

Laguna Beach
General Plan Policies
November 27, 2012

Land Use Element

GOAL 1: Create a community that is sustainable, resilient, and regenerative.

Intent – *The City is committed to meeting its ongoing needs without compromising the ability of future generations to meet their own needs. The City recognizes the magnitude of the threat that climate change poses. The City can move toward sustainability and a reduction of greenhouse gas emissions by the way it manages land development and building construction, conserves habitats and natural resources, provides efficient transportation and mobility systems, and develops its infrastructure and public services. Sites should be planned, buildings designed, and infrastructure developed to reduce the consumption of energy, water, and raw materials, generation of waste, and use of toxic and hazardous substances.*

Policy 1.1 Reduce greenhouse gas (GHG) emissions 80% below 1990 levels by 2050 (also refer to Goal 7).

Action 1.1.1 Protect natural assets and open-space areas to maintain their role as “carbon sinks.” *(Ongoing implementation – short-to-long-term.)*

Action 1.1.2 Revise and update the Transportation, Circulation, and Growth Management Element and continue to encourage and promote the use of mass transit and other high-occupancy vehicles, bicycling, walking, and telecommuting as a means to reduce the City’s greatest local contributor to global warming. *(Short-term implementation.)*

Action 1.1.3 Create a Sustainability/Conservation Element with policies that promote energy and resource efficiency, water efficiency, conservation, recycling, and the protection of ground and surface waters. *(Short-term implementation.)*

Action 1.1.4 Support technology and business practices that enable people to reduce vehicle miles traveled from home to work. These include the use of home office and technology such as wireless communication and video conferencing. *(Ongoing implementation – short-to-long-term.)*

Action 1.1.5 Support State and/or Federal action to implement vehicle emission standards that would reduce greenhouse gas emissions. *(Ongoing implementation – short-to-long-term.)*

Action 1.1.6 Evaluate and consider eliminating or significantly reducing the cost of parking permits for fuel-efficient or alternative-fuel vehicles. *(Medium-term implementation.)*

Action 1.1.7 Make fuel efficiency and clean air important criteria in the acquisition of all city vehicles, including fire engines, buses, trucks, etc., and for non-specialty uses consider instituting a policy of purchasing only highly fuel-efficient or alternative-fuel vehicles. *(Ongoing implementation – short-to-long-term.)*

Action 1.1.8 Continue to offer incentives to businesses that encourage employees to use buses, bikes, and carpools (or vanpools) to commute to work. Facilitate telecommuting and/or allow employees to work extended hours for fewer days per week. *(Ongoing implementation – short-to-long-term.)*

Action 1.1.9 Maintain the existing free trolley/bus service and pursue extension throughout the year. *(Short-term implementation.)*
(Same as Action 8.4.5)

Action 1.1.10 Coordinate with surrounding cities and governmental agencies to maximize the use of public transportation including buses and metro link. *(Ongoing implementation – short-to-long-term.)*
(Same as Action 8.4.1)

Action 1.1.11 Work with the Laguna Beach Unified School District and private schools to promote the use of clean bus or trolley transportation and discourage the use of private vehicles for trips to and from school. *(Ongoing implementation - short-to-long-term implementation.)*
(Same as Action 8.4.4)

Action 1.1.12 Provide public education and information about options for reducing greenhouse gas emissions. *(Short-term implementation.)*

Action 1.1.13 Encourage preservation of historic structures and adaptive reuse of buildings. *(Ongoing implementation – short-to-long-term.)*

Action 1.1.14 Establish a City climate-friendly purchasing procedure. *(Short-term implementation.)*

Action 1.1.15 Evaluate establishing lighting and “dark sky” ordinances *(Medium-term implementation.)*

Policy 1.2 Support design strategies and construction standards that maximize use of alternative energy sources and passive solar architecture in buildings.

Action 1.2.1 Modify building codes and design guidelines to permit, encourage, and/or require integration of passive solar design, green roofs, active solar, and other renewable energy sources and/or provide incentives for development projects that meet or exceed silver LEED certification or better (or equivalent standards, if developed by the State). *(Short-term implementation.)*

Action 1.2.2 Revise or eliminate zoning and development standards that act as a barrier to use of renewable energy systems (except for standards required to assure protection of coastal resources). *(Short-term implementation.)*

Action 1.2.3 Construct and renovate public facilities to demonstrate green building practices and renewable energy systems. *(Ongoing implementation – short-to-long-term.)*

Action 1.2.4 Establish incentives to encourage installation of renewable energy systems by homeowners and businesses including, but not limited to, the installation of energy-rated appliances, programmable thermostats, solar-electric and solar-thermal systems, cool roofs and roofing materials, and sustainable landscaping. *(Short-term implementation.)*

Action 1.2.5 Require, where feasible, all new buildings to be designed and oriented to take maximum advantage of the sun and wind for natural heating and cooling. *(Ongoing implementation – short-to-long-term.)*

Action 1.2.6 Require developers and contractors to take action to minimize greenhouse gas emissions by using low-emission vehicles and equipment. *(Short-term implementation.)*

Action 1.2.7 Ensure that all development projects and major remodels implement sustainable landscaping strategies such as use of low or ultra-low water use plants and non-invasive plants. *(Short-term implementation.)*

Action 1.2.8 Evaluate establishing an air conditioning “carbon offset” fee for all permits. *(Medium-term implementation.)*

Policy 1.3 Support planning and design solutions that reduce water consumption and implement water conservation practices. *(Short-to-medium-term implementation.)*

Action 1.3.1 Continue to equip all city restrooms with low-flow toilets. *(Ongoing implementation – short-to-long-term.)*

Action 1.3.2 Encourage or require the use of xeriscape in new construction and major remodels. *(Ongoing implementation – short-to-long-term.)*

Action 1.3.3 Review existing ordinances to allow/encourage water reuse in public and private construction and remodels. *(Short-to-medium-term implementation.)*

GOAL 2: Preserve, enhance and respect the unique character and identity of Laguna’s residential neighborhoods.

Intent – *The residential neighborhoods of Laguna Beach are diverse in housing design and are characterized by a strong neighborhood identity. Styles range from traditional to contemporary, with a majority of neighborhoods being of an eclectic mix. Pressures for development created by Laguna Beach’s spectacular coastal and hillside settings and consistently high property values are perceived as creating cumulatively negative aesthetic and other impacts on these unique neighborhoods. In response to such impacts, Goal 2 sets forth policies and actions to preserve, enhance, and respect the character and identity that make Laguna Beach a highly desirable community in which to live through actions such as 1) amending zoning ordinances, including the implementation of long-term anti-mansionization standards; 2) changing the Design Review guidelines and process; 3) encouraging the preservation of historic residences; and 4) strengthening the Landscape and Scenic Highways Resource Document.*

Policy 2.1 Maintain the diversity and uniqueness of individual neighborhoods. Development standards and design review guidelines shall minimize the scale and bulk of new construction and/or renovation and require development to be compatible with the surrounding residences.

Action 2.1.1 Evaluate the adopted building envelope and lot coverage standards and amend as necessary to ensure that the building scale of proposed development is compatible in scale and mass with surrounding residences. Methods to be investigated include, but are not necessarily limited to, a revised building site coverage standard, floor area ratios, volumetrics (cubic feet), plate height limitations (floor-to-ceiling height limits), and maximum residence size. *(Short-to-medium-term implementation.)*

Action 2.1.2 Implement the long-term anti-mansionization policies and standards adopted on September 24, 2002. *(Ongoing implementation – short-to-long-term.)*

Action 2.1.3 Evaluate and, if necessary, reduce the allowable site coverage on lots over 8,000 square feet to ensure compatibility with existing developed building sites in the neighborhoods. *(Short-to-medium-term implementation.)*

Policy 2.2 Encourage the preservation of historically significant residential structures and protect the character-defining components of Laguna Beach’s traditional neighborhoods.

Action 2.2.1 Update the City’s Historic Resource Inventory. *(Short-term implementation.)*

Action 2.2.2 Receive an annual report from the Heritage Committee regarding preservation issues related to historically significant structures and amend preservation policies and ordinances as necessary to address identified issues. *(Short-to-long-term implementation.) (Same as Action 3.3.1.)*

Action 2.2.3 Adopt incentives to preserve residential structures that contribute to the cultural and/or architectural character and heritage of the community. *(Short-to-medium-term implementation.)*

Policy 2.3

Preserve and enhance the qualities that contribute to the character of the residential community, including quiet neighborhoods, pedestrian use of streets, and appropriate levels of illumination and nighttime activity and seek to mitigate the effects of high-volume thru-traffic.

Action 2.3.1 Continue to evaluate construction-related impacts upon residential neighborhoods through the Design Review process and mitigate such impacts using methods such as, but not necessarily limited to, the adoption of staging plans and noise and dust mitigation. *(Short-to-medium-term implementation.)*

Action 2.3.2 Adopt a lighting ordinance to minimize potential impacts on night views and ambiance. *(Short-to-medium-term implementation.)*

Action 2.3.3 Evaluate the Noise Ordinance periodically to ensure that neighborhood noise impacts, including construction noise, are minimized. *(Ongoing implementation – short-to-long-term.)*

Action 2.3.4 Investigate streetscape improvements, street design, and regulations that will help reduce the speed and negative impacts of traffic on residential streets. *(Short-to-medium-term implementation.)*

Action 2.3.5 Modify the Corridor Progression Traffic Analysis Model thresholds to accurately reflect the unique nature of the City’s residential streets. *(Ongoing implementation.)*
(Same as Action 8.2.3)

Policy 2.4

Create specific plans or overlay zones to address design issues related to new construction and remodels in individual neighborhoods where a majority of property owners desire standards that maintain and enhance neighborhood character.

Action 2.4.1 Investigate methods to encourage neighborhoods to establish overlay zones or special development standards to address neighborhood-specific development impacts. *(Short-to-long-term implementation.)*

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Policy 2.5 Encourage the use of variable setbacks and building heights and innovative construction techniques, such as green building technology.

Policy 2.6 Require the preservation of significant trees in conjunction with development proposals. The Design Review Board may grant exceptions to this provision when its strict enforcement would deny a property owner reasonable use of his/her property.

Action 2.6.1 Update the City's Landscape and Scenic Highways Resources Document and adopt it as an element of the General Plan. *(Short-term implementation.)*
(Same as Actions 2.8.1 and 3.9.1.)

Policy 2.7 Evaluate the impact of proposed development on hillsides and along ridgelines and require building design, location, and arrangement to avoid continuous and intrusive impacts on hillside view areas and skyline profiles.

Policy 2.8 Require building design and siting to be compatible and integrated with natural topographic features, minimize significant alteration of natural topography and/or other significant onsite resources, and protect public views as specified in the *Design Guidelines* and the *Landscape and Scenic Highways Resource Document*.

Action 2.8.1 Update the City's Landscape and Scenic Highways Resources Document and adopt it as an element of the General Plan. *(Short-term implementation.)*
(Same as Actions 2.6.1 and 3.9.1.)

Action 2.8.2 Establish criteria for placement of new development on the most suitable area of the lot to maximize the preservation of sensitive resources. *(Same as Action 3.10.1)*

Policy 2.9 Require the use of appropriate landscaping, special architectural treatments, and/or siting considerations to protect public views for projects visible from major highways and arterial streets.

Policy 2.10 Maximize the preservation of coastal and canyon views (consistent with the principle of view equity) from existing properties and minimize blockage of existing public and private views. Best efforts should be made to site new development in locations that minimize adverse impacts on views from public locations (e.g., roads, bluff top trails, visitor-serving facilities, etc.).

Action 2.10.1 Discourage the addition of second stories in established neighborhoods where view equity has historically been achieved through one-story construction. *(Short-to-long-term implementation.)*

Action 2.10.2 Ensure that the Design Guidelines sufficiently protect public views.
(Short-to-long-term implementation.)

GOAL 3: Preserve, enhance, and respect the unique, small-scale village character and individual identity of Laguna Beach’s commercial areas.

Intent – *Laguna Beach’s commercial areas are predominantly low-scale, which contributes to the pedestrian-oriented street environment. The village charm of Laguna Beach is a character that community members have long worked to preserve and enhance. An example of such a preservation technique is the Downtown Specific Plan, adopted in 1989 to preserve the “village atmosphere.” The following policies apply to all commercial areas of the City and encourage compatibility of uses, the creation of small businesses, pedestrian orientation and access, art-related uses, enhanced and appropriate landscaping, and the preservation of historically significant commercial structures.*

Policy 3.1 Promote development that is compatible with the pedestrian-oriented village character of the downtown (e.g., small lot sizes and height limitations).

Action 3.1.1 Consider adopting appropriate incentives for small commercially zoned lots to encourage a continuation of historic development patterns of small buildings on small lots. Examples of such incentives could include relaxed parking and setback standards. *(Medium-term implementation.)*

Policy 3.2 Encourage expansion of the village character, as defined in the Downtown Specific Plan, to other commercial areas of the City.

Action 3.2.1 Consider adopting design standards appropriate for commercial areas outside the downtown. *(Medium-to-long-term implementation.)*
(Same as Action 3.4.1)

Policy 3.3 Encourage the preservation of historically significant buildings and protect the character-defining components of Laguna Beach’s commercial neighborhoods.
(Similar to Policy 2.2.)

Action 3.3.1 Receive an annual report from the Heritage Committee regarding preservation issues related to historically significant structures and amend preservation policies and ordinances as necessary to address identified issues.
(Short-to-long-term implementation.)
(Same as Action 2.2.2)

Action 3.3.2 Develop City incentives to preserve significant/special commercial buildings in Laguna Beach. *(Short-to-medium-term implementation.)*

Action 3.3.3 Consider the establishment of a land trust or other mechanism to purchase historically significant and special commercial structures.

Policy 3.4 Ensure that development standards and design review guidelines result in commercial development that is compatible in scale and design with the surrounding and immediate area, including commercial and residential structures and neighborhoods.

Action 3.4.1 Consider adopting design standards appropriate for commercial areas outside the downtown. *(Medium-to-long-term implementation.)*
(Same as Action 3.2.1.)

Policy 3.5 Promote safe and adequate pedestrian access to and within commercial areas.

Action 3.5.1 Evaluate the adequacy and safety of sidewalks and pedestrian circulation in commercial zones and amend policies and standards as necessary. *(Medium-term implementation.)*

Policy 3.6 Encourage creation of public spaces and sidewalk areas as part of new development and major remodels. *(Ongoing implementation – short-to-long-term.)*

Policy 3.7 Encourage retention and attraction of small businesses throughout the community.

Action 3.7.1 Consider funding of an in-house or contract Economic Development Director position to retain, attract, and create conditions favoring small businesses that contribute to the village character of the downtown and other commercial areas. *(Medium-to-long-term implementation.)*

Action 3.7.2 Evaluate the impact of combining suites in existing buildings on the retention and attraction of small businesses. If necessary, adopt guidelines regulating the practice. *(Short-term implementation.)*

Policy 3.8 Encourage pedestrian access and orientation in all commercial areas.

Policy 3.9 Maintain the landscape guidelines set forth in the City’s Landscape and Scenic Highways Resource Document.

Action 3.9.1 Update the City’s Landscape and Scenic Highways Resources Document and adopt it as an element of the General Plan. *(Short-term implementation.)*
(Same as Actions 2.6.1 and 2.8.1.)

Policy 3.10 Require building design and siting to be compatible and integrated with natural topographic features, minimize significant alteration of natural topography or other significant on-site resources, and protect public views as specified in the Design Guidelines and Landscape and Scenic Highways Resource Document by maintaining the low-profile character of structures. Require use of appropriate landscaping, special architectural treatments, and siting considerations for projects visible from major highways and arterial streets. Best efforts should be made to site new development in locations that minimize adverse impacts on views from public locations (e.g., roads, bluff-top trails, visitor-serving facilities, etc.).

Action 3.10.1 Establish criteria for placement of new development on the most suitable area of the lot to maximize the preservation of sensitive resources. *(Short-to-medium-term implementation.)*

(Same as Action 2.8.2)

Action 3.10.2 Prepare and adopt guidelines for development and environmental review. *(Short-to-medium-term implementation.)*

GOAL 4: Recognizing that Laguna Beach is a worldwide visitor destination, enhance the visitor experience while maximizing protection of the community's coastal and other natural resources.

***Intent** - The increasing number of visitors to Laguna Beach requires the protection of the community's sensitive coastal and other natural resources. The intent of the following policies and actions is to enhance the visitor experience along the coast, while minimizing impacts on Laguna Beach's natural resources. The primary method of implementing this goal is through development of a Coastal Resources Protection Program. Elements of such a program include, but are not necessarily limited to, the following: 1) Potential rezoning of designated areas adjacent to the coast to provide visitor-serving uses that include a mix of commercial uses and public services and facilities. Potential sites would be designated based on their potential to accommodate high levels of visitor traffic with minimal impact on sensitive coastal resources and minimal effects on neighboring land uses. The intent of potential rezoning would be to serve the City's increasing number of beach visitors and enhance coastal access, while redirecting beach activity from locations identified as more environmentally sensitive to less sensitive beach areas. 2) Ongoing coastal resource protection through enforcement and public education. 3) Potential impact fee on new visitor-serving land uses benefiting from visitor activity that would help offset costs associated with protecting coastal resources from the increasing number of community visitors. 4) Identification of a site for development of a Coastal Resources Interpretive Center.*

Policy 4.1 Develop and adopt a program to protect sensitive coastal resources.

Action 4.1.1 Compile an inventory of the City's coastal resources and prepare a Coastal Resources Protection Program. *(Short-to-medium-term implementation.)*

Action 4.1.2 Evaluate and, if appropriate, adopt a program to rezone and encourage redevelopment of properties in specified areas of the coast to better provide public coastal access while protecting sensitive coastal resource areas. *(Medium-to-long-term implementation.)*

Action 4.1.3 Evaluate and, if appropriate, establish a fair-share impact fee for land uses and development benefiting from visitor activity for the purpose of offsetting costs related to the Coastal Resources Protection Program. *(Medium-to-long-term implementation.)*

Action 4.1.4 Update the Open Space Conservation Element to address the proposed Coastal Resources Protection Program and update the City's resource maps. *(Medium-to-long-term implementation.)*

Policy 4.2

Promote policies to accommodate visitors, reduce conflicts between visitor-serving uses/infrastructure and residents, and reduce impacts on the City's natural resources.

