928	10-1222	Burke, Williams & Sorensen, LLP	570.6590.7260	Legal Services/City Hall Acquisition/April 2010	186.65
			140.6590.7600	Legal Services/Moulton Smart Street/April 2010	304.11
			001.6100.7301	Legal Services/Retainer/April 2010	4,995.17
108929	10-1223	Curbside	001.6700.7349	Door-to-Door Collections/April 2010	3,009.38
			001.6700.7349	Household Hazardous Waste Collection/Medical/April	280.54
			001.6700.7349	Battery & Florescent Bulb Collections/April 2010	536.40
108930	10-1224	David Evans & Associates	140.6590.7600	Professional Services/Moulton Parkway Widening/April	1,703.70
108932	10-1225	Gary Gates	001.6100.8110	Employee Benefit Program/May 2010	291.84
			001.6590.7232	Cell Phone Reimbursement/May 2010	40.00
			001.6100.7203	ICC Meeting/April-May 2010	45.00
			001.6100.7204	Mileage Reimbursement/May 2010	176.50
108935	10-1226	League of CA Cities/OC Division	001.6000.7203	May Meeting/Rhodes, Hack	110.00

108937	10-1227	Southern California Edison	001.6700.7236	Residential Streetlights/United/May 2010	1,608.47
108938	10-1228		110.6700.7346	Traffic Signal Controllers/May 2010	763.94
108939	10-1229	Southern California Edison	001.6590.7231	Utilities/City Hall/May 2010	1,099.30
108940	10-1230		100.6700.7341	Ridge Route Dog Park/May 2010	22.57
108941	10-1231	The Gas Company	001.6590.7231	City Hall/May 2010	57.20
108943	10-1232	Shirley McDonald	190.0000.2610	Taxi Voucher Refund	40.00
108944	10-1233	Charles Chun	190.0000.2610	Taxi Voucher Refund	16.00
108946	10-1234	Patrick Heacock	001.0000.4401	Inspection Fee Refund	39.00
108947	10-1235	Hogle-Ireland	001.6400.7321	Building & Safety Inspection/March 2010	2,500.00
108950	10-1236	Douglas Reilly	001.6100.8110	Employee Benefit Program	1,126.65
	10-1237	Aliso Creek Printing	190.6500.7222	Taxi Voucher Printing	1,326.75
	10-1238	AT&T	001.6590.7232	Telephone/639-0500/May 2010	179.63
	10-1239		001.6590.7232	Telephone/452-0600/May 2010	233.79
	10-1240		001.6590.7232	Telephone/770-9359/May 2010	15.99
	10-1241	Michael Balliet	001.6700.7350	Solid Waste & Recycling Consulting/May 2010	1,890.00
			300.6700.7349		300.00
			365.6700.7349		705.00
			2601	See Below	28.89
10-1242		Bank of America - Credit Card			
10-1243		Burke, Williams & Sorensen, LLP	570.6590.7260	Legal Services/City Hall Acquisition/February 2010	166.50
			140.6590.7600	Legal Services/Moulton Smart Street/April 2010	1,996.25
			001.6100.7301	Legal Services/Retainer/April 2010	1,573.70
			010.6500.7301	Legal Services/Deposit-Based/April 2010	129.50
			001.6100.7222	Copier Lease/City Hall/June 2010	539.40
10-1244		CTF Technology			
10-1245		City of Laguna Beach	001.6600.7361	Animal Services/4th Quarter/Fiscal Year 2009-2010	20,665.00
			110.6590.7600	Measure M/Capital Project/Moulton Parkway Widening	119,472.86
10-1246		County of Orange	001.0000.4401	County Administrative Charges/Secured Property Taxes	16,370.00
10-1247		County of Orange	001.0000.4127		17,282.83
			001.6600.7351	Sheriff Services/June 2010	98,192.42
			230.6600.7351		10,000.00
10-1249		County of Orange/Streets	110.6700.7347	Street Maintenance/April 2010	4,327.63
			110.6700.7343		26,420.53
10-1250			100.6700.7343	Street Maintenance/March 2010	6,278.17
			110.6700.7343		2,450.64
			120.6700.7343		8,960.15
			001.6700.7349	Household Hazardous Waste Collect/E-Waste/May 2010	3,571.20
10-1251		Curbside	001.6700.7236	Streetlights/Monthly Maintenance/May 2010	930.00
10-1252		D & E Electrical	125.6590.7600	EI Toro Rd Storm Drain Improvements/Prop. 1B Project	216,203.90
10-1253		GCI Construction	125.0000.2501	Retainer	-21,620.39
			001.6590.7234	Janitorial Supplies/Extra Work/May 2010	300.73
10-1254		Great Cleaning Services, Inc.	001.6400.7311	Current Planning Services/March 2010	9,485.00
10-1255		Hogle-Ireland	275.6590.7600	Ridge Route Dog Park/May 2010	1,106.00
10-1256		Lynn Capouya Inc			

10-1257	League of CA Cities/OC Division	001.6000.7203	City Infrastructure Summit/Hack	55.00
10-1258	Municipal Code Corporation	001.6100.7391	Ordinance Updates/Supplement 6	528.98
10-1259	Office Depot	001.6100.7221	Office Supplies	232.62
10-1260	SBLI of Massachusetts	001.6100.8110	Employee Benefit Program/May 2010	203.06
10-1261	Southern California Edison	110.6590.7600	Relocate Streetlight/Moulton Parkway Widening	4,490.91
10-1262	Yolie Trippy	001.6100.8110	Employee Benefit Program/June 2010	500.00
10-1263	Great Cleaning Services, Inc.	001.6590.7234	Janitorial Service/June 2010	495.00
10-1264	Sonitrol	001.6590.7234	City Hall/Alarm System Maintenance/June 2010	51.46
10-1265	Redflex	001.6600.7371	Redlight Photo Enforcement/June 2010	25,000.00
10-1266	Commpro	001.6100.7391	Website Hosting Services/June 2010	295.00
10-1267	Orkin	001.6590.7234	City Hall/Building Maintenance/June 2010	79.71
10-1268	Practical Data Solutions	001.6100.7391	Information Technology Services/June 2010	1,080.00
10-1269	KONE, Inc.	001.6590.7234	Elevator Maintenance/City Hall/June 2010	167.45
10-1270	TruGreen Landscape	001.6700.7341	Landscape Maintenance/June 2010	8,962.00
10-1271	Ernestine Jones	001.6100.8110	Employee Benefit Program/June 2010	266.34
10-1272	CitiStreet/CalPers 457 Plan	001.6100.8110	Employee Benefit Program/June 2010	273.00
		001.6400.8110		300.00
10-1273	Vantage Point/ICMA 457 Plan	001.0000.2601	Employee Contributions/June 2010	800.00
		001.6100.8110	Employee Benefit Program/June 2010	1,222.84
		001.6400.8110	Employee Benefit Program/June 2010	500.00
10-1274	Petty Cash	001.0000.0010	To Replenish Petty Cash	759.11
10-1275	Cynthia Conners	001.6000.8102	June Compensation	300.00
10-1276	Bert Hack	001.6000.8102	June Compensation	300.00
10-1277	Martin Rhodes	001.6000.8102	June Compensation	300.00
10-1278	Robert Ring	001.6000.8102	June Compensation	300.00
10-1279	Milt Robbins	001.6000.8102	June Compensation	300.00
10-1280	ADP	001.6100.8101	Payroll Ending 05/07/10 Full-time Staff	21,879.84
		001.6100.8102	Payroll Ending 05/07/10 Part-time Staff	565.50
		001.0000.2601	Deferred Comp/Payroll Ending 05/07/10	-400.00
		001.0000.2180	FSA Payable/Payroll Ending 05/07/10	-200.00
		001.6400.8101	Payroll Ending 05/07/10 Full-time Staff	4,603.00
		001.6400.8102	Payroll Ending 05/07/10 Part-time Staff	1,680.00
		001.6100.8111	Payroll Taxes- Employer	1,884.89
		001.6400.8111	Payroll Taxes- Employer	352.13
		001.6100.2601	Deferred Comp/Payroll Ending 05/07/10	-1,219.80
		190.6500.8101	Payroll Ending 05/07/10 Full-time Staff	540.00
		190.6500.8102	Payroll Ending 05/07/10 Part-time Staff	675.00
		190.6500.8111	Payroll Taxes- Employer	92.95
10-1281	ADP	001.6100.7303	Payroll Processing	109.62
10-1282	CalPERS Retirement	001.6100.8112	Retirement System/Payroll Ending 05/07/10	3,909.34
		001.6400.8112		802.63

10-1283	ICMA Retirement Corporation	001.6100.8101	Deferred Comp/Payroll Ending 05/07/10	374.23
		001.0000.2601	Deferred Comp/Payroll Ending 05/07/10	1,219.80
10-1284	ADP	001.6100.8101	Payroll Ending 05/21/10 Full-time Staff	21,879.84
		001.6100.8102	Payroll Ending 05/21/10 Part-time Staff	531.50
		001.0000.2601	Deferred Comp/Payroll Ending 05/21/10	-400.00
		001.0000.2180	FSA Payable/Payroll Ending 05/21/10	-200.00
		001.6400.8101	Payroll Ending 05/21/10 Full-time Staff	4,603.00
		001.6400.8102	Payroll Ending 05/21/10 Part-time Staff	1,680.00
		001.6100.8111	Payroll Taxes- Employer	1,752.27
		001.6400.8111	Payroll Taxes- Employer	480.64
		001.6100.2601	Deferred Comp/Payroll Ending 05/21/10	-1,219.80
		190.6500.8101	Payroll Ending 05/21/10 Full-time Staff	540.00
		190.6500.8102	Payroll Ending 05/21/10 Part-time Staff	675.00
		190.6500.8111	Payroll Taxes- Employer	92.95
10-1285	ADP	001.6100.7303	Payroll Processing	109.62
10-1286	CalPERS Retirement	001.6100.8112	Retirement System/Payroll Ending 05/21/10	3,909.34
		001.6400.8112		802.63
10-1287	ICMA Retirement Corporation	001.6100.8101	Deferred Comp/Payroll Ending 05/21/10	374.23
		001.0000.2601	Deferred Comp/Payroll Ending 05/21/10	1,219.80
	TOTAL			777,282.51

Void Check(s): 108865, 108867, 108936

May


Debit	Debit	Overnight Express	001.6100.7223	Delivery Services	28.89
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**7.1**  
**LAGUNA WOODS VILLAGE GOLF STARTER**  
**BUILDING**

## City of Laguna Woods Agenda Report

**DATE:** June 16, 2010, City Council Meeting

**TO:** Honorable Mayor and Councilmembers

**FROM:** Leslie A. Keane, City Manager 

**Agenda Item:** Laguna Woods Village Golf Starter Building - Site Development Plan SP-602 and Conditional Use Permit CUP-603.

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### Recommendation

- A. Continue Public Hearing
- B. Receive Staff Report
- C. Receive Public Comment
- D. Close Public Hearing
- E. Approve two resolutions, authorizing the Golf Starter Building project:
  - 1. A resolution adopting a Negative Declaration entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING NEGATIVE DECLARATION ND 10-01 FOR A NEW 17,863 SQUARE FOOT GOLF STARTER BUILDING WITHIN THE GATE 12 GOLF COURSE DEVELOPMENT LOCATED AT 24122 MOULTON PARKWAY

AND

- 2. A resolution granting a conditional use permit and approving a site development permit to allow for the construction of a new 17,863 square foot Golf Starter Building entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, APPROVING SITE DEVELOPMENT PLAN SP-602 AND CONDITIONAL USE PERMIT CUP-603 FOR THE CONSTRUCTION OF A NEW 17,863 SQUARE FOOT GOLF STARTER BUILDING WITHIN THE LAGUNA WOODS VILLAGE GATE 12 GOLF COURSE DEVELOPMENT LOCATED AT 24122 MOULTON PARKWAY

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**Background**

On May 27, 1964, the County of Orange approved Conditional Permit CP 1108 to allow the development of Clubhouse II, Golf Starter Building, and appurtenant facilities which includes a swimming pool, roque, shuffle board, tennis, badminton and horseshoe courts, and putting greens in connection with the existing golf course. On August 15, 1977, the County of Orange approved Conditional Permit CP77-3P for the addition of 40 additional off street parking spaces to satisfy the existing demand and alleviate the need for parking in the dirt area on the opposite side of Moulton Parkway.

As currently existing, the Golf Starter Building, located at 24112 Moulton Parkway is 8,269 square feet in size, two-stories in height, and surrounded by a 27-hole golf course. The existing building includes a pro shop, snack bar, restrooms, offices, storage facility, 45 golf cart barn facility and large covered outdoor decks. The building is currently over 45 years old. As proposed, the applicant wishes to construct a new 17,863 square foot two-story Golf Starter Building just northwest of the existing structure. The proposed new Golf Starter Building is intended for use by the Laguna Woods Village golfers and non-golfers alike. In order not to disrupt the golfing on site, the existing Golf Starter Building will continue to operate during the construction of the new facility and will be removed after the new Golf Starter Building is complete and in operation.

The subject property is zoned OS-R "Open Space-Recreation" which allows the development and preservation of public and private parks and associated recreation facilities within open space areas. Section 13.12.020 of the Municipal Code lists country clubs and golf courses as permitted uses subject to an approved conditional use permit and restaurants permitted as an accessory to a principal use on site. Section 13.24.040 of the Municipal Code defines the process and procedures for reviewing conditional use permits including a requirement for a public hearing by City Council. Additionally, the City Council must consider the impact of the proposed building on adjacent land uses and make required findings as defined by the City Municipal Code.

Surrounding Land Uses include the following:

<b>Location</b>	<b>Land Use designation</b>	<b>Land Use</b>
North	OS-R Open Space Recreation	Golf Course
South	OS-R Open Space Recreation	Golf Course & Tennis Courts
East	OS-R Open Space Recreation	Golf Course
West	OS-R Open Space Recreation	Parking lot & Clubhouse II

The application was deemed complete on April 14, 2010 and the proposed Golf Starter Building is consistent with the Zoning Code and General Plan with approval of a conditional use permit.

This matter was noticed for a public hearing on May 19, 2010; immediately prior to the meeting the applicant requested a continuance. The public hearing was opened and continued to June 16, 2010.

## **Discussion**

### **Issue 1: Site Design**

The proposed Golf Starter Building is 17,863 square feet in size and two-stories in height. Due to the sites sloping topography, the proposed structure is approximately 23'-3" in height from the front elevation adjacent to the existing parking lot and approximately 39'-3" feet in height in the rear elevation with a six foot high chimney above. The building's architecture is a Mediterranean style with arched colonnades around the building, decorative brick caps, concrete columns, wrought iron railings, decorative wall light fixtures, exposed rafter tails, French windows and doors, and Mission style terracotta pavers. The building is finished with trowel finish stucco and Mission roofing tile. The proposed color scheme utilizes warm earth tones similar to the color pallet used for Clubhouse 7 across Moulton Parkway.

The lower floor of the proposed Golf Starter Building includes a pro shop, bag storage facility, restrooms, offices, foyer, elevator, maintenance storage, and a 54 golf cart barn facility. The upper floor includes a foyer and lounge, restrooms, additional storage facilities, three clubrooms, café, and large covered outdoor dining/viewing decks. The three clubrooms have moveable internal dividers, intended to allow for flexibility in room size depending on the group size and activities.

Entrance into the building is provided from both the lower and upper level and is accessible to all members of the Laguna Woods Village community, both golfers and non-golfers alike. Due to the sloping topography of the site, access to the café on the upper level can be accessed directly from the existing parking lot facility in compliance with ADA requirements.

In addition to the new Golf Starter Building, the proposed site improvements will include rebuilding of the men's first tee, a new putting green area, additional golf cart parking, improved golf cart circulation and access to adjacent tees, and an additional 51 space parking lot, identified as Area 51 located on the west side of Moulton Parkway.

The building, as proposed, meets the required building setback and site coverage standards for the OS-R zone.

### **Issue 2: Building Height**

Per the municipal code, structures within the OSR zone are permitted a maximum height of 35 feet except as otherwise provided for by an approved use permit. Additionally, chimneys may exceed the zoning district height limitations by no more than eight feet in height. Per section 13.16.160 of the Municipal Code, when a building site slopes in any direction at an average grade of more than ten percent within the front 50 feet of the building site, the building height is measured from the vertical distance above an inclined slope to the top of the structure, including screened mechanical and electrical fixtures. Per this method of measuring, the proposed Golf Starter Building falls within the building envelope height of 39'-3", with the chimney only extending above that envelope height by an additional six feet and six inches. The intent for height restrictions is to assure compatibility with adjacent properties and provide adequate light and air. Although the proposed Golf Starter Building is approximately 10 Feet higher in elevation than the existing building, it is staff's opinion that new Golf Starter Building is compatible with the surrounding area and the topography of the site.

### **Issue 3: Parking**

Currently there are 246 parking stalls for motor vehicles and 79 parking stalls for golf carts resulting in a total of 325 parking stalls within the Gate 12 golf course development. The Laguna Woods Village Golf Starter Building shares the parking lot with Clubhouse II, two lawn bowling greens, six shuffleboard courts, a swimming pool, four tennis courts, and a card room.

*Existing Parking Supply*

<b>Parking Zone</b>	<b>Motor Vehicle Parking</b>	<b>Golf Cart Parking</b>	<b>Total</b>
Parking Zone A	16	20	36
Parking Zone B	14	0	14
Parking Zone C	78	0	78
Parking Zone D	138	0	138
Parking Zone E	0	59	59
<b>TOTAL</b>	<b>246</b>	<b>79</b>	<b>325</b>

The project parking requirements are calculated based on the increase in size of the proposed Golf Starter Building and the applicable parking ratio as required per Section 13.18.070 of the Municipal Code. As shown below, the proposed Golf Starter Building would require an additional 116 parking spaces.

*Golf Starter Building: Parking Demand*

<b>Land Use</b>	<b>Parking Rate</b>	<b>New Building Area</b>	<b>Existing Building Area</b>	<b>Additional Building Area</b>	<b>Required # of Parking Stalls</b>
Restaurants	1/100 s.f.	5,734 s.f.	2,342 s.f.	3,392 s.f.	+34
Clubs, halls	1/75 s.f.	7,953 s.f.	2,478 s.f.	5,475 s.f.	+73
Cart barn	1/1 cart	4,176	3,449 s.f.	727	+9
<b>SUB TOTAL</b>		<b>17,863</b>	<b>8,269</b>	<b>9,594</b>	<b>+116</b>

Per the Municipal Code calculations, the project is required to provide an additional 116 parking spaces to the existing 325 parking spaces on-site resulting in a total of 441 parking spaces.

As part of the overall site design, the applicant proposes to include a shuttle bus stop at the entry of the Golf Starter Building and a new trash enclosure eliminating approximately 15 parking stalls from parking zone “D” thus, reducing the existing 138 motor vehicle stalls to 123 stalls. Additionally, to better provide for the golf community, the golf cart parking located in parking zone “E” will increase from the existing 59 golf cart spaces to 71 spaces. These proposed modifications as noted above will result in a net reduction of 3 parking spaces increasing the number of new spaces required to 119.

Additionally, per section 13.18.050 of the Municipal Code, ten percent of the required standard motor vehicle parking spaces can be reduced in size and utilized for golf cart or other alternative vehicles. As proposed, the applicant has modified parking zone “E” to include 12 additional golf cart spaces exceeding the maximum number of alternative parking spaces allowed. Given the nature of this facility and the accessibility to golf

cart paths and golf cart crossings, staff is supportive of the additional golf cart spaces.

The applicant has prepared a parking analysis in order to rationalize a potential reduction in the number of parking spaces on actual use rather than on the exact interpretation of the municipal code's parking requirement. Per the applicant's parking analysis prepared by Urban Crossroads, a parking survey was conducted on a Friday when the golf course was at full capacity, the Lawn Bowling Club held its weekly tournament, and Clubhouse II had a TGIF event. During this survey, a maximum of 175 of the parking stalls were utilized. Per the applicants parking calculations 294 parking spaces are required.

***Gate 12: Parking Calculations  
Per the GRF Parking Study***

Motor Vehicle Parking Use	Required # of Spaces
Maximum Parking utilized	175 Spaces
Parking Required per Municipal Code	116 Spaces
Net Parking Reduction	3 Spaces
Total Parking Required	294 Spaces

It should be noted, that the 294 parking spaces required is an estimated number based on the applicant's parking analysis. This analysis is based on a one day field survey and does not incorporate special events that may occur; such as the seasonal outdoor concerts in the summer season or other events that take place within Clubhouse II and the new Golf Starter Building.

Staff conducted several field visits and has analyzed the project application data. Although staff does not completely agree with GRF's parking analysis, staff does agree that the additional 119 spaces (116 required spaces plus 3 net spaces eliminated) may not be warranted. To accommodate for the anticipated need and demand of additional parking, parking zone "F", which is currently a vacant graded pad located on the west side of Moulton Parkway is recommended in order to provide an additional 51 motor vehicle parking stalls. Overall, the proposed project will increase the amount of available motor vehicle parking to a total of 282 parking stalls and a total of 91 golf cart parking stalls resulting in a total of 373 parking spaces.

In summary, although 441 parking spaces are required per the Municipal Code, staff can support reducing the overall amount of parking by 68 spaces resulting in a total of 373 parking spaces as noted below.

***Proposed Parking Supply***

Parking Zone	Motor Vehicle Parking	Golf Cart Parking	Total
Parking Zone A	16	20	36

Parking Zone B	14	0	14
Parking Zone C	78	0	78
Parking Zone D	123	0	123
Parking Zone E	0	71	71
New Parking Lot	51	0	51
<b>TOTAL</b>	<b>282</b>	<b>91</b>	<b>373</b>

As shown on the site plan, the new parking lot is approximately 150 feet away from the gate 12 entrance. Per section 13.18.050 (9), uses on multiple building sites may share common parking facilities within one or more parking areas provided that the following requirements are met. A detailed parking plan is submitted, the parking facility be within 300 feet of entry, adequate assurance is granted ensuring that the parking will continue to be maintained, a parking plan is recorded by the County, and the added parking is required by staff. It is staff's opinion that this parking meets the requirements as noted above and is necessary to accommodate the overflow of parking that may occur during special events.