Action 4.2.1 Prepare a Coastal Resources Protection Program that includes policies to accommodate visitors, reduce conflicts between visitor-serving uses/infrastructure and neighborhoods/residents, and reduce impacts on the City's natural resources (e.g., potentially provide shuttles from satellite parking areas and visitor destinations that group facilities such as shops/restaurants/restrooms and establish methods to ensure that designated beach access points and street ends are safe, welcoming and pedestrian-friendly). *(Medium-to-long-term implementation.)*

Action 4.2.2 Enforce State's Marine Life Management Act and identified Marine Life Protected areas within the City and local regulations for the protection of marine life and intertidal resources and to conduct educational and outreach programs. *(Medium-to-long-term implementation.)*

Action 4.2.3 Support a volunteer docent program by a nonprofit organization to provide public coastal resources education. *(Medium-to-long-term implementation.)*

Action 4.2.4 Evaluate and, if considered desirable and feasible, designate a site for a Coastal Resources Interpretive Center. *(Medium-to-long-term implementation.)*

Action 4.2.5 Plan and develop a peripheral parking program to increase mass transit access to Laguna Beach’s visitor-serving beaches and other amenities. The peripheral parking program shall include an investigation of the concept of shared parking, such as the use of public parking lots and underutilized private parking lots that could serve as peripheral parking locations. The implementation of such a program would require a coastal development permit. *(Medium-term implementation.)*
(Same as Action 8.4.7)

Policy 4.3

Maintain and enhance access to coastal resource areas, particularly the designated public beaches, by ensuring that access points are safe, attractive, and pedestrian-friendly.

Action 4.3.1 Continue to pursue dedication and acceptance of beach access and other offers-to-dedicate throughout the City. The City shall maintain an inventory of public access and open space dedication or offers-to-dedicate to ensure such areas are known to the public and are protected through the coastal development permit process. *(Ongoing implementation – short-to-long-term.)*
(Same as Action 6.9.1)

Action 4.3.2 Maintain and improve public pedestrian access to and along beaches and oceanfront bluff using public rights-of-way and public easements. Protect, and where feasible, formalize, continued public use over areas used historically by the public (i.e. public prescriptive rights) to gain access to and along beaches, oceanfront bluffs, and other recreational areas. *(Ongoing implementation – short-to-long-term.)*

Action 4.3.3 Discourage the use of unimproved public accessways to coastal areas by vehicles unless necessary for reasons of public safety. *(Short-to-long-term implementation.)*

Action 4.3.4 All beach amenities available to the general public on the City’s public beaches (including those owned and operated by the City and County) shall be available to all members of the general public on an equal basis. A reservation system for public beach amenities may not be established by private entities. *(Ongoing implementation – short-to-long-term.)*

Action 4.3.5 Maintain a range of parking fees at public beaches and parks, in order to maximize public access and recreation opportunities. Changes to existing time limits or hours of operation and substantial changes to parking fees which have the potential to change the intensity of public use of the beach or public access to the ocean shall require a Coastal Development Permit. *(Ongoing implementation – short-to-long-term.)*

Action 4.3.6 A public beach closure/curfew cannot apply to the area of Coastal Commission original jurisdiction (State tidelands, submerged lands and public trust lands) including but not necessarily limited to the area seaward of the mean high tide line. Public access to the water's edge and at least 20 feet inland of the wet sand of all beaches shall be permitted at all times. Closure to public use of any portion of the beach inland of the mean high tide line is not encouraged and requires a coastal development permit which must maintain the public's right to gain access to State tidelands. Measures that limit public use of the beach shall be limited to those necessary to address documented public safety events that cause a risk or hazard to the general public and shall be the minimum necessary to address the potential risk or hazard to the general public. The need for continuation of safety measures that limit public access shall be reassessed on a periodic basis to assure maximum public access is provided. *(Ongoing implementation – short-to-long-term.)*

GOAL 5: Promote compatibility among land uses in the community.

Intent – *Laguna Beach has a varied mix of land uses in close proximity to one another. For example, residential zones abut commercial and light industrial zones and building sites abut sensitive open space, creating the potential for incompatible land uses. Spillover parking from commercial areas negatively impacts some residential neighborhoods. Pressures to develop larger structures in all areas of the City have resulted in negative aesthetic and other impacts upon the community. In order to counteract the negative effects and avert future conflicts among land uses, the following policies and actions address the need to evaluate and, where appropriate, amend zoning standards and consider rezoning areas that are incompatible, establish compatibility guidelines for new development and subdivisions, and consider the adoption of neighborhood parking programs.*

Policy 5.1 Establish standards and review procedures to ensure that infill development and/or redevelopment is neighborhood-compatible.

Action 5.1.1 Improve design guidelines and review procedures to more effectively evaluate development projects. *(Short-to-medium-term implementation.)*

Action 5.1.2 Develop policies to mitigate short-term construction impacts. *(Short-to-medium-term implementation.)*

Action 5.1.3 Promote preservation of historic structures and adaptive reuse of existing buildings. *(Short-to-medium-term implementation.)*

Policy 5.2 Ensure that all new development, including subdivisions and the creation of new building sites and remodels that involve building additions, is adequately evaluated to ascertain potential negative impacts on natural resources and adjacent development, emphasizing impact avoidance over impact mitigation. Required mitigation should be located on-site rather than off-site. Any off-site mitigation should be located within the City’s boundaries and in close proximity to the project.

(Similar to Policies 7.4 and 10.3.)

Policy 5.3 Evaluate and, if necessary, modify the commercial parking standards for new development and/or changes of use, especially when such occurrences impact adjacent residential or visitor-serving areas.

Policy 5.4 Preserve and maintain the residential character and livability of neighborhoods adjacent to commercial districts and/or individual businesses by regulating and minimizing impacts from commercial activities, including but not necessarily limited to deliveries, amplified music, light trespass, alcohol-related impacts, and employee or valet parking. Establishment of any new preferential parking districts in the coastal zone shall be prohibited.

Action 5.4.1 Investigate, formulate, and implement solutions to problems created in residential areas related to entertainment and alcohol service in adjacent commercial areas. *(Short-to-medium-term implementation.)*

Policy 5.5 Preserve and maintain the residential character and livability of neighborhoods adjacent to industrial districts by regulating and minimizing impacts from industrial activities, including but not necessarily limited to smoke, odor, dust and dirt, glare, and noise.

Action 5.5.1 Evaluate and, if feasible, rezone Laguna Canyon to resolve issues related to incompatible land uses. *(Long-term implementation.)*

Policy 5.6 Consider conflicts and recognize the value of existing light industrial uses when considering the approval of potential uses that may not be compatible (e.g., location of artists’ live/work units adjacent to an existing industrial use).

GOAL 6: Provide a diversity of land uses that enhance the community.

Intent – Laguna Beach currently provides a diverse mix of land uses. The following policies are designed to encourage a broad range of uses that will benefit community members and visitors. The various uses promoted include 1) resident-serving businesses; 2) rental housing; 3) low- and moderate-income housing; 4) artists’ live/work units; 5) recreational and conservation lands; 6) retention of a local hospital; and 7) mixed-use development.

Policy 6.1 Promote, encourage and retain resident-serving businesses throughout the commercial zones of the community.

Action 6.1.1 Establish incentives to encourage retention and attraction of resident-serving businesses. *(Medium-to-long-term implementation.)*

Policy 6.2 Preserve and encourage an increase of the City’s stock of affordable motel and hotel rooms available for short-term visitors. Protect, encourage, and where feasible provide, affordable overnight accommodations.

Action 6.2.1 Continue to enforce existing ordinances and coastal policies that limit changes in use of existing hotels and motels to preserve visitor-serving uses.

Action 6.2.2 Investigate and, if appropriate, amend the Municipal Code to ensure that affordable hotels and motels are maintained for short-term visitor occupancy. A method to define whether a facility providing overnight accommodation is low, moderate, or high cost shall be evaluated as part of the investigation. Establish standards that would require new high-cost visitor accommodations provide affordable overnight accommodation or pay an “in-lieu” fee. *(Ongoing implementation – short-to-long-term.)*

Action 6.2.3 Maintain an inventory of the number of existing motel and hotel rooms and room rates. *(Ongoing implementation – short-to-long-term.)*

Action 6.2.4 Any hotel/motel rooms for which a certificate of occupancy has been issued on or before the effective date of adoption of this Land Use Element shall not be permitted to convert to a Limited Use Overnight Visitor Accommodation. *(Ongoing implementation – short-to-long-term.)*

Policy 6.3 Prohibit Limited Use Overnight Visitor Accommodation such as timeshare, condo-hotel, and fractional ownership projects. *(Ongoing implementation – short-to-long-term.)*

Action 6.3.1 Monitor the actions and policies of the California Coastal Commission concerning condominium-hotel (condo-hotel) projects and other Limited Use Overnight Visitor Accommodations. *(Ongoing implementation.)*

Policy 6.4 Promote the provision of housing to serve the City’s low- and moderate-income households, including City employees.

Action 6.4.1 Explore housing solutions that include public/private partnerships. *(Short-to-long-term implementation.)*

Action 6.4.2 Investigate, formulate, and implement siting of emergency shelters, transitional housing and supportive housing in compliance with Senate Bill 2. *(Short-term implementation.)*

Policy 6.5 Create neighborhood pocket parks and community gardens.

Action 6.5.1 Identify sites that are appropriate for pocket parks and/or community gardens, including an evaluation of City-owned sites for such use. Continue to transform vacant lots and unused and/or underutilized public land (including excess rights-of-way) into pocket parks with benches, bike racks, shade trees, and patios with tables to accommodate pedestrians and bicycle riders. *(Ongoing implementation – short-to-long-term.)*

Action 6.5.2 Create an incentive program to purchase property to create neighborhood parks and community gardens. *(Medium-term implementation.)*

Action 6.5.3 Encourage community gardens on underutilized public property. *(Medium-term implementation.)*

Action 6.5.4 Use non-invasive drought-tolerant plant materials and low-water irrigation whenever possible. *(Medium-term implementation.)*

Policy 6.6 Preserve and promote an increase in the stock of residential rental units in the City.

Action 6.6.1. Consider establishing development incentives, such as relaxed open space and setback requirements, to maintain higher, nonconforming density in older, nonconforming multi-family residences. *(Short-to-medium-term implementation.)*

Action 6.6.2 Evaluate increasing the allowable residential square footage within mixed-use developments and create incentives to encourage residential development above the street level in commercial zones. *(Short-to-medium-term implementation.)*

Policy 6.7 Continue to increase the City’s stock of recreational and conservation properties.

Action 6.7.1 Continue and enhance the City policy of purchasing land for public uses through budgeted open-space acquisition funds, tax sales, and other opportunities such as donations and grants. *(Medium-term implementation.)*

Policy 6.8 Require the dedication and improvement of public trail easements as a condition of development approval whenever possible.

Policy 6.9 Provide public access to designated public areas wherever safe and legally and environmentally appropriate.

Action 6.9.1 Continue to pursue dedication and acceptance of beach access and other offers-to-dedicate throughout the City. *(Ongoing implementation – short-to-long-term.)*

(Same as Action 4.3.1.)

Action 6.9.2 Maintain an inventory of open space dedications or offers-to-dedicate to ensure such areas are known to the public and are protected through the coastal development permit process. *(Ongoing implementation – short-to-long-term.)*

Action 6.9.3 Where feasible, identify possible segments for inclusion in the California Coastal Trail (CCT) system and provide signage incorporating the State adopted CCT logo. *(Ongoing implementation – short-to-long-term.)*

Action 6.9.4 Work with private landowners and acquire public access rights necessary to provide a trail connection to the coast from Aliso Creek Regional Park for connectivity to the CCT. *(Ongoing implementation – short-to-long-term.)*

Action 6.9.5 Encourage municipal land acquisitions, trail design, and development to provide a public access connection to the coast from Laguna Coast Wilderness Park for connectivity to the CCT. *(Ongoing implementation – short-to-long-term.)*

Action 6.9.6 Pursue improvements of CCT “missing links” to provide safe pedestrian and bicycle access adjacent to State Highway 1 between the cities of Laguna Beach and Dana Point. *(Ongoing implementation – short-to-long-term.)*

Policy 6.10 Support retention of a full-service, acute-care hospital offering emergency services in Laguna Beach.

Policy 6.11 Maintain a locally held farmers’ market.

Policy 6.12 Promote mixed-use development in commercial zones, where appropriate, to encourage the provision of lower-cost housing and to reduce traffic trips. Encourage ground floor uses to be commercial and where appropriate, visitor serving.

Action 6.12.1 Evaluate incentives for the development of affordable residential units in conjunction with mixed-use development in commercial zones. *(Medium-to-long-term implementation.)*

Policy 6.13 Prohibit all residential condominium conversions and new residential condominiums on sites previously occupied by rental housing unless an equal number of rental units of comparable square footage and number of bedrooms are provided in the City during the same time as the conversion. Artists' live/work units shall not replace residential rental units. Under no circumstances shall a conversion be allowed that does not comply with existing development standards. *(Long-term implementation.)*

Policy 6.14 Encourage art-related uses and art in public places in appropriate zones.

Action 6.13.1 Develop incentives to encourage art-related uses and public art throughout the community. *(Short-to-medium-term implementation.)*

GOAL 7: Protect, preserve, and enhance the community's natural resources.

Intent – *Having an abundance of scenic coastal, hillside, and canyon areas, the community has a lengthy history of stewardship to ensure the environmental protection of its natural resources. Long-term preservation of dedicated open space and coastal resources is of the highest priority. Policies in both the Land Use and Open Space/Conservation Elements require the protection and preservation of our magnificent natural resources for community members, visitors and future generations.*

Policy 7.1 Protect dedicated and accepted open space.

Action 7.1.1 Ensure that the Open Space/Conservation Element includes policies to protect land dedicated for open space to the greatest extent. *(Short-to-long-term implementation.)*

Policy 7.2 Maintain the General Plan designation of Permanent Open Space and the Zoning designations of Open Space/Conservation and Open Space/Passive as a method of protecting natural resources.

Policy 7.3 Design and site new development to protect natural and environmentally sensitive resources, such as areas of unique scenic quality, public views, and visual compatibility with surrounding uses and to minimize natural landform alterations. *(Same as Policy 10.2.)*

Action 7.3.1 Evaluate and, if necessary, adopt an Open Space/Conservation Element policy to ensure that environmentally sensitive species and/or habitat located within homeowners' associations are protected. *(Medium-term implementation.)*

Action 7.3.2 Review all applications for new development to determine potential threats from coastal and other hazards. *(Ongoing implementation.)*

Action 7.3.3 Design and site new development to avoid hazardous areas and minimize risks to life and property from coastal and other hazards. *(Ongoing implementation.)*

Action 7.3.4 Require new development to assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs. *(Ongoing implementation.)*

Action 7.3.5 Prohibit development on oceanfront bluff faces, except public improvements providing public access, protecting coastal resources, or providing for public safety. Permit such improvements only when no feasible alternative exists and when designed and constructed to minimize landform alteration of the oceanfront bluff face, to not contribute to further erosion of the oceanfront bluff face, and to be visually compatible with the surrounding area to the maximum extent feasible. *(Ongoing implementation.)*

Action 7.3.6 Require new development on oceanfront Blufftop lots to incorporate drainage improvements, removal of and/or revisions to irrigation systems, and/or use of native or drought-tolerant vegetation into the design to minimize threats to oceanfront bluff recession. *(Ongoing implementation.)*

Action 7.3.7 Require swimming pools located on oceanfront bluff properties to incorporate leak prevention and detection measures. *(Ongoing implementation.)*

Action 7.3.8 On oceanfront bluff sites, require applications where applicable, to identify and remove all unpermitted and/or obsolete structures, including but not limited to protective devices, fences, walkways and stairways, which encroach into oceanfront bluffs. *(Ongoing implementation.)*

Action 7.3.9 Ensure that new development, major remodels and additions to existing structures on oceanfront and oceanfront bluff sites do not rely on existing or future bluff/shoreline protection devices to establish geologic stability or protection from coastal hazards. A condition of the permit for all such new development on bluff property shall expressly require waiver of any such rights to a new bluff/shoreline protection device in the future and recording of said waiver on the title of the property as a deed restriction.

Action 7.3.10 Allow oceanfront and oceanfront bluff homes, commercial structures, or other principal structures, that are legally nonconforming as to the oceanfront and/or oceanfront bluff edge setback, to be maintained and repaired; however, improvements that increase the size or degree of nonconformity, including but not limited to development that is classified as a major remodel pursuant to the definition in the Land Use Element Glossary, shall constitute new development and cause the pre-existing nonconforming oceanfront or oceanfront bluff structure to be brought into conformity with the LCP.

Action 7.3.11 Require all coastal development permit applications for new development on an oceanfront or on an oceanfront bluff property subject to wave action to assess the potential for flooding or damage from waves, storm surge, or seiches, through a wave uprush and impact report prepared by a licensed civil engineer with expertise in coastal processes. The conditions that shall be considered in a wave uprush study are: a seasonally eroded beach combined with long-term (75 years) erosion; high tide conditions, combined with long-term (75 year) projections for sea level rise; storm waves from a 100-year event or a storm that compares to the 1982/83 El Niño event. *(Ongoing implementation.)*

Action 7.3.12 Site and design new structures to avoid the need for shoreline and/or oceanfront bluff protective devices during the economic life of the structure (75 years). *(Ongoing implementation.)*

Action 7.3.13 Limit the use of shoreline/bluff protective devices to the minimum required to protect existing development in danger from erosion. Site and design any such protective devices as far landward as possible. “Existing development” for purposes of this policy shall consist only of a principle structure, e.g. residential dwelling, required garage, or second residential unit, and shall not include accessory or ancillary structures such as decks, patios, pools, tennis courts, cabanas, stairs, landscaping etc. No shoreline/bluff protective device shall be allowed for the sole purpose of protecting an accessory structure. *(Ongoing implementation.)*

Action 7.3.14 Develop and implement shoreline management plans for shoreline areas subject to wave hazards and erosion. Shoreline management plans should provide for the protection of existing development, public improvements, coastal access, public opportunities for coastal recreation, and coastal resources. Plans must evaluate the feasibility of coastal hazard avoidance, restoration of the sand supply, beach nourishment and planned retreat. *(Long-term implementation.)*

Action 7.3.15 Prepare and periodically update comprehensive studies of seasonal and long-term shoreline change, episodic and chronic bluff retreat, flooding, and local changes in sea levels, and other coastal hazard conditions. *(Long-term implementation.)*

Action 7.3.16 Continue to monitor beach width and elevations and analyze monitoring data to establish approximate thresholds for when beach erosion or deflation will reach a point that it could expose the backshore development to flooding or damage from storm waves or other coastal hazards. *(Ongoing implementation.)*

Action 7.3.17 Discourage shoreline protective devices on public land to protect private property/development. *(Ongoing implementation.)*

Action 7.3.18 Site and design new oceanfront and oceanfront bluff development and bluff/shoreline protective devices where that siting/design takes into account predicted future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered and based upon up-to-date scientific papers and studies, agency guidance (such as the 2010 Sea Level Guidance from the California Ocean Protection Council), and reports by national and international groups such as the National Research Council and the Intergovernmental Panel on Climate Change. Consistent with all provisions of the LCP, new structures shall be set back a sufficient distance landward to eliminate or minimize, to the maximum extent feasible, hazards associated with anticipated sea level rise over the expected economic life of the structure.