#### **Issue 4: Other Requirements**

Projects that require discretionary review and approval are subject to an environmental assessment and conditions that are considered to be necessary in order to account for potential impacts that might not be accounted for in the traditional development review processes. For the Laguna Woods Village Golf Starter Building, staff has included both standard, as well as project specific conditions. A few notable conditions include conditions number 27 and 35 which require the applicant to revise the site plan to show the proposed temporary construction easement and to provide an irrevocable offer dedicate the ultimate right-of-way for Moulton Parkway as depicted on the "Proposed Right-of-Way Requirements" exhibit prepared by the County of Orange for the Moulton Parkway Smart Street Project. Additionally, conditions number 28, 29, & 31 require the applicant to pay the appropriate transportation/road improvement fees, school district fees, El Toro Water District fees, and library fees. Furthermore, per the draft Negative Declaration 10-01, archaeological and paleontological resources were discovered within close proximity to the subject site and are therefore required to provide an archaeological field assessment prior to grading and provide oversight of grading activities by a certified paleontologist during grading activities (condition number 23 & 24). For more detail on these and other conditions, please refer to the Conditions of Approval within the SP-602/CUP-603 Resolution attached.

#### **Issue 5: Required findings for City Council**

City Council may approve the proposed discretionary permit provided they can make

the required findings, subject to the conditions of approval.

1. The proposed project is consistent with the City of Laguna Woods General Plan; and
2. There is reasonable probability that the proposed project is consistent with the proposed Housing Element; and
3. There is little or no probability that the proposed project will be detrimental to or interfere with the future adopted Housing Element; and
4. The proposed project complies with the development standards and is consistent with the provisions of the City Zoning Code; and
5. The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act; and
6. The location size, design and operating characteristics of the proposed use will not create conditions or situations that may be incompatible with other permitted uses in the vicinity; and
7. The approval of the permit application will not result in conditions or circumstances contrary to the public health, safety and general welfare; and
8. The site is accessible by an established golf cart path and/or golf cart/golf car crossing, or the particular use is accessible to and encourages the use of alternative vehicles; and
9. Sufficient onsite parking is provided or proposed.

### **Environmental Review**

Pursuant to Sections 15074 of the California Environmental Quality Act, the City of Laguna Woods proposes to adopt Negative Declaration 10-01 for the proposed project with a finding that the proposed project will not have a significant impact on the environment. In accordance with the Guidelines for Implementation of the California Environmental Quality Act, the City of Laguna Woods conducted an initial study, prepared a Draft Negative Declaration, and provided the required public notice for the proposed project. The Draft Negative Declaration and Initial Study along with all referenced documents are available for public review at the City of Laguna Woods City

Hall. The public review period for comments on the environmental document opened on April 29, 2010 and all comments must be received by May 18, 2010.

As proposed, the project will not impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species. Given the long urbanized and previously disturbed character of the site and surroundings, adverse impacts to archaeological and paleontological resources are considered unlikely. Nonetheless, construction-phase measures are required pursuant to the General Plan EIR that will be implemented to prevent accidental destruction of important archaeological or paleontological resources. Mitigation measures are included in the conditions of approval. No environmental hazards were identified as part of the project analysis and the project will not degrade the quality of the environment, nor impact any habitat.

No other near-term development or infrastructure projects are planned in this area that could contribute to the impacts of the proposed Golf Starter Building project. Long-term impacts associated with the project would not differ from what was anticipated in the General Plan EIR. Impacts associated with greenhouse gas emissions and climate changes have been determined to be less than significant. Additionally, there are no significant geological, hydrologic, or natural hazards affecting the project site. As discussed in the Negative Declaration, significant air quality impacts would not occur nor are significant noise impacts anticipated.

### **Fiscal Impact**

The Proposed Golf Starter Building will not generate any additional revenue for the City. The applicant pays all infrastructure costs associated with the specific site development and as a condition of approval is required to pay any impact fees associated with the construction of a new building. The City staff recovers all expenses associated with processing the planning entitlements and building permits through the collection of standard processing fees, paid by the applicant. Although there could be some increased on-going public safety costs, these are not anticipated to be significant.

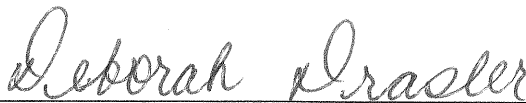
### **Land Use and Planning Committee Action**

The project was presented to the Land Use and Design Review Committee at the May 13, 2010 meeting. Staff clarified the parking requirements and the committee specifically discussed the overflow parking lot, the cultural resources, and the land dedication condition (Condition number 24, 27 & 35). The applicant expressed agreement with all the proposed conditions. After discussion, the committee approved of these conditions and voted unanimously to recommend City Council approval of the proposed project, subject to all the recommended conditions.

**Conclusion**

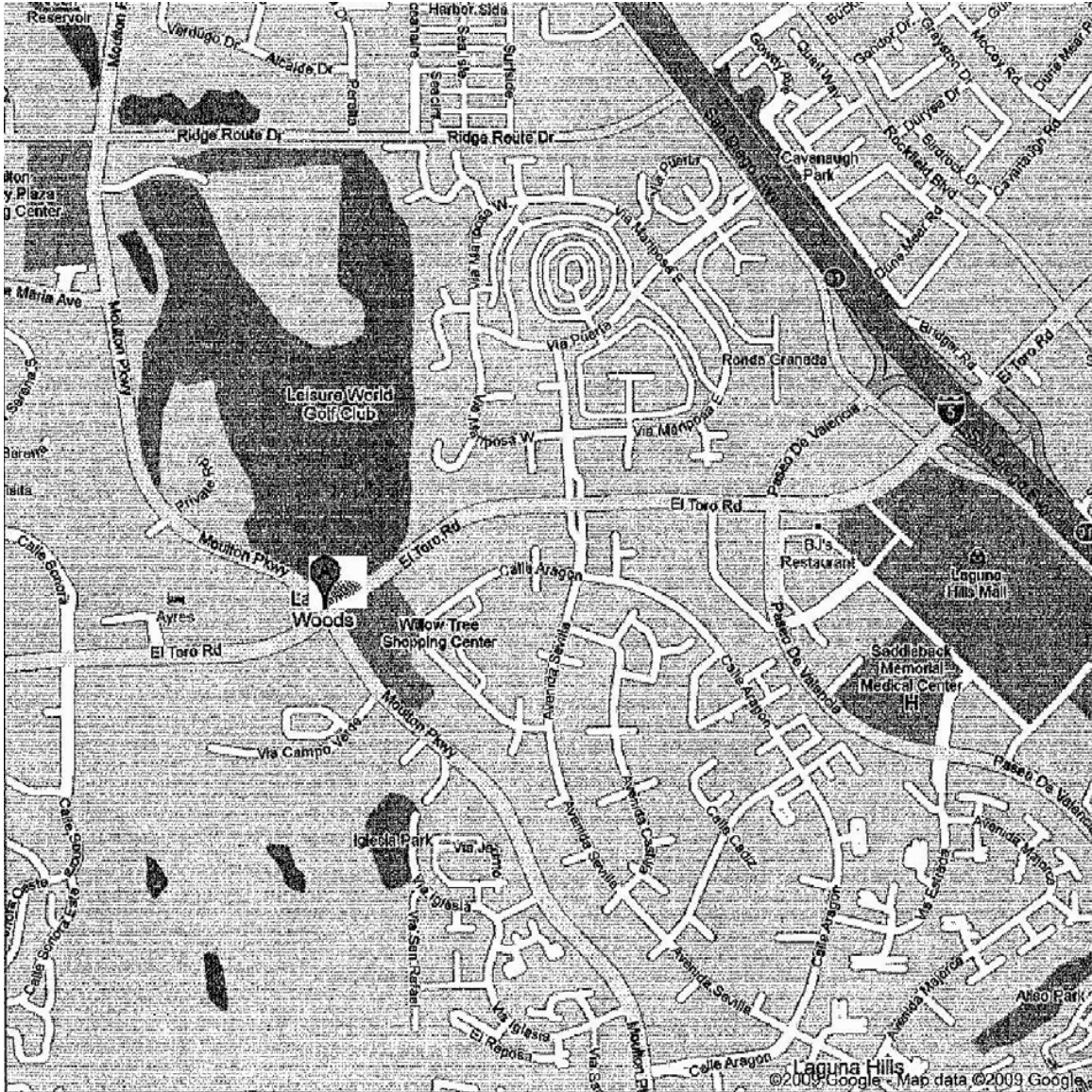
The proposed Golf Starter Building is architecturally compatible with the surrounding area and the topography of the site. Additionally, as proposed, the site provides adequate parking, is consistent with the required findings, and meets the needs of the Laguna Woods Village community. Therefore, Staff recommends that the City Council approve the resolution adopting Negative Declaration 10-01 and approve the resolution granting Conditional Use Permit (CUP 603) and approving Site Development Permit (SP 602) subject to certain findings and conditions.

Report prepared by:

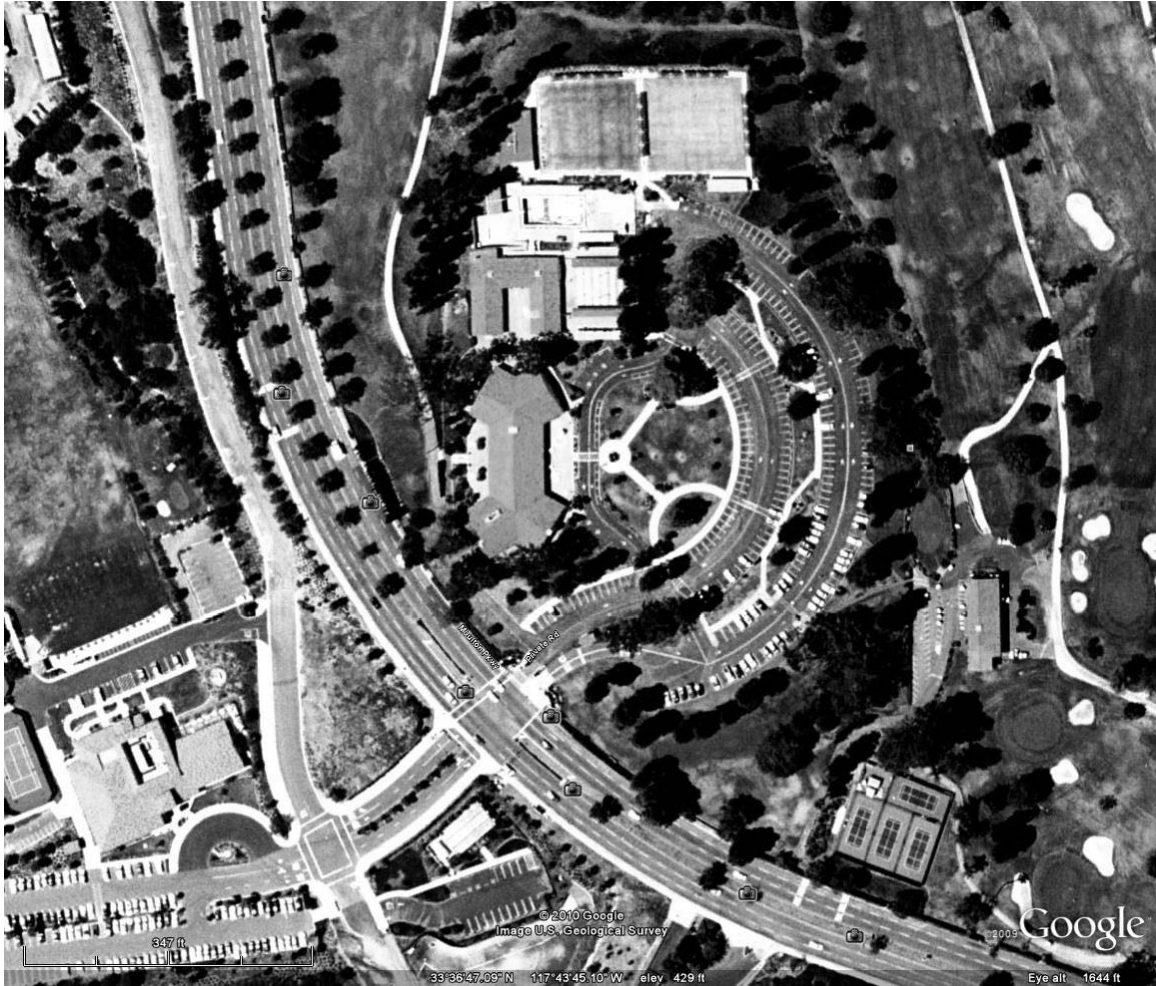
  
\_\_\_\_\_  
Deborah Drasler, City Planner

- Attached:
1. Exhibit A - Project Plans
  2. Resolution with Conditions of Approval (CUP 603/SP 602)
  3. Resolution adopting Negative Declaration 10-01
  4. Initial Study/Negative Declaration 10-01

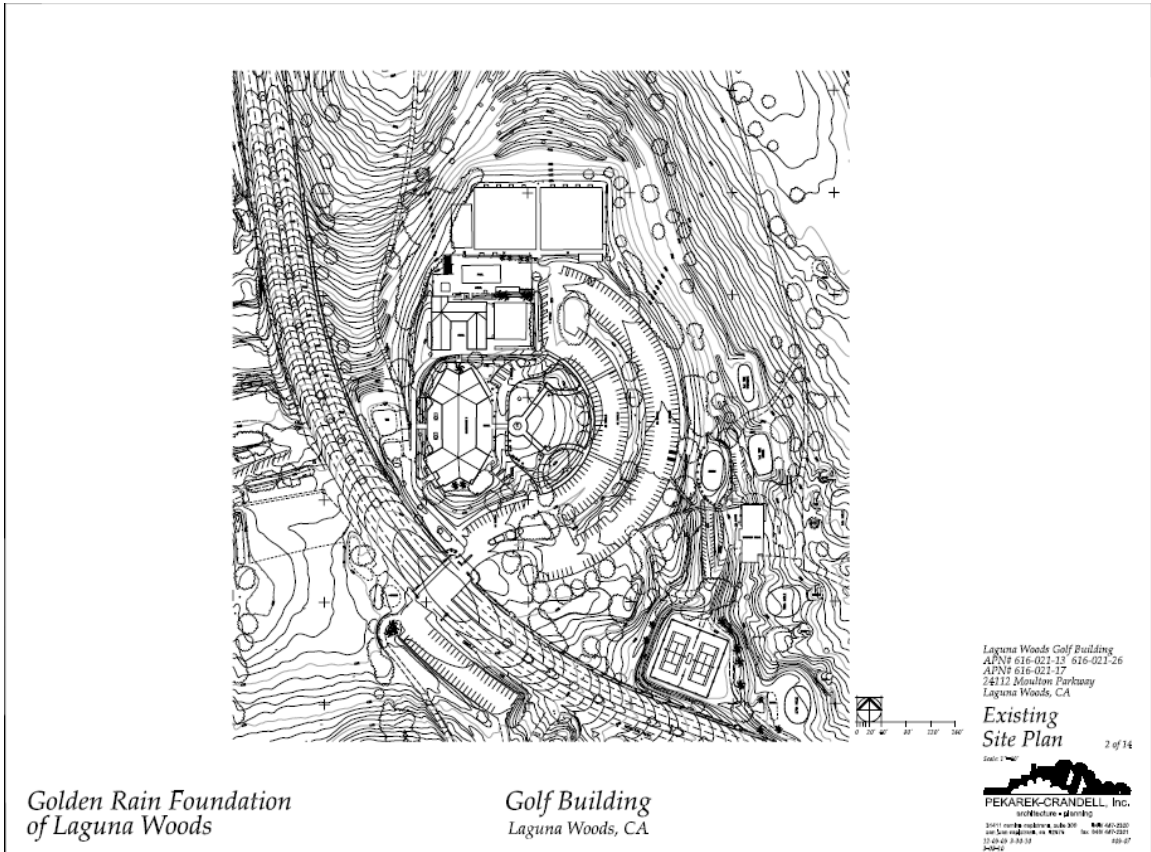
### Vicinity Map



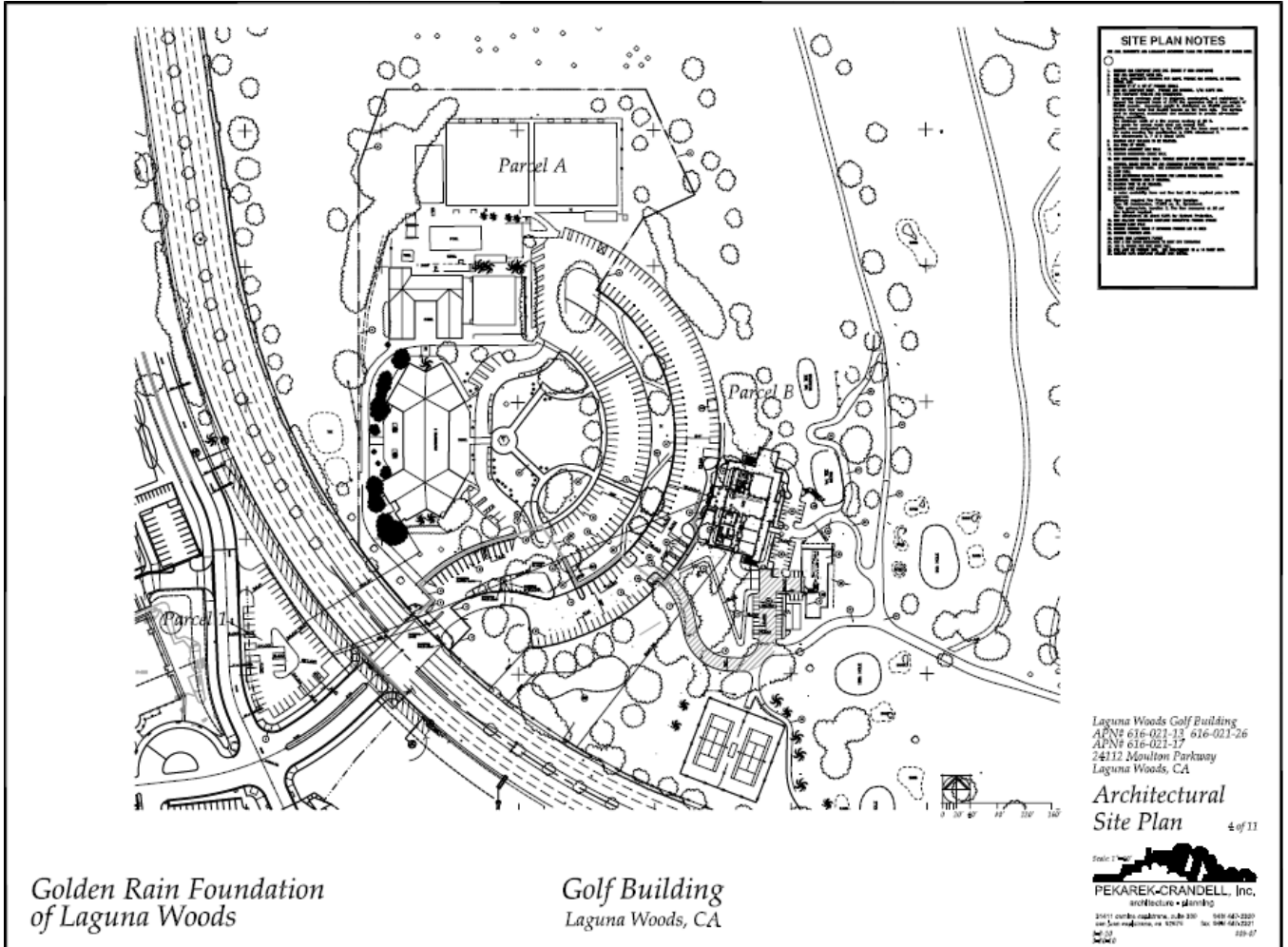
## Existing Areal Photograph



## Existing Site Plan



# Proposed Site Plan

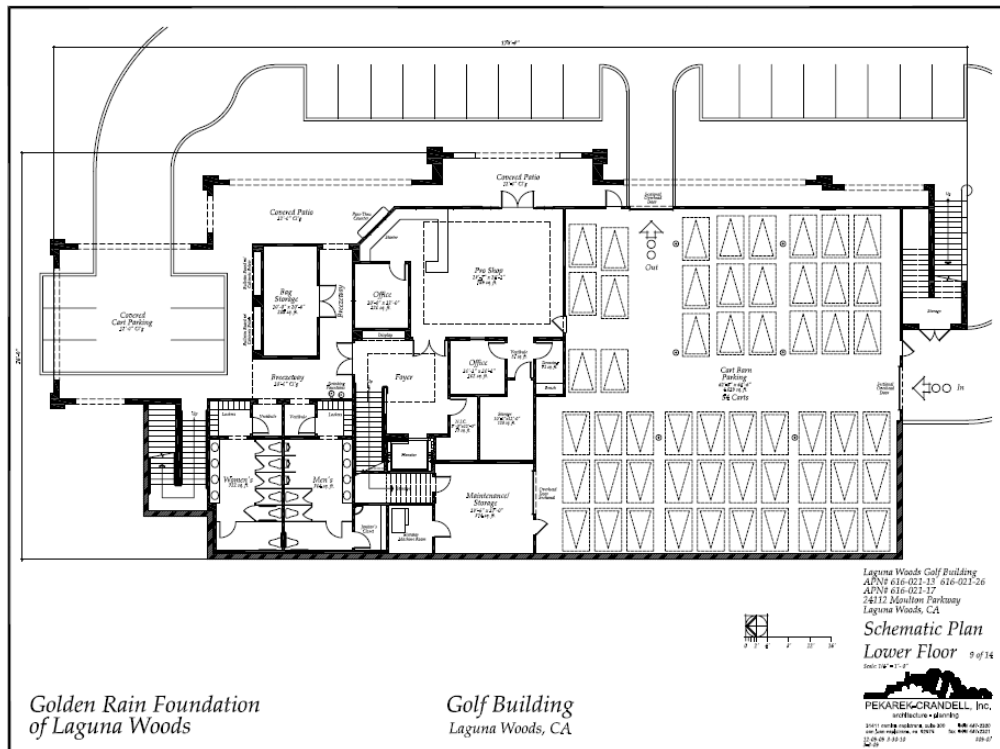
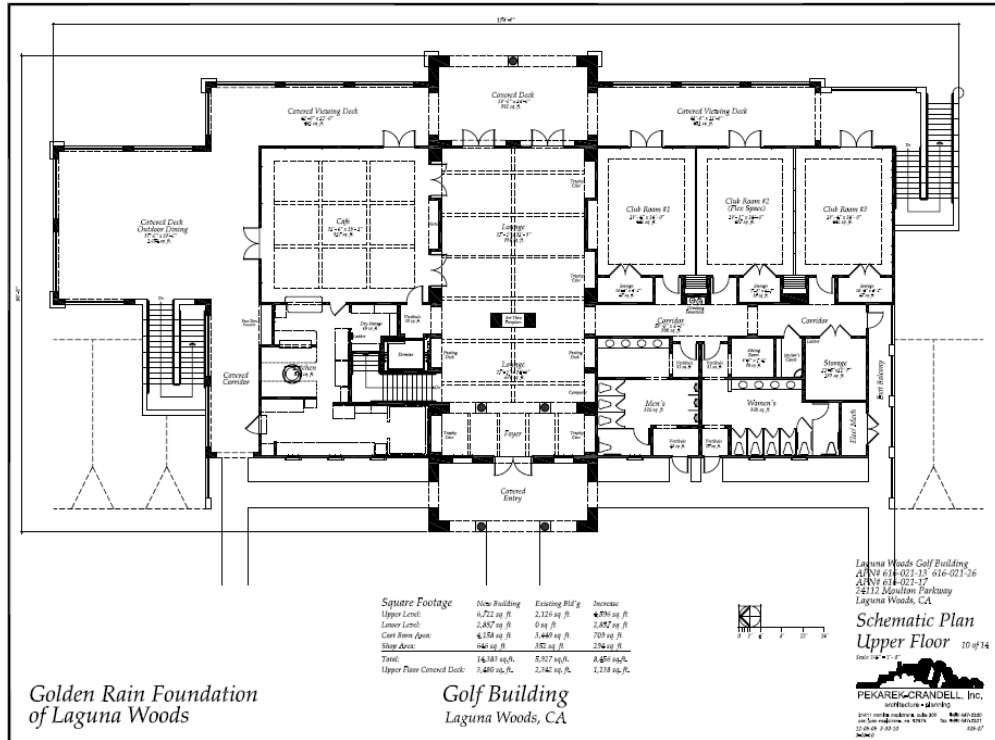


# Grading Plan

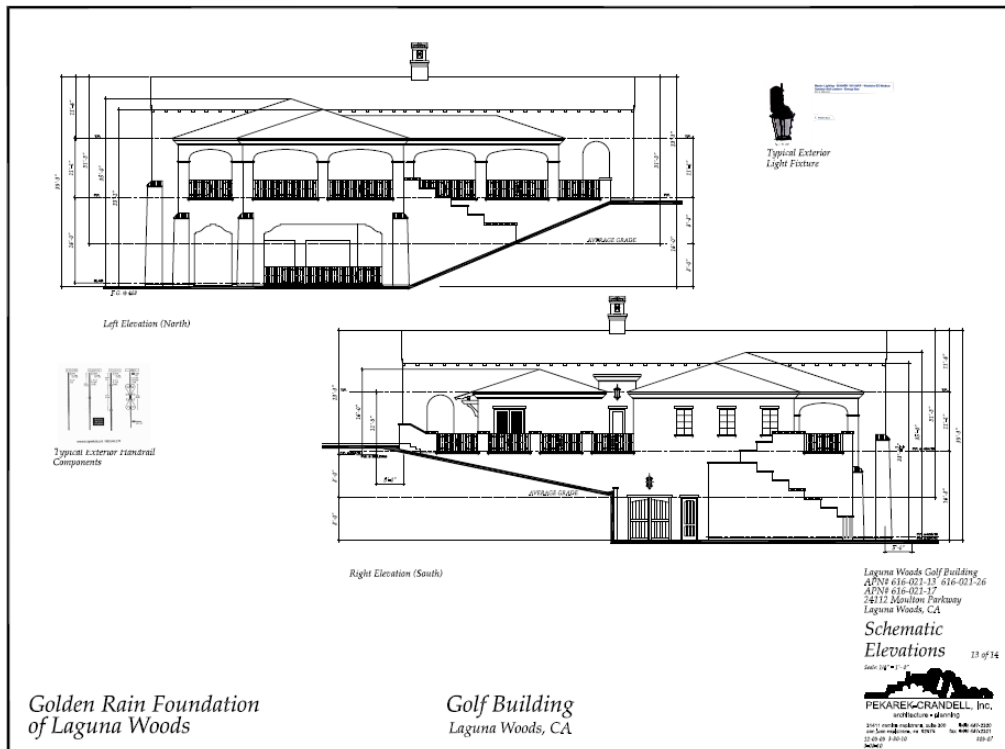
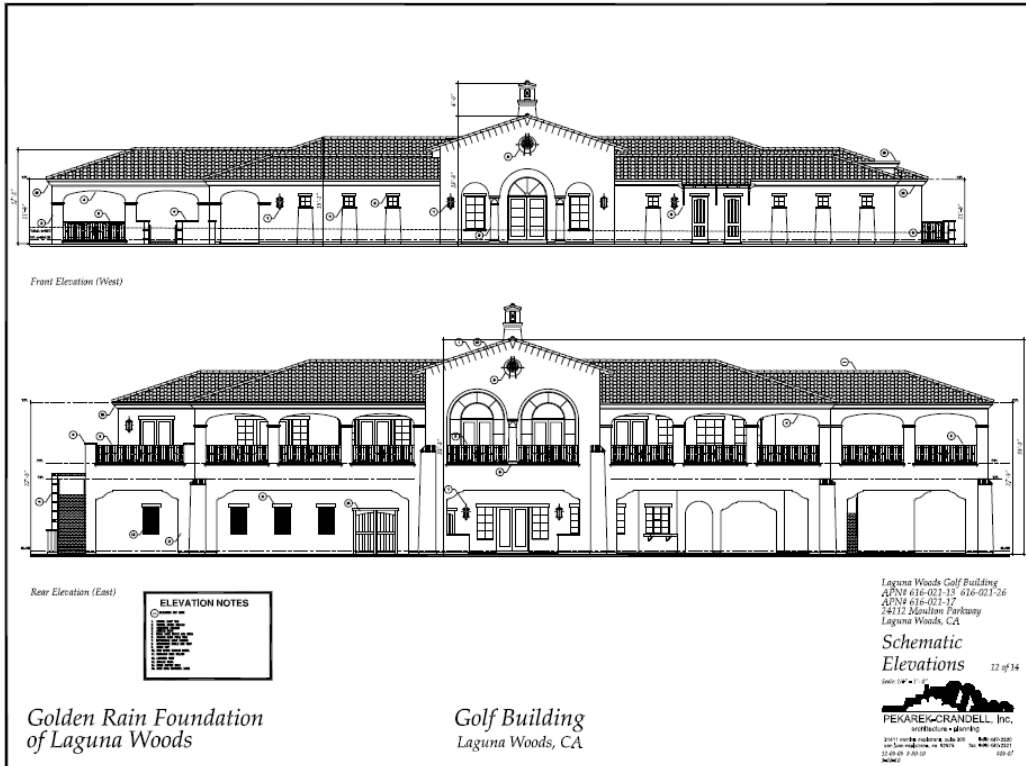




# Floor Plans



# Elevations



# Site Photos

 <p><i>View of site from existing parking lot</i></p>	 <p><i>View of site from path</i></p>	 <p><i>View of adjacent building to be removed</i></p>	 <p><i>View from site</i></p>	 <p><i>View of 1st tee from site</i></p>
 <p><i>Existing Golf Cart Staging (building to be removed)</i></p>	 <p><i>View of site from golf cart staging</i></p>	 <p><i>View of existing parking lot above site</i></p>	 <p><i>View of guard gate building at existing parking lot</i></p>	 <p><i>Gated entry to existing parking lot</i></p>
 <p><i>Existing clubhouse across the parking lot</i></p>	 <p><i>Close up of existing clubhouse (closest adjacent building to site)</i></p>			
 <p><i>Other adjacent buildings to the site</i></p>	 <p><i>Other adjacent buildings to the site</i></p>	 <p><i>Other adjacent buildings to the site</i></p>	 <p><i>View of Golf Course adjacent to site</i></p>	<p>Laguna Woods Golf Building APNs 618-021-13 618-021-26 24112 Mountain Parkway Laguna Woods, CA</p> <p><b>Site Photographs</b> 3 of 34</p>  <p><b>PEKAREK-CRANDELL, Inc.</b> architecture • planning 21411 Camino Capistrano, Suite 305    949 487-2320 440 West Independence, CA 92675    Fax: 949 487-2321 3-10-10    810-17</p>

**Golden Rain Foundation  
of Laguna Woods**

**Golf Building  
Laguna Woods, CA**

**RESOLUTION NO. 10-XX**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, APPROVING A SITE DEVELOPMENT PLAN (SP-602) AND CONDITIONAL USE PERMIT (CUP-603) FOR THE NEW 17,863 SQ. FT., TWO-STORY GOLF STARTER BUILDING LOCATED AT 24122 MOULTON PARKWAY.

**WHEREAS**, the project applicant has requested a Conditional Use Permit to allow the construction of a new 17,863 square foot Golf Starter Building in accordance with Section 13.24.030 of the Municipal Code; and

**WHEREAS**, an Initial Study and Negative Declaration (ND 10-01) has been prepared to inform the public, affected agencies and the Laguna Woods City Council of potential environmental impacts associated with the proposed project as required by the California Environmental Quality Act. The project has been reviewed for compliance with CEQA and the appropriate mitigation measures have been included in the condition of approval; and

**WHEREAS**, the public was invited to review the Initial Study and Negative Declaration (ND 10-01) from April 29, to May 18, 2010 and comment on the proposed project; and

**WHEREAS**, the Land Use and Design Review Committee, in a public meeting on May 13, 2010, considered the Conditional Use Permit and recommended City Council approval subject to certain conditions; and

**WHEREAS**, the City Council held a duly noticed public hearing on May 19, 2010, to consider the Initial Study, Negative Declaration and Conditional Use Permit; and

**WHEREAS**, the City Council opened the public hearing and continued it to June 16, 2010 at which time public testimony was received and the hearing was closed; and

**WHEREAS**, the City Council at such public hearing received comments from all those in attendance wishing to speak; and

**WHEREAS**, the City Council has considered the information and public testimony presented in the public hearings and in the proposed documents and staff reports, all of which are included in the public record and incorporated herein by reference; and

**WHEREAS**, the City Council at a public hearing adopted the Initial Study and Negative Declaration (ND 10-01) prepared in conjunction with the Conditional Use Permit; and

**WHEREAS**, the City Council makes the following findings subject to the conditions of approval:

1. The proposed use and project is consistent with the City of Laguna Woods General Plan; and
2. The use, activity or improvements proposed are consistent with the provisions of the City Zoning Code; and
3. The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act; and
4. The location, size, design and operating characteristics of the proposed use will not create conditions or situations that may be incompatible with other permitted uses in the vicinity; and
5. The approval of the permit application will not result in conditions or circumstances contrary to the public health, safety and the general welfare; and
6. The approval of the permit application is in compliance with all City-required public facilities regulations; and
7. The proposed off-street parking facilities comply with the intent of the Zoning Code related to parking requirements;
8. The site is accessible by an established golf cart path and/or golf cart/golf car crossing, or the particular use is accessible to and encourages the use of alternative vehicles; and
9. Sufficient onsite parking is provided or proposed.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

**SECTION 1.** The above recitals are true and correct.

**SECTION 2.** Based on the information presented by the applicant, public testimony at the public hearing and staff report analysis, the City Council approves site development plan and conditional use permit application SP-602/CUP-603 subject to the following conditions:

***GENERAL PROJECT CONDITIONS***

1. This permit is issued for the construction of a 17,863 square foot Golf Starter Building and pertains only to the plans stamped approved on May 19, 2010. All applicable City standards and conditions shall be in place unless specifically superseded by the project conditions referenced within.
2. The applicant or successor in interest shall abide by and faithfully comply with any and all conditions of this permit. Failure to comply with the conditions of this permit constitutes grounds for revocation of said permit by the City of Laguna Woods City Council.
3. The applicant or successor in interest shall agree, as a condition of issuance of this permit, to (at its sole expense) defend, indemnify, and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, and employees to attach, set aside, void or annul an approval of the City Council, Planning Agency, or other decision-making body, or staff action concerning this project. The applicant shall pay the City's defense costs and shall reimburse the City for court costs and attorney fees that the City may be required by a court to pay as a result of such defense. The applicant or successor in interest may at its sole discretion participate in the defense or any such action under this condition.
4. The permit is granted for the property as described in the application and shall not be transferable from one parcel to another.

5. This permit shall become null and void within 24 months from the date of the permit issuance, unless the proposed development or use has been diligently pursued. The issuance of a grading, foundation, or building permit for structural construction shall be a minimum requirement for evidence of diligent pursuit.
6. All proposed construction and modification associated with the approved change plan shall comply with the provisions of the Building Code for new buildings and structures as stated in Section 3404 of the Building Code.
7. The construction or use by the applicant or successor in interest of any activity or structure authorized by this permit shall constitute acceptance of all of the conditions and obligations imposed by the City on this permit. The applicant or successor in interest by said acceptance waives any challenge as to the validity of these conditions.
8. The applicant or successor in interest acceptance of this resolution or commencement of construction or operations under this resolution shall be deemed to be acceptance of all conditions thereof.
9. Any covenants, conditions, and restrictions (CC&R's) applicable to the subject property shall be consistent with the terms of this permit and the Laguna Woods City Code. Where a conflict exists between the CC&R's and City regulations, the City regulations shall prevail.
10. The applicant or successor in interest shall be fully responsible for knowing and complying with all conditions of approval, including making known the conditions to City staff for future governmental permits or actions on the project site.
11. The applicant or successor in interest shall be responsible for payment of all applicable fees along with reimbursement for all City expense in ensuring compliance with these conditions. Fees shall be due within 60 day of approval or prior to final approval of related building permits, whichever occurs first.

***PLANNING STANDARD CONDITIONS***

12. Prior to the issuance of a building permit the applicant or successor in interest shall obtain approval of a Site Development Permit. The approved

Site Development Permit will be considered a precise plan and shall contain the information required to satisfy the conditions of approval as well as the detail necessary to initiate the construction process.

13. This approval constitutes approval of the project only to the extent that it complies with the City Zoning Code and any other applicable City standards. Approval does not eliminate the need for building permits or include any action or finding as to compliance or approval of any other applicable Federal, State or Local ordinance, regulation or requirements.
14. Except as otherwise provided herein, this permit is approved as a “concept plan” for the location and design of the uses, structures, features, and materials, shown on the approved plans. After an application has been approved, a change plan may be submitted to the City’s Community Development Director for any relocation, alteration, or addition to any use, structure, feature, or material, not specifically approved in the original application. If Community Development Director determines that the proposed change complies with the provisions, spirit and intent of this approval action, and that the action would have been the same for the changed plan as for the approved plot plan, he may approve the changed plan without requiring a new public hearing.
15. The applicant or successor in interest shall record with the County of Orange Recorder a "**Notice of Land Use Restrictions and Conditions**" in a form acceptable to the Community Development Department. A copy of the recorded document shall be submitted to the Community Development Department prior to issuance of building permits or initiation of use.
16. A building permit shall be secured for any new construction or modifications to structures, including interior modifications, authorized by this permit. The applicant or successor in interest shall submit three (3) sets of plans stamped and signed by the architect or engineer to the Building Department for review, approval and issuance of a building permit.
17. The cover sheet of the building construction documents shall contain the City’s final conditions of approval and it shall be attached to each set of plans submitted for City approval or shall be printed on the title sheet verbatim.

18. Construction work may not commence before 7 a.m. and must cease by 8 p.m., Monday through Saturday, and no construction activity is permitted on Sundays or Federal holidays.
19. Prior to the issuance of a building permit, proof of all approvals from applicable outside departments and agencies including the Orange County Fire Authority, Orange County Health Care Agency, and State Water Resources Control Board is required.
20. The site must be maintained free of trash, debris and refuse. All graffiti must be removed within 72 hours.
21. All project signage shall be reviewed and constructed under separate permits, unless specifically referenced in the planning approval.
22. All exterior lighting shall be designed in such a manner that direct lighting is confined to the property and oriented to minimize visual glare to adjacent properties.

### ***PLANNING SPECIAL CONDITIONS***

23. (Cultural Resources) Prior to the issuance of grading permits, A Phase I archaeological field assessment should be performed. A technical report following format and content guidelines proposed by the State Office of Historic Preservation (SHPO) shall be completed. This report shall include a discussion on the sites' significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates. Excavated finds shall be offered to the City of Laguna Woods, or designee, on a first refusal basis. Final mitigation shall be carried out based upon the report recommendations and a determination as to the sites' disposition by the City. Possible determinations include, but are not limited to, preservation, salvage, partial salvage, or no mitigation necessary. If buried cultural materials are exposed during construction, work must be halted near the find until a qualified archaeologist can assess its significance. If prehistoric artifacts and/or features are exposed, the archaeologist will remove the cultural remains in a timely and professional manner in accordance with CEQA Section 15064.5-f and PRC Section 21082. In the unlikely event that human remains are unearthed during construction, and in compliance with California State Health and Safety Code Section 7050.5 and CEQA Section 15064.5-e, the Orange County Coroner must be

contacted within 24 hours of the discovery. No further disturbance shall occur until the coroner has made the necessary findings as to origin and disposition pursuant to CEQA Appendix K and Public Resources Code Section 5097.98. The archaeologist shall submit a report of all archaeological discoveries on the site for review and approval by the City of Laguna Woods, which shall include the period of site inspection, a catalog and analysis or recorded features, and repository of the collection.

24. (Cultural Resources) Prior to the issuance of grading permits, the applicant or successor in interest shall provide written evidence to the City of Laguna Woods that a certified paleontologist has been retained to oversee paleontologic monitoring of excavations and to salvage and document fossils as necessary. The paleontologist shall be present at the pre-grading conference, and shall establish, in cooperation with the project developer, procedures for temporarily halting or redirecting work to permit the evaluation and, if necessary, salvage of resources encountered. Upon discovering a major paleontologic resource that requires long-term halting or redirecting of grading, the paleontologist shall report the find to the City or designee. The paleontologist shall determine appropriate actions, in cooperation with the City or designee to ensure proper assessment of the find and/or its salvage. Excavated finds will be offered to the City, or designee, on a first refusal basis. The City or designee may retain said finds if written assurance is provided that they will be properly preserved in Orange County. Otherwise, and in accordance with County guidelines, said finds will be deposited in the County repository. Final mitigation and disposition of the resources will be subject to the approval of the city. The paleontologist shall submit a report for review and approval by the City, which shall include the period of site inspection, a catalog and analysis of recorded fossils, and repository of the collection.
25. (Geology and Seismicity) Prior to the issuance of a grading permit, the applicant or successor in interest shall prepare detailed foundation investigations for potentially unstable ground areas that are subject to ground movement and incorporate the latest seismic safety design specifications per the City's Municipal Code and project review procedures. The seismic design criteria of the 2007 California Building Code (CBC) have been adopted as part of the City's Municipal Code.
26. (Hydrology and Water Quality) During the construction and operation of new development, the City of Laguna Woods will require the

implementation of Best Management Practices (BMP) to minimize pollutant runoff. This will include, where applicable, the preparation of Storm Water Pollution Prevention Programs (SWPPPs) to control runoff from construction site. The City will require water quality management plans for new long-term activities to control urban constituents entering the existing storm drain system.

27. Prior to final approval of the site plan for the subject application, the applicant or successor in interest shall revise the site plan to show the proposed temporary construction easements and the ultimate right-of-way for Moulton Parkway as depicted on the "Proposed Right-of-Way Requirements" exhibit prepared by the County of Orange for the Moulton Parkway Smart Street Project Phase II - El Toro Road to Santa Maria Avenue. This ultimate right-of-way and temporary construction easement shall begin at the end of the phase I bus stop at approximately station 104 + 57 and go to the southerly boundary line of the Golden Rain Foundation Garden Center property (near the Santa Maria/Moulton intersection) at approximately station 126 + 25, which stations are depicted on the Segment 2 and Segment 3 improvement plans for the Moulton Smart Street Project. All proposed setbacks shall reflect the ultimate right-of-way as shown thereon.
28. Prior to the issuance of a building permit, the applicant or successor in interest shall pay all transportation / road improvement fees including; the San Joaquin Transportation Corridor (SJTC) fee, Coastal Area Roadway Improvements and Traffic Signals (CARITS) fee, and the Mouton-Niguel fee program.
29. Prior to the issuance of a building permit, the applicant or successor in interest shall pay all applicable library fees and school district fees.
30. Prior to the issuance of a building permit, the applicant or successor in interest shall submit to the City a "Release Letter" from the El Toro Water District (ETWD) for sewer and water.
31. Prior to the issuance of a building permit, the applicant or successor in interest shall pay to the ETWD all applicable capital facilities fees to offset the cost for maintaining sewer system capacity as a result of the project.