Policy 7.4 Ensure that development, including subdivisions, new building sites and remodels with building additions, is evaluated to ascertain potential negative impacts on natural resources. Proposed development shall emphasize impact avoidance over impact mitigation. Any mitigation required due to an unavoidable negative impact should be located on-site, where feasible. Any off-site mitigation should be located within the City's boundaries close to the project, where feasible. *(Similar to Policies 5.2 and 10.3.)*

Action 7.4.1 Prepare and adopt California Environmental Quality Act (CEQA) thresholds of significance tailored to address the City's natural resources, such as marine resources, streams, drainage courses, ESHA and high- and very-high-value habitat. *(Medium-term implementation.)*

Action 7.4.2 Continue preparation of initial studies, pursuant to the California Environment Quality Act (CEQA), for any proposed development, including single-family residences located within environmentally sensitive areas. *(Same as Action 10.3.1.)*

Action 7.4.3 Review development to minimize adverse impacts to abutting dedicated open-space areas; taking into consideration both the appropriate habitat buffer zones and the required fuel modification zones. *(Short-term implementation.)*

Action 7.4.4 Continue to list Environmentally Sensitive Areas within the Real Property Report. *(Ongoing and short-to-long-term implementation.)*

Policy 7.5 Require payment of an environmental impact fee for development whenever mitigation is not feasible and a nexus exists.
(Same as Policy 10.5.)

Action 7.5.1 Adopt appropriate mitigation measures that require the payment of environmental impact fees whenever impacts on environmental resources cannot be mitigated to a level of insignificance. *(Ongoing implementation – short-to-medium-term.)*
(Same as Action 10.5.1.)

Policy 7.6 Implement individualized fuel modification programs for existing legal building sites whenever environmentally sensitive resources are present.

Action 7.6.1 Allow fuel modification programs to be modified on existing legal building sites to address and mitigate impacts to environmentally sensitive resources, particularly for properties abutting open space areas. *(Short-term implementation.)*

Action 7.6.2 Allow fuel modification alternative means and methods for existing legal building sites in areas where high- and very-high-value habitat may otherwise be impacted and in areas where an Environmentally Sensitive Habitat Area (ESHA) (“ESHA” as defined in the LCP Glossary), may otherwise be impacted.

Policy 7.7 Protect marine resources by implementing methods to minimize runoff from building sites and streets to the City’s storm drain system (e.g., on-site water retention).
(Same as Policy 10.7.)

Action 7.7.1 Continue to evaluate and update criteria to minimize nonpermeable hardscape improvements. *(Short-term implementation.)*
(Same as Action 10.7.1.)

Action 7.7.2 Periodically review the City’s Water Quality Control Ordinance and related policies for protecting marine resources and update as appropriate. *(Short-term implementation.)*
(Same as Action 10.7.2.)

Policy 7.8 Oppose the establishment of offshore oil facilities along the Orange County coastline.

Action 7.8.1 Monitor the federal government’s offshore oil leasing program to ensure that the impacts of the program on the coastal environment are known and considered. *(Ongoing implementation - short-to-long-term.)*
(Same as Action 11.2.1.)

Policy 7.9 Prohibit and oppose development within the Laguna Greenbelt unless associated with passive recreation.

Policy 7.10 Require new construction and grading to be located in close proximity to preexisting development to minimize environmental impacts and growth-inducing potential.

GOAL 8: Minimize the impact of the automobile on the character of Laguna Beach and emphasize a pedestrian-oriented environment, safe sidewalks, landscaped buffer zones, and alternate means of transportation.

Intent – Laguna Beach is a popular visitor destination. Consequently, community members often cite traffic, circulation and parking as a negatively impacting their quality of life. The following policies set forth methods to improve circulation and parking conditions by evaluating and adopting methods to reduce congestion, encouraging alternative forms of transportation (e.g., transit, walking, and bicycle opportunities), provide sidewalks in designated neighborhoods, address public and private parking issues, and select potential locations for new public parking lots.

Policy 8.1 Encourage a pedestrian-oriented, nonmotorized community by developing a system of bikeways and pedestrian paths and discouraging high-speed traffic along City streets. *(Medium-term implementation.)*

Action 8.1.1 Require pedestrian safety improvements for development projects on North Coast Highway, South Coast Highway, Coast Highway and Laguna Canyon Road. *(Ongoing implementation – short-to-long-term.)*

Action 8.1.2 Complete a continuous north-south and east-west bicycle network through the City and to the Downtown Specific Plan area. *(Medium-term implementation.)*

Action 8.1.3 Maintain and improve public pedestrian access to and along beaches and sea cliffs using all public rights-of-way and public easements. *(Ongoing implementation – short-to-long-term.)*

Action 8.1.4 Encourage all unimproved public rights-of-way to be used for walking and biking opportunities unless absolutely necessary for vehicular access. *(Short-to-long-term implementation.)*

Action 8.1.5 With the exception of right turn lanes, oppose any attempts to widen Laguna Canyon Road ocean ward of El Toro. (*Ongoing implementation – short-to-long-term.*)

Policy 8.2 Maintain a pedestrian-oriented community while facilitating the movement of traffic in a safe and uncongested manner. (*Medium-term implementation.*)

Action 8.2.1 Study and adopt methods to minimize traffic congestion while preserving a pedestrian ambiance. (*Short-to-long-term implementation.*)

Action 8.2.2 Expand the Corridor Progression Traffic Analysis Model to the entire City and use delay thresholds to determine significance. (*Short-to-long-term implementation.*)

Action 8.2.3 Modify the Corridor Progression Traffic Analysis Model thresholds to accurately reflect the unique nature of the City’s residential streets. (*Ongoing implementation.*)
(*Same as Action 2.3.5*)

Action 8.2.4 Continue to allocate funds for traffic and circulation improvements in connection with the annual Capital Improvement Program. (*Ongoing implementation – short-to-long-term.*)

Action 8.2.5 Continue to redesign intersections to increase pedestrian safety and amenity, including the provision of crosswalks, bulb-outs, and pedestrian refuges. Favor traffic-calming devices that make use of increased planted areas, such as residential traffic circles, neck-downs, etc. Incorporate traffic-calming techniques (e.g., intersections with bulb-outs to lower traffic speed yet maintain traffic flow) into the community planning stages of municipal projects. (*Ongoing implementation – short-to-long-term.*)

Action 8.2.6 Discourage driveway access to and from Coast Highway and Laguna Canyon Road so interruptions to traffic flow are minimized. (*Ongoing implementation – short-to-long-term.*)

Action 8.2.7 Prioritize pedestrian safety over traffic movement when evaluating and approving ingress and egress. (*Ongoing implementation – short-to-long-term.*)

Policy 8.3 Provide walking and biking opportunities to link residential and commercial neighborhoods through improvements such as sidewalks, bicycle lanes and multi-use trails.

Action 8.3.1 Amend the Transportation, Circulation and Growth Management Element to identify and provide additional opportunities for pedestrian and bicycle linkages in neighborhoods. (*Medium-term implementation.*)

Action 8.3.2 Establish a task force to plan and implement a continuous network of bike routes extending through the City and connecting the street system with off-street bike trails. Modify the design of arterial and collector streets to incorporate safe bike lanes. Work with Caltrans to improve bike safety on North Coast Highway, South Coast Highway, Coast Highway, and Laguna Canyon Road. *(Medium-term implementation.)*

Action 8.3.3 Develop a policy or standard that specifies when and where bicycle lanes and paths are to be provided. *(Medium-term implementation.)*

Action 8.3.4 Support and encourage public education (including parents and children) in utilization of safe walking and biking practices. *(Ongoing implementation – short-to-long-term.)*

Action 8.3.5 Require new non-residential developments with floor areas of 10,000 square feet or more to provide bicycle racks for use by customers. Encourage smaller non-residential developments to provide such facilities, when feasible. *(Ongoing implementation – short-to-long-term.)*

Action 8.3.6 Require new non-residential developments with a total of 100 or more employees to provide bicycle racks, lockers, and showers for use by employees and tenants who commute by bicycle. Encourage smaller non-residential developments to provide such facilities for their employees, when feasible. *(Ongoing implementation – short-to-long-term.)*

Policy 8.4 Maximize transit use.

Action 8.4.1 Coordinate with surrounding cities and governmental agencies to maximize the use of public transportation including buses and metro link. *(Ongoing implementation – short-to-long-term.)*
(Same as Action 1.1.10)

Action 8.4.2 Support local street network connectivity and complete streets designed to accommodate all user and multiple transportation modes through context-sensitive solutions. *(Medium-term implementation.)*

Action 8.4.3 Support seamless transitions between transportation modes to increase the use of modes with lower emissions for the movement of people and freight. *(Ongoing implementation – short-to-long-term.)*

Action 8.4.4 Work with the Laguna Beach Unified School District to promote the use of clean bus or trolley transportation and discourage the use of private vehicles for trips to and from school. *(Ongoing implementation - short-to-long-term implementation.)*
(Same as Action 1.1.11)

Action 8.4.5 Maintain the existing trolley/bus service and pursue extending the service throughout the year. *(Short-term implementation.)*
(Same as Action 1.1.9)

Action 8.4.6 Implement steps to enhance and promote public access to parking and transit opportunities along the primary arterials of the Coast Highway corridor, Laguna Canyon Road, and the Downtown, as well as designated collector streets. *(Ongoing implementation - short-to-long-term implementation.)*

Action 8.4.7 Plan and develop a peripheral parking program to increase mass transit access to Laguna Beach's visitor-serving beaches and other amenities. The peripheral parking program shall investigate the concept of shared parking, such as the use of public parking lots and underutilized private parking lots that could serve as peripheral parking locations. Implementation of such a program would require a coastal development permit. *(Medium-term implementation.)*
(Same as Action 4.2.5.)

Action 8.4.8 Encourage all employers to provide incentives for transit ridership (e.g. subsidies for transit use, shuttles to transit stations), ridesharing, vanpools, and other transportation demand policies designed to reduce vehicle miles traveled. Such measures shall be required in association with non-residential projects approved with a reduction in the standard parking requirements and/or resulting in a loss of on-site parking regardless of the size of the development or number of employees. *(Medium-term implementation.)*

Action 8.4.9 Encourage the design of new development projects to facilitate transit ridership and ridesharing through such means as locating and designing building entries that are convenient to pedestrians and transit riders. *(Medium-term implementation.)*

Action 8.4.10 Encourage the design and siting of larger commercial and residential developments so that they may be served by existing transit routes and to provide non-automobile circulation to the greatest extent possible. *(Medium-term implementation.)*

Policy 8.5 Require the construction of sidewalks and pathways and/or sidewalk widening on streets that carry significant pedestrian traffic.

Action 8.5.1 Develop a policy or standard that specifies when and where sidewalks are to be provided. *(Short-term implementation.)*

Action 8.5.2 Require and ensure, during the development review process, that adequate rights-of-way are secured and that adequate public facilities are required to provide transit, bike lanes, and pedestrian networks along North Coast Highway, South Coast Highway, Coast Highway, Glenneyre Street, and all streets within the Downtown Specific Plan area. (*Ongoing implementation – short-to-long-term.*) (*Same as Action 9.5.3.*)

Policy 8.6 Promote parking peripheral to the Downtown.

Action 8.6.1 Evaluate locations peripheral to the downtown for the potential establishment of public parking to serve the downtown. (*Short-to-long-term implementation.*)

Action 8.6.2 Evaluate locations in commercial areas outside the downtown for the potential establishment of public parking. (*Medium-to-long-term implementation.*)

Policy 8.7 Promote the use of fuel-efficient or alternative-fuel vehicles.

Action 8.7.1 Create a pilot program whereby a portion of the on-street public parking spaces in the Downtown Specific Plan area are converted to compact- or subcompact-size parking spaces, while maintaining the peripheral parking lots for large-size vehicles. (*Medium-term implementation.*)

Action 8.7.2 Evaluate the feasibility of establishing a variable parking fee program for the Downtown Specific Plan area, with premium rates for the downtown area and low-cost parking in perimeter locations. With new technologies, the rate structure could be variable by time of day, day of week, or season. (*Medium-term implementation.*)

Policy 8.8 Evaluate and, if necessary, amend the parking standards to ensure that new development and intensifications of use provide the quantity of parking for the uses proposed.

Action 8.8.1 Evaluate and update parking standards to ensure sufficient parking for new development and/or an intensification of use. (*Medium-term implementation.*)

Action 8.8.2 Develop a comprehensive traffic management/parking program that will include all commercial areas in the City. Such a strategy shall encourage peripheral and shared parking. Implementation of a plan shall be in conformance with the Downtown Specific Plan. (*Medium-to-long-term implementation.*)

Action 8.8.3 Ensure that parking standards adequately accommodate a range in size of passenger vehicles. (*Short-to-medium-term implementation.*)

Policy 8.9 Continue to manage and enforce a comprehensive parking program for the summer festival season.

GOAL 9: Provide comprehensive public services and infrastructure.

***Intent** – As a community that encourages citizen participation and civic responsibility, Laguna Beach promotes a variety of services and educational opportunities related to the public process. Emergency planning and continual maintenance and enhancement of Laguna Beach’s infrastructure are among the City’s highest priorities. Some of the policies adopted for this goal include 1) expanding community programs and public education related to City processes and resources, 2) planning for natural disasters, 3) securing funding to repair and maintain the City’s infrastructure, 4) ensuring that public rights-of-way are safe and aesthetically pleasing, and 5) coordinating capital improvements.*

Policy 9.1 Ensure well-maintained and sufficient public infrastructure to serve the community.

Action 9.1.1 Continue to repair and maintain the infrastructure within the community. *(Short-to-long-term implementation.)*

Action 9.1.2 Evaluate city-owned lands to determine their role in implementing the City’s long-range planning goals. *(Short-to-medium-term implementation.)*

Policy 9.2 Expand community programs and services to benefit all segments of the community.

Action 9.2.1 Develop housing programs to enable City employees, especially emergency personnel, to reside in town. *(Short-to-medium-term implementation.)*

Policy 9.3 Ensure that the City is adequately prepared for potential hazards and natural disasters.

Action 9.3.1 Establish neighborhood-specific emergency plans that address emergency ingress and egress, among other considerations. *(Short-to-medium-term implementation.)*

Action 9.3.2 Investigate the use of pedestrian trails as an additional option for emergency evacuation in existing situations where no secondary or loop access exists. *(Medium-term implementation.)*

Policy 9.4 Encourage public awareness of and education about land use planning and encourage civic participation in the decision-making processes.

Action 9.4.1 Provide ongoing education to the City Council, Planning Commission, and Design Review Board to achieve consistent application, interpretation, and implementation of the zoning standards, General Plan policies, and Design Review Guidelines. Televised educational programs and/or sessions on a quarterly basis or a minimum of four times per calendar year. *(Short-term implementation.)*

Action 9.4.2 Establish methods to educate the public, realtors, and design professionals regarding the General Plan and development standards and guidelines outlined in the Zoning Ordinance and Design Guidelines. *(Medium-term implementation.)*

Action 9.4.3 Continue to provide property purchasers with information related to the regulatory process and potential development limitations by delineating individual property constraints in the Real Property Report (RPR) and the Design Review Disclosure Statement. *(Medium-term implementation.)*

Action 9.4.4 Amend the Zoning Ordinance and Design Guidelines to be more user-friendly and easily accessed. *(Medium-to-long-term implementation.)*

Action 9.4.5 Maintain and refine the citywide Geographic Information Systems (GIS), including updating geologic and adding hydrologic databases. *(Short-to-long-term implementation.)*

Action 9.4.6 Consider actions to keep the public informed and to create government transparency such as 1) televising City Council, Planning Commission, and Design Review Board meetings, 2) maintaining a webpage that lists all public notices, 3) sponsoring town hall meetings to address planning topics important to the community, and 4) creating an e-mail or other notification system to distribute agendas and notify members of the public about City meetings. *(Short-to-long-term implementation.)*

Policy 9.5 Ensure that streetscapes are designed or modified to facilitate safe transit and bicycle and pedestrian movement.

Action 9.5.1 Investigate methods of new creating pedestrian pathways.

Action 9.5.2 Prohibit the intrusion of objects into the public right-of-way that would impede safe pedestrian access.

Action 9.5.3 Require and ensure, during the development review process, that adequate rights-of-way are secured and that adequate public facilities are required to provide transit, bike lanes and pedestrian networks along North Coast Highway, South Coast Highway, Coast Highway, Glenneyre Street, and all streets within the Downtown Specific Plan area. *(Ongoing implementation – short-to-long-term.) (Same as Action 8.5.2.)*

Action 9.5.4 Investigate and facilitate methods to underground all utilities.

Policy 9.6 Continue to prohibit new roads or extensions of existing roads that are inconsistent with the Municipal Code and General Plan.

Action 9.6.1 Review the City's Safety Element on a regular basis to incorporate the most current methods of emergency and hazard planning into the Safety Element policies. *(Short-term implementation.)*

Action 9.6.2 Review the City's Emergency Disaster Plan on a regular basis to ensure that it addresses current needs. *(Short-term implementation.)*

Policy 9.7 Implement sewer and drainage improvements necessary to protect and enhance water quality; take into consideration location of drainage improvements and account for rising sea levels and other coastal hazards. Promote the future achievement of tertiary sewage treatment.