32. Prior to the issuance of a building permit the applicant or successor in interest shall obtain an approved precise grading permit for development of the proposed building.
33. Should Parcel A, Parcel B, or Parcel 1 be sold at anytime in the future, the applicant or successor in interest shall record a shared parking agreement subject to the review and approval of the City Manager.
34. Prior to final certificate of occupancy, the applicant or successor in interest shall construct the 51 space parking lot located on the west side of Moulton Parkway. The new parking lot shall meet all ADA and California Code requirements for handicapped parking space design and accessible path of travel.
35. Prior to the issuance of final certificates of occupancy, the applicant or successor in interest shall prepare and execute all documents necessary for an irrevocable offer to grant or dedicate the temporary construction easements and the ultimate right-of-way for Moulton Parkway as depicted on the "Proposed Right-of-Way Requirements" exhibit prepared by the County of Orange for the Moulton Parkway Smart Street Project Phase II - El Toro Road to Santa Maria Avenue. This irrevocable offer to grant or dedicate the ultimate right-of-way and temporary construction easement shall begin at the end of the phase I bus stop at approximately station 104 + 57 and go to the southerly boundary line of the Golden Rain Foundation Garden Center property (near the Santa Maria/Moulton intersection) at approximately station 126 + 25, which stations are depicted on the Segment 2 and Segment 3 improvement plans for the Moulton Smart Street Project.
36. Prior to final certificate of occupancy, the applicant or successor in interest shall remove the existing Golf Starter Building and complete all improvements as approved.
37. All conditions of this permit, including any off-site and on-site improvements, including building, paving, and landscape construction, shall be completed prior to occupancy except as may be permitted by the Community Development Director in consultation with other affected departments. In the event early occupancy is permitted, the applicant or successor in interest shall provide security or agreements to ensure full completion of the project.

***LANDSCAPE STANDARD CONDITIONS***

38. The applicant or successor in interest shall provide two (2) sets of landscape and irrigation construction documents for review and approval prior to the issuances of a building permit. The proposed landscape plans shall be consistent with the City's landscape standards and must be prepared by a licensed landscape architect.
39. Prior to the issuance of building permits, the applicant or successor in interest shall submit landscape documentation packages in compliance with the City's Water Efficient Landscape Ordinance (City of Laguna Woods Municipal Code, Chapter 4.28) and with the City's Guidelines for Implementation of the Water Efficient Landscape Ordinance. Landscaping shall be designed to comply with the City's Water Efficient Landscape Ordinance (City of Laguna Woods Municipal Code, Chapter 4.28) and with the City's Guidelines for Implementation of the Water Efficient Landscape Ordinance.

***BUILDING AND ENGINEERING CONDITIONS***

40. All proposed construction and modification associated with the approved project shall comply with the provisions of the California Building Code for new buildings and structures applicable at time of construction.
41. This project may contain existing survey monuments, which may be disturbed through construction activities and deemed necessary for preservation by the City Engineer. If such monuments will be disturbed, the applicant or successor in interest shall have a licensed Land Surveyor or qualified Registered Civil Engineer tie out monumentation affected by the project and submit preliminary corner records to the City Engineer. After approval by the City Engineer, the applicant or successor in interest shall file the corner records with the County Surveyor. Prior to the issuance of a grading permit evidence of such filing shall be furnished to the City Engineer. Any monuments disturbed during the construction of the project shall be re-set by a licensed Land Surveyor or qualified Registered Civil Engineer in accordance with the above described corner records and shall be inspected by the City Engineer prior to exoneration of any security.
42. Prior to the issuance of precise grading permits, the applicant or successor in interest shall submit a groundwater survey of the Golf Starter Building site

area. The analysis shall be prepared by a geotechnical engineer versed in groundwater analysis and shall include the following information and analysis:

- a. Potential for perched groundwater intrusion into the shallow groundwater zone upon build-out.
  - b. Analysis for relief of groundwater buildup and properties of soil materials on-site.
  - c. Impact of groundwater potential on building and structural foundations.
  - d. Proposed mitigation to avoid potential for groundwater intrusion within five feet of the bottom of the footings.
43. This project will result in soil disturbance of one (1) or more acres of land. Prior to the issuance of preliminary or precise grading permits, the applicant or successor in interest shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges Associated with Construction Activity by providing the City Engineer with evidence that a Notice of Intent (NOI) has been filed with the State Water Resources Control Board. Such evidence shall consist of a copy of the NOI stamped by the State Water Resources Control Board or the Regional Water Quality Control Board, or a letter from either agency stating that the NOI has been filed and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number.
44. Prior to the issuance of precise grading permits, the applicant or successor in interest shall submit, and the Director of Community Development shall have approved, the Water Quality Management Plans (WQMPs). The WQMPs shall identify the Best Management Practices (BMPs) that will be used on the site to control predictable pollutant runoff.
45. Prior to the issuance of precise grading permits that establish a finish floor elevation, a site specific geotechnical study will be provided for each proposed structure. The geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist, having competence in the field of seismic hazard evaluation and mitigation. The geotechnical report shall contain site-specific evaluations of the seismic hazard affecting the project, and shall identify portions of the project site

containing seismic hazards. The report shall also identify any known off-site seismic hazards that could adversely affect the site in the event of an earthquake. The contents of the geotechnical report shall include, but shall not be limited to, the following:

- a. Project description.
  - b. A description of the geologic and geotechnical conditions at the site, including an appropriate site location map.
  - c. Evaluation of site-specific seismic hazards based on geological and geotechnical conditions, in accordance with current standards of practice.
  - d. Recommendations for appropriate mitigation measures.
  - e. Name of report preparer(s), and signature(s) of a certified engineering geologist and/or registered civil engineer, having competence in the field of seismic hazard evaluation and mitigation.
  - f. Include the official professional registration or certification number and license expiration date of each report preparer in the signature block of the report.
46. The proposed project shall include suppression measures for fugitive dust and those associated with construction equipment in accordance with SCAQMD Rule 403 and other AQMD requirements. Prior to issuance of each grading permit, the applicant or successor in interest shall obtain the appropriate permits from the SCAQMD and submit them to the City.
- a. Applicable Rule 403 Measures:
    - Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).
    - Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earth moving).

- All trucks hauling dirt, sand, soil, or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) section 23114 (freeboard means vertical space between the top of the load and top of the trailer).
- Pave construction access roads at least 100 feet onto the site from main road.
- Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

In addition, the proposed project shall comply with the SCAQMD Rules and Regulations on the use of architectural coatings. Emissions associated with architectural coatings shall be reduced by using precoated/natural colored building materials, using water-based or low-VOC coating, and using coating transfer or spray equipment with high transfer efficiency.

47. The project shall comply with all Title 24 of the California Code of Regulations established by the Energy Commission regarding energy conservation standards.
48. Prior to the issuance of grading permits, the applicant or successor in interest shall include a note on all grading plans that requires the construction contractor to implement the following measures during grading. These measures shall also be discussed at the pre-grade conference.
  - a. The following additional dust suppression measures in the SCAQMD CEQA Air Quality Handbook shall be incorporated into the proposed project:
    - Re-vegetate disturbed areas as quickly as possible.
    - All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.
    - All streets shall be swept once a day using SCAQMD Rule 1186 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).

- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip.
  - All on-site roads shall be paved as soon as feasible, watered periodically or chemically stabilized.
  - The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized at all times.
- b. The Construction Contractor shall select the construction equipment used on site based on low emission factors and high energy efficiency. The Construction Contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.
- c. The Construction Contractor shall utilize electric or diesel powered equipment in lieu of gasoline powered engines where feasible. If available, diesel equipment will be required to use ultra low sulfur diesel (less than or equal to 15 ppm), particulate traps, and oxidation catalysts.
49. Prior to the issuance of grading permits, the applicant or successor in interest shall submit for approval to the State Water Resources Control Board, a Notice of Intent to be covered under the Storm Water Permit. Additionally, the applicant or successor in interest shall prepare a SWPPP which will: 1) require implementation of Best Management Practices (BMPs) so as to prevent a net increase in sediment load in storm water discharges relative to preconstruction levels; 2) prohibit during the construction period discharges of storm water or non-storm water at levels which would cause or contribute to an exceedance of applicable water quality standards contained in the Basin Plan; 3) describe in detail the BMPs planned for the project related to control of sediment and erosion, non-sediment pollutants, and potential pollutants in non-storm water discharges; 4) describe post-construction BMPs for the project; 5) explain the maintenance program for the project's BMPs; 6) during construction, require reporting of violations to the Regional Board; and 7) list the parties responsible for SWPPP implementation and BMP maintenance during and after grading. The applicant or successor in interest shall implement the SWPPP and will modify the SWPPP as directed

by the Storm Water Permit. A copy of the SWPPP shall be kept at the project site and be available for City review on request.

50. Prior to issuance of precise grading permits, the applicant or successor in interest shall develop a WQMP in accordance with the requirements of the NPDES and WQMP's Permit and the DAMP and shall submit the WQMPs for review to the City. The City shall approve the WQMPs prior to the granting of the precise grading permit for the proposed development. In accordance with the DAMP, the WQMPs shall: 1) describe the routine and special post-construction BMPs to be used at the proposed development site (including both structural and non-structural measures); 2) describe responsibility for the initial implementation and long-term maintenance of the BMPs; 3) provide narrative with the graphic materials as necessary to specify the locations of the structural BMPs; and 4) certify that the project proponent will seek to have the WQMP carried out by all future successors or assigns to the property. Detailed information about process for identifying BMPs is included in the Water Quality Assessment Technical Appendix identifying BMPs is included in the Water Quality Assessment Technical Appendix.
51. Prior to the issuance of grading permits, the applicant or successor in interest shall include a note on all grading plans that requires the construction contractor to implement the following measures during grading. These measures shall also be discussed at the pre-grade conference.
- Sediment from areas disturbed by construction shall be retained on site using structural controls to the maximum extent practicable.
  - Stockpiles of soil shall be properly contained to eliminate or reduce sediment transport from the site to the streets, drainage of facilities or adjacent properties via runoff, vehicle tracking, or wind.
  - Appropriate Best Management Practices (BMPs) for construction-related materials, wastes, spills or residues shall be implemented to minimized transportation from the site to streets, drainage facilities, or adjoining properties by wind or runoff.
  - Runoff from equipment and vehicle washing shall be contained at construction sites unless treated to reduce or remove sediment and other pollutants.

- All construction contractor and subcontractor personnel are to be made aware of the required best management practices and good housekeeping measures for the project site and any associated construction staging areas.
- At the end of the day of construction activities all construction debris and waste materials shall be collected and properly disposed in trash recycle bins.
- Construction sites shall be maintained in such a condition that a storm does not carry wastes or pollutants off the site. Dischargers other than stormwater (non-stormwater discharges) are authorized under California's General Permit for Storm Water Discharges Associated with Construction Activity only where they do not cause or contribute to a violation of any water quality standard and are controlled through implementation of appropriate BMPs for elimination or reduction of pollutants. Non-stormwater discharges must be eliminated or reduced to the extent feasible.
- Potential pollutants include but are not limited to: solid or liquid chemical spills; wastes from paints, stains, sealants, solvents, detergents, glues, lime pesticides, herbicides, fertilizers, wood preservatives, and asbestos fibers, paint flakes or stucco fragments; fuels, oils, lubricants and hydraulic, radiator or battery fluids; concrete and related cutting or curing residues; floatable wastes, wastes from any engine/equipment steam cleaning or chemical degreasing; wastes from street cleaning; and superchlorinated potable water line flushing and testing.
- During construction, disposal of such materials should occur in a specified and controlled temporary area on-site physically separated from potential stormwater runoff, with ultimate disposal in accordance with local, state and federal requirements.
- Discharging contaminated groundwater produced by dewatering groundwater that has infiltrated into construction site is prohibited. Discharging of contaminated soils via surface erosion is also prohibited. Discharging of non-contaminated groundwater produced by dewatering activities requires a National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board.

52. The City retains the right to inspect the premises for compliance with the City's storm water programs and NPDES permit requirements.
53. Prior to issuance of each grading permit, the applicant or successor in interest shall incorporate the following measures as a note on the grading plan cover sheet to ensure that the greatest distance between noise sources and sensitive receptors during construction activities has been achieved. This language shall be approved by the Director of Community Development.
  - a. Construction equipment, fixed or mobile, shall be maintained in proper operating condition with approved noise mufflers.
  - b. Construction staging areas shall be located away from off-site receptors and occupied buildings on site during the later phases of project development.
  - c. Stationary equipment shall be placed such that emitted noise is directed away from residential areas to the greatest extent feasible.
  - e. Construction access routes shall be selected to minimize truck traffic near existing residential uses where reasonably feasible.
54. This project will result in new construction that will generate solid waste. Prior to the issuance of precise grading permits, the applicant or successor in interest shall show on the site plans the location of receptacle(s) to accumulate on-site generated solid waste for recycling purposes. At the discretion of the Director of Community Development the developer of a nonresidential project may be permitted to contract with a waste recycler for off-site materials recovery. In this case the applicant must provide a letter verifying that recycling will be conducted off site in an acceptable manner.
55. Prior to the issuance of grading permits, the applicant or successor in interest shall place a note on the cover sheet of the plan that states, "All stationary emission sources shall comply with the regulations adopted by the South Coast Air Quality Management District."
56. In conjunction with the submittal of applications for precise grading permits, the applicant or successor in interest shall submit to the City Engineer detailed drainage studies showing that the project grading, in conjunction with the drainage conveyance systems, will allow project building pads to be

safe from inundation from rainfall runoff from all storms up to, and including, the theoretical 100-year storm.

57. In conjunction with the submittal of applications for preliminary or precise grading permits, the applicant or successor in interest shall submit a siltation control program to the City Engineer to comply with City standards. (IBC EIR, page IV.H-8)
58. Prior to demolition of any existing buildings, the applicant or successor in interest shall obtain a Demolition Permit and demonstrate compliance with State classified hazardous materials remediation requirements.
59. The potential exists that some of the solid waste resulting from the demolition, dismantling, or other deconstruction of the buildings and other structures at the property may be contaminated with materials that render it unsuitable for recycling or reuse. Prior to the issuance of any grading permit or building permit involving the demolition of the existing building, a technical evaluation shall be prepared and submitted to the Director of Public Works to determine the suitability of the solid waste generated by the demolition for recycling or other diversion programs. If it is determined by the technical evaluation that material from the deconstruction of the site is contaminated and prohibited from being recycled by ordinary means, a further evaluation must be conducted to identify and evaluate other feasible methods approved by State law to divert the material from landfills. This may include the delivery of the waste material to other appropriate non-disposal or transformation facilities, such as “waste-to-energy” (WTE) plants.
60. For that solid waste which is determined (through the technical evaluation required in Condition 59) to be inappropriate for recycling (as that term is defined by California Public Resources Code Section 40180), the project applicant or successor in interest shall submit a written plan to the Community Development Director and implement such plan to ensure that 50% of the solid waste material from the project, or the maximum amount feasible as determined by the technical evaluation, is diverted from the landfill through other methods that comply with State statutes and regulations.

61. During the demolition and construction phases, to ensure ongoing compliance with Conditions 59 and 60 the applicant or successor in interest shall be required to submit solid waste tonnage reports to the Director of Public Works on City approved forms, accompanied by “weight ticket” receipts from state-certified disposal, non-disposal, or transformation facilities, on a quarterly basis to demonstrate that solid waste diversion has occurred in accordance with these required conditions and in a manner that is consistent with the Construction, Demolition Waste Ordinance, and not detrimental to the efforts of the City of Laguna Woods to comply with AB939.
62. Prior to grading or building permit close-out and/or the issuance of a certificate of use or a certificate of occupancy, the applicant or successor in interest shall:
  - a. Demonstrate that all structural best management practices (BMPs) described in the project’s WQMPs have been constructed and installed in conformance with approved plans and specifications,
  - b. Demonstrate that applicant or successor in interest is prepared to implement all non-structural BMPs described in the project’s WQMPs,
  - c. Demonstrate that an adequate number of copies of the project’s approved WQMPs are available onsite,
  - d. Submit for review and approval by the City an Operations and Maintenance (O&M) Plan for all structural BMPs.

***Orange County Fire Authority***

63. Prior to the issuance of a grading permit, the applicant or successor in interest shall submit a fire hydrant location plan to the Fire Chief for review and approval.
64. Prior to the issuance of any building permit, the applicant or successor in interest shall submit evidence of the on-site fire hydrant system to the Fire Chief and indicate whether it is public or private. If the system is private, it shall be reviewed and approved by the Fire Chief prior to building permit issuance and the applicant or successor in interest shall make provisions for the repair and maintenance of the system in a manner meeting the approval of the Fire Chief. Please contact the OCFA at (714) 573-6100 or visit the

OCFA website for a copy of the “Guidelines for Private Fire Hydrant &/or Sprinkler Underground Piping.”

65. Prior to the issuance of any certificate of use and occupancy, all fire hydrants shall have a blue reflective pavement marker indicating the hydrant location on the street as approved by the Fire Chief, and must be maintained in good condition by the property owner. Please contact the OCFA at (714) 573-6100 or visit the OCFA website for a copy of the “Guideline for Installation of Blue Dot Hydrant Markers.”
66. Prior to the issuance of any building permits, the applicant or successor in interest shall provide evidence of adequate fire flow. The “Orange County Fire Authority Water Availability for Fire Protection” form shall be signed by the applicable water district and submitted to the Fire Chief for approval. If sufficient water to meet fire flow requirements is not available, an automatic fire extinguishing system may be required in each structure affected.
67. Prior to the issuance of a building permit, the applicant or successor in interest shall submit plans for any required automatic fire sprinkler system in any structure to the Fire Chief for review and approval. Please contact the Orange County Fire Authority at (714) 573-6100 to request a copy of the “Orange County Fire Authority Notes for New NFPA 13 Commercial Sprinkler Systems.”
68. Prior to the issuance of a certificate of use and occupancy, this system shall be operational in a manner meeting the approval of the Fire Chief.
69. Prior to the issuance of a grading permit, the applicant or successor in interest shall obtain approval of the Fire Chief for all fire protection access roads to within 150 feet of all portions of the exterior of every structure on site. Please contact the OCFA at (714) 573-6100 or visit the OCFA website to obtain a copy of the “Guidelines for Emergency Access.”
70. Prior to the issuance of a grading permit, the applicant or successor in interest shall submit plans and obtain approval from the Fire Chief for fire lanes on required fire access roads less than 36 feet in width. The plans shall indicate the locations of red curbs and signage and include a detail of the proposed signage including the height, stroke and colors of the lettering and its contrasting background. Please contact the OCFA at (714) 573-6100 or

visit the OCFA website to obtain a copy of the "Guidelines for Emergency Access Roadways and Fire Lane Requirements."

71. Prior to the issuance of any certificate of use and occupancy, the fire lanes shall be installed in accordance with the approved fire lane plan. The CC&R's or other approved documents shall contain a fire lane map, provisions which prohibit parking in the fire lanes and a method of enforcement.
72. Prior to the issuance of any building permits, the applicant or successor in interest shall submit a letter on company letterhead stating that water for fire-fighting purposes and all-weather fire protection access roads shall be in place and operational before any combustible material is placed on site. Building permits will not be issued without OCFA approval obtained as a result of an on-site inspection. Please contact the OCFA at (714) 573-6100 to obtain a copy of the standard combustible construction letter.
73. Prior to the issuance of a building permit, the applicant or successor in interest shall submit to the Fire Chief a list of all hazardous, flammable and combustible liquids, solids or gases to be stored, used or handled on site. These materials shall be classified according to the Uniform Fire Code and a document submitted to the Fire Chief with a summary sheet listing the totals for storage and use for each hazard class. Please contact the Orange County Fire Authority at (714) 573-6100 or visit the OCFA website to obtain a copy of the "Guideline for Completing Chemical Packets."
74. Prior to the issuance of any building permit, the applicant or successor in interest shall submit architectural plans for the review and approval of the Fire Chief if required per the "Orange County Fire Authority Plan Submittal Criteria Form." Please contact the OCFA at (714) 573-6100 for a copy of the Site/Architectural Notes to be placed on the plans prior to submittal.
75. Prior to the issuance of any building permit, plans for the fire alarm system shall be submitted to the Fire Chief for review and approval. Please contact the OCFA at (714) 573-6100 or visit the OCFA website to obtain a copy of the "Guideline for New and Existing Fire Alarm Systems."
76. This system shall be operational prior to the issuance of a certificate of use and occupancy.

PASSED, APPROVED AND ADOPTED ON THE \_\_\_\_ DAY OF JUNE 2010.

\_\_\_\_\_  
MILT ROBBINS, Mayor

ATTEST:

\_\_\_\_\_  
YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA     )  
COUNTY OF ORANGE     ) ss.  
CITY OF LAGUNA WOODS   )

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 10-XX** was duly adopted by the City Council of the City of Laguna Woods at a regular meeting thereof, held on the \_\_\_\_ day of June 2010, by the following vote:

AYES:           COUNCILMEMBERS:  
NOES:           COUNCILMEMBERS:  
ABSENT:        COUNCILMEMBERS:

\_\_\_\_\_  
YOLIE TRIPPY, Deputy City Clerk

**RESOLUTION NO. 10-XX**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING NEGATIVE DECLARATION ND 10-01 FOR THE NEW 17,863 SQ. FT., TWO-STORY GOLF STARTER BUILDING (SP-602/CUP-603) LOCATED AT 24122 MOULTON PARKWAY

**WHEREAS**, the City of Laguna Woods, as lead agency, has prepared an Initial Study/Negative Declaration in full accordance with the procedural and substantive requirements of the California Environmental Quality Act (CEQA) and CEQA guidelines; and

**WHEREAS**, from April 29 to May 18, 2010 the Notice of Intent to adopt a Negative Declaration was posted at the County Clerk's office for the required 20 day review period; and

**WHEREAS**, from April 29 to May 18, 2010 the Initial Study and draft Negative Declaration was circulated for a 20 day review period; and

**WHEREAS**, the Notice of Intent to adopt Negative Declaration 10-01 was published in the April 29, 2010 edition of the Laguna Woods Globe; and

**WHEREAS**, from April 29 to May 18, 2010, the Initial Study and draft Negative Declaration was available for public review at the Laguna Woods City Hall; and

**WHEREAS**, the Land Use and Design Review Committee, in a public meeting on May 13, 2010, reviewed the proposed project; and

**WHEREAS**, the City Council held a duly noticed public hearing on May 19, 2010, to consider the Negative Declaration and conditional use permit; and

**WHEREAS**, the City Council opened the public hearing and continued it to June 16, 2010 at which point it received public testimony and closed the hearing; and

**WHEREAS**, the proposed Mitigation Measures have been incorporated into the Project's conditions of approval; and

**WHEREAS**, the City Council has reviewed Negative Declaration ND 10-01 and has considered the information and public testimony presented in the public hearings and in the proposed documents and staff reports, all of which are included in the public record and incorporated herein by reference.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

**SECTION 1.** The above recitals are true and correct.

**SECTION 2.** Based on the evidence presented at the public hearing, the City Council adopts the Initial Study and Negative Declaration ND 10-01 for the Golf Starter Building Project.