Action 9.7.1 Work with the appropriate agencies to achieve tertiary sewage treatment for the City. *(Medium-term implementation.)*

Action 9.7.2 Evaluate and encourage the use of reclaimed water. *(Medium-term implementation.)*

Policy 9.8 Avoid the extension of community facilities, roads, and other infrastructures into environmentally sensitive areas when surplus capacities could facilitate or discourage extension of new development detrimental to those areas. Avoid the extension of roads and other infrastructure for the support of cellular/radio communication towers into environmentally sensitive areas and to protect public coastal views whenever feasible.

Policy 9.9 Continue to construct, update, and improve community facilities.

Action 9.9.1 Prepare a community needs assessment to identify and determine future needs and to ensure that existing facilities and infrastructure are appropriately utilized. *(Short-to-medium-term implementation.)*

Action 9.9.2 Apply for grants and form public/private partnerships whenever possible to address community facilities and infrastructure needs (e.g., flood control, teen center, sewer, etc.). *(Short-to-long-term implementation.)*

Action 9.9.3 Evaluate hiring professional grant writers for specialized projects. *(Medium-term implementation.)*

Policy 9.10 Provide public facilities that meet the varied needs of both residents and visitors.

Land Use Element Policies

- Policy 9.11** Ensure adequate evaluation of environmental impacts, coastal hazards, rates of erosion, sea level rise, tsunami hazard and safety hazards associated with public facilities and infrastructure improvements.
- Policy 9.12** Continue to consider flood hazards when reviewing projects within the 100-year floodplain.
- Policy 9.13** Continue to require nonstructural methods for flood control, such as preservation of watershed lands and natural drainage channels, rather than structural methods, such as concrete flood channels whenever feasible.
- Policy 9.14** Ensure that the City's redevelopment potential is included in growth forecasts and infrastructure analyses.
- Policy 9.15** Pursue funding to complete the undergrounding of utilities along Laguna Canyon Road and Coast Highway.
- Policy 9.16** Explore alternative revenue sources to offset costs for providing public services to tourists.

GOAL 10: Ensure that proposals for new development, subdivisions, and major remodels are sufficiently evaluated to protect public health and safety and natural resources.

Intent – In a community with extremely high land values and minimal developable land, pressure has increased to develop larger buildings, including development on environmentally sensitive lots has been increasing. Larger structures and development into environmentally sensitive areas have the potential to create numerous impacts on the environment and surrounding neighborhoods. Some potential impacts include 1) water quality impacts, 2) land movements, 3) a decrease in safety response times on steep hillside roads during emergencies, and 4) the potential cumulative impacts to sensitive biological and coastal resources from which community members and visitors derive health benefits. The following policies are adopted to ensure that applications for new subdivisions, the creation of building sites, new development, and major remodels are thoroughly evaluated to mitigate potential health and safety impacts related to new development.

- Policy 10.1** Require that all subdivisions, including parcel maps, are compatible with neighborhood character including building pad elevations, visual and physical relationships to natural topography, open space, view corridors and surrounding residences, and neighborhood access.

Action 10.1.1 Require a visual impact analysis for subdivision to identify the buildable area or building bulk of each proposed lot to determine potential impacts to view corridors, visual and physical relationships to natural topography or scenic features, neighborhood character and compatibility, and view equity.

Policy 10.2 Design and site new development to protect natural and environmentally sensitive resources such as areas of unique scenic quality, public views, and visual compatibility with surrounding uses and to minimize landform alterations.
(Same as Policy 7.3)

Action 10.2.1 Adopt standards that require new development and related improvements to be located on the most suitable areas of the site so as to maximize safety and the preservation of sensitive resources. *(Short-to-medium-term implementation.)*

Action 10.2.2 Evaluate the slope/density formula applied to the R-HP Residential Hillside Protection Zone and amend as necessary to ensure a density that is compatible with the topography. *(Medium-term implementation.)*

Action 10.2.3 Develop criteria by which applicants shall provide a slope analysis to determine the best location for development on a site. *(Medium-term implementation.)*

Action 10.2.4 Encourage open space dedication to guarantee preservation of natural and sensitive resources whenever appropriate. *(Ongoing implementation – short-to-long-term.)*

Action 10.2.5 On bluff sites, require applications where applicable, to include a geologic/soils/geotechnical study that identifies any geologic hazards affecting the proposed project site, any necessary mitigation measures, and contains statements that the project site is suitable for the proposed development and that the development will be safe from geologic hazard for its economic life. For development on oceanfront bluffs, such reports shall include slope stability analyses and estimates of the long-term average bluff retreat/erosion rate over the expected life of the development. Reports are to be prepared/signed by a licensed professional Engineering Geologist or Geotechnical Engineer. *(Medium-term implementation.)*

Action 10.2.6 Require all new development located on an oceanfront bluff top to be setback from the oceanfront bluff edge a sufficient distance to ensure stability, ensure that it will not be endangered by erosion, and to avoid the need for protective devices during the economic life of the structure (75 years). Such setbacks must take into consideration expected long-term bluff retreat over the next 75 years, as well as slope stability. The predicted bluff retreat shall be evaluated considering not only historical bluff retreat data, but also acceleration of bluff retreat made possible by continued and accelerated sea level rise, future increase in storm or El Niño events, and any known site-specific conditions. To assure stability, the development must maintain a minimum factor of safety against landsliding of 1.5 (static) or 1.2 (pseudostatic, $k=0.15$ or determined through analysis by the geotechnical engineer) for the economic life of the structure.

Action 10.2.7 Require all new development located on oceanfront bluffs to be sited in accordance with the stringline but not less than 25 feet from the bluff edge. This requirement shall apply to the principal structure and major accessory structures such as guesthouses and pools that require a structural foundation. The setback shall be increased where necessary to ensure geologic safety and stability of the development.

Action 10.2.8 On oceanfront bluffs, require new minor accessory structures such as decks, patios and walkways that do not require structural foundations to be sited in accordance with stringline but not less than 10 feet from the bluff edge. Require accessory structures to be removed or relocated landward when threatened by erosion, geologic instability or other coastal hazards.

Policy 10.3 Ensure that all new development, including subdivisions, the creation of new building sites and remodels that involve building additions, is evaluated to ascertain potential negative impacts on natural resources, ESHA and existing adjacent development. Proposed development shall emphasize ESHA impact avoidance over impact mitigation. Any mitigation required due to an unavoidable negative impact should be located on-site rather than off-site, where feasible. Any off-site mitigation should be located within the City's boundaries and in close proximity to the project.
(Similar to Policies 7.4 and 5.2.)

Action 10.3.1 Continue preparation of initial studies, pursuant to the California Environment Quality Act (CEQA), for any proposed development, including single-family residences, located within environmentally sensitive areas.
(Same as Action 7.4.2.)

Action 10.3.2 Continue to require in-depth analysis of constraint issues for properties, especially those designated on the City’s hazard maps so that the nature of the constraint and the best options for mitigation or avoidance will be considered at all stages of the approval process since these constraints may affect what development is appropriate for the property.

Policy 10.4 Implement and define “lot area” as the total area of the lot minus the area/property located westerly of the building setback lines as described in Section 25.50.004(B)(1)(2)(3) or the oceanfront bluff (“oceanfront bluff edge” as defined in LCP Glossary), whichever is more restrictive.

Policy 10.5 Require payment of an environmental impact fee for development whenever mitigation is not feasible and a nexus exists.
(Same as Policy 7.5.)

Action 10.5.1 Adopt appropriate mitigation measures that require payment of environmental impact fees whenever impacts on environmental resources cannot be mitigated to a level of insignificance. *(Short-to-medium-term implementation.)*
(Same as Action 7.5.1.)

Policy 10.6 Require all fuel modification to be located within the site being developed. Exceptions may be granted for existing legal building sites when findings can be made by the approval authority that other alternatives are not available and a strict application of this provision would endanger environmentally sensitive resources or deny a property owner reasonable use of an already existing legal building site. Fuel modification performed by private property owners cannot go beyond property lines without agreement by the adjacent property owners. Fuel modification on public land to protect existing development should be avoided whenever feasible; if avoidance isn’t feasible, measures must be employed to minimize the amount of fuel modification necessary on public land.
(Similar to Policy 7.6.)

Action 10.6.1 The development proposal should address the required fuel modification as part of the initial application and should integrate fuel modification provisions into the site plan in such a way as to minimize impact on existing native vegetation and areas of visual prominence. Any required thinning of flammable vegetation shall be conducted outside of the bird nesting season if feasible. Alternative means to thinning and/or removal of native vegetation for fire hazard management such as minimizing the building envelope, and/or siting of the structure(s) away from hazard areas, and/or use of fire retardant design and materials are preferred where feasible.

Action 10.6.2 Equivalent methods of fire risk reduction shall be determined on a case by-case basis by the City and may include the following, or a combination of the following, but are not limited to: compliance with Building Code and Fire Code requirements for projects; tile roof treatments; irrigated buffer zones; installation of masonry or other non-combustible fire resistant wall; boxed eaves; reduced landscaping; other alternative construction to avoid the need for vegetation thinning, pruning or vegetation removal.

Action 10.6.3 No new division of land shall be allowed which would require new fuel modification (e.g. vegetation removal) or new fuel breaks in environmentally sensitive habitat areas or on public open space or park lands to protect new development within the resultant lots.

Action 10.6.4 Update the Safety Element to incorporate current fuel modification and fuel break practices and requirements.

Policy 10.7 Protect marine resources by implementing methods to minimize runoff from building sites and streets to the City’s storm drain system (e.g., on-site water retention).

(Same as Policy 7.7.)

Action 10.7.1 Continue to evaluate and update criteria to minimize nonpermeable hardscape improvements. *(Short-term implementation.)*

(Same as Action 7.7.1.)

Action 10.7.2 Periodically review the City’s Water Quality Control Ordinance and related policies for protecting marine resources and update as appropriate.

(Short-term implementation.)

(Same as Action 7.7.2.)

Policy 10.8 Avoid creation of building sites that will result in significant adverse impacts on the community.

Action 10.8.1 Evaluate subdivision proposals that include cul-de-sacs for alternative street design that may provide more efficient access and trails linking any potential new neighborhood to nearby areas of the community. *(Medium-term implementation.)*

Action 10.8.2 Review the City’s Subdivision Ordinance for potential revisions to implement updated General Plan policies and provide methods to ensure neighborhood compatibility and to prevent significant environmental effects.

(Medium-term implementation.)

Policy 10.9 Continue to prohibit the approval of newly created building sites that do not conform to Municipal Code standards, including the creation of flag lots.

Policy 10.10 Prohibit lot line adjustments that are inconsistent with the Municipal Code, General Plan, and Subdivision Map Act. Existing building sites which maintain a legal nonconforming lot or lots may adjust the lot lines provided that the adjustment does adversely increase the extent of nonconformities.

Action 10.10.1 Enforce existing ordinances and General Plan policies. *(Ongoing implementation – Short-to-long-term.)*

GOAL 11: Proactively participate in the planning activities of regional and adjacent jurisdictions.

Intent – Throughout the years, Laguna Beach has been impacted by the decisions of regional and adjacent jurisdictions. By actively participating in regional and jurisdictional planning activities, the City is better able to educate the public and promote a positive outcome for Laguna Beach, such as the decision by Orange County voters to deny the construction of a commercial airport at the former El Toro Marine Base. The following policies promote monitoring the planning activities of regional and surrounding jurisdictions and participating in problem-solving strategies.

Policy 11.1 Monitor the planning activities of regional entities and adjacent jurisdictions to stay informed of potential development that may impact the quality of life in the City of Laguna Beach.

Action 11.1.1 Evaluate the impact of proposed changes to regional growth policies and the policies and projects of adjacent jurisdictions and address potential impacts. *(Short-to-long-term implementation.)*

Policy 11.2 Oppose the establishment of offshore oil facilities along the Orange County coastline.
(Same as Policy 7.8.)

Action 11.2.1 Monitor the federal government’s offshore oil leasing program to ensure that the impacts of the program on the coastal environment are known and considered. *(Ongoing implementation – short-to-long-term.)*
(Same as Action 7.8.1.)

Policy 11.3 Work with adjacent jurisdictions to resolve regionally based problems such as water quality, runoff and flooding, air space, and transportation/traffic congestion issues and to establish regional responses to open-space conservation and wilderness area access.

Action 11.3.1 Work with adjacent jurisdictions to find solutions to shared problems such as, but not limited to, traffic, air traffic, automotive noise, water quality, erosion, and slope stability. *(Short-to-long-term implementation.)*

Action 11.3.2 Work with the appropriate agencies to address and mitigate potential impacts of any proposed expansion of the toll road system. *(Short-to-long-term implementation.)*

Policy 11.4 Reevaluate the City's sphere of influence to determine ultimate physical boundaries and service area and pursue amending the City sphere to include El Moro.

Action 11.4.1 Amend the sphere of influence to add El Moro. *(Short-to-long-term implementation.)*

Transportation, Circulation and Growth Management Element Policies

Philosophical Perspective

- 1A Continue to investigate new techniques which promote the balancing of principles that roads are not just for cars; that residents have a right to the best quality of life, which includes the least noise possible, the least pollution possible, the safest environment possible and an environment which fosters a rich community life.
- 1B Maximize the efficiency of existing roads and public transit before new infrastructure is built.
- 1C Whenever appropriate, utilize the following techniques to manage traffic:
 - Technique 1 - Reduce and enforce speed limits
 - Technique 2 - Change road design to force traffic to travel at a stabilized, more even pace
 - Technique 3 - Change the texture or feel of streets
 - Technique 4 - Increase incentives to use public transport
 - Technique 5 - Discourage the use of private motor vehicles
 - Technique 6 - Optimize the number of people using each car
 - Technique 7 - Encourage people to organize their own travel more efficiently
 - Technique 8 - Optimize choices for travel
 - Technique 9 - Create a strong viable local community
- 1D Discourage new roads and the extension or widening of existing roadways, since traffic almost always expands to fill available road capacity.
- 1E Recognize that increased road capacity only increases circulation and mobility temporarily, and that such an effort may eventually worsen existing conditions.

Local Thoroughfares, Transportation Routes and Traffic Flow

- 2A Discourage the creation of new building sites where access and traffic conditions create an unacceptable level of traffic.
- 2B Discourage driveway access on Pacific Coast Highway and Laguna Canyon Road so interruptions to traffic flow are minimized.
- 2C Facilitate a synchronization program for Pacific Coast Highway, Laguna Canyon Road and Broadway.
- 2D Monitor the activities of adjoining jurisdictions to determine the impacts proposed development will have on traffic flow in Laguna Beach. Work with adjacent cities to ensure that the traffic resulting from development projects in these cities does not adversely impact the City of Laguna Beach. Actively oppose the creation of new arterials linking surrounding communities with Laguna Beach.

Transportation, Circulation and Growth Management Element Policies

- 2E Require subdivisions, new commercial developments and major commercial renovations to include a traffic impact analysis which identifies measures to mitigate any identified impacts.
- 2F Encourage employers to reduce vehicle trips by offering flexible work schedules and employee incentives to utilize alternative transportation modes.
- 2G Require developers to be financially responsible for improvements necessary to mitigate the impacts of increases in level of traffic.
- 2H Promote the safe and efficient movement of both local and through traffic, including the improvement of "bottleneck" intersections where feasible.
- 2I Promote a local circulation system which serves the community and provides linkages to neighborhoods and regional transit facilities.
- 2J Continue to require on-site turn around capability for streets identified on Map 1-2.
- 2K Coordinate the planning and construction of capital improvements and access with planned land uses and projects.
- 2L Prior to constructing new roads and installing new utilities, consider maintenance, operating costs and staffing requirements of those facilities.
- 2M Avoid extending roads and utilities to identified Environmentally Sensitive Areas and unincorporated County lands. The City's map of environmentally sensitive areas is located at the public information counter.
- 2N Pursue funding for projects to correct existing deficiencies in community facility systems.
- 2O Continue to allocate funds for traffic and circulation improvements in connection with the annual Capital Improvement Program.
- 2P Require proposals for major road improvements, alterations or major public works projects in Laguna Canyon to provide sufficient information on environmental impacts and on design and construction alternatives to enable the City to evaluate the proposal for conformance with all applicable general plan policies. Ensure that any such project is the least environmentally damaging alternative and is approved only if sized, sited and designed in a manner that will not degrade environmentally sensitive areas, scenic resources, significant natural landforms, parks or recreation areas.
- 2Q Carefully monitor restricted streets, as identified on the Traffic and Circulation Map (Map 1-1) for needed improvements to increase their capacity in the absence of alternate street construction to divert the traffic load.

Transportation, Circulation and Growth Management Element Policies

- 2R Investigate the installation of turning lanes for Coast Highway intersections and the prohibition of left turns where no turn lanes are provided.
- 2S Require right-of-way dedications for all developments located adjacent to Laguna Canyon Road and Coast Highway as specified in Section 25.53 of the Municipal Code.
- 2T Consider establishing one-way streets as a means of increasing parking and as an alternative to roadway widening.
- 2U Discourage the creation of new building sites on streets with substandard width as defined in the City's access standards.

Residential Neighborhoods

- 3A Enhance residential neighborhoods by employing methods of automobile restraint such as cul-de-sacs, speed bumps, landscaping, reducing the perception of roadway widths and other traffic calming methods where appropriate and in compliance with adopted access standards.
- 3B Encourage street design and traffic levels that are sympathetic to the health, safety and social needs of individual neighborhoods.
- 3C Compile updated level of traffic data utilizing traffic models developed specifically for the City of Laguna Beach residential neighborhood environment.
- 3D Balance the need for sidewalks with the need to preserve the rural atmosphere of a neighborhood when development is proposed.

Growth Management

- 4A Recognize, adopt and establish the following State mandated levels of service for specific roadways within the community.

<u>Intersection or Road Link</u>	<u>Level of Service</u>	
	AM	PM
Laguna Canyon Road/El Toro	F	F
Broadway/Pacific Coast Highway	D	D
Pacific Coast Highway	E	E
Laguna Canyon Road	F	F

- 4B Establish level of traffic thresholds and appropriate mitigation measures for neighborhood streets.

Transportation, Circulation and Growth Management Element Policies

- 4C Require new development to share the cost of traffic mitigation, as deemed appropriate.
- 4D Develop a traffic impact mitigation program for transportation improvements within the City's boundaries.
- 4E Coordinate with adjoining jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact mitigation levels for application within specified Growth Management Areas (GMA's).
- 4F Prohibit the use of Measure M sales tax revenues to replace private developer or primary local funding sources which are already committed for any project or normal subdivision obligations.
- 4G Ensure that new development is phased to be concurrent with the needed infrastructure.
- 4H Participate in Inter-Jurisdictional Planning Forums with other cities located in the Growth Management Area as established by the League of California Cities.
- 4I Promote traffic reduction strategies through implementation of the Transportation Demand Management Ordinance and amendments which incorporate innovative transportation control measures.
- 4J Promote land uses (residential, non-residential and public) which are appropriately balanced.
- 4K Establish appropriate transportation control measures which implement the Regional Mobility Plan, the Air Quality Management Plan and the Congestion Management Plan goals of reducing vehicle trips, increasing average vehicle occupancy and reducing vehicle miles traveled.

Public and Regional Transportation Systems

- 5A Provide safe and efficient intra-city public transportation for residents and visitors of Laguna Beach by maintaining the local transit system.
- 5B Encourage the use of public transportation.
- 5C Explore funding sources for the maintenance, operation and improvement of the transit system. Improvements should include the provision of covered passenger shelters and adequate route signage and route schedules.
- 5D Enhance transportation opportunities for the young, elderly, and handicapped by installing lifts, providing priority seating, expanding bicycle carrying capacity and creating a monthly pass program which reduces fares on a monthly basis.

Transportation, Circulation and Growth Management Element Policies

- 5E Require the dedication and improvement of right-of-ways for bus turnouts as a condition of development approval when appropriate.
- 5F Increase use of the transit system by advertising in local newspapers and cable television networks and promoting the system at major user destinations such as the Senior Center, the local schools and South Coast Medical Center.
- 5G Develop an incentive program with the Chamber of Commerce for employees who work in the Central Business District.
- 5H Continually review the transit system to determine methods for increasing ridership and responding to seasonal demands and special events.
- 5I Support the efforts of appropriate agencies to provide additional local and express bus service to Laguna Beach such as special beach buses.
- 5J Encourage the improvement of express transit service to and from other cities.
- 5K Improve the long-range transit opportunities to include programs such as a regional park and ride program and free trams.

Parking

- 6A Encourage and monitor joint parking agreements between adjacent property owners for the purpose of providing consolidated parking facilities, access driveways and curb cuts.
- 6B Review the City's Parking Ordinance regularly to determine if requirements respond appropriately to parking demand, while balancing other General Plan objectives.
- 6C To enhance the village atmosphere and the pedestrian experience, require landscaping and screening of all public and private parking areas.
- 6D Develop a program for directional signs to assist motorists in locating parking.
- 6E Encourage innovative parking that minimizes space such as two-story parking lifts.
- 6F Evaluate and recommend an increase, if necessary in the in-lieu parking certificate fee to reflect actual land improvement costs or adopt an alternate program.
- 6G To enhance and increase public access, pursue funding for planning and development of a peripheral parking program for parking, increased access to the beaches and transit opportunities. Specifically, study the Pacific Coast Highway corridor, Laguna Canyon Road, El Moro school and the downtown area for parking and transit opportunities, including appropriate locations for parking structures.

Transportation, Circulation and Growth Management Element Policies

- 6H When approving changes in intensity of land uses in the CBD, preserve all existing parking by assuring replacement on a one-for-one basis.
- 6I Continue to manage and enforce a comprehensive parking program for the summer festival season.
- 6J Consider allocating funds for traffic and circulation improvements in connection with the annual Capital Improvement Program.
- 6K Periodically review parking standards for new development to reflect the actual parking needs of the development and to assure that parking needs generated by the new development will not usurp on-street visitor parking.
- 6L Coordinate the peripheral parking program with the provision of frequent tram service to and from the CBD.
- 6M Investigate the feasibility of a parking mitigation fee program as part of a comprehensive parking management plan to be imposed on businesses located in the CBD. Ensure that proceeds from the program are used to construct peripheral parking structures and connecting tram service.
- 6N Investigate methods for solving monitoring problems with off-site parking.

Truck Circulation and Loading Facilities

- 7A Promote effective delivery and truck transportation service without causing traffic congestion in high-activity commercial areas or traffic and noise problems in residential areas.
- 7B Coordinate trash collection efforts so that the need for noise impact reduction is balanced with the need to reduce competition for roadway space.
- 7C Provide for the efficient use of alleyways by implementing an on-going replacement and maintenance program and a one-way routing system, where found to be necessary.
- 7D Require properly designed and usable loading areas with adequate access to reduce traffic conflicts.
- 7E Investigate the possibility of imposing time limits and restrictions on truck deliveries.

Transportation System/Demand Management

- 8A Maximize the efficiency of the circulation system through the use of transportation system management and demand management strategies.

Transportation, Circulation and Growth Management Element Policies

- 8B Encourage traffic signal coordination on arterial highways to the maximum extent practical and integrate signal coordination efforts with those of adjacent jurisdictions.
- 8C Encourage all employers to utilize Transportation Demand Management techniques and to participate in regional efforts to implement the Southern California Air Quality Management District's TDM requirements.
- 8D Promote ridesharing through publicity and provision of information to the public.
- 8E Coordinate with the Orange County Transit Authority in an effort to establish a park and ride facility that will alleviate commuter traffic through the community.

Pedestrian, Hiking and Bicycle Circulation

- 9A Maintain and replace existing pedestrian facilities and require new development to provide pedestrian walkways between buildings where appropriate.
- 9B Ensure accessibility of pedestrian facilities to the elderly and disabled.
- 9C Support and coordinate the development and maintenance of bikeways in conjunction with the County of Orange Master Plan of Countywide Bikeways to assure that local bicycle routes will be compatible with routes of neighboring jurisdictions. In particular, these bikeways include Route 67 through Laguna Laurel Regional Park, Route 71 along Laguna Canyon Road, Route 75 along El Toro Road and Route 25 along Pacific Coast Highway. Bikeway Route 78, along Aliso Creek, should be encouraged provided impacts to Ben Brown's golf course are mitigated.
- 9D Promote the provisions of the Transportation Demand Management Ordinance which requires showers, changing rooms and an accessible and secure area for bicycle storage to all businesses when appropriate and feasible, not just those businesses specified in the ordinance.
- 9E Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utility rights-of-way and street rights-of-way wherever possible for use by bicyclists and/or hikers.
- 9F Encourage pedestrian access and orientation in the Central Business District.
- 9G Ensure adequate pedestrian/driver visibility at corners.
- 9H Evaluate and improve pedestrian safety improvements and or devices at appropriate crosswalks.

Transportation, Circulation and Growth Management Element Policies

- 9I Investigate the feasibility of creating a pedestrian mall on Forest Avenue between Glenneyre and Pacific Coast Highway.

Emergency Response and the Transport of Hazardous Materials

- 10A Improve and maintain the transportation system to further enhance adequate emergency access to all developed areas.
- 10B Impose and enforce parking restrictions in areas where the minimum traversable street section is less than that established in the City's access standards.
- 10C Require that a minimum of one unobstructed travel lane be traversable at all times by emergency service vehicles.
- 10D Encourage the Fire Department to develop a method to monitor and record the daily flow of hazardous materials through the City to ensure public safety.
- 10E Encourage the coordination between the City Fire and Police Departments with the County Fire and Sheriffs Departments in the designation of routes and enforcement of hazardous materials, routing ordinances and laws, with Pacific Coast Highway as the primary designated route.

Scenic Highways and Aesthetics

- 11A Integrate plans for scenic highways with open space plans as they are developed.
- 11B Design scenic highway corridors to maximize the compatible multi-purpose objectives of open space planning such as recreation, conservation, public health and safety, and preservation of scenic-aesthetic amenities.
- 11C Preserve the scenic qualities of all highways, including views of both ocean and hillsides.
- 11D Encourage special improvements or treatment for the scenic highways and local streets, including lighting, signing and landscaping programs, where appropriate.
- 11E Require the use of landscaping, special architectural treatments and siting considerations for projects visible from major highways and arterial streets.
- 11F Develop design guidelines for all scenic highways throughout the City.
- 11G Update the Scenic Highways Element.

Transportation, Circulation and Growth Management Element Policies

Utilities

- 12A Acquire public easements for drainage and other utility improvements, as necessary.
- 12B Ensure adequate water pressure from the existing domestic water supply system for fire flow purposes prior to the construction of subdivision structural improvements intended for occupancy.
- 12C Pursue funding to underground utilities along Laguna Canyon Road, Pacific Coast Highway and the Central Business District.
- 12D Encourage property owners within neighborhood districts to form assessment districts for undergrounding of utilities.

Housing Element Policies

Existing Housing and Neighborhoods Preservation and Enhancement

- 1.1 Protect existing residential neighborhoods from the encroachment of incompatible land uses/or activities.
- 1.2 Discourage the removal and/or replacement of existing residential uses with non-residential uses throughout the City.
- 1.3 Provide adequate funding and staffing to support code enforcement programs.
- 1.4 Encourage ongoing maintenance and repair of sound residential units, and encourage rehabilitation of deteriorated residential units.
- 1.5 Encourage the preservation, rehabilitation and maintenance of the original architectural integrity of historically significant homes.
- 1.6 Encourage the preservation of rental housing opportunities in the City.
- 1.7 Collect information regarding public funding opportunities for housing rehabilitation and disseminate to homeowners and the private sector.
- 1.8 Require the payment of an in-lieu housing fee for each residence that is removed or demolished for the purpose of converting any two-family or multi-family property to fewer residences, if the existing residences are located in a zone that allows medium or high-density residential development and if the existing number of residences comply with the density standards of that zone. As an alternative, the same property owner may construct unit(s) comparable in square footage and number of bedrooms at another location in the City, during the same time such removal/demolition is taking place. Artists' live/work units shall not be considered to be replacement residential rental units.
- 1.9 Require the payment of an in-lieu housing fee for each residence that is removed or converted to another use, if such residence is located in a mixed-use development within a commercial zone. As an alternative, the same property owner may construct a comparable unit(s) at another location in the City, during the same time such removal/conversion is taking place. Artists' live/work units shall not be considered to be replacement residential rental units.
- 1.10 Prohibit all residential condominium conversions and new residential condominiums on sites previously occupied by rental housing unless an equal number of rental units of comparable square footage and number of bedrooms are provided in the City during the same time as the conversion. Artists' live/work units shall not be considered to be replacement residential rental units. Under no circumstances shall a conversion be allowed that does not comply with existing development standards.

Housing Element Policies

- 1.11 Ensure that new housing will be aesthetically compatible with the surrounding environment and consistent with the size, scale and character of development in the neighborhood in which it is located.
- 1.12 Encourage the utilization of energy conservation in the construction of new housing and in the rehabilitation of existing housing.
- 1.13 Preserve existing low and moderate income housing for long-term affordability.
- 1.14 Encourage the preservation and continued affordability of low and moderate-income housing in the City.

Housing Diversity and Affordability Provision and Maintenance

- 2.1 Require replacement within the City for the removal, demolition or conversion of low or moderate-income housing at the same time such removal or conversion is taking place; or if replacement is determined infeasible, require the payment of an in-lieu housing fee for each residence that is being removed or converted.
- 2.2 Pursue financial assistance opportunities and establish incentives for housing rehabilitation and historic preservation, with a particular emphasis on assisting low-income households.
- 2.3 Encourage preservation of mobile homes and manufactured housing as an affordable alternative.
- 2.4 Require that 25% of the total number of units or lots, whichever is greater, in new subdivisions of two or more residential units or lots, and 25% of new development of three or more units on existing buildings sites, be affordable to extremely low, very-low, low or moderate-income households. The affordable units may be provided either on or off-site. An in-lieu housing fee, as established in Chapter V of this Housing Element, may be substituted for each affordable unit in the project if there are 10 or fewer residences in the development. This requirement shall be applied to all subdivisions and new residential development. The in-lieu housing fee shall be adjusted annually based on the weighted average sales price per square-foot of developed residential land sales in Laguna Beach within the prior 12-month period, and such fee may be adjusted as determined in accordance with the implementation of Action 1.8.3, Action 1.9.2 and Action 2.4.1.

Actions 1.8.3, 1.9.2 and 2.4.1: Evaluate the inclusionary and replacement housing fee structures to determine whether or not they should be amended to more accurately reflect the cost of providing very-low, low, and moderate income housing and replacement housing. *(On October 20, 2009, the City Council approved a new financing gap in-lieu housing fee based on a report prepared by Economic & Planning Systems, Inc.)*

Housing Element Policies

- 2.5 Pursue CDBG or other governmental funding to subsidize design and improvement costs for low and moderate-income housing projects.
- 2.6 Encourage the participation and financial commitment of the private sector in meeting the housing needs of the City.
- 2.7 Encourage the production of privately-sponsored low and moderate-income housing projects.
- 2.8 Provide incentives (i.e., density bonus, fee reductions/exemptions, assistance with federal and other funding applications, liberalized development standards, fast-tracking, etc.) to developers of projects that include very-low and low-income housing units.
- 2.9 Support the continuation of federal housing assistance programs for very-low, low and moderate-income households.
- 2.10 Pursue opportunities for acquisition of a site or sites suitable for low and moderate-income housing projects.
- 2.11 Encourage increased participation by owners of multi-family units in the Section 8 rent subsidy program.
- 2.12 Encourage adaptive reuse of vacant buildings for housing.
- 2.13 Provide mortgage assistance to City personnel who are employed in positions that require close proximity to City Hall and/or City facilities.
- 2.14 Utilize the income limits established by the U. S. Department of Housing and Urban Development (HUD), pursuant to California Health and Safety Code Sections 50079.5 and 50105 to establish income limits for all low and moderate income housing in Laguna Beach.
- 2.15 Encourage the expansion of rental housing opportunities in the City.

Housing Opportunity and Accessibility Enhancement

- 3.1 Prohibit discriminatory housing practices in the City.
- 3.2 Support and encourage programs intended to assist in providing for the housing needs of very-low, low and moderate income persons working in Laguna Beach, senior citizens, and other special needs households. Persons working in Laguna Beach include, but are not necessarily limited to, public safety personnel, teachers and nurses.

Housing Element Policies

- 3.3 Promote increased awareness of the housing needs of all special needs households.
- 3.4 Continue to assess the particular needs and constraints related to housing opportunities for senior citizens and other special needs households, in an attempt to address and resolve such issues.
- 3.5 Promote the provision of housing that meets the physical needs of disabled persons.
- 3.6 Promote the expansion of housing opportunities throughout the City.

Open Space and Conservation Element Policies

Coastal Land Features

- 1A Monitor other jurisdictions' activities, which may affect the natural sand replenishment process in Laguna Beach.
- 1B Require the use of drought-resistant plantings and natural vegetation to reduce irrigation practices.
- 1C Require the installation of rain gutters and other water transport devices as a condition of approval on blufftop development, in order to convey water to the street (away from the bluff side). When this is impractical, all water shall be piped to the base of the bluff.
- 1D Develop measures to control and limit irrigation of coastal bluff properties in a consistent manner and institute procedures to adopt these measures by ordinance.
- 1E Prohibit the construction of buildings and other man-made structures on the sandy portion of the beach unless necessary for public health and safety.
- 1F Shoreline protective devices which may adversely affect the sand supply or cause an adverse impact to shoreline processes shall not be approved unless the situation is one in which there is clear evidence that the existing structure(s) are in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply and unless all feasible alternatives have been explored.
- 1G Establish an ordinance prohibiting climbing on coastal bluffs in non-designated areas and/or initiate an ecological signing program depicting the significance of bluff environments and potential damage to them inflicted by human activity.
- 1H Require Design Review for all blufftop development.
- 1I The City shall impose a 25-foot minimum setback or a distance ascertained by stringline measurements for all blufftop development, notwithstanding the fact that ecological and environmental constraints may require an additional setback.
- 1J In order to maintain stable channel sections and the present level of beach sand replenishment, sediment movement in natural drainage channels shall not be significantly changed.

Open Space and Conservation Element Policies

Seawall and Other Shore Protection Devices

- 1.5A The shoreline environment should remain in a natural state unless existing, substantial improvements are in imminent danger from erosion, flooding or collapse. “Imminent Danger” is defined as a short-range threat from the immediate to a maximum range of three (3) to five (5) years. A threat presented in the context of geologic time shall not constitute imminent danger.
- 1.5B Structural protective solutions should not be approved for ancillary or appurtenant improvements to the main structure, or for unimproved land, unless they are found to be in the public interest.
- 1.5C An investigation of reasonable and feasible alternatives that accomplish the same, or similar, level of protection must be provided with every application for the construction of a shore-protection device. In the required consideration of alternatives, the lead project shall be the one with the least significant impact to the shoreline environment unless a statement of overriding considerations is adopted pursuant to CEQA Guidelines.
- 1.5D Enhancement and/or restoration of the natural shoreline setting without the use of structural devices shall be considered as an alternative and implemented whenever feasible.
- 1.5E Reconstruction or substantial alterations to existing shore protective devices that have not performed adequately should not be approved unless those causative factors will be corrected in substantial compliance with the Guidelines for Shoreline Protection.
- 1.5F Lateral public beach access easements shall be offered for dedication consistent with Policy 3G of this Element and with prevailing law as a condition of permit approval for shore protection devices.
- 1.5G Unless found to be in the interest of public safety and/or welfare and in the interest of protecting existing habitable structures, devices that create a net loss in beach width shall not be approved. A determination as to "net loss" is to be based on the pre-event beach measurement in the case of abrupt erosion or seacliff failure.
- 1.5H Construction and grading activities on the beach shall be staged and phased to minimize interference with public use.
- 1.5I Beach sand shall not be used as a construction material, nor shall it be regraded for the purpose of enhancing, protecting or buttressing individual private properties unless material is imported from a City-approved site.
- 1.5J Beach area created by avulsion and/or wave induced erosion should not be reclaimed for private use unless the only feasible alternative for the protection of pre-existing, habitable structures requires encroachment thereon.