PASSED, APPROVED AND ADOPTED ON THE \_\_\_\_ DAY OF JUNE 2010.

\_\_\_\_\_  
MILT ROBBINS, Mayor

ATTEST:

\_\_\_\_\_  
YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA     )  
COUNTY OF ORANGE     ) ss.  
CITY OF LAGUNA WOODS    )

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 10-XX** was duly adopted by the City Council of the City of Laguna Woods at a regular meeting thereof, held on the \_\_\_\_ day of June 2010, by the following vote:

AYES:           COUNCILMEMBERS:  
NOES:           COUNCILMEMBERS:  
ABSENT:        COUNCILMEMBERS:

\_\_\_\_\_  
YOLIE TRIPPY, Deputy City Clerk

**CITY OF LAGUNA WOODS**  
**Initial Study ND 10-01**

**1. Project Title:**

Laguna Woods Golf Starter Building  
SP 602 and CUP 603

**2. Lead Agency Name and Address:**

City of Laguna Woods  
24264 El Toro Road  
Laguna Woods, California 92637

**3. Contact Person / Phone Number:**

Deborah Drasler, City Planner  
(949) 639-0521

**4. Project Location:**

Address

24122 Moulton Parkway (Golf Starter Building within Gate 12)

Coordinates

33° 36' 44.40" N, 117° 43' 46.35" W

**5. Project Sponsor's Name and Address:**

Golden Rain Foundation  
24351 El Toro Road  
Laguna Woods, California 92637  
(949) 597-4615

**6. General Plan Designation:**

Open Space: The 'Open Space' designation is generally for passive and active recreation such as parkland, tennis courts, and golf courses. These uses may be either publically or privately owned. Facilities of governmental and quasi-governmental agencies such as cities, water districts, and electric utilities may be included within this category.

**7. Zoning:**

Open Space-Recreation (OS-R): The OS-R zoning district provides for the development and preservation of public and private parks and associated recreation facilities within open space areas.

**8. Description of Project:**

The Golden Rain Foundation (GRF) has filed an application for a site development permit and a conditional use permit to allow the construction of a new Golf Starter Building in the Gate 12 development. GRF is proposing to construct a new 17,863 square foot, two-story building that includes 3,480 square feet of outdoor dining/viewing decks on approximately 2.41 acres of the 479 acre Laguna Woods Golf Course. The proposed building will be located just northwest of the existing

8,269 square foot two-story Golf Starter Building. The existing Golf Starter Building will continue to operate during the construction of the new facility and will be removed after the new building is completed and in operation. The lower floor of the proposed Golf Starter Building includes a pro shop, bag storage facility, restrooms, offices, foyer, elevator, maintenance storage, and a 54 golf cart barn facility. The upper floor includes a foyer and lounge, restrooms, additional storage facilities, three clubrooms, café, and large covered outdoor dining/viewing decks. Outside access into the building is provided from both the lower and upper level and is accessible to all members of the Laguna Woods Village community, golfers and non-golfers alike. Due to the sloping topography of the site, access to the café on the upper level can be directly from the existing parking lot facility above in compliance with ADA requirements. In addition to the new Golf Starter Building, the proposed site improvements will include a new practice bunker, chipping green, putting green area, additional golf cart parking, improved golf cart circulation and access to adjacent tees, and an additional 51 space parking lot located on 0.67 acres on the west side of Moulton Parkway.

**9. Surrounding Land Uses and Setting:**

The proposed project is located on the east and west side of Moulton Parkway between El Toro Road and Santa Maria Avenue. On the east side of Moulton parkway, the project is surrounded by Club House 2, a parking lot, tennis courts, a putting green, a practice bunker and chipping green, a hitting cage, golf cart parking, and the first tee. The activities building, driving range, and tennis courts surround the project on the west side of Moulton Parkway. All properties surrounding the project area are related to the Laguna Woods Golf Course and managed by GRF.

**10. City of Laguna Woods Required Approvals:**

- Use Permit (CUP 603) to permit the proposed golf starter building and other golf course uses.
- Site Plan (SP 602) to allow the operation of a restaurant and retail as an accessory use to the principal use on site.

**11. Other Public Agencies Whose Approval is Required:**

None

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils                     |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology / Water Quality          |
| <input type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities / Service Systems        | <input type="checkbox"/> Mandatory Findings of Significance |

## DETERMINATION

On the basis of this initial evaluation

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Deborah Drasler  
City Planner

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Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analysis,” may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.

- 9) The explanation of each issue should identify:
- a) The significance criteria or threshold, if any, used to evaluate each question;  
and
  - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

**I. AESTHETICS**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion:

- a) **Less than Significant Impact.** The project is not located within a scenic vista; therefore, the proposed project could not indirectly impact views of natural landforms for surrounding properties or communities. Currently, from the project site, there is a scenic vista of the golf course and the Saddleback Valley from the 2,342 square foot upper level balcony of the existing Golf Starter Building and from Clubhouse Building 2 due to the higher level elevation. As proposed, the new Golf Starter Building will replace the existing Golf Starter Building within close proximity. The new Golf Starter Building will provide a large 3,480 square foot upper level outdoor dining/viewing deck providing the same view of the golf course and the Saddleback Valley as existing. Additionally, the new Golf Starter Building will provide ADA compliant access into the building enhancing the access to the scenic vistas for golfers and non-golfers. Due to the elevation levels, there is no adverse effect on the scenic vista from Clubhouse 2. Therefore, impacts will be less than significant.
- b) **No Impact.** The project site is not located on a State or County scenic highway. The project includes the removal of 10 trees to accommodate the new development. These trees are common throughout the golf course and do not offer any specific value as a scenic resource. No impact will occur. Furthermore, the project includes the planting of six various tree species throughout the immediate area, resulting in over 40 new trees.
- c) **Less than Significant Impact.** The proposed Golf Starter Building will replace the existing Golf Starter Building within close proximity on site. The proposed building is architecturally compatible with the existing visual character of the site, particularly Club House 2. The project will require removal of 10 trees that are part of the visual character of the site as seen from Moulton Parkway and from the golf course; however, the project includes the planting of six various tree species throughout the immediate area, resulting in over 40 new trees. This will maintain and enhance the balance of landscaping and development on the project site in relation to existing conditions. Impacts to the visual character of the site and surrounding areas will be less than significant.
- d) **Less than Significant Impact.** The construction of the Golf Starter Building would not result in a significant increase in the ambient light levels or visual glare due to the design, location and required lighting design. The City includes a standard condition that "All exterior lighting shall be designed in such a manner that direct lighting is confined to the property and oriented to minimize visual glare" as part of the standard development review process. Additionally, lighting is regulated by Section 13.12.010 (Supplemental open Space District Regulations) of the Zoning Code requiring that all lighting is designed and located so that light rays are confined to the project premises. Impacts will be less than significant. (Source: 2)

## II. AGRICULTURE AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?				X
d) Result in loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?				X

### Discussion:

- a) **No Impact.** The project site is not designated as Prime, Unique, or Important Farmland as indicated on the latest map for Orange County prepared under the Farmland Mapping and Monitoring Program. The site is designated 'D' for Urban and Built-Up Land. Therefore, no impact will occur. (Source: 3)
- b) **No Impact.** The project site and the surrounding areas are not zoned for agricultural uses and are not under the Williamson Contract. No Impact will occur. (Sources: 2,4)
- c) **No Impact.** The project site is not zoned for timber production and is not designated as a Timberland Production Zone (TPZ). No impact will occur.
- d) **No Impact.** There is no forestland located on or in the vicinity of the site. No impact will occur. (Source: 19)
- e) **No Impact.** There is no farmland in the project vicinity. No impact will occur. (Source: 1)

### III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?			X	

#### Discussion:

- a) **No Impact.** The purpose of the AQMP is to bring an area into compliance with the requirements of Federal and State air quality standards. Consistency review is presented below:
- 1) The project would result in short-term construction and long-term pollutant emissions less than the CEQA significance emissions thresholds established by the SCAQMD; as demonstrated in Section III.b, below. Therefore, the project will not result in an increase in the frequency or severity of an air quality standards violation and will not cause a new air quality standard violation.
  - 2) The project does not include a residential component that would result in any population growth and the proposed Golf Starter Building is consistent with the City's General Plan Open Space land use designation. Therefore, the project is consistent with the emissions forecasts utilized in the AQMP.
  - 3) The pollution control strategies of the 2007 AQMP are mainly concerned with technologically based means of reducing emissions from mobile and stationary sources. Many of the control strategies are plans to develop regulations and rules that will specify future requirements for activities to reduce pollutant emissions. There are no regional control strategies that are applicable to the project. Based on the consistency analysis presented above, no impact related to conflicts with the AQMP will occur. (Source: 6, 7)

**Table 1 State and Federal Ambient Air Quality Standards**

Pollutant	Averaging Time	State Standards <sup>a,c</sup>	Federal Standards <sup>b</sup>	
			Primary <sup>b, d</sup>	Secondary <sup>b, e</sup>
O <sub>3</sub>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	–	–
	8 Hour	0.070 ppm (137 µg/m <sup>3</sup> )	0.075 ppm (147 µg/m <sup>3</sup> )	Same as Primary
PM <sup>10h</sup>	24 Hour	50 µg/m <sup>3</sup>	150 µg/m <sup>3</sup>	Same as Primary
	AAM <sup>f</sup>	20 µg/m <sup>3</sup>	–	Same as Primary
PM <sup>2.5</sup>	24 Hour	–	35 µg/m <sup>3</sup>	Same as Primary
	AAM <sup>f</sup>	12 µg/m <sup>3</sup>	15.0 µg/m <sup>3</sup>	Same as Primary
CO	1 Hour	20 ppm (23 mg/m <sup>3</sup> )	35 ppm (40 mg/m <sup>3</sup> )	None
	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	9 ppm (10 mg/m <sup>3</sup> )	None
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )	–	–

Pollutant	Averaging Time	State Standards <sup>a,c</sup>	Federal Standards <sup>b</sup>	
			Primary <sup>b,d</sup>	Secondary <sup>b,e</sup>
NO <sub>2</sub>	AAM <sup>f</sup>	0.030 ppm (56 µg/m <sup>3</sup> )	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary
	1 Hour	0.18 ppm (338 µg/m <sup>3</sup> )	–	–
SO <sub>2</sub>	AAM <sup>f</sup>	–	0.030 ppm (80 µg/m <sup>3</sup> )	–
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )	0.14 ppm (365 µg/m <sup>3</sup> )	–
	3 Hour	–	–	0.5 ppm (1,300 µg/m <sup>3</sup> )
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )	–	–
Lead <sup>g</sup>	30 day Avg.	1.5 µg/m <sup>3</sup>	–	–
	Calendar Quarter	–	1.5 µg/m <sup>3</sup>	Same as Primary
	Rolling 3-month avg.	–	0.15 µg/m <sup>3</sup>	
Visibility Reducing Particles	8 hour	Extinction coefficient of 0.23 per km – visibility = 10 miles (0.07 per km – =30 miles for Lake Tahoe)	No Federal Standards	
Sulfates	24 Hour	25 µg/m <sup>3</sup>		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )		
Vinyl Chloride <sup>g</sup>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )		

<sup>a</sup> California standards for O<sub>3</sub>, CO (except Lake Tahoe), SO<sub>2</sub> (1 and 24 hour), NO<sub>2</sub>, PM10, PM2.5, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

<sup>b</sup> National standards (other than O<sub>3</sub>, PM10, PM2.5, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The O<sub>3</sub> standard is attained when the fourth highest 8-hour concentration in a year, averaged over 3 years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than 1. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the USEPA for further clarification and current federal policies.

<sup>c</sup> Concentration is expressed first in the units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

<sup>d</sup> National Primary Standards: The levels of air quality necessary with an adequate margin of safety to protect the public health.

<sup>e</sup> National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

<sup>f</sup> Annual Arithmetic Mean

<sup>g</sup> CARB has identified lead and vinyl chloride as “toxic air contaminants” with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

–: No Standard; ppm: parts per million; µg/m<sup>3</sup>: micrograms per cubic meter; mg/m<sup>3</sup>: milligrams per cubic meter.

Source: CARB. 2008

b) **Less than Significant Impact.** The project site is located within the Orange County part of the South Coast Air Basin and is under the jurisdiction of SCAQMD. Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as ‘criteria pollutants’). These pollutants include ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), inhalable particulate matter with a diameter of 10 microns or less (PM<sub>10</sub>), fine particulate matter with a diameter of 2.5 microns or less (PM<sub>2.5</sub>), and lead. The State has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the State and Federal standards differ, State AAQS are more stringent than federal AAQS. Federal and State standards are shown in Table 1 above (State and Federal Ambient Air Quality Standards). (Source: 7)

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to Federal or State AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 2 (Attainment Status of Criteria Pollutants in the South Coast Air Basin) summarizes the

attainment status in the Basin for the criteria pollutants. Discussion of potential impacts related to violation of air quality standards are presented below in terms of construction-induced and operationally-induced emissions.

**Table 2**  
**Attainment Status of Criteria Pollutant in South Coast Air Basin**

Pollutant	State	Federal
O <sub>3</sub> (1 hour)	Nonattainment	No standard
O <sub>3</sub> (8 hour)		Severe 17 Nonattainment <sup>a</sup>
PM10	Nonattainment	Serious Nonattainment
PM2.5	Nonattainment	Nonattainment
CO	Attainment	Attainment/Maintenance
NO <sub>2</sub>	Attainment	Attainment/Maintenance
SO <sub>2</sub>	Attainment	Attainment
Lead	Attainment	Attainment
All others	Attainment/Unclassified	Attainment/Unclassified

<sup>a</sup> In the 2007 AQMP, the SCAQMD requested reclassification to Extreme Nonattainment; the USEPA has not acted on this request.  
Source: CARB 2009; CARB 2007

#### Construction Impacts

The proposed site modifications include construction activities associated with the construction of the new 17,863 square foot Golf Starter Building, the removal of the existing 8,269 square foot Golf Starter Building, fine grading, the paving and re-striping of the existing parking lot and construction of additional parking, golf cart paths, ADA compliant ramp, new putting green area, and landscaping. These construction activities do not involve extensive amounts of grading or require large, diesel-fueled construction equipment to be accomplished. Construction related emissions would not contribute to or result in any violations of air quality standards. The short-term operation of construction vehicles and equipment during construction and demolition is expected to generate minimal levels of vehicle-related pollution. Additionally, proper care and maintenance of construction-related vehicles and equipment will reduce pollution to less than significant levels.

#### Operational Impacts

Long-term operational emissions would come from mobile and area sources. Mobile emission impacts are mostly a result of the expected 526 daily vehicular trips generated by the project. In addition to vehicle emissions from combustion, vehicles travelling on paved roads would be a source of fugitive emissions (particulate emissions from paved roads from brake and tire wear and resuspension of loose material on the road surface). Area source emissions would come from natural gas for space and water heating; gasoline powered landscaping equipment, and architectural coatings. It is assumed that over a period of time the building will be repainted, resulting in emissions from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings as part of maintenance. Estimated operational mass emissions for the project-related mobile and area sources are shown in Table 3 (Estimated Daily Operational Emissions). As shown in Table 3 and based on an assumed opening year of the proposed project in 2011, operational-related emissions would be below the SCAQMD regional thresholds of significance. Therefore, operational impacts would be less than significant. (Sources: 8, 9)

**Table 3**  
**Estimated Daily Operational Emissions (Lbs/Day)**

Year 2011 (Winter/Summer)	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sup>10</sup>	PM <sup>2.5</sup>
Maximum Emission	3.79	5.45	47.90	0.05	8.27	1.61
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds SCAQMD Thresholds?	No	No	No	No	No	No
Source: Emissions, Appendix A; Thresholds, SCAQMD 2009 Maximum ROG and NO <sub>x</sub> emissions would occur in winter; maximum CO, SO <sub>2</sub> , PM <sub>10</sub> , and PM <sub>2.5</sub> emissions would occur in summer. -- Not Applicable						

- c) **Less than Significant Impact.** The region is a nonattainment area for PM<sub>10</sub>, PM<sub>2.5</sub>, and ozone precursors VOC and NO<sub>x</sub>. The project would contribute criteria pollutants to the area during short-term project construction and during operations. However, as described in Section III.b above, these emissions would be substantially less than the SCAQMD regional thresholds. Therefore, the project's contribution of these non-attainment pollutants would not be cumulatively considerable and would result in a less than significant impact.
- f) **Less than Significant Impact.** There are no existing, local air pollutant emissions sources that could impact the site. The site is located on an existing golf course within a private senior citizen community and is not located anywhere near property that could be classified as a 'sensitive receptor'. The Golf Starter Building which includes a cafe, pro shop, bag storage facility, maintenance storage, restrooms, offices, club rooms, golf cart barn, and a self contained golf cart washing area would not generate air pollutants into the atmosphere and there would be no significant effects on any nearby sensitive receptor sites.

Carbon Monoxide Concentrations

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections where vehicles must stop because of a stop sign or signal control. The potential for violation of State and federal CO standards at study area intersections and exposure to sensitive receptors at those intersections is addressed using the methodology outlined in the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol). According to the CO Protocol, projects may worsen air quality if they significantly increase the percentage of vehicles in cold start modes by two percent or more; significantly increase traffic volumes (by five percent or more) over existing volumes; or worsen traffic flow by increasing average delay at intersections operating at Level of Service (LOS) E or F. Based on the data provided in the project's parking analysis and the analysis in the Transportation and Traffic section below, the proposed Golf Starter Building would not increase the volume of vehicles in cold start mode by more than two percent and would not increase traffic volumes at adjacent segments and intersections by more than five percent. Additionally, a shuttle bus stop is proposed at the entrance to the proposed Golf Starter Building as well as a golf cart system throughout the community including crossings at seven signals providing an alternative means of transportation to the facility reducing the amount of vehicle emissions. Therefore, the proposed new Golf Starter Building will not result in a significant increase in vehicle trips. Furthermore, Moulton Parkway would continue to operate at LOS C with estimated traffic added to existing volumes. Therefore,

there would be no potential for a CO hotspot and impacts would be less than significant. (Source: 17,30)

- e) **Less than Significant Impact.** The proposed project consists of the construction of a new 17,863 square foot Golf Starter Building replacing the existing 8,269 square foot Golf Starter Building that will continue to operate during construction and will be removed after the new building is completed. Daily operations of the Golf Starter Building would not generate objectionable odors, because all activities would be conducted indoors, except for occasional cart washing, which would not involve use of malodorous cleaning substances and the café that includes odors from food preparation. Although the new building will be larger in size than existing, the type of uses within the proposed building will remain roughly the same as existing to accommodate golfers within the Laguna Woods Village Community. Therefore, the proposed project will not have a significant impact related to objectionable odors.

#### IV. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinances?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

#### Discussion:

- a) **No Impact.** The Golf Starter Building is proposed on a previously graded pad for golf course purposes and is surrounded by an existing parking lot area and active recreation facility. Because no native vegetation occurs on the project site, no sensitive wildlife would be anticipated to occur in the area. Therefore, there are no Direct impacts to sensitive wildlife species or indirect impacts through habitat modification.
- b) **No Impact.** The project is located on a developed site utilized for golf recreation and supporting uses. No riparian habitat in the project vicinity, thus no impact will occur.
- c) **No Impact.** There are no water-dependent biological resources or water bodies in the project vicinity; therefore, the project could have no effect on any wetlands resources as defined by Section 404 of the Clean Water Act.
- d) **No Impact.** The developed project site is located in a fully urbanized area and does not support movement of native resident or migratory fish or wildlife species. There is no natural habitat located on or adjacent to the fully developed site; this project would thus have no effect on any natural resources that could support wildlife or fish movement.
- e) **No Impact.** The City does not have any local rules or ordinances designed to protect mature trees on private property or other biological resources. No impact will occur. (Source: 2,5)
- f) **No Impact.** The project site is within the boundaries of the Coastal Sub region of the Orange County Central/Coastal Natural Community Conservation Plan/Habitat

Conservation Plan (NCCP/HCP). However, the project site is not located within a reserve, special linkage, or conservation easement area of the plan and contains no on-site habitat in support of any special status species. Thus, the project and proposed zone change would not conflict with the provisions of the NCCP/HCP. (Source: 6)

## V. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			X	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
d) Disturb any human remains, including those interred outside of formal cemeteries?			X	

### Discussion:

- a) **No Impact.** The existing building, constructed in the 1960's under the County of Orange jurisdiction, has no distinctive architectural features and does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The project does not propose modification to any other structure. Therefore, the project will have no impact on any historic resources.
- b) **Less than Significant Impact.** During the original grading of the Rossmoor Leisure World Planned Community (Laguna Woods Village), eight archaeology sites were identified and determined to be insignificant, disturbed and/or destroyed. Furthermore, since the project site has been fully developed and disturbed, it is not likely that discoveries of archaeological resources will be found. However, per Mitigation Measure CR-1 as adopted in the City's General Plan EIR, a Phase I archaeological field assessment should be performed prior to any earth disturbing activities if a proposed construction site has not been surveyed within the last 10 years. Heavily disturbed areas and grounds obscured by water or pavement are excluded from this mitigation measure. Pursuant to Mitigation Measure CR-1, a technical report following format and content guidelines proposed by the State Office of Historic Preservation (SHPO) must be completed prior to initiation of earth disturbing activities. Mitigation Measure CR-1 sets performance standards for the retrieval and curation should any buried cultural resources be discovered. Impacts to buried cultural resources will be less than significant with implementation of existing City regulations. (Source: 7)
- c) **Less than Significant Impact.** During the construction of phase I of Leisure World Planned Community (Laguna Woods Village) in the vicinity of Avenida Majorca, paleontological resources were discovered and removed by paleontologists from the Los Angeles Natural History Museum. Given the identification of the area as a sensitive paleontological area and the close proximity of known discoveries, an implementation measure has been provided for in the General Plan for the identification and preservation of paleontological resources that may be discovered in the future. Activities resulting in substantial grading are subject to Mitigation Measure CR-2 as adopted in the City's General Plan EIR. Mitigation Measure CR-2 requires oversight of grading activities by a certified paleontologist and sets performance standards for the retrieval and curation of any discovered buried paleontological resources. The project includes the movement of approximately 3,800 cubic yards of soil during proposed grading activities. These activities will be subject to Mitigation Measure CR-2. Impacts to paleontological resources will be less than significant within implementation of existing City regulations. (Source: 7)

- d) **Less than significant Impact.** Because the project site is fully developed, it is considered unlikely that any human remains occur on site; however, the project will require earth moving activities for the construction of the proposed Golf Starter Building that could potentially impact buried human remains. The project is subject to the provisions of Section 7050.5 of the California Health and Safety Code, requiring the contractor to notify the County Coroner who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she would contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Impacts will be less than significant. (Source 8)

## VI. GEOLOGY AND SOILS

Would the project?	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?				X
iv) Landslides?			X	
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

### Discussion:

- a.i) **No Impact.** There are no Alquist-Priolo Fault Hazard Zones within the City of Laguna Woods; therefore, no impact could occur. (Source: 9)
- a.ii) **Less than Significant Impact.** The project site is subject to strong seismic ground shaking, as are all properties located within Southern California. All construction related to redevelopment of the site will be reviewed by the City's Building Department as part of the City's routine plan check procedures and in accordance with Mitigation Measure GS-2 of the General Plan EIR. Mitigation Measure GS-2 requires incorporation of the latest seismic safety design specifications into the City's Municipal Code and project review procedures. Currently, the seismic design criteria of the 2007 California Building Code (CBC) have been adopted as part of the City's Municipal Code. The proposed site development will result in less than significant impacts due to seismic related ground shaking. (Sources: 5,7)
- a.iii) **No Impact.** According to the General Plan Safety Element, the project site is not subject to liquefaction hazards. (Source: 9)
- a.iv) **Less than Significant Impact.** The California department of Conservation seismic Hazard Zones Map for the project vicinity indicates that the site is not directly subject to landslide hazards; however, just north of the site is subject to landslide hazards. The project requires cutting into the existing hillside as proposed on its grading plan. This poses a potential for slope failure on the project site and in the vicinity of the project site, if not engineered appropriately. The project is subject to Mitigation Measures GS-1 and GS-2 that require preparation of foundation investigations in areas subject to ground movement and incorporation of the most recent seismic safety data in City practices. Implementation of these mitigation measures during the plan check process will ensure that manufactured slopes and cuts are engineered appropriately to prevent landslide

hazards to the project and surrounding structures. Impacts will be less than significant with implementation of existing City standards. (Sources: 7,10)

- b) **Less than Significant Impact.** The project site is currently fully developed and landscaped. The construction of the proposed Golf Starter Building as well as the removal of the existing building will expose surficial soils. Immediate construction and all improvements associated with redevelopment of the site will be subject to the erosion control requirements of Section 10.06.310 (Erosion Control and Water Quality Requirement Systems) of the City's Grading Code. Erosion control requirements include installation of Best Management Practices (BMPs) to prevent airborne and waterborne off-site discharges of sediments during construction activities. Similar construction control measures would be required for any project that requires some ground disturbance and temporary exposure of bare soils. Soil erosion impacts will be less than significant. (Source: 5)
- c) **Less than Significant Impact.** The project site is underlain with fill material due to the site's current development and therefore unlikely to be located on an unstable geologic unit that could result in on- or off-site subsidence or lateral spreading. The project is subject to foundation investigations due to the slight potential for landslide in the area. This investigation will identify any potential for ground movement and provide appropriate design measures to ensure that damage to structures is prevented. Impacts related to unstable soils and geologic units will be less than significant. (Source: 7)
- d) **Less than Significant Impact.** According to the Natural Resources Conservation Service (NRCS) online Web Soil Survey for the project area, soils underlying the project site are subject to shrinking and swelling due to high levels of clay. The foundation investigation required for the project pursuant to Mitigation Measures GS-1 will identify appropriate design measures to prevent structural damage due to expansion of soils. Common methods for mitigating the impacts of expansive soils includes "pre-saturation" of soils underlying building areas to a moisture content and depth specified by the project's soil engineer, thereby "pre-swelling" the soil prior to constructing the structural foundation or hardscape. This method is often used in conjunction with strengthened foundations that can resist small ground movements without cracking. Adequate surface drainage control is necessary to ensure that soils are not over-saturated in the future. Impacts related to expansive soils will be less than significant with implementation of existing City regulations. (Source: 11)
- e) **No Impact.** Sewer services are provided to all properties within the City; therefore septic systems would not be required to serve either immediate or future wastewater treatment needs. This project would have no effects involving subsurface-based waste treatment systems.

## VII. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				X

### Discussion:

- a) **Less than Significant Impact.** Many of the world's leading scientific experts agree that greenhouse gases (GHGs) generated by human activities affect climate by increasing the "greenhouse effect." The gases concentrate in the Earth's atmosphere and trap heat by blocking some of the long-wave energy the Earth normally radiates back into space. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. These activities are increasing the greenhouse gases in the Earth's atmosphere and could be accelerating global climate change. Long-term environmental consequences in California could potentially include: a reduction in water supply from Sierra Nevada melted snow pack which could result in a reduction in imported water and public health problems due to degraded air quality and more intense summer heat.

The primary source of GHG emissions related to the proposed project would come from automotive exhaust emissions associated with motor vehicles traveling to and from the project site. The larger Golf Starter Building could result in a minor increase in vehicle trips from golfers, restaurant patrons and vendors, but this is almost entirely local traffic, generated by Laguna Woods residents and their guests. Trip lengths, therefore, are typically short, thus the GHG emissions are minor in both volume and duration, and a significant impact on climate change is considered unlikely. With a larger building and expanded food preparation/service areas, a minor increase in permanent emissions would occur as a result of additional energy use, water consumption and solid waste disposal. Temporary GHG emissions would also occur during construction activities, from vehicle and equipment exhausts, paving emissions and applications of paints and sealants. The proposed Golf Starter Building is operationally similar to the existing facility; therefore, the characteristics of GHG emissions from the existing facility and the proposed facility would be similar. Construction activities would not be substantial in terms of pollutant emissions, as discussed in the Air Quality section above. Based on the minor incremental increases in GHG emissions when comparing the existing starter facility and the proposed facility, the long-term operation of the project would have less than significant impacts related to greenhouse gas emissions and climate change.

- b) **No Impact.** There are no federal, state or local quantitative thresholds, specific regulatory standards, policies or programs concerning greenhouse gas emissions that apply to a small-scale development project such as this one. The proposed project must comply with all building energy efficiency standards of the

City's Building Code, which will reduce total energy demand and thus reduce total levels of GHG emissions associated with building energy use. This project would have no conflicts with any plans, policies or regulations aimed at reducing greenhouse gas emissions.

## VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
i) Would the project include a new or retrofitted stormwater treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?			X	

### Discussion:

- a & b) **Less than Significant Impact.** The Golf Starter Building will include golf cart rentals and a golf cart wash facility. This business will not transport, use, or dispose of significant amounts of hazardous materials requiring special control measures. The soaps used for cart washing purposes are not hazardous. As currently existing and proposed, all golf carts requiring maintenance are removed from the facility and repaired off site by an outside company. Therefore, the project will result in less than significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- c) **No Impact.** There are no known schools located within ¼ mile of the project site. As discussed in Sections VIII.a and VIII.b above, the proposed project will not result in significant releases of hazardous materials or wastes. Therefore, no impact to schools will occur.
- d) **No Impact.** The subject property is not identified on a hazardous material site list, pursuant to Section 65962.5 of the California Government Code. No impact will occur. (Sources: 12)

- e) **No Impact.** The project is not located within the boundaries of an airport land use plan or within two miles of a public airport. No impact will occur. (Source: 13)
- f) **No Impact.** The project is not located within two miles of a private airstrip. No Impact will occur.
- g) **No Impact.** The project does not propose any roadway modifications that could interfere with the evacuation routes of Orange County Sheriff's Department Multi-hazard Functional Plan. No Impact will occur.
- h) **No Impact.** The project is not located within the wildland-urban interface associated with the western portion of the City; therefore, no impact from wildland fires could occur. (Source: 14)
- i) **Less Than Significant Impact.** Based on the Water Quality Management Plan (WQMP), an infiltration trench will be constructed on the golf course at the terminus of the relocated storm drain system. The infiltration basin will be sized in accordance with Stormwater Quality Design Volume Methods (SQDV). The method used will be: The volume of annual runoff based on unit basin storage volume, to 90 percent or more volume treatment by the method recommended in California Stormwater Best Management Practices Handbook-New Development and Redevelopment. The infiltration basin process will be implemented to the maximum extent practical in accordance with the physical site limitations of the golf course. The project does not need to install any storm water retention basin or a constructed wetland that could create conditions attractive to vectors. (Source: 15)

**IX. HYDROLOGY AND WATER QUALITY**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?			X	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off- site?			X	
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner in which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
k) Potentially impact stormwater runoff from construction activities?			X	
l) Potentially impact stormwater runoff from post-construction activities?			X	
m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?			X	
n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?			X	
o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?			X	
p) Create significant increases in erosion of the project site or surrounding areas?			X	

Discussion:

- a) **Less Than Significant Impact.** The project is not subject to 'point source' waste discharge requirements as administered by the Santa Ana Regional Water Quality Control Board (RWQCB). Wastewater generated from the restaurant facility and

starter building operations will not be discharged into the City's storm drain system; but will be disposed of in the sewer system. These wastes are common and do not require special treatment to be processed at the wastewater treatment plant.

Construction Water Quality Impacts

Immediate surface water quality impacts could potentially occur during the grading and construction phases. For example, runoff of loose soils and/or construction wastes and fuels during a rainstorm could flow into local storm drains located on Via Campo Verde. Such contaminated runoff could potentially threaten downstream water resources that receive runoff from the local drainage network.

Significant water quality impacts during the construction phases will be avoided through compliance with the National Pollutant Discharge Elimination System (NPDES) regulations set forth under the federal Clean Water Act. The City is a participating agency in the Orange County Stormwater Program., under the County's areawide NPDES Permit No. CAS618030 (RWQCB Order No. R8-20090-0030). In accordance with Section II.A.1 of the areawide NPDES permit, the City is required to 'implement all BMPs outlined in the Drainage Area Management Plan (DAMP) and Local Implementation Plan (LIP) . . .' Installation of Best Management Practices (BMPs) that could include erosion and sediment controls and prevention and containment of accidental fuel spills or other waste releases will be required for immediate or future development of the project, as appropriate. Adopted construction BMPs are contained the City of Laguna Woods LIP (modeled after the 'Model Construction Program' contained in Section 8 of the Orange County DAMP). Based on the size of the project (between one and five acres), its location (not tributary to and outside of an Area of Biological Significance (ASBS)), slopes of finished grades, and potential construction related stormwater discharges, the project is defined as a 'Medium Priority' project. Medium Priority projects are required to 'meet the 'Minimum Requirements for All Construction Sites' as outlined in Table 8-6 of the DAMP (see Table 4, Minimum Project Construction BMPs), implement site management requirements, and implement all appropriate construction BMPs.

**Table 4  
Minimum Project Construction BMPs**

<b>Category</b>	<b>Minimum Requirements</b>
Erosion and Sediment Control	Sediments from areas disturbed by construction shall be retained on site using an effective combination of erosion and sediment controls to the maximum extent practicable, and stockpiles of soil shall be properly contained to minimize sediment transport from the site to streets, drainage facilities or adjacent properties via runoff, vehicle tracking, or wind.
Waste and Materials Management	Appropriate BMPs for construction-related materials, wastes, spills, or residues shall be implemented on site to minimize transport from the site to streets, drainage facilities, or adjoining property by wind or runoff.

A menu of BMPs is available to meet the minimum requirements and construction BMPs, as distributed by the Orange County Storm Water Program. These include BMPs EC-1 through EC-13 (Erosion Controls) and WM-1 through WM-9 (Waste Management and Materials). Appropriate BMPs will be assigned during the plan check process during the City's standard review procedures. Site management requirements include dry and wet weather provisions that mandate certain BMPs be implemented including dust control, materials management, and 'weather triggered' action plans. Compliance will ensure that the project does not violate any water

quality standards or any waste discharge requirements during construction. (Source: 5,25,26,27)

#### Operational Water Quality Impacts

Long-term water quality impacts can occur over the project's lifetime during the routine operation of the starter building and associated facilities. Pollutants (such as oil and other automotive fluids) from parking areas, trash and debris discarded on walkways and in parking lots, and pesticides from improper landscape management can all result in the discharge of pollutants into downstream water bodies. The project includes a Water Quality Management Plan (WQMP) to address post-construction runoff and water quality impacts. The WQMP includes source control, structural, site design, and treatment BMPs to reduce discharges of pollutants into downstream waters. The WQMP also includes an inspection and maintenance program to ensure that established BMPs remain functional over the long-term. The WQMP include two treatment devices designed to mechanically remove pollutants from runoff prior to discharge into the City's storm drain system. These are in addition to a variety of routine BMPs such as public education, site-cleaning procedures, and design features used to minimize impervious surfaces. The Golf Starter Building portion of the project includes installation of a Stormceptor separation system to filter sediments and oil. The supplemental parking portion of the project includes installation of a Contech Media Filtration System that can filter sediments, oil, metals, organic compounds, and nutrients. Implementation of the project WQMP will ensure that the project does not adversely impact downstream water quality over the long-term.

Short- and long-term impacts to water quality will be less than significant with implementation of existing regulations and project design features. (Source: 15,22)

- b) **Less Than Significant Impact.** The project does not include construction of any wells or pumping stations that could lower groundwater levels in the project vicinity. The proposed projects location on a slight hillside combined with a relatively small increase in impervious surface will not interfere substantially with ground water recharge. The storm water and irrigation runoff within the building site drainage area is fully contained within the site and is discharged to the golf course for groundwater recharge. The project will not create a net deficit in the aquifer volume or lower the local ground water table.
- c) **Less Than Significant Impact.** The proposed site design follows the existing drainage patterns of the existing building use. No streams or rivers are located on-site or within the site vicinity. Due to the existing, developed character of the site and the established drainage pattern within the area, immediate or future erosion or siltation impacts associated with changes to drainage patterns will not occur.
- d) **Less than Significant Impact.** The proposed project and site design follows the existing drainage patterns of the existing site. No streams or rivers are located on-site or within the site vicinity; thus, there would be no drainage-related impact involving increased erosion or siltation. Runoff from the existing site has been directed to the adjacent existing golf course and to the City's existing storm drain system. The minor increase in runoff from the site will follow the existing patterns and will dissipate through the existing golf course. There will be no substantial increase in the rate of runoff that would result in flooding on- or off- site.
- e) **Less than Significant Impact.** Runoff from the Golf Starter Building site will be discharged into an existing storm drain system tributary to the golf course. Runoff from the supplemental parking will be directed to the City's storm drain system. The

proposed project's drainage will follow the established pattern of the golf course and the City's storm drain system. As discussed in the Utilities and Service Systems section below, the City's storm drain system is adequately sized to handle the nominal increase in runoff from the project. Furthermore, this proposal will be reviewed by the City Engineer and be subject to Mitigation Measure HD-3 as adopted by the General Plan EIR. This Mitigation Measure requires construction of storm drainage facilities or payment of development impact fees to ensure adequate facilities exist to meet the surface water runoff generated by new development. The project will not result in a substantial increase of pollutant sources after implementation of short- and long-term BMPs (as discussed above). Impacts will be less than significant. (Source: 7)

- f) **No Impact.** No other water quality impacts would occur as a result of the proposed Golf Starter Building and associated improvements.
- g) **No Impact.** The project does not include a housing component and is not located within a 100-year flood hazard area as mapped on the most recent Flood Insurance Rate Map(FIRM). No impact will occur. (Source: 28)
- h) **No Impact.** The project is not located within a 100-year flood hazard area and therefore could not impede floodwaters or raise base flood elevations. (Source: 28)
- i) **No Impact.** According to the latest Flood Insurance Rate Map prepared for the project site area and the Orange County General Plan, the site is not within the inundation area of any dam or levee. No impact will occur. (Source: 28, 29)
- j) **No Impact.** The project is located over five miles from the Pacific Ocean; therefore, the project is not subject to tsunami hazards. There are no water bodies or water storage facilities within the vicinity of the project that could flood the site in the event of seismically induced seiche conditions. The area in the vicinity of the Golf Starter Building is location on a slight hillside, developed, and stabilized by turf and other vegetation. The supplemental parking area is flat and developed on all sides therefore mudflow impacts to the site are not anticipated.
- k) **Less than Significant Impacts.** Implementation of construction Best Management Practices (BMP's) is required for *all phases of* construction activities associated with development of the site pursuant to the City's Stormwater Management and Urban Runoff Pollution Control Ordinance (Chapter 4.14 of the Municipal Code) and the City's LIP. Common construction BMPs include installation of Silt Fencing (SE-1) to prevent sediment discharges, Entrance/Outlet Tire Washes (TC-3) to prevent tracking of sediments onto area streets, and Stockpile Management (WM-3) to reduce exposure of stockpiles to wind and rain and thereby limit discharges of pollutants. An erosion Control Plan and a Storm Water Pollution Prevention Plan will be provided as part of the construction documents to prevent an impact to storm water runoff resulting from construction activities. Compliance with the provisions of Chapter 4.14 of the Municipal Code will reduce construction related water quality impacts to less than significant. (Source: 5, 25, 26, 27, )
- l) **Less than Significant Impact.** As proposed, the project will follow the existing storm water flow patterns of the sites and add little impervious surface; therefore, changes in site runoff will be minimal. Development of the site will be subject to the City's NPDES review and approval requirements and Mitigation Measures HD-4 and HD-5 as adopted in the General Plan EIR. The implementation of BMP's during all phases of construction will prevent an impact to storm water runoff from post construction activities. (Source: 5, 7, 26)

- m) **Less than Significant Impact.** The proposed Golf Starter Building and immediate site modifications will not have any material storage, vehicle or equipment fueling, waste handling, hazardous materials handling or storage, loading docks, or other outdoor work areas that could discharge pollutants into the City's storm drain system. The proposed Golf Starter facility does propose minor maintenance of golf carts limited to electrical charging of the carts and an isolated golf cart washing area that contains an interceptor drainage system to direct wash flows to an isolated grease containment area for the building. Additionally, there is a delivery area proposed for the restaurant facility with a drainage system directed to the Water Quality Treatment BMP to avoid any adverse water quality impacts. Impacts due to the proposed Golf Starter Building would, therefore, be less than significant. (Source: 5)
- n) **Less than Significant Impact.** As discussed in the preceding responses, the majority of runoff from this project is generally anticipated to fully dissipate within the adjacent golf course. Additionally, installation of operational BMPs will minimize or eliminate pollutant loading in project runoff; therefore, it will have a nominal impact on the beneficial uses of the receiving waters. Impacts will be less than significant.
- o) **Less than Significant Impact.** As discussed in the preceding responses, the majority of runoff from this project is generally anticipated to fully dissipate within the adjacent golf course. Runoff from the supplemental parking lot will be discharged from a flat surface that could not substantially increase flow velocities; therefore, increases in flow velocities or volume of storm runoff causing environmental harm Impacts will be less than significant.
- p) **Less than Significant Impact.** The project sites are located on graded pads on gently undulating terrain surrounded by an improved parking lot and a fully landscaped golf course. As proposed, there will be no increases in the erosion of the project site or surrounding areas.