Open Space and Conservation Element Policies

- 1.5K The visual impact of a protective device should be minimized if the structure is sited next to or at the seacliff. As the structure encroaches onto the beach, the visual impact will increase accordingly, thereby suggesting nontechnical as well as technical reasons for reducing the encroachment.
- 1.5L A protective device will best blend into the seacliff when its surface texture, including shape, size and roughness elements, most nearly duplicate that of the seacliff. A similar surface roughness will also be in accordance with the wave reflection criterion discussed in the Guidelines for Shoreline Protection.
- 1.5M In order to blend with the natural appearance of the shoreline, seacliff colors should be duplicated in seacliff protective devices as well as in other shoreline structures. Walkways, stairs and railings are often painted in contrasting colors that stand out obtrusively from a distance, whereas a similar color would render them almost invisible from a distance of several hundred feet. In most places the surface of a protective device will be impacted by waves only infrequently. Consideration should be given to covering devices with a non-structural, sacrificial surface that will have to be replaced whenever damaged by waves or vandals. The surface cover could consist of imported earth, sand or a cover of vegetation.
- 1.5N Any proposed protection scheme must be accompanied by an assessment as to whether it can serve its intended purpose without detriment to adjoining properties or the sandy beach.
- 1.5O Any coastal engineering report prepared pursuant to the Guidelines shall include a recommendation as to the design event (i.e., 25-year, 50-year or 100-year) being considered for a specific protective device and the property owner shall record a deed restriction estimating its useful and anticipated service life, as well as any maintenance requirements identified in Policy 1.5Q below.
- 1.5P The owner, successors and assigns of shore protective devices shall adequately maintain such device and assure its structural integrity, maintain its approved appearance, and shall absolve the City of any liability arising out of its location, placement and construction.
- 1.5Q Any development application for shoreline construction shall be reviewed with respect to the criteria contained in the Guidelines for Shoreline Protection, including the effects of beach encroachment, wave reflection, reduction in seacliff sand contribution, end effects and aesthetic criteria.

Open Space and Conservation Element Policies

- 1.5R Due to the oftentimes unexpected and sudden onslaught of damaging waves, whether associated with a regional storm system or not, observance of the above policies may be temporarily suspended under an emergency declaration by the proper local authorities. The design principles, however, shall be observed to the maximum extent feasible in order to preclude the need for costly alterations or removal of structures once an emergency has abated. Any structure placed under emergency conditions shall be classified as temporary and the project sponsor shall be responsible for its removal if a regular permit, processed in accordance with applicable regulations, is not obtained.
- 1.5S In order to validate and update the data contained in the Guidelines for Shoreline Protection, the City should maintain a beach profile and seacliff retreat monitoring program, investigate funding methods for beach-fill projects and identify a candidate site for a test beach-fill project. An on-going monitoring program is essential for the development of a comprehensive technical data base for future actions that may be needed to protect beach width and quality and to test the accuracy of assumptions and predictions contained in the Guidelines.
- 1.5T Since the long-term stability of shoreline properties can be influenced to a great extent by the occurrence of groundwater, whether from natural sources or induced by irrigation, development applications for shore protective devices should be accompanied by landscape plans that emphasize the use of natural and drought-tolerant vegetation. The use of irrigation systems shall be limited to low-flow techniques specifically designed to minimize and limit the application of water and meet irrigation needs only as necessary to establish and maintain such vegetation. Shore protective devices shall include drainage and de-watering systems as necessary to maintain slope stability and to prevent soil erosion.

Open Space and Conservation Element Policies

Tide Pools and Marine Habitats

- 2A Encourage the expansion of the Marine Life Refuges and the designation of particularly unique or ecologically sensitive coastal areas as Ecological Reserves (such as seal and bird rocks), pursuant to the provisions of the State Department of Fish and Game.
- 2B Initiate procedures to post signs at the boundaries of tide pools, marine life refuges and ecological reserves that clearly denote their ecological significance and the penalty for disturbing these natural environments.
- 2C Promote educational programs aimed at heightening the awareness and appreciation of marine resources, utilizing the Marine Safety Department and enlisting support from volunteer groups.
- 2D As part of the City's resource management program, include provisions for monitoring of tidepools to ensure a proper balance between public beach access and the preservation of marine resources.
- 2E Solicit interest from university faculty and students with expertise in marine ecology to study and evaluate tidepools, including changes in their ecological characteristics.
- 2F Develop a local enforcement program, pending funding availability, consisting of shoreline protection regulations and Citation authority for Marine Safety personnel.
- 2G Support non-profit organizations which provide care and rehabilitation of marine life.
- 2H Support restoration of offshore kelp beds.

Open Space and Conservation Element Policies

Public Beaches and Shoreline Access

- 3A Retain and improve existing public beach accessways in the City, and protect and enhance the public rights to use the dry sand beaches of the City.
- 3B Maintain current vertical access status at Rockledge because adequate vertical access exists nearby. Recordation of an irrevocable offer to dedicate a lateral access easement, consistent with Policy 3C, shall be required as a condition of new development.
- 3C Maintain current access status at Crescent Bay because there are adequate existing vertical access opportunities to the Bay. Recordation of an irrevocable offer to dedicate a lateral access easement, consistent with Policy 3G, shall be required as a condition of new development.
- 3D a. Public pedestrian and bicycle access to, and use of the Irvine Cove beach for passive recreational uses shall be required as a condition of any new development by or for, or on any property owned or controlled by or for the Irvine Cove Association, its collective members, or its successor in interest. Approval of any such project shall be conditioned upon the recordation of an irrevocable offer to dedicate an easement for public access and passive recreational uses to and along the shore. The offer of easement shall be in favor of the City of Laguna Beach or other public agency or private association acceptable to the Coastal Commission, shall be recorded prior to transmittal of the permit, shall run with the land, and shall be irrevocable for 21 years from recordation. Nothing in the policies or in the offer or easements described therein shall be interpreted as affecting the right of the public to use any portion of the beach subject to the public trust. The form and content of the offer shall be approved by the Executive Director of the Coastal Commission and shall provide, at a minimum, the following:
1. Vertical Access: A minimum 10-foot wide easement along the roads and common areas to the extent necessary to assure public access from Pacific Coast Highway through the Irvine Cove Community Beach;
 2. Lateral Access: An easement for public access and passive recreational use on and along the beach at Irvine Cove. The area provided for public use shall extend from a line along the toe of the bluff, providing a 10-foot privacy buffer around any existing structure, seaward to the mean high tide line. The offer shall also provide that in the event the area seaward of the easement's upland boundary is impassable, for example at extreme high tides, the public shall have the right to pass and re-pass landward of that boundary;
 3. Improvement and Maintenance: The right of the accepting agency or association to install and maintain signs, restrooms and a bicycle rack consistent with the access management program for Irvine Cove. The right of vehicular use of the roads and other common areas by the accepting agency or association to the extent necessary for maintenance, rescue and security operations.

Open Space and Conservation Element Policies

- b. An access management program for Irvine Cove shall be prepared as a part of the implementation Actions of the Local Coastal Program. The purpose of the access management program shall be to provide maximum public access consistent with the Coastal Act of 1976, taking into account private property rights and site-specific constraints. The access management program shall include the following:
1. Establishment of hours of public access which shall include, at minimum, the hours between sunrise and sunset.
 2. The provision of bicycle racks for a minimum of 25 bicycles at the beach terminus of the vertical access-way
 3. The provision of signing at the entrance to the Irvine Cove in order to make the public aware of the existence of the accessway and its hours of operation.
 4. Provisions for management of the public areas and facilities by the accepting agency or association. Maintenance standards shall be consistent, at a minimum, with those in effect at the Cove at the time of acceptance.

The access management program for Irvine Cove may also include the following elements: 1) The accepting agency may charge a reasonable entrance or use fee, comparable to those charged by State-and County-operated day use facilities, in order to defray costs for maintenance; and 2) The Community Association may be allowed, subject to permit approval, to erect small posts, bollards or similar structures at reasonable intervals in order to delineate the public recreation areas. Small signs describing the uplands as private property may also be allowed, subject to permit approval. No fences may be erected on the beach.

- 3E Require new lateral access at the Central Bluffs. Approval of all new development between Laguna Avenue and Sleepy Hollow Lane shall be conditioned upon the recordation of an irrevocable option to dedicate a lateral access easement a minimum of 25 feet in width measured landward from the edge of the blufftop in order to provide a continuous blufftop accessway above the Central Bluffs for the public. Subject to Design Review approval, tables, chairs and similar nonpermanent amenities for public use can be allowed in this 25-foot easement, provided that the accessway is kept open and allows unrestricted pedestrian movement at all times.
- 3F A vertical access easement between Laguna Avenue and Laguna Surf Timeshare shall be required as a condition for any new development. At such time as a vertical access easement is opened in this area, any other recorded offers in this area shall be relinquished, and, no more shall be required.

Open Space and Conservation Element Policies

- 3G Lateral public access along the shoreline shall be assured by requiring as a condition of any new development, including approval for new building construction, additions greater than 10% to building, variances or subdivisions on property between the first public road and the sea, the recordation of an irrevocable offer to dedicate an easement for public access and recreational use on and along the beach. The easement shall extend from the mean high tide line to a specific landward reference point. Depending upon site characteristics, that reference point shall be either: a) the seaward extend of the building; b) the top of the vertical seawall; c) the intersection of sand and revetment; or d) the toe of the bluff.
- 3H In providing for legal public access, the City shall seek to protect the health and safety of residents and property owners consistent with Sections 30211 and 30213 of the Coastal Act.
- 3I Promote acquisition of lateral and vertical beach and bluff top public access where appropriate. Development shall not interfere with historic public accessways, unless suitable alternate access is provided. The lack of public parking shall not preclude the development of an accessway.
- 3J Base assessment of potential accessways on a priority system. The criteria for the priority system shall include consideration of the number of people who can be accommodated by the facility, the possibility of safety hazards, the impact of visitation on the site, the potential for support facilities and the potential for public transport to the site by private automobile, public transit, bicycle or foot. In addition, priority should be given to accessways, which facilitate law enforcement and beach maintenance efforts.
- 3K Determine the maximum acceptable levels of public use and methods by which resource values are best protected in areas of existing or potential access where habitat and resource protection have been identified as sensitive.
- 3L Procure public access in South Laguna as shown on Figure 5 (see Addendum), consistent with Coastal Act policies and other legal requirements.
- 3M The provision, maintenance and enhancement of public non-vehicular access to the accessway shall be of primary importance when evaluating future improvements, both public and private.

Open Space and Conservation Element Policies

Water Quality and Conservation

- 4A Development Planning and Design Best Management Practices (BMPs)
Ensure that development plans and designs incorporate appropriate Site Design, Source Control and Structural Treatment Control Best Management Practices (BMPs), where feasible, to reduce to the maximum extent practicable, pollutants and runoff from the proposed development. Structural Treatment Control BMPs shall be implemented when a combination of Site Design and Source Control BMPs are not sufficient to protect water quality.
- 4B Minimize Impervious Surfaces
Ensure that development minimizes the creation of impervious surfaces, especially contiguously connected impervious areas, or minimizes the area of existing impervious surfaces where feasible.
- 4C Minimize Volume and Velocity of Runoff
Ensure that development is designed and managed to minimize the volume and velocity of runoff (including both stormwater and dry weather runoff) to the maximum extent practicable, to avoid excessive erosion and sedimentation.
- 4D Minimize Introduction of Pollutants
Ensure that development and existing land uses and associated operational practices minimize the introduction of pollutants into coastal waters (including the ocean, estuaries, wetlands, rivers and lakes) to the maximum extent practicable.
- 4E Preserve Functions of Natural Drainage Systems
Ensure that development is sited and designed to limit disturbances and to preserve the infiltration, purification, retention and conveyance functions of natural drainage systems that exist on the site to the maximum extent practicable.
- 4F Water Conservation and Native Plants
Ensure that development encourage water conservation, efficient irrigation practices and the use of native or drought tolerant non-invasive plants appropriate to the local habitat to minimize the need for fertilizer, pesticides, herbicides and excessive irrigation. Prohibit the use of invasive plants, and require native plants appropriate to the local habitat where the property is in or adjacent to Environmentally Sensitive Areas (ESAs).
- 4G Minimize Construction Impacts
Ensure that all development minimizes erosion, sedimentation and other pollutants in runoff from construction-related activities to the maximum extent practicable. Ensure that development minimizes land disturbance activities during construction (e.g., clearing, grading and cut-and-fill), especially in erosive areas (including steep slopes, unstable areas and erosive soils), to minimize the impacts on water quality.

Open Space and Conservation Element Policies

- 4H Continue Application and Maintenance of Best Management Practices (BMPs)
Require the property owner, homeowner's association or local government, as applicable, to continue the application and maintenance of Source Control and/or Structural Treatment Control BMPs as necessary to reduce runoff pollution, including appropriate construction related erosion and sediment control measures.
- 4I Watershed Protection and Restoration
Promote the protection and restoration of offshore, coastal, lake, stream or wetland waters and habitats and preserve them to the maximum extent practicable in their natural state. Oppose activities that may degrade the quality of offshore, coastal, lake, stream or wetland waters and habitat and promote the rehabilitation of impaired waters and habitat.
- 4J Infiltrate Runoff
Promote infiltration of both storm water and dry weather runoff, as feasible, to protect natural hydrologic conditions.
- 4K Water Quality Public Education and Outreach
Engage in water quality public education and outreach to promote pollution prevention and watershed protection. Require development proposals to include, where applicable, water quality Best Management Practices (BMPs) educational components or programs.
- 4L Laguna Lakes Protection and Enhancement
Protect and preserve the existing natural hydrological process and enhance the ecological quality of the Laguna Lakes, where feasible. Coordinate with the City of Laguna Woods and the County of Orange in efforts to protect and preserve the ecological quality of Laguna Lakes. Oppose any physical alteration to the Laguna Lakes or adjacent habitat that may result in an adverse impact to water quality, habitat or the visual quality of the lakes.
- 4M Ocean Oil Spill Contingency Plans
Reevaluate periodically the Ocean Oil Spill Contingency Plans affecting the City.

Open Space and Conservation Element Policies

Parks

- 5A Evaluate the disposition of existing park-in-lieu fees and develop a more flexible and specific program for the expenditure of these funds.
- 5B Support the recreational use and development of surrounding open space lands, where environmentally feasible, to relieve demand for parklands within the City. Encourage preservation of Laguna Greenbelt in a natural state, with recreational access limited to passive activities such as nature trails and wildlife observation areas.
- 5C Pursue federal, state and county funding for parks.
- 5D Investigate use of Water District land for neighborhood recreation use.
- 5E Evaluate City-owned land for public parks.
- 5F Encourage the placement of art forms in public places, other than the installation of permanent art forms at Main Beach Park.

Open Space and Conservation Element Policies

Master Plan of Trails

- 6A Pursue funding for the acquisition, development, operation and maintenance of the local trail system.
- 6B Establish a program for citizen awareness of the trail network within the City.
- 6C Provide educational and interpretive programs to increase public awareness of needed resource protection.
- 6D Require as a condition of development approval, the dedication and improvement of public trail easements.
- 6E Discourage the abandonment of dedicated unimproved street right-of-ways, public easements, or other reservations secured by the City, unless such action is in the public interest. The City shall not abandon a street, right-of-way, easement or other reservation if it adversely impacts public access to beaches and trails.
- 6F Ensure that new development does not encroach on access to trails nor preclude future provision of access.
- 6G Site and design trails and access improvements, including stairs, ramps, railings, restrooms and parking facilities in a manner compatible with maximized view-shed protection.
- 6H Preserve a continuous open space corridor within the hillsides in order to preserve natural resources and recreational opportunities.
- 6I Provide public pedestrian access to Open Space/Recreation areas, except where it is inconsistent with public safety or the protection of fragile coastal resources.
- 6J Recognize trails as multipurpose for a variety of users, providing recreational opportunities for hikers, walkers and bicyclists while restricting motorized vehicles and equestrian use. Differentiate between biking and hiking trails.
- 6K Organize and produce a trail brochure that includes a map of the City trail network, trail information, rules and regulations and safety tips.
- 6L Design trails to minimize exposure of liability to the City of Laguna Beach.
- 6M Encourage future volunteer trail maintenance programs by pursuing a citywide volunteer trail maintenance effort.
- 6N Pursue and provide for trail links within the City of Laguna Beach to connect trails, parks, and open space areas in adjacent jurisdictions.
- 6O Provide signage that displays a system of easily recognizable markers identifying the type, length and location of trails.

Open Space and Conservation Element Policies

- 6P Minimize trail development impacts to adjacent residential neighborhoods.
- 6Q Encourage disabled and elderly access to open space areas.
- 6R Provide refuse facilities for dogs, where allowed, including bag dispensers and trash containers.
- 6S Pursue the development of City trails that augment the existing County trail network.
- 6T The Trail Network Maps 1-3, identify trails throughout the City. However, trails in addition to those shown on the maps may be recognized and treated in the same manner as those identified on the maps.

Open Space and Conservation Element Policies

Visual Resources

- 7A Preserve to the maximum extent feasible the quality of public views from the hillsides and along the City's shoreline.
- 7B Pursue funds to subsidize underground utility districts.
- 7C Inventory and map positive and negative visual resources from Coast Highway and Laguna Canyon Road for use in reviewing development projects which might impact the viewshed of these designated scenic highways, pending funding availability.
- 7D Promote development of scenic vista points (such as view platforms and view turnouts) in conjunction with approval of new subdivisions.
- 7E As funding permits, analyze the visual quality of major streets.
- 7F As a condition of approval for new building construction, require the dedication of open space easements, development rights, or the use of some similar instrument for the purpose of protecting unusually significant natural features. Preserve and provide an optimum setting for prominent site features such as natural rock outcroppings, promontories and ridges.
- 7G The Design Review process for an individual project shall include criteria for treatment of the urban edge between existing development and open space in areas designated "Residential/Hillside Protection" on the Land Use Plan Map. The criteria shall be developed to reflect topographic constraints and shall include at a minimum:
 - a. Treatments to screen development, including the use of vegetation, variable setbacks and modified ridgelines or berms;
 - b. Fuel modification techniques for new development which provide the following: result in graduated fuel modification zones in which on the minimum amount of native vegetation is selectively thinned; prohibit grading or discing for fuel modification; confine fuel modification to the development side of the urban open space edge to the maximum extent; avoid fuel modification encroachment into environmentally sensitive areas; locate structures with respect to topographic conditions to incorporate setbacks, minimize fuel modification requirements and maximize hazards; and provide requirements for ongoing maintenance.
 - c. Treatments for fuel modification and maintenance techniques for existing development consistent with standards in (b) above to the maximum extent feasible.