## X. LAND USE AND PLANNING

Would the project	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?				X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect				X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

### Discussion:

- a) **No Impact.** The proposed Golf Starter Building is located on private property and is intended for the exclusive use of the Laguna Woods Village. The project does not include any feature that would physically divide the surrounding community, such as construction of a new roadway or flood control channel. The project will have no immediate or future impact on land use or circulation patterns within the community.
- b) **No Impact.** The project site is designated in the City of Laguna Woods General Plan as 'Open Space'. This land use designation is generally used for passive and active recreation such as parkland, tennis courts, and golf courses. These uses may be either publicly or privately owned. The proposed Golf Starter Building is consistent with the intended range of land uses for this land use designation and has been found to be consistent with the applicable policies and implementation measures of the General Plan. Approval of a Use Permit is required for the country club (Golf Starter Building) and golf course. Therefore, the project will not conflict with any policy of the General Plan. (Source: 1)
- c) **No Impact.** The already developed site is not located within any conservation area of the Orange County Coastal/Central NCCP/HCP. Therefore, the proposed project will not conflict with this plan. (Source: 6)

**XI. MINERAL RESOURCES**

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				<b>X</b>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				<b>X</b>

Discussion:

- a) **No Impact.** The currently completely developed project site is located in a completely urbanized area of the City. There are no mineral extractions or process facilities on or near the site. There are no known mineral resources of value on or near the site; therefore no impact will occur.
- b) **No Impact.** The Laguna Woods General Plan does not identify any land within its jurisdiction as an important mineral resource recovery site; thus the project will not result in the loss of availability of a locally important mineral resource recovery site. (Source: 7)

## XII. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

### Discussion:

- a) **Less than Significant Impact.** Land use compatibility is determined by the future noise level anticipated on a project site and the proposed land use(s) on that site. In an urban environment (such as the proposed project area), traffic noise is the primary concern, with a focus on the largest local roadways nearest the project site. The primary source of noise in the project area is traffic on Moulton Parkway. According to the General Plan EIR, long-term noise levels produced from traffic on Moulton Parkway will expose the project site to levels between 65 and 70 CNEL (Community Noise Equivalent Level). The General Plan Noise-Land Use Compatibility Matrix indicates that these noise levels are 'conditionally acceptable' for the proposed land uses under conventional construction methods with windows closed. Only one window (Clubroom 3) will face towards Moulton Parkway. As proposed, the window is un-operable and will remain closed. Therefore, the project will not be impacted by noise levels in excess of standards adopted in the General Plan. (Sources: 1,7)
- b) **Less than Significant Impact.** Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack-hammering, and demolition-related activities. These vibration sources would not be required to construct the minor interior and exterior modifications associated with the proposed golf cart business. The proposed starting building and parking facilities would not include any machinery or processes that would produce ground vibration. Impacts will be less than significant. (Source: 16)
- c) **Less than Significant Impacts.** Although a new structure for the Golf Starter Building is proposed for development, the facility operations will remain as currently existing and therefore would not result in a significant permanent increase in exterior

ambient noise levels. The project is anticipated to generate 526 total vehicle trips. This amount of trips is less than one percent of the total traffic volume in the area. A doubling of traffic is normally required to produce an audible increase in traffic noise levels; therefore, traffic noise from the Golf Starter Building will be less than significant. (Sources: 7, 17)

- d) **Less than Significant Impact.** Short-term, temporary noise increases will occur during construction activities. Such increase will not be substantial because there are no sensitive receptors in the area to perceive the temporary increases in noise. The project site currently utilizes an outdoor amplified PA system with three exterior speakers to notify golfers to the first tee. This PA system will also be incorporated with the new Golf Starter Building. As with most PA systems, the ambient noise levels can be controlled in order to reduce excessive exposure to persons within the surrounding area. Therefore, the proposed Golf Starter Building will not result in any significant temporary or periodic increase in ambient noise levels than what currently exists on site. (Source: 17)
- e) **No Impact.** The project is not located within any airport land use planning area and is not within two miles of any public airport. No impact will occur. (Source: 21)
- f) **No Impact.** The project is not located within two miles of any private airstrip. No impact will occur.

### XIII. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion:

- a) **No Impact.** Although a new structure for the Golf Starter Building is proposed for development, the facility operations will remain as currently existing and would not result in a significant increase in employees and will therefore not induce substantial population growth in the area. The proposed building is within an existing development and intended for private recreational purposes.
- b) **No Impact.** The proposed building is within an existing golf course development and intended for private recreational purposes. There is no housing on this developed property; thus no impact to any existing housing would occur.
- c) **No Impact.** The project does not propose removal of any housing, thus no people will be displaced and no impact will occur. No immediate or future displacement of people will occur.

#### XIV. PUBLIC SERVICES

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?				X
Police Protection?				X
Schools?				X
Parks?				X
Other Public Facilities?				X

#### Discussion:

- a) **No Impact.** The proposed project will not result in any negative impact to Public Services. The new Golf Starter Building replaces an existing use located within a private development, which has its own security patrol. The existing Golf Starter Building is currently being served by the existing public services levels and it is not anticipated that the proposed Golf Starter Building will require any increase in service levels. The project will not have a significant negative impact on public service levels or the environment.

The proposed Golf Starter Building has been preliminarily reviewed by the Orange County Fire Authority, who has determined that the proposed plan complies with basic design standards for fire protection and access. According to the General Plan EIR, no new fire stations, police stations, or other capital improvements will need to be built and no new fire or police personnel will need to be hired in order to service ratios and response times for build-out of the General Plan. (Sources: 7, 18)

The Golf Starter Building is located in a private development intended for senior residents. No housing is proposed or permitted in the Open Space-Recreation District and therefore, there would be no effect on local schools associated with the proposed project.

Additionally, the new Golf Starter Building and site improvements is located within an existing recreational facility and will not create an increase in usage of local and regional parks and recreation facilities.

No impact will occur to other public facilities such as libraries because the proposed building replaces an existing use that will not expand the resident population.

**XV. RECREATION**

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				X

Discussion:

- a) **No Impact.** The proposed project will not result in any negative impact to recreation resources. The proposed Golf Starter Building will help serve the recreational needs of the Laguna Woods Village. The construction of a private recreation facility will not significantly impact local parks, recreational facilities or the environment.
  
- b) **No Impact.** The new Golf Starter Building and surrounding site improvements will enhance the Laguna Woods Golf Course through a new building accessible to all members of the community, both golfers and non-golfers. Additionally, the proposed site improvements will enhance the golf experience with new practice areas, parking, improved golf cart circulation and access to the adjacent tees. The proposed project will not result in any negative impact to recreation resources.

## XVI. TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
e) Result in inadequate emergency access?			X	
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				X

### Discussion:

- a) **Less than Significant Impact.** As proposed, the new 17,863 square foot Golf Starter Building will replace the existing 8,269 square foot Golf Starter Building within close proximity on site. The new facility will include a pro shop, storage facilities, three clubrooms, café, restrooms, offices, foyer and lounge, elevator, maintenance storage, and a 54 golf cart barn facility. The proposed facility is estimated to generate approximately 526 new average daily trips (ADT) along Moulton Parkway (see Appendix A, parking Study). This figure relates only to the 9,549 square footage increase in use of the new building and does not factor in the use of the existing facilities square footage. According to the General Plan EIR, Moulton Parkway, between Gate 12 and El Toro Road currently operates at a C Level of Service (LOS) and has a daily volume of 44,300 ADT with a daily capacity for 56,300 ADT. The proposed Golf Starter Building would utilize less than 1% of that surplus and the level of service would remain at LOS C.

**Table 5  
Estimated Trip Generation**

Land Use	Quantity	Total Daily Trips
Restaurants	3.392 TSF	305
Clubs, halls	5.475 TSF	125
Cart Barn	4.176 TSF	96
TOTAL		526
TSF = Thousand Square Feet		
Source: Urban Crossroads 2010 (see Appendix X)		

This is considered to be acceptable increase in traffic because significant congestion is defined as an increase in volume/capacity ratio by= 0.9. Therefore, impacts related to traffic loading and capacity will be less than significant. (Source: 17)

- b) **Less than Significant Impact.** The intersection of Moulton Parkway and El Toro Road is defined by the 2007 Orange County Congestion Management Program (CMP) as a CMP Intersection. This intersection is located just south of the project site entrance. The CMP requires any proposed development that would generate 2,400 or more daily trips directly impacting a CMP intersection (1,600 for CMP freeway intersections) to prepare a Traffic Impact Analysis (TIA) to assess impacts to the facility and determine appropriate mitigation fees. Significant impacts would not occur for projects generating less than these trip amount because those amounts have already been considered in the seven-year CMP capital improvement program. The proposed Golf Starter facility would generate approximately 526 daily trips. This volume of traffic would not significantly affect the level of service at that intersection and would not trigger a TIA, in accordance with CMP specifications. Impacts to CMP facilities will be less than significant. (Source: 20)
- c) **No Impact.** The project is not within the boundaries of an airport land use plan area or the approach or departure pattern of any airport; therefore the immediate or future project conditions could not impact airplane traffic patterns. (Sources: 13)
- d) **No Impact.** The proposed Golf Starter Building will replace an existing use located within a golf course development that is intended for private recreational purposes. The proposed development does not include construction of any roadways, driveways, or other design features that could present a design hazard. The vehicle fleet mixes associated with the golf course facility is typical vehicles (such as golf carts, cars, light trucks, and heavy trucks) that are considered compatible with the City's existing circulation system.
- e) **Less than Significant Impact.** The proposal includes a 20' wide fire lane that has been reviewed by the Orange County Fire Authority (OCFA) who has determined that the project has adequate emergency access. Additionally, prior to building permit issuance, the project will be reviewed and approved by the OCFA subject to the Department's standards and the California Fire Code. (Source: 18)
- f) **No Impact.** An Orange County Transportation Authority (OCTA) bus stop is located just north of the gated entrance of the project site on Moulton Parkway. Additionally, the Laguna Woods Village provides three types of transportation services to its residents and their guests. These are a fixed route service, a demand responsive service, and service with specially equipped lifts. Services are funded through the monthly maintenance assessments paid by the Laguna Woods Village residents, no fares are collected. Currently the subject site is included in the fixed route services. As an alternative method of transportation, many of the residents utilize golf carts to access numerous facilities within the gated community including the Golf Starter Building and Clubhouse II. The project does not propose any construction or other modifications to the public right-of-way that would impact use of this facility. The OCTA bus stop along with the internal transportation service provided by the Laguna Woods Village provides opportunities for customers and employees to reach the site via alternative transportation. The project does not include any provisions that would deter or prohibit the use of buses by customers or employees. No impact will occur. (Source: 21)

## XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			X	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				X

### Discussion:

- a) **No Impact.** Wastewater discharges from the project will not require new methods or equipment for treatment that are not currently permitted by the Recycling Plant WDRs. Wastewater discharges will be typical wastewaters associated with restrooms, restaurants, and wash facilities; therefore, the project will not affect compliance with applicable WDRs. No impact will occur.
- b) **No Impact.** The proposed starter building and accessory operations do not require construction of new or expanded water or wastewater treatment or conveyance facilities. The project will connect to existing on-site sewer laterals. No impact will occur.
- c) **Less Than Significant Impact.** The project will connect to the City's existing storm drain system located on the starter building and supplemental parking sites. Minor trenching would be required to extend a sewer lateral to existing storm drains; this would not cause a significant impact to the environment. According to the project WQMPs, impervious surfaces will increase on both sites. Regarding the starter building site, the increase in impervious surface is 3,049 square feet. The supplemental parking area will realize a 100 percent increase in impervious surface. The existing storm drain system is sufficiently sized to handle the increase in runoff associated with these increase in impervious surfaces. Impacts will be less than significant. (Source: 15,22)
- d) **Less than Significant Impact.** Water consumption at the site would increase, compared to the current conditions due to the addition of the restaurant and other facilities. The developed site is currently connected to the City's water supply system and the proposed starter building would not require any supplemental water supply facilities or entitlements to meet its water demand. The El Toro Water District's 2005

Urban Water Management Plan (UWMP) indicates that adequate water supplies will be available to serve its customers over the long-term, including single- and multiple-year drought scenarios with implementation of contingency measures. Impacts related to the sufficiency of water supply will be less than significant. (Sources: 23)

- e) **Less than Significant Impact.** The proposed golf cart business will result in typical discharges of wastewater from restrooms and food service areas and discharges of wash water from golf cart washing. Considering the proposed facility is consistent with the existing starter building and that the project is consistent with the General Plan, no expansion of any wastewater treatment capacity is anticipated. Impacts will be less than significant.
- f) **Less than Significant Impact.** Solid wastes from operation of the project would be typical retail and office wastes including discarded paper, used food and drink containers, and boxes and typical restaurant refuse such as food scraps and cardboard boxes. These are standard wastes that can be landfilled without any special handling or equipment. According to the General Plan EIR, solid waste in the City is primarily disposed of at Frank R. Bowerman Landfill, located in Irvine. The General Plan EIR indicates that long-term build-out of the City's Land Use Plan would be adequately served by existing and future landfills. Considering the project is consistent with the 'Open Space' land use designation, impacts to landfill capacity will be less than significant. (Sources:7)
- g) **No Impact.** Solid waste from operation of the facility will be handled and disposed of by Waste Disposal pursuant to the City's franchise agreement codified in Chapter 4.10 (Solid Waste) of the Municipal Code. The proposed golf cart business, and any future commercial uses that may replace this one, will comply with the waste pick-up and disposal requirements of the City. The City of Laguna Woods will continue to administer a community-wide waste reduction program, pursuant to AB 939. (Source: 5)

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?				X

- a) **Less than Significant Impact.** The project will not impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species, as discussed in Section IV. Given the long urbanized and previously disturbed character of the site and surroundings, adverse impacts to archaeological and paleontological resources are considered unlikely. Nonetheless, construction-phase measures are required pursuant to the General Plan EIR that will be implemented to prevent accidental destruction of important archaeological or paleontological resources. No environmental hazards were identified as part of the project analysis. The project will not degrade the quality of the environment, impact any habitat or species and will have less than significant impacts on important examples of California history and prehistory.
- b) **Less than Significant Impact.** No other near-term development or infrastructure projects are planned in this area that could contribute to the impacts of the proposed Golf Starter Building project. Long-term impacts associated with the project would not differ from what was anticipated in the General Plan EIR. Impacts associated with greenhouse gas emissions and climate change has been determined to be less than significant. Cumulative impacts will be less than significant.
- c) **Less than Significant Impact.** There are no significant geological, hydrologic, or natural hazards affecting the project site, as discussed above. This small-scale infill project on a currently developed site would not physically divide any neighborhood or established community area and would not displace any persons or any housing units, neither immediately nor in the future. As discussed in Section 3, significant air quality impacts would not occur with the proposed project. As discussed in Section XII, significant noise impacts are not anticipated. Approval of the requested Use Permit and Site Development Permit would not result in substantial, adverse effects on human beings.

## **LIST OF PREPARERS**

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## Appendix A

All studies, including the Parking Study and Water and Hydrology report are available for review at the office of the Planning Department.

**8.1**  
**CITY PROCLAMATIONS AND**  
**COMMENDATIONS**

## City of Laguna Woods Agenda Report

**FOR:** June 16, 2010 City Council Meeting  
**TO:** Honorable Mayor and Councilmembers  
**FROM:** Leslie A. Keane, City Manager   
**AGENDA ITEM:** City Proclamations and Commendations

---

### **Recommendation**

Approve a revised policy for the approval of City proclamations, commendations and letters of recognition.

### **Background**

Current City policy requires that proclamations and commendations be approved by the City Council. Individual Councilmembers may also write letters of recognition without full Council approval, in accordance with Administrative Policy 1.1:

#### 1.1.02 WRITTEN CORRESPONDENCE

- B. Personal communications sent to Councilmembers are the responsibility of the individual Councilmember. Letters sent by individual Councilmembers should clearly identify that the response is from the individual and does not reflect the position of the City Council as a whole.

### **Discussion**

The following revised policy for official City recognition is recommended:

## ITEM 8.1

1. Proclamations declaring a day, week, or month will be drafted by staff and approved by the City Council acting as body. Such proclamations should be based on a countywide, statewide or federal designation.
2. Commendations for the following circumstances may be issued by the Mayor, without a vote of the City Council:
  - recognition of individuals and groups for noteworthy community accomplishments or contributions;
  - to announce, celebrate or commemorate a significant local, regional, state, national or international event;
  - recognition of retirements from the City and from local organizations and governmental agencies closely affiliated with the city;
  - recognition of citizens who have performed a heroic deed within the city;
  - birthdays of residents who reach the age of 100;
  - momentous (25, 35, 45, 50 and greater) anniversaries of clubs and organizations providing services to residents.

Commendations will be drafted by staff and provided to the Mayor for signature. Commendations will be agendized only if the individual or organization being honored will be present at the Council meeting.

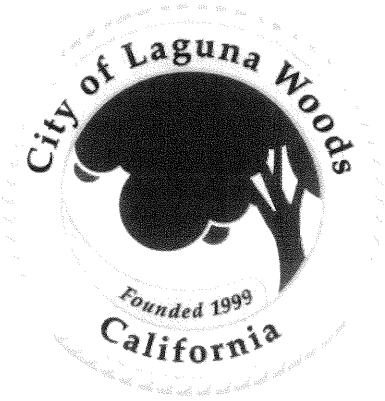
3. Individual councilmembers may agendize a proclamation or commendation for consideration by the City Council as a whole on any subject the Councilmember feels is appropriate. Such recognition shall be drafted by the requesting Councilmember and included in the agenda packet.
4. Individual councilmembers may write letters of recognitions for individuals, organizations or events, with the exception of the following:
  - matters of political controversy, ideological or religious beliefs, or individual conviction;
  - events or organizations with no direct relationship to the City;
  - campaigns or events contrary to City policies;
  - events or programs intended for profit-making purposes.

Letters of recognition shall be written by individual councilmembers. If requested, staff will transfer the letter to proclamation paper and supply a certificate holder.

**Conclusion**

Adoption of a revised policy will clarify responsibilities for the designation of City proclamations, commendations and recognition.

**9.1**  
**CITY MANAGER'S PROPOSED FISCAL YEAR**  
**2010-11 BUDGET**



**City of Laguna Woods**

**Proposed  
Fiscal Year 2010-11  
All Funds Budget**

**July 1, 2010 – June 30, 2011**

June 16, 2010

Honorable Mayor and City Council and Residents  
City of Laguna Woods, California

SUBJECT: City Manager's Proposed Fiscal Year 2010-11 City Budget

The budget, as proposed, is an \$11.8 million package of services, programs and projects for the benefit of Laguna Woods' residents and businesses. This proposal contains \$6.8 million of current year programs and \$5 million of capital improvement project funding carried forward from prior fiscal years.

### **Revenues**

The Fiscal Year 2010-11 budget estimates new revenue for all Funds will total \$6,635,203, which represents a \$3,015,333, or 31% decrease when compared to Fiscal Year 2009-10 anticipated actual receipts. The majority of this decrease is related to the prior year transfer of Moulton Parkway Smart Street Funds held by the County of Orange. The City anticipates applying for \$850,000 in roadway improvement grant programs during the year, but that amount is not included within the current revenue projection.

#### *General Fund*

General Fund revenues are projected to decrease by \$25,282 or less than 1%. This decrease reflects modest increases in property taxes, sales tax and transient occupancy taxes and decreases in franchise fees and fine revenues. Projections reflect actual experience to date and an analysis of the local economy. The decrease in fines and forfeiture projection is based on improvements to the Moulton/El Toro, Moulton/Santa Maria and El Toro/Avenida Sevilla intersections that are currently underway and the assumption that redlight camera violation fines will decrease over time.

#### *Transportation Fund*

Transportation Funds are anticipated to decrease by \$2,772,389 or 64%. As noted above, the majority of this decrease relates to the prior year allocation of development impact fees for the Moulton/El Toro intersection improvements. Projected Transportation Fund revenue includes gas taxes and Measure M turnback funding as well as a \$362,000 allocation of CARITS (Coastal Area Road Improvements & Traffic Signals) funds. The state budget does not currently contain an allocation for Prop 1B funding, which may be available

later in the fiscal year. In addition, as noted above the City anticipates applying for approximately \$850,000 in transportation grant funding, which is not included in the above revenue projection.

#### *Self Insurance Fund*

Self Insurance Fund revenues consist of a \$142,000 transfer from the General Fund for insurance premiums and the California Joint Powers Insurance Authority retrospective deposit. This amount represents a \$75,000, or 112%, increase over the prior year transfer because FY 2009-10 self insurance expenses were partially funded by the Self Insurance Reserve. The current year transfer represents an allocation from the General Fund for the entire program cost.

#### *Grant Funds*

Grant Funds are anticipated to decrease by \$335,341, or 30%. Grant funding is competitive and is generally awarded for either a limited time or a particular project. This budget reflects receipt of recycled oil, beverage container, mobile source reduction, supplemental law enforcement (SLEF), senior mobility and abandoned vehicle annual grants. In addition, the revenue projection includes increases in community development block grant and emergency management funding for specific projects and receipt of federal energy efficiency monies for City Hall retrofit. No additional state or county recycling money is anticipated.

Fiscal Year 2010-11 revenue projections anticipate no new taxes and the continuation of the temporary suspension of cable television franchise fees on subscriber services. Chart A summarizes Fiscal Year 2010-11 revenue projections and compares them to budgeted and anticipated actual Fiscal Year 2009-10 receipts. Percentage changes represent a comparison of Fiscal Year 2009-10 anticipated actual receipts and projected 2010-11 receipts.

### **Expenditures**

The proposed Fiscal Year 2010-11 expenditure budget totals \$6,784,835, which represents a \$3,478,167, or 34%, decrease when compared to the approved 2009-10 budget. Although this decrease represents expenditure reductions in all Funds, the majority of the decrease reflects limited new funding for capital improvements projects.

*City Budget Policies*

The Fiscal Year 2010-11 budget was prepared with the following City budget policies in mind:

1. Current year General Fund expenditures should not exceed current year revenues. The proposed budget, including the reserve for economic uncertainties and the council contingency account, is \$45,910 less than projected revenues.
2. The General Fund budget should include a 5 - 10% reserve for economic uncertainties. This year's budget proposal includes \$193,985, a 5% reserve.
3. The unbudgeted fund balance in the General Fund should be reserved for special one-time projects or capital improvements. There are no such projects included in this proposal.
4. Annually, the City should allocate an amount of money for competitive community services grants for not-for-profit organizations that provide services to residents. The Fiscal Year 2010-11 budget includes an allocation of \$150,000 for this program.
5. The City should maintain a \$500,000 reserve in the Self Insurance Fund; this budget includes maintenance of that reserve.
6. Capital Improvement Projects are budgeted on a multi-year basis. Once allocated, funds remain with a project until the project is complete or the monies are re-prioritized by the City Council. This budget proposal would add \$1,024,121 of additional funding to the Capital Improvement Program.
7. Grant Funds are often distributed on a reimbursement basis. The General Fund unencumbered Fund Balance may be used for temporary "loans" until reimbursements are received. These "loans" are not reflected in the budget.
8. Transportation and Grant fund budgets should assure that monies are spent and/or obligated within required timeframes. This proposed budget would meet all such requirements.

9. The City should reserve an amount annually for uncompensated employee absences (accrued annual leave). The proposed budget includes \$149,816 for this purpose based on the prior year's financial audit.

*General Fund*

The proposed General Fund expenditure budget, which contains the bulk of the City's operating and discretionary funds, totals \$4,280,687, and includes: 1) a \$193,985 reserve for economic uncertainties; 2) a \$50,000 council contingency account; and 3) a \$142,000 transfer to the Self-Insurance Fund. The proposed budget represents an \$85,482, or 2%, decrease when compared to the Fiscal Year 2009-10 budget. The proposal continues all existing full time staff positions, includes some service level reductions (community services, taxi voucher program, urban run-off and special projects) and reflects Councilmember discussions at their April and May 2010 meetings.