Open Space and Conservation Element Policies

- 7-H For new development proposed on property adjacent to the Aliso Greenbelt, a site-specific view analysis shall be required. Said analysis shall identify appropriate measures to ultimately screen the development and shall be approved by the Design Review Board. Such measures may include but shall not necessarily be limited to: a) Setback of structures, b) landscape screening, c) berms or "false ridges," d) use of earthtone or color and materials which will serve to blend the structures with the natural landscape. If the analysis indicates that development cannot feasibly be screened by the measures above, such that the trails or the canyon bottoms of Wood and Aliso Canyons, then the City shall impose other conditions of development so as to protect the viewshed and integrity of the greenbelt. Such measures may include limitation on building height, bulk or footprint, lot line adjustment or other similar measures. In any case, development should not be visible from the floor of Aliso Canyon.
- 7I Public acquisition and management of notable geologic features and vista sites should be achieved.
- 7J Assume planning and management responsibility for land acquired through the purchase/acquisition of open space easements.
- 7K Preserve as much as possible the natural character of the landscape (including coastal bluffs, hillsides and ridgelines) by requiring proposed development plans to preserve and enhance scenic and conservation values to the maximum extent possible, to minimize impacts on soil mantle, vegetation cover, water resources, physiographic features, erosion problems, and require recontouring and replanting where the natural landscape has been disturbed.
- 7L Pursue public acquisition of Aliso Rock.
- 7M New development along Pacific Coast Highway shall preserve existing views where feasible and, where topography allows, new development shall be terraced below the grade of Pacific Coast Highway.

Open Space and Conservation Element Policies

Vegetation and Wildlife Resources

- 8A Preserve the canyon wilderness throughout the City for its multiple benefits to the community, protecting critical areas adjacent to canyon wilderness, particularly stream beds whose loss would destroy valuable resources.
- 8B Prohibit vehicular use in open space areas, unless it is required for public health and safety, and monitor these areas to ensure enforcement of this policy.
- 8C Identify and maintain wildlife habitat areas in their natural state as necessary for the preservation of species.
- 8D Protect rangeland for deer population in the City; pursue such protection in areas adjacent to, but outside the City.
- 8E Protect the remaining stands of native Coastal Live Oak (*Quercus agrifolia*) and Western Sycamore (*Platanus racemosa*) located in upper Laguna and El Toro Canyons, and in Top of the World Park as a unique and irreplaceable resource.
- 8F Environmentally Sensitive Areas (ESA's) as defined in Section 30107.5 of the California Coastal Act shall be identified and mapped on a Coastal ESA Map. The following areas shall be designated as Environmentally Sensitive Areas: those areas shown on the Biological Resource Values Map in the Open Space/Conservation Element as "Very High" habitat value, and streams on the Major Watersheds and Drainage Courses Map which are also streams as identified on the USGS 7.5 Minute Quadrangle Series and any other areas which contain environmentally sensitive habitat resources as identified through an on-site biological assessment process, including areas of "High" and "Moderate" habitat value on the Biological Resources Values Map and areas which meet the definition of ESA's in Section 30107.5 of the Coastal Act, including streams, riparian habitats, and areas of open coastal waters, including tidepools, areas of special biological significance, habitats of rare or endangered species, near-shore reefs and rocky intertidal areas and kelp beds.
- 8G Detailed biological assessments shall be required for all new development proposals, including all subdivisions and fuel modification proposals, located within or adjacent to areas designated high or very high value on the Biological Values Map. Such biological assessments shall utilize the biological value criteria specified in the Biological Resources Inventories (1983, 1992 and 1993).
- 8H When development for any type of construction, including grading, is proposed on an existing subdivided parcel that is not a legal building site and the development is consistent with all other policies of this Land Use Plan except for its location entirely within an identified ESA as confirmed by a site-specific assessment, the following shall apply:

Open Space and Conservation Element Policies

- a) Resource Management uses including estuaries, nature centers and other similar scientific or recreational uses are permitted subject to a Conditional Use Permit to assure that uses are sited and designed to prevent degradation of the resource value;
 - b) No new building sites shall be created which are entirely within a Coastal ESA or which do not contain a site where development can occur consistent with the ESA policies of this Plan.
 - c) Very high value habitats shall be preserved and high value habitat shall be preserved to the greatest extent possible; and mitigation measures for immediately adjacent areas shall also be required.
- 8I Where development is proposed on a legal building site, as defined in the zoning ordinance, and is consistent with all other policies of this Land Use Plan except for its location entirely within an area identified and mapped on the coastal ESA map, the following shall apply:
- a) Resource management uses including estuaries, nature centers and other similar scientific or recreational uses are permitted subject to a Conditional Use Permit to assure that uses are sited and designed to prevent degradation of the resource value;
 - b) A transfer of density may be permitted to another property in the vicinity able to accommodate the density consistent with the policies of the Land Use Plan and concurrent with the recordation of an open space easement or other similar instrument over the environmentally sensitive area of the (original) parcel; or alternatively,
 - c) Construction or remodeling of a single-family house will be allowed, only if the area of development or development related disturbance is minimized and environmentally sensitive areas are protected. Mitigation will likely include protection of habitat during construction and prohibition of fencing; mitigation may also include, but is not limited to, enhancement of existing, offsite degraded habitat and/or provision of an on-site biologist during the construction process.
 - d) Existing dwellings may be rebuilt in-kind, if destroyed by natural disaster.
- 8J Encourage applicants to utilize the density transfer process by granting a density bonus in conjunction with the density transfer in order to protect an environmentally sensitive area that would otherwise be developed. If appropriate, such density transfer should incorporate the concept of clustering on the receiving site to minimize impacts of the density bonus.
- 8K When subdivision proposals are situated in areas designated as high or very high value on the Biological Values map and where these are confirmed by subsequent onsite assessment:

Open Space and Conservation Element Policies

- a) Require maximum preservation possible of the high value habitats and when appropriate, require that mitigation measures be enacted for immediately adjacent areas.
 - b) Require preservation of the very high value habitats and, when appropriate, require that mitigation measures be enacted for immediately adjacent areas.
 - c) Create no new building sites which are entirely within a coastal ESA or which do not contain an area where development can occur consistent with the ESA policies of this Plan.
- 8L Except as otherwise provided in Policies 8H, 8I and 8K, no development proposals shall be located in areas designated as “Environmentally Sensitive Areas” on the Coastal ESA Map except for uses dependent upon such resources.
- 8M When new development proposals are situated in areas adjacent to “Environmentally Sensitive Areas” as designated on the Coastal ESA Map and where these are confirmed by subsequent onsite assessment, require that development be designed and sited to prevent impacts which would degrade such areas.
- 8N Prohibit intrusion of fuel modification programs into environmentally sensitive areas, including chaparral and coastal sage scrub.
- 8O Preserve and protect fish and/or wildlife species for future generations.
- 8P Preserve a continuous open space corridor within the hillsides in order to maintain animal migration opportunities.
- 8Q Encourage the preservation of existing drought-resistant, native vegetation and encourage the use of such vegetation in landscape plans.
- 8R Identify development projects situated in or immediately adjacent to high or very high value habitat in documentation accompanying any Design Review Board application.

Open Space and Conservation Element Policies

Watersheds and Watercourses

- 9A Promote the preservation and restoration of Laguna's natural drainage channels, freshwater streams, lakes and marshes to protect wildlife habitat and to maintain watershed, groundwater and scenic open space.
- 9B Prohibit filling and substantial alteration of streams and/or diversion or culverting of such streams except as necessary to protect existing structures in the proven interest of public safety, where no other methods for protection of existing structures in the flood plain are feasible or where the primary function is to improve fish and wildlife habitat. This provision does not apply to channelized sections of streams without significant habitat value.
- 9C
- a) Streams on the Major Watershed and Drainage Courses Map and the South Laguna and Laguna Canyon Biological Values Maps which are also "blue-line" streams identified on the USGS 7.5 Minute Quadrangle Series, shall be identified and mapped on the Coastal Environmentally Sensitive Areas Map of the Land Use Plan. For these streams, a minimum setback of 25 feet from the top of the stream banks shall be required in all new developments. A greater setback may be necessary in order to protect all riparian habitat based on a site-specific assessment. No disturbance of major vegetation, or development, shall be allowed within the setback area. This provision shall not apply to channelized sections of streams without significant habitat value. Where development is proposed on an existing subdivided lot which is otherwise developable consistent with all City ordinances and other policies of this Plan except that application of this setback would result in no available building site on the lot, the setback may be reduced provided it is maintained at a width sufficient to protect all existing riparian habitat on the site and provided all other feasible alternative measures, such as modifications to the size, siting and design of any proposed structures, have been exhausted.
 - b) Require a setback of a minimum of 25 feet measured from the centerflow line of all natural drainage courses or streams on the Major Watershed and Drainage Courses Map and the South Laguna and Laguna Canyon Biological Values Maps other than the "blue-line" streams referenced in 9-C(a) above. Such setback shall be increased upon the recommendation of the City Engineer and environmental planner through the environmental review process. However, a variance may be given in special circumstances where it can be proven that design of a proposed structure on an affected lot will preserve, enhance or restore the significance of the natural watercourse. At no time shall grubbing of vegetation, elimination of trees, or disturbance of habitat be allowed within the setback area before or after construction.
- 9D Permit extensions of decks and other portions of a structure within the required setback for significant natural drainage areas only if:
- a. There are no supports to the ground within the setback areas; and

Open Space and Conservation Element Policies

- b. The extensions do not encroach closer than fifteen feet from the centerline of flow.
- 9E Require Design Review for development projects which include portions of a natural drainage course.
- 9F Where possible, require restoration of deteriorated significant natural drainage courses that have been disturbed by development, but which retain potential for natural function.
- 9G Develop standards for maintenance of free and adequate flow in natural drainage channels.
- 9H Coordinate, wherever possible, natural and man-made drainage structures so that natural channels will contribute to transport a volume of runoff equal (or as close as possible) to that which would have occurred if the project watershed were in its natural condition before development.
- 9I Require new development projects to control the increase in the volume, velocity and sediment load of runoff from the greatest development areas at or near the source of increase to the greatest extent feasible.
- 9J Require new developments to maintain runoff characteristics as near as possible to natural discharge characteristics by maintaining the natural conditions of the watershed.
- 9K Promote preservation and enhancement of the natural drainage of Laguna Beach.
- 9L In conjunction with the County of Orange, prepare a flood control plan and program of implementation for Laguna Canyon and all tributaries, pending funding availability.
- 9M Where feasible, require flood control programs to incorporate non-structural methods, such as preservation of water-shed lands and natural drainage channels, rather than structural methods such as concrete flood channels and engineering works. In cases where structural methods are necessary, drainage structures shall be invisible conveyances, undergrounded and revegetated to camouflage any disturbance created during construction in order to provide the least damaging environmental alternative possible.
- 9N Notify private property owners on how to inspect and maintain private drainage structures, particularly before the rainy season and during heavy storms.
- 9O Provide debris collection devices at suitable locations in the major canyon areas prior to the rainy season.
- 9P Oppose new development within the City's surrounding areas that would result in significant adverse impacts to the City's hydrology.

Open Space and Conservation Element Policies

- 9Q Periodically review the City Master Plan of Drainage to ensure it promotes the objectives of the City's General Plan.
- 9R Erosion control measures shall be required for new development in areas designated Hillside Management/Conservation (*now referenced as Residential/Hillside Protection*), as specified in Title 22 of the City's Municipal Code for properties adjacent to the Aliso Greenbelt. No grading, trenching or similar activity shall be permitted within Aliso/Wood Canyon Watershed during the rainy season from October 1 to April 1.
- 9S All graded areas shall be planted and maintained for erosion control and visual enhancement purposes. Use of native plant species shall be emphasized.
- 9T Restore and retain Aliso Creek in a natural state and protect the Creek from infringement of new development.
- 9U Protect Aliso Canyon Area from any increase in flow which might have adverse impacts on the water quality in Aliso Creek and prevent excessive erosion and sedimentation and emphasize the prevention of siltation from adversely impacting the South Laguna Marine Life Refuge.
- 9V Actively work with the County on approval of Aliso Viejo Drainage Plan to ensure the integrity of water quality in Aliso Creek.

Open Space and Conservation Element Policies

Natural Hazards

- 10A Require that plan review procedures recognize and avoid geologically unstable areas, flood-prone lands, and slopes subject to erosion and slippage.
- 10B Require the incorporation of open space into the design of new development in hillside and canyon areas wherever feasible, for the purposes of reducing potential wildfire damage. Require the rehabilitation of sensitive species following such occurrences.
- 10C Require projects located in geological hazard areas to be designed to avoid the hazards, where feasible. Stabilization of hazard areas for purposes of development shall only be permitted where there is no other alternative location or where such stabilization is necessary for public safety. The more unstable areas should be left ungraded and undeveloped, utilizing land use designations such as Open Space.
- 10D Reevaluate existing flood plain management regulations to ensure the potential for damage from debris is reduced.
- 10E Development in the areas designated "Residential/Hillside Protection" on the Land Use Plan Map or within potential geologic hazard areas identified on the Geological Conditions Map of the Open Space/Conservation Element shall not be permitted unless a comprehensive geological and soils report is prepared pursuant to Title 14 of the City's Municipal Code, and adequate mitigation measures have been approved and implemented by the City's geologist. For projects located in areas subject to hazards as identified on the Geologic Conditions Map or subject to erosion, landslide or mudslide, earthquake, flooding or wave damage hazards confirmed by a geologic assessment, as a condition of approval or new development a waiver of liability shall be required through a deed restriction.
- 10F To minimize risk to life and structures, new development located in established floodprone lands shall incorporate all appropriate measures pursuant to the City's "Flood Damage Prevention and Prohibition Ordinance."
- 10G Fuel modification plans, where appropriate shall be included within the boundary of the developed land use zone.

Open Space and Conservation Element Policies

Air Quality

- 11A Promote the establishment of effective regional, state and federal standards and programs for control of all airborne pollutants and noxious odors, regardless of source.
- 11B Participate in planning of land use and transportation developments in adjacent areas to ensure adequate consideration of air quality.
- 11C As part of the review of development proposals, recognize the importance of open space as a clean air generator that helps buffer the community from inland pollution. To this end, establish a system for recognizing and preserving permanent open space lands.
- 11D Oppose the development of pollution-generating sources, such as oil or gas exploration or drilling, off Laguna's shores.
- 11E Maintain and encourage the use of innovative non-polluting modes of City transit.
- 11F Widening of Pacific Coast Highway by construction of additional lanes or removal of parking on the highway shall not be permitted. Minor improvements which result in minor alignment modifications or loss of on-street parking may be allowed provided that when such parking is removed it shall be replaced on a one for one basis within the Central Business District (which is the area covered by the Laguna Beach Downtown Specific Plan) or Commercial/Tourist Corridor as demarcated on the Land Use Plan Map.

Open Space and Conservation Element Policies

Archaeology/Paleontology

- 12A Promote the conservation of land having archaeological and/or paleontological importance, for its value to scientific research and to better understand the cultural history of Laguna Beach and environs.
- 12B Develop a program which systematically inventories, records and preserves significant cultural resources in the community, in accordance with the guidelines in the City's Local Coastal Plan.
- 12C Development adjacent to a place, structure or feature found to be of historical significance shall be designed so that the uses permitted and the architectural design will protect the visual setting of the historical site.
- 12D Preserve cultural/scientific sites, including geologically unique formations having archaeological significance.

Open Space and Conservation Element Policies

Ridgelines

- 13A Preserve the function of ridgelines, hillsides and canyons as a link between adjoining open space areas.
- 13B Require that development proposals, including additions and alterations to existing buildings, incorporate protection of the natural profile of ridgelines as visual resources.
- 13C Discourage ridgeline development in order to protect highly visible and exposed portions of the ridgeline, including outstanding physical features, such as rock outcroppings, vertical slopes and caves, and study the feasibility of prohibiting development on the prominent ridgelines.
- 13D Require environmental impact reports for ridgeline development projects to include a viewshed analysis with cross-sections and recommended mitigation measures.
- 13E Discourage the utilization of uninterrupted, linear design patterns for ridgeline subdivisions and encourage the use of innovative design techniques like variable setbacks and building heights.
- 13F Require all ridgeline development to be reviewed and approved by the Design Review Board.
- 13G Encourage the dedication of suitable ridgeline sites for public viewing and access purposes.
- 13H Preserve public views of coastal and canyon areas from ridgelines.

Open Space and Conservation Element Policies

Hillside Slopes

- 14A Require construction and grading to be concentrated on slopes of 30% or less.
- 14B Prohibit construction and grading on slopes of 45% or greater except on properties previously approved by the subdivision map process and located adjacent to a dedicated accepted right-of-way that has been or can be improved to the City's access standards..
- 14C Discourage the creation of new building sites that would require construction of a new street or a street extension of more than 12% in grade. Prohibit the creation of new building sites that would require construction of a new street or a street extension of more than 14% in grade.
- 14D Encourage driveway access to new building sites to be 10% or less in grade.
- 14E Require all development on slopes of 30% or greater to be reviewed and approved by the Design Review Board.
- 14F Require grading projects to minimize earth-moving operations and encourage preservation of the natural topographic land features.
- 14G Prohibit the dumping of excess fill within hillside areas, unless necessary for the public's health and safety.
- 14H Encourage inaccessible hillside property to be dedicated to the city as permanent open space.
- 14I Discourage new roads or extensions of existing roads into currently inaccessible areas.
- 14J As a condition of approval of any new development in the "Residential/Hillside Protection" designation, the offer of a permanent open space easement over that portion of the property not used for physical development or service shall be required to promote the long-term preservation of these lands. Only consistent open space uses shall be allowed by the easements. Except for passive recreation, trails or trail-related rest areas, development shall not be allowed in this easement area. The offer of easement shall be in a form and content approved by the City and shall be recorded and run with the land, and shall be irrevocable for 21 years from recordation. The creation of homeowner's or other organizations, and/or the preparation of open space management plans may be required by the City to provide for the proper utilization of open space lands.
- 14K The conversion of vacant hillside land into various types of urban development creates inescapable side effects that can potentially damage the natural environment. Loss of valuable habitat, increased runoff and erosion, intrusion into the public viewshed and introduction of man-made chemical compounds are often the undesirable by-products of new development. In order to minimize such effects, new construction and grading should not create undesirable encroachments into undeveloped hillside areas.

Open Space and Conservation Element Policies

- 14L Unless overriding environmental, public viewshed or safety concerns suggest otherwise, new construction and grading should be located in close proximity to preexisting development in an effort to minimize impact and growth inducing potential. Street and driveway length and width should be evaluated for potential creation of new building sites.