*Transportation Fund*

The Transportation Fund expenditure budget utilizes revenues that are restricted to public right-of-way construction, rehabilitation and maintenance. The proposed Fiscal Year 2010-11 Transportation Fund budget totals \$1,462,846 and contains three components: 1) Gas Taxes; 2) Measure M turnback funds (local sales tax); and 3) CARITS: Coastal Area Road Improvements & Traffic Signals funds (traffic signals). Although the City intends to apply for state and federal grants for Santa Maria (Measure M) and El Toro/Aliso Creek (Transportation Enhancement Activities) improvements, those projects have not been included in this budget proposal.

Staff is recommending the use of the majority of anticipated new gas taxes and Measure M funds, totaling 672,846, for traffic engineering and existing street and right-of-way maintenance. This represents a \$201,683, or 43%, increase, and is related to increased maintenance costs for aging public rights-of-way and new infrastructure such as Ridge Route Linear Park and City Centre Park.

The proposed Transportation Fund budget also includes \$50,000 for slurry sealing on selected roads in accordance with the City's pavement management plan and the allocation of \$500,000 in previously approved grant funds for the Santa Maria golf cart path. Finally, this budget proposes to expend \$240,000 of CARITS money for green/red turn arrows at traffic

signals at seven intersections and modifications to the Moulton/Santa Maria intersection traffic signals to accommodate the planned golf cart path.

#### *Self Insurance Fund*

The Self Insurance Fund is used to account for deposits to the California Joint Powers Insurance Authority Pool and the purchase of liability and property insurance. Revenue to this Fund comes from a General Fund transfer. The proposed budget is \$142,000, which represents less than a 1% increase when compared to the Fiscal Year 2009-10 budget.

#### *Grant Fund*

Grant Fund revenues are restricted to specific projects. The proposed Fiscal Year 2010-11 expenditure budget contains eight programs and totals \$899,302, which represents a \$48,703, or 5%, decrease when compared to the Fiscal Year 2009-10 budget. The proposed budget contains ongoing expenditures for recycling education, traffic enforcement, taxi voucher program and the City's energy efficient equipment retrofit program for low income residents. In addition, the proposed Grant Fund budget includes staff participation in county-wide disaster planning, development of a plan to make City Hall more user friendly, partial funding for the Santa Maria golf cart path and energy efficiency improvements to City Hall.

#### *Staffing*

The proposed budget includes nine full time employees and 1.25 full time equivalent (FTE) part time employees. This represents a reduction of .25 part time staffing as compared to Fiscal Year 2009-10. Public safety services (fire, police and animal services), landscape and street maintenance services, and building inspection services are provided by contract. The proposed organization chart is attached as Exhibit 1.

Chart B summarizes proposed expenditures by Fund and Department and compares them to budgeted and anticipated actual Fiscal Year 2009-10 expenditures. Percentage changes represent a comparison of budget to budget.

### **Capital Improvement Program Fund**

Capital Improvement Projects are budgeted on a multi-year basis. Once allocated, funds remain with a project until it is complete or until the monies are re-programmed by the City Council. Often, it takes several years to compile sufficient funding to complete a project. Chart C identifies currently funded open projects

and the proposed Fiscal Year 2010-11 expenditure increment, which totals \$1,024,121.

Specific projects include allocation of funding for: Santa Maria roadway reconstruction and golf cart path, red/green right turn arrows at seven intersections, annual roadway slurry seal program, and energy efficiency improvements to City Hall.

If the current year increment is approved, the budgeted capital improvement program will total \$6,045,665 and include ten projects. Although all of these projects will not be completed in Fiscal Year 2010-11, work on all should be underway before the end of the fiscal year. It should be noted that no money is included in this budget proposal to offset the approximately \$2.9 million shortfall for the balance of the Moulton smart street project.

Each year, the City prepares and adopts a seven year capital improvement program that identifies funding required for its long range infrastructure and facility improvement projects. Only items in the first year of the plan are included in the annual budget. Chart D summarizes the proposed Capital Improvement Program for the Fiscal Years 2010-11 through 2016-17. As proposed, this program includes the continued search for funding to complete the Moulton smart street project (FY 11-12), completion of Aliso Creek/El Toro intersection improvements (FY 2011-12), red/green right turn traffic signal arrows at seven intersections (FY 2010-11), City Hall energy efficiency improvements (FY 10-11), and the annual slurry sealing program (FY 10-11 through FY 16-17).

### **Anticipated Fund Balances**

It is anticipated that the City of Laguna Woods will have a total Fund Balance of approximately \$10,786,896 as of June 30, 2010. The proposed Fiscal Year 2010-11 budget estimates the June 30, 2011 fund balance will total \$10,817,485. The majority of this amount – \$10,502,336 – is in the unrestricted General Fund and Self Insurance Fund balances. Projected reserves do not include \$243,985 in the proposed council contingency and reserve for economic uncertainties accounts, which may or may not be spent during the fiscal year. Monies in the unrestricted fund balances may be retained in the fund balance or committed by the Council to programs and/or projects.

Balances in the Transportation and Grants funds are restricted for certain activities and fluctuate as those activities are completed by the City.

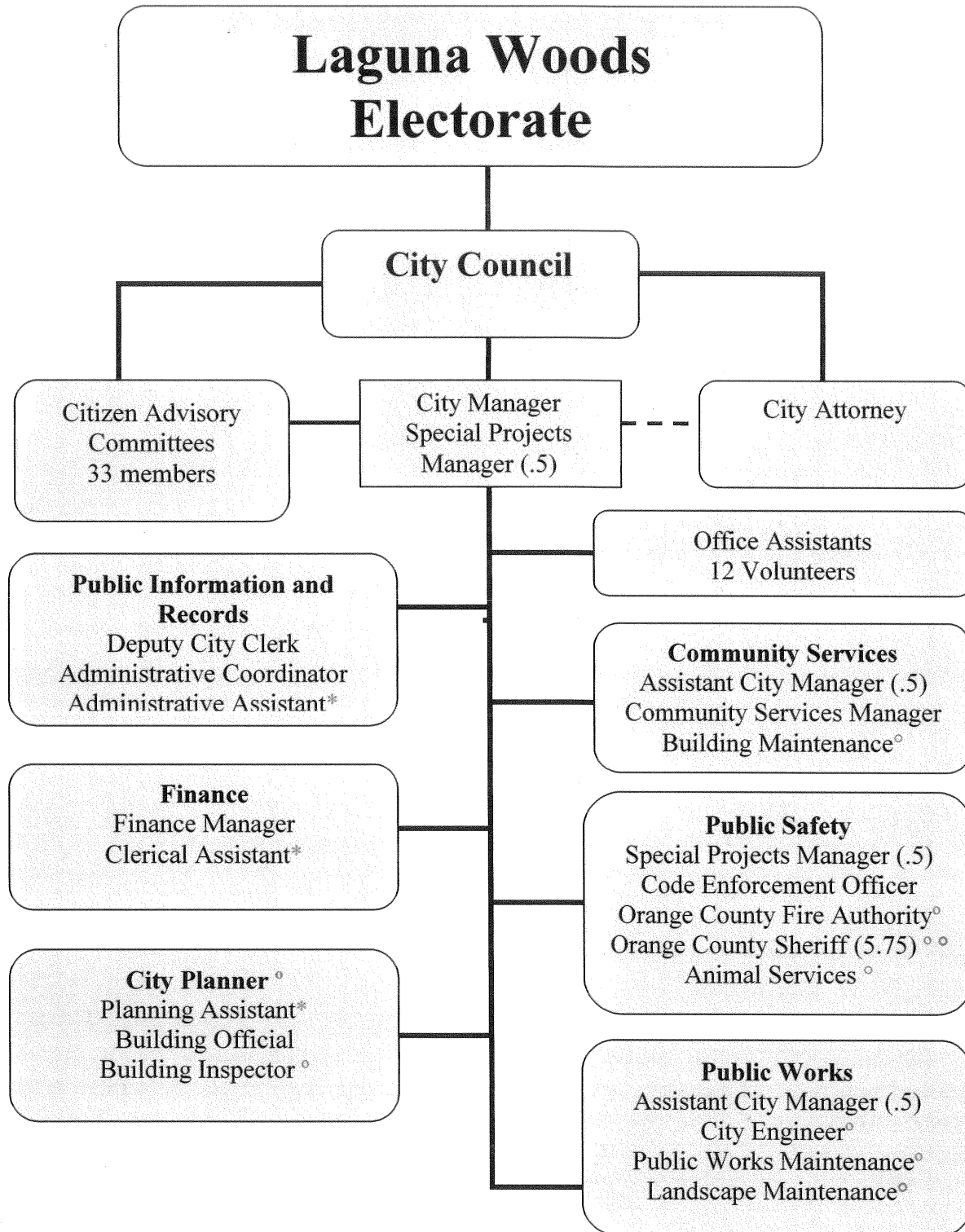
Chart E summarizes projected fund balances by type for Fiscal Years 2009-10 and 2010-11.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Leslie A. Keane".

Leslie A. Keane  
City Manager

# City of Laguna Woods Organization Chart



\* denotes part time employees (1.25 FTE)  
 ° denotes consultant/contract employees

<b>CITY OF LAGUNA WOODS</b>
<b>Fiscal Year 2009-10 Projected Revenue - All Sources</b>

Revenue	2009-10 Budget	2009-10 Estimated	2010-11 Projected	% Change
<b><u>General Fund</u></b>				
Property Tax	\$ 2,129,353	\$ 2,128,465	\$ 2,176,019	2%
Sales Tax	558,007	571,370	577,084	1%
Motor Vehicle Fees	22,363	48,924	62,709	28%
Franchise Fees	381,987	377,107	371,921	-1%
Transient Occupancy Tax	363,484	339,410	363,484	7%
Development Processing Fees	240,000	265,300	262,660	-1%
Fines	321,475	414,406	318,790	-23%
Community Services Programs	121,165	107,798	106,500	-1%
Miscellaneous	85,785	99,098	87,430	-12%
<b>Total</b>	<b>\$ 4,223,619</b>	<b>\$ 4,351,878</b>	<b>\$ 4,326,596</b>	<b>-1%</b>
<b><u>Development/Impact Fee Income</u></b>				
Park In Lieu Fees/Interest	1,894	1,118	242	-78%
<b>Total</b>	<b>\$ 1,894</b>	<b>\$ 1,118</b>	<b>\$ 242</b>	<b>-78%</b>
<b><u>Transportation Fund</u></b>				
Gas Tax	\$ 299,111	\$ 315,310	\$ 481,442	53%
Rubberized Asphalt Concrete	35,000	35,000	0	NA
Measure M	141,467	140,745	741,404	427%
Traffic Congestion Relief	166,052	166,052	0	NA
American Recovery & Reinvestment Act	500,000	500,000	0	NA
CARITS	0	0	361,916	NA
OC City Assistance Program	\$ 104,876	\$ 104,876	0	NA

## CHART A

Revenue	2009-10 Budget	2009-10 Estimated	2010-11 Projected	% Change
Proposition 1B	178,171	175,386	0	NA
Traffic Mitigation Developer Fees	2,919,782	2,919,782	0	NA
<b>Total</b>	<b>\$ 4,344,459</b>	<b>\$ 4,357,151</b>	<b>\$ 1,584,762</b>	<b>-64%</b>
<b><u>Self Insurance Fund</u></b>				
Transfer from General Fund	66,858	66,858	142,000	112%
<b>Total</b>	<b>\$ 66,858</b>	<b>\$ 66,858</b>	<b>\$ 142,000</b>	<b>112%</b>
<b><u>Grant Fund</u></b>				
Recycled Oil	5,000	5,000	5,000	0%
Beverage Container	5,136	5,104	5,000	-2%
Mobile Source Reduction	23,073	20,278	20,348	0%
Supplemental Law Enforcement Fund	100,154	124,319	100,048	-20%
Emergency Management	1,515	1,515	16,806	1009%
Community Development Block Grant	125,000	123,967	153,000	23%
Energy Efficiency Conservation Block Grant			99,416	NA
Senior Mobility	276,098	275,375	320,375	16%
Park Bond	210,180	210,180	0	NA
CIWMB State Recycling Grant	93,962	93,962	0	NA
SAAV Grant	3,610	5,132	3,610	-30%
CA Div. of Recycling Grants	21,557	21,557	0	NA
OC Recycling Grant	54,000	54,000	0	NA
<b>Total</b>	<b>\$ 919,285</b>	<b>\$ 940,389</b>	<b>\$ 723,603</b>	<b>-23%</b>
<b>TOTAL ALL REVENUES</b>	<b>\$ 9,556,115</b>	<b>\$ 9,717,394</b>	<b>\$ 6,777,203</b>	<b>-30%</b>
<b>Less Interfund Transfers</b>	<b>\$ 9,489,257</b>	<b>\$ 9,650,536</b>	<b>\$ 6,635,203</b>	<b>-31%</b>

<b>CITY OF LAGUNA WOODS</b> <b>Fiscal Year 2009-10 Expenditure Budget - All Funds</b>
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Expenditure	2009-10 Budget	2009-10 Estimated	2010-11 Proposed	%
<b><u>General Fund</u></b>				
City Council	\$ 49,573	\$ 49,573	\$ 46,073	-7%
Administrative Services	1,029,283	1,001,945	996,583	-3%
Community Development	585,818	561,605	449,285	-23%
Community Services	416,715	412,495	240,100	-42%
Public Safety	1,687,898	1,685,398	1,674,455	-1%
Public Works	426,208	403,898	392,329	-8%
Non-Departmental	103,815	102,315	145,877	41%
<b>Subtotal</b>	<b>\$ 4,299,311</b>	<b>\$ 4,217,229</b>	<b>\$ 3,944,702</b>	<b>-8%</b>
Reserve for Economic Uncertainties	0	0	193,985	NA
Transfer to Self Insurance Fund	66,858	66,858	142,000	112%
<b>Total General Fund</b>	<b>\$ 4,366,169</b>	<b>\$ 4,284,087</b>	<b>\$ 4,280,687</b>	<b>-2%</b>
<b><u>Development/Impact Fee Income</u></b>				
Transfer to CIP	\$ 264,080	\$ 264,080	0	-100%
<b>Total</b>	<b>\$ 264,080</b>	<b>\$ 264,080</b>	<b>0</b>	<b>-100%</b>
<b><u>Transportation Fund</u></b>				
Gas Tax				
Operations	315,310	315,310	431,442	37%
Transfer to CIP			50,000	NA
Subtotal	315,310	315,310	481,442	53%
Rubberized Asphalt Concrete				
Transfer to CIP	35,000	35,000	0	NA
Subtotal	35,000	35,000	0	NA

## CHART B

Expenditure	2009-10 Budget	2009-10 Estimated	2010-11 Proposed	% Change
Measure M				
Operations	155,853	155,853	241,404	55%
Transfer to CIP			500,000	NA
Subtotal	155,853	155,853	741,404	376%
Traffic Congestion Relief				
Operations	169,390	169,390	0	NA
Transfer to CIP	166,052	166,052	0	NA
Subtotal	335,442	335,442	0	NA
American Recovery & Reinvestment Act	500,000	500,000	0	NA
CARITS Fund				
Operations	0	0	0	NA
Transfer to CIP	0	0	240,000	NA
Subtotal	0	0	240,000	NA
OC City Assistance Program				
Transfer to CIP	104,876	104,876	0	NA
Proposition 1B				
Transfer to CIP	176,627	175,386	0	NA
Traffic Mitigation Fees				
Transfer to CIP	2,919,782	2,919,782	0	NA
<b>Total Transportation</b>	<b>\$ 4,542,890</b>	<b>\$ 4,541,649</b>	<b>\$ 1,462,846</b>	<b>-68%</b>
<b><u>Self Insurance Fund</u></b>				
Transfer from General Fund	\$ 141,858	\$ 137,039	\$ 142,000	0%
<b>Total</b>	<b>\$ 141,858</b>	<b>\$ 137,039</b>	<b>\$ 142,000</b>	<b>0%</b>
<b><u>Grant Fund</u></b>				479903
Recycled Oil	\$ 5,000	\$ 5,000	\$ 5,000	0%
Beverage Container	5,000	5,000	5,000	0%
Emergency Management	1,515	1,515	16,806	1009%
CIWMB State Recycling Grant	93,962	93,962	0	NA
Supplemental Law Enforcement Fund	121,888	121,888	100,000	-18%

## CHART B

<b>Expenditure</b>	<b>2009-10 Budget</b>	<b>2009-10 Estimated</b>	<b>2010-11 Proposed</b>	<b>% Change</b>
Senior Mobility	309,903	309,903	385,375	24%
Community Development Block Grant	125,000	123,967	153,000	22%
CA Div. of Recycling Grant	21,557	21,557	0	NA
OC Recycling Grant	54,000	54,000	0	NA
Park Bond Transfer to CIP	210,180	210,180	0	NA
Mobile Source Reduction Transfer to CIP	0	0	134,705	NA
Energy Efficiency Grant Transfer to CIP	0	0	99,416	NA
<b>Total Grants</b>	<b>\$ 948,005</b>	<b>\$ 946,972</b>	<b>\$ 899,302</b>	<b>-5%</b>
<b>TOTAL ALL FUNDS</b>	<b>\$ 10,263,002</b>	<b>\$ 10,173,827</b>	<b>\$ 6,784,835</b>	<b>-34%</b>

CHART C

Capital Improvement Program (CIP)  
Open Projects Approved through FY 10-11

06-16-10

#	PROJECT NAME	FUNDED Prior Years	FUNDED FY 07/08	FUNDED FY 08/09	FUNDED FY 09/10	PROPOSED FY 10/11	TOTAL ALLOCATED <sup>1</sup>	FUTURE FUNDING
1.	City Hall Acquisition	\$4,000,000	\$250,000				\$4,250,000 <sup>1</sup>	
2.	Moulton Smart Street Widening Project – Road Construction	\$4,247,775	\$1,441,000	\$431,443	2,919,782		\$9,040,000 <sup>2</sup>	\$3,100,000 <sup>a</sup> \$400,000 <sup>e</sup>
3	Moulton Smart Street Widening Project – Landscaping and Mitigation						\$0	\$2,500,000 <sup>e</sup>
4.	Ridge Route Linear Park – Phase II				\$75,000		\$75,000	
5.	City Hall Renovations, Maintenance and Improvements		\$65,000				\$65,000 <sup>3</sup>	\$1,387,000 <sup>e</sup>
6.	City Centre Park				\$385,987		\$385,987	\$465,000 <sup>e</sup>
7.	Santa Maria Ave. Reconstruction					\$734,705	\$734,705	\$350,000 <sup>b</sup> \$915,295 <sup>e</sup>

CHART C

#	PROJECT NAME	FUNDED Prior Years	FUNDED FY 07/08	FUNDED FY 08/09	FUNDED FY 09/10	PROPOSED FY 10/11	TOTAL ALLOCATED	FUTURE FUNDING
8.	El Toro/Aliso Creek Intersection Improvements	\$706,982		\$500,000			\$1,206,982 <sup>a</sup>	\$500,000 <sup>b</sup>
9.	Traffic Signal Right Turn Arrows					\$140,000	\$140,000	
10.	City Hall State Energy Efficiency Improvements					\$99,416	\$99,416	
11.	Slurry Seal Program					\$50,000	\$50,000	
12.	Moulton Pkwy Landscaping – South City limit to Via Campo Verde						\$0	\$825,000 <sup>c</sup>
13.	El Toro Rd Landscaping – Calle Sonora to Moulton Parkway						\$0	\$75,000 <sup>c</sup>

See next page for notes.

CHART C

06-16-10

1. Remaining balance is \$137,029
  2. Remaining balance is \$4,256,985
  3. Remaining balance is \$8,108
  4. Remaining balance is \$619,422
- a. Partial funding tentatively committed by the County
  - b. Grant funds available on a competitive basis that the City may or may not receive
  - c. No funding source identified

**SEVEN YEAR CAPITAL IMPROVEMENT PROGRAM (CIP)  
FY 10/11 through 16/17**

CHART D

Project	Funding	FY 10/11	FY 11/12	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
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**Road Improvements**

Moulton Smart Street Project - Via Campo Verde - Santa Maria Ave.	Measure M OC Traffic Mitigation Total	2,500,000 *						
		<u>2,500,000</u>						

Aliso Creek Rd/EI Toro Rd - Intersection Widening and Improvements	Transp Enhancement Activities (TEA) Funds Total	500,000 *						
		<u>500,000</u>						

Santa Maria Avenue Reconstruction - Moulton Pkwy to Avenida Sosiega	Measure M Grants Measure M - TDM AB 2766 Funds CARITS Funds Total	350,000 *						
		500,000						
		134,705						
		<u>100,000</u>						
		<u>1,084,705</u>						

Slurry Seal Program	Fuel Tax	50,000	50,000	50,000	50,000	50,000	50,000	50,000
	Total	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>	<u>50,000</u>

**Traffic Signal Improvements**

Traffic Signal Right Turn Arrows	CARITS Funds	\$140,000						
		<u>\$140,000</u>						

**Facility Improvements**

City Hall Energy Efficiency Improvements	Energy Efficiency Conserv. Block Grant	99,416						
		<u>99,416</u>						

\* Grant funds available on a competitive basis that the City may or may not receive

CHART E

<u>FY Unbudgeted Fund Balances</u>	FY '10	FY '11
General Fund	\$9,956,426	\$10,002,336
Reserve for Compensated Absences	141,207	141,207
Public/Educational/Governmental Channel Fund	6,212	0
El Toro Road Memorial Bricks	3,618	3,618
Self Insurance Fund	500,000	500,000
Development Impact Fees	0	0
Fuel Tax	0	0
Measure M	0	0
Traffic Mitigation	0	0
CARITS	0	121,916
SLEF	0	0
AB 2766	134,635	0
Senior Mobility	0	0
Bev Container Recycling	39,666	39,666
Used Oil Recycling	0	0
Emergency Management Performance	0	0
Service Authority Abandoned Vehicles	5,132	8,742
CDBG Program	0	0
<b>TOTAL ALL FUNDS</b>	<b>\$10,786,896</b>	<b>\$10,817,485</b>