Constraint Mapping

- 15A Require a constraint analysis as a part of the discretionary review process for tentative maps and the creation of new building sites.
- 15B Require the constraint analysis to consider pertinent environmental features of the site such as, but not limited to, topography, drainage, soil stability, rock outcroppings, major ridgelines, accessibility, public/private view corridors, high and very high value habitats and wildlife migration corridors; to identify, after consideration of these features, the most desirable portion of the site; and to provide a ranking, if necessary, when there are multiple and competing environmental features.
- 15C Require a constraint analysis for existing building sites where Design Review Board approval is required and there are multiple significant environmental constraints.

Noise Element Policies

- 1.1 Investigate the opportunity to construct barriers to mitigate sound emissions where necessary and where feasible. Actively participate in the development of noise abatement plans for arterial roads and rapid transit, and the planning of road improvements that may affect traffic in Laguna Beach.
- 1.2 Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Laguna Beach.
- 1.3 Attempt to reduce transportation noise through proper design and coordination of routing.
- 1.4 Ensure the effective enforcement of City, State and Federal noise levels by all appropriate City Departments.
- 1.5 Include noise considerations in evaluating revisions to the Transportation Circulation and Growth Management Element.
- 2.1 Establish acceptable limits of noise for various land uses throughout the community. Zoning changes should be consistent with the compatibility of the projected noise environment.
- 2.2 Ensure acceptable noise levels near schools, hospitals, residences and other noise sensitive areas.
- 2.3 Encourage acoustical mitigation design in new construction.
- 3.1 Establish a new revised Community Noise Ordinance to mitigate noise conflicts.
- 3.2 Improve enforcement of required noise mitigation measures in building design.
- 3.3 Consider new means of controlling late night noise from bars and restaurants.
- 3.4 Establish and maintain coordination among the city agencies involved in noise abatement.
- 4.1 Consider incorporating the following provisions into the Noise Ordinance to address the problems of construction noise:

Action 4.1: Clearly state the permitted hours of contractor construction and expressly prohibit contractor construction on Saturday, Sunday and Holidays.

Noise Element Policies

Action 4.2: Consider exempting the resident/builders in single family zones from the Saturday, Sunday, and Holiday construction ban for emergency repair and maintenance purposes only, provided such maintenance is limited to the hours specified in the Noise Ordinance or meets the noise limits set in the Noise Ordinance.

Action 4.3: During the environmental review of all projects requiring extensive construction, determine the proximity of the site to the established residential areas. If the project will involve pile driving, night time truck hauling, blasting, 24 hour pumping (important in coastal excavations), or any other very high noise equipment, the environmental review shall include a construction noise alternative analysis. From this analysis specific mitigation measures shall be developed to mitigate potential noise impacts. This may include but not be limited to:

- requirements to use quieter, potentially costlier construction techniques.
- notification of adjacent residents (homeowner and renters) of time, duration, and location of construction.
- relocation of residents to hotels during noisy construction period.
- developer reimbursement to City for 24 hour on-site inspection to verify compliance with required mitigation.
- limit hours of operation of equipment 15 dB above noise ordinance limits to the hours of 10am to 4pm.

Application of the foregoing measures should be determined on a project by project basis depending on the type of noise generation proposed and the source proximity to established residential areas. It should also be recognized sufficient data may not be available to determine the extent of construction noise mitigation required until preparation of construction drawings. In this case, the construction noise mitigation analysis must be submitted for review as part of building permit, plan check procedures.

Safety Element Policies

Emergency Planning/Response

- 1A Periodically review and update the Emergency Services Plan to ensure effective implementation of the Plan during an emergency. Incorporate into the Plan:
 - a. a citizen response model using a neighborhood coordinate system, such as a neighborhood watch program;
 - b. a comprehensive communications component that maximizes public emergency coordination, response and resource allocation;
 - c. a program of coordination with county, regional, state and federal emergency agencies, schools, hospitals and utility companies and their plans; and
 - d. a program of coordination with the police.

- 1B Amend the Emergency Services Plan to include evacuation plans, and include provisions for emergency shelter, transportation, clothing, food and medical aid, identifying the facilities and persons within the community that may be utilized in an emergency and communicating this information to neighborhood associations and the American Red Cross.

- 1C Establish an Emergency Operations Center (EOC) and provide for its adequate support and staffing, including the acquisition and maintenance of a mobile Incident Command Support vehicle for emergency response.

- 1D Establish, appoint and maintain the position of a full-time emergency management coordinator whose duties shall include, but not be limited to, ongoing training for and operation of the Emergency Operation Center, neighborhood emergency planning and support, ongoing maintenance of the Emergency Services Plan, general public training and education, and the implementation of the City's emergency planning and coordination.

- 1E Ensure the periodic participation of appropriate City staff members in exercises designed to familiarize them with disaster response procedures and operational support for the Emergency Operations Center.

- 1F Promote public awareness in emergency response preparedness by any effective informational media, such as an Emergency Preparedness Newsletter, neighborhood posters and regular presentations at neighborhood association meetings.

- 1G Ensure that disaster preparedness exercises by involved agencies are frequent enough in order to help improve the efficiency of participating mutual aid agencies.

- 1H Ensure that any new street which serves as access to residential development of five or more dwelling units has a minimum of two contiguous 10-foot-wide paved travel lanes that will remain unobstructed at all times.

Safety Element Policies

- II Undertake a comprehensive emergency access evaluation and upgrade program that:
 - a) evaluates each public and private road and neighborhood in terms of providing emergency vehicle access and evacuation routes, including pedestrian accessways or trails;
 - b) upgrades access-deficient roads by retrofitting them with no-parking fire lanes (established in conjunction with the affected homeowners), turn-arounds, and/or secondary access; and
 - c) develops a primary and secondary emergency circulation plan for evacuation and emergency response.

- IJ Encourage emergency vehicular access that is of a sufficient width to allow people and emergency equipment into the hazard area and still allow for evacuation, if needed.

- IK Establish and maintain no parking/tow away zones in all critical areas where feasible to keep travel lanes and street turnaround areas unobstructed at all times.

- IL Limit residential development to 24 building sites when a single means of ingress and egress or a cul-de-sac is proposed and require two means of ingress/egress where emergency equipment deployment and evacuation traffic are in excess of the design capacity of a single ingress/egress route. Any existing parcel which is considered to be a legal building site shall be exempt from this policy standard for the purposes of development on the parcel as one building site, but the policy shall be observed for the creation of new building sites. The secondary emergency access route may be a public access easement on private property, but must be paved, may be restricted to emergency access uses only and must be certified as functional by the Fire Department during an emergency. The City shall not approve a variance from this standard unless findings are made that: 1) the Fire Department has reviewed the variance application and certified that long-term public health and safety has been established for emergency access through the provision of additional safeguards, including but not limited to, adequate fire flow and hydrants, requiring sprinklers, additional street width, additional turn-arounds and maintained fuel modification zones; and 2) the road leading up to any road or driveway extension complies with City access standards regarding width and grade.

- IM Limit a single means of ingress and egress or cul-de-sac to a maximum length of 750 feet. Private driveways shall not exceed 150 feet in length without providing a turnaround, loop circulation or secondary emergency access. Any existing parcel which is considered to be a legal building site shall be exempt from this policy standard for the purposes of development on the parcel as one building site, but the policy shall be observed for the creation of new building sites. The City shall not approve a variance from this standard unless findings are made that: 1) the Fire Department has reviewed the variance application and certified that long-term public health and safety has been established for emergency access through the provision of additional safeguards, including but not limited to, adequate fire flow and hydrants, requiring sprinklers, additional street width, additional turn-arounds and maintained fuel modification zones; and 2) the road leading up to any road or driveway extension complies with City access standards regarding width and grade.

Safety Element Policies

- 1N Evaluate the location of all public facilities necessary for emergency response in relation to the current City's Hazard Maps and the level of risk associated with their locations and move facilities located in high or extreme hazard areas to areas less subject to hazards, if feasible.
- 1O Ensure that any new public facilities are designed and located in such a manner as to eliminate potential hazard impacts that may reduce the utility of the facility following a disaster.
- 1P Inform utility companies of potential conflicts between the location of their facilities and the currently identified high or extreme hazard areas and encourage them to program for relocation or undergrounding of potentially impacted facilities, especially along designated primary emergency routes.
- 1Q Evaluate the City's ability to relocate service equipment, facilities and the seat of government on an emergency basis in the event of the occurrence of a hazard that might impact existing service locations.
- 1R Initiate discussion with utility companies to identify, establish and maintain local emergency service facilities.
- 1S Continue to encourage the under-grounding of utilities in existing developed areas of the City and require any new development to underground utilities.

Hazardous Materials

- 2A Coordinate with Federal, State and County hazardous waste management plans to protect the health and welfare of the public, the environment and the economy of the City of Laguna Beach through comprehensive programs that ensure safe and responsible management of hazardous waste and materials.
- 2B Implement the measures outlined in the City's Household Hazardous Waste Plan, Orange County's Hazardous Waste Management Plan and Hazardous Materials Area Plan, and the County's Operational Area Marine Oil Spill Contingency Plan to ensure the effective management, transportation and disposal of hazardous waste on a City-wide level.
- 2C Support enforcement of State "right to know" laws, which outline the public's right to information about local toxic producers.
- 2D Encourage and support the use of alternatives to toxic materials in the home and yard.
- 2E Encourage and support the use of central drop-off centers and/or mobile collection vehicles for proper disposal of hazardous materials. Investigate the establishment of drop-off centers and/or mobile collection vehicles within the City and the establishment of a user fee to pay for such services.

Safety Element Policies

- 2F Facilitate coordinated, effective response to hazardous materials emergencies in the City to minimize health and environmental risks.
- 2G Promote public awareness in hazardous materials emergency response preparedness by any effective informational media, such as an Emergency Preparedness Newsletter, neighborhood posters, and at least annual presentations at neighborhood association meetings.
- 2H Continue the Laguna Beach Fire Department's hazardous materials disclosure program. Make annual inspections of businesses which generate or use hazardous materials, and identify and monitor any historical hazardous materials sites within the City for public health and safety issues.
- 2I Promote public participation and education in the implementation of the programs identified in the County's Hazardous Materials Management Program.
- 2J Encourage the Fire Department to monitor the flow of hazardous materials through the City to ensure public safety. (10-D of Circulation Element)
- 2K Encourage coordination between the City Fire and Police Departments with the County Fire and Sheriffs Departments in the designation of routes and enforcement of hazardous materials, routing ordinances and laws, with Pacific Coast Highway as the primary designated route. (10-E of Circulation Element)
- 2L Oppose offshore oil leasing because potential offshore oil spills are a hazard to people and marine resources.
- 2M Monitor the federal government's offshore oil leasing program to ensure that the impacts of the program on the coastal environment are known and considered. (4-B of Land Use Element)
- 2N Facilitate the proper separation of sewer and storm drain systems through construction upgrades and operation and maintenance of sewer and storm drain infrastructure to eliminate the flow of sewage into the City storm drains.
- 2O Facilitate coordination and participation by all of the jurisdictions that make up the Aliso Water Management Agencies to improve water quality. Eliminate sewer discharges and non-point source pollution into Aliso and Laguna Canyon Creeks.
- 2P Maintain an understanding of the potential risks to the City in the event of a threatened radioactive contamination episode from the San Onofre Nuclear Generating Station and implement appropriate emergency warning systems and evacuation procedures.
- 2Q Monitor the conversion of El Toro Marine Corp Air Station and attempt to minimize the impacts of potential future uses, such as a commercial airport, on the City of Laguna Beach and its ambient noise condition and air quality.

- 2R Minimize the presence of animal fecal waste which jeopardizes the public health.

Geologic Hazards

- 3A Require a soils and geology report to be prepared and filed for all development projects as specified in the City's Municipal Code.
- 3B Require geological surveys to be prepared after onsite borings or subsurface explorations at the time subdivisions are submitted to the City for approval.
- 3C Require supervision by a state licensed soils engineer for grading operations which require a grading permit.
- 3D Maintain and enforce bluff and hillside protection measures which address control of runoff and erosion by vegetation management, control of access, site planning for new development and major remodels, including directing water to the street and compliance with blufftop setbacks.
- 3E Restrict development projects that will cause hazardous geologic conditions or that will expose existing developments to an unacceptable level of risk until the causative factors are mitigated.
- 3F Require independent review of the geologic and soils reports as appropriate.
- 3G File and reference copies of pertinent site-specific geologic information and index the information in the City's Geographic Information System.
- 3H Provide ongoing maintenance and inspection of all public drainage facilities and eliminate or mitigate uncontrolled storm drain flow on hillsides or bluffs. Provide for periodic notice to landowners encouraging the maintenance of private drainage structures to reduce the potential for saturation of the hillsides in developed areas.
- 3I Require the use of drought-resistant vegetation with deep root systems where appropriate for safety reasons in new development projects to reduce the potential for over-irrigation in the major canyons, high terraces and bluffs of the coastal fringe areas. Encourage the use of drought-resistant vegetation throughout the City through public education efforts.
- 3J Maintain the present City practice of adopting the latest edition of the Uniform Building Code (as amended and published by the International Conference of Building Officials at approximate three-year intervals) because it incorporates the latest accepted standards for seismic design that reflect advances in technology and understanding of hazards.

Safety Element Policies

- 3K Prohibit the location of new essential facilities such as hospitals, fire and police stations, emergency centers and water tanks in geologically hazardous areas unless it is determined that there is no feasible alternative and the hazard is adequately mitigated.
- 3L Require that earthquake survival and efficient post-disaster functioning be a primary concern in the siting, design and construction standards for new essential facilities.
- 3M Evaluate the long-term risks and their associated costs versus the costs of relocation when major improvements to existing essential facilities are proposed and the facilities are located in known hazardous areas. Relocate the facility if the analysis indicates this is more cost effective in the long term.
- 3N Determine the liquefaction potential of a site prior to development and require that specific measures be taken, as necessary, to reduce damage in an earthquake.
- 3O Promote the collection of relevant studies on fault location and history of fault displacement and liquefaction for future refinement of the geological information within and around the City.
- 3P Identify the effects of the most probable seismic event (Modified Mercalli intensity value VIII or more) on the infrastructure within the City.
- 3Q Incorporate information on the probable seismic event impacts on infrastructure into the development of capital improvement programs so as to upgrade the survivability of the infrastructure.
- 3R Work with governmental agencies (i.e., CALTRANS and Water Districts) and the public utility companies to identify and promote effective mitigation of the effects of the most probable seismic event on the infrastructure which supports the City of Laguna Beach.
- 3S Prepare a Geological Hazards Map based on a study of the geological formations and hazards of the entire City, including the annexed areas of South Laguna and Laguna Canyon employing a format compatible with the City's GIS mapping system.
- 3T Integrate the latest information about earthquake survivability into the City's public safety education program. Encourage the retrofitting of every home within Laguna Beach for earthquake survival, especially in the area of adequate anchoring (tie-down) of the homes to their foundations.

Fire Hazards

- 4A Ensure that adequate facilities and fire service personnel are maintained based on population, fire hazards in and around the City and a performance standard of an average total reflex time of seven minutes or less.

Safety Element Policies

- 4B Review and continually maintain each year the City's fuel modification program.
- 4C Work with adjacent local jurisdictions and agencies on the ongoing implementation of the City's fuel modification program.
- 4D Coordinate the City's fuel modification program with neighborhood associations.
- 4E Work with governmental jurisdictions and agencies on the cooperative, integrated implementation of the Orange County Report of the Wildland/Urban Interface Task Force's recommendations.
- 4F Develop a funding mechanism which has a long-term viability of providing for a relatively continuous, adequate revenue stream to fund the City's fuel modification program.
- 4G Educate and inform the public on fire safety, especially regarding landscaping installation and maintenance in urban areas, to further protect the community and the environment from unnecessary fire hazards.
- 4H Require that new development located within wildland interface areas reduce the threat of wildfires through fuel modification, fire resistive construction and defensible space management consistent with the following Fuel Modification Guidelines and in compliance with the Fuel Modification Exhibit (Figure IV-1):
 - a. Prohibit combustible structures, including but not limited to wood decks, sheds, gazebos and wood fences, within the 20-foot minimum width of Zone A.
 - b. Require irrigation systems to be installed and operated within Zone A to ensure a reasonable moisture content in planted areas.
 - c. Discourage the planting of trees and vegetation which produce excessive fuel or litter within Zone A.
- 4I Enhance the ability of all structures within the City to resist both wildland and structural fires through ongoing, appropriate and cost-effective changes to the City's Zoning, Building and Fire Codes and standards.
- 4J Work with the Water Districts to analyze the supply and delivery aspect of the water system for fire fighting use to help identify and correct deficiencies.
- 4K Develop an early warning system of wildfire dangers to alert the public of possible precautions or safety measures that may be taken during those critical times.
- 4L Develop a perimeter fire prevention signage program with adjacent cities and jurisdictions to alert the public of the wildfire dangers.

Safety Element Policies

- 4M Locate access roads, trails or fire roads within the fuel modification areas where feasible to minimize the removal of native vegetation.
- 4N As a condition of new development, require private responsibility for development and maintenance of fuel modification zones and programs, including a recorded deed restriction acknowledging the fire hazard potential and maintenance responsibility by the developer or his successors and assigns.
- 4O Encourage property owners to create defensible space surrounding their homes, including providing access for firefighters, maintenance of plantings and outdoor areas and minimizing combustible structures.
- 4P Encourage property owners to consider "fire-wise" planting, especially in landscapes in areas adjacent to the wildlands interface.

Flood Hazards

- 5A Use natural watercourses as the City's primary flood control channels whenever it is safe to do so.
- 5B Periodically inspect and maintain all public drainage structures and remind property owners to maintain private drainage structures in order to maximize capacity.
- 5C Implement a public education program pertaining to flood hazards and ways in which citizens can protect themselves and their property.
- 5D Contain and utilize run off from impervious surfaces onsite to the greatest extent possible. Transmit excess run off to the nearest street or facility capable of conveying the run off without impacting downstream areas.
- 5E Minimize the threat of mudflows by implementation of proven and effective erosion control methods.
- 5F Plan capacity for the 100-year flood and provide short term reasonable protection for locations that would benefit from 10-, 25- or 50-year storm drainage facilities.
- 5G Consider the effects on beach sand replenishment of improvements to natural drainage channels.
- 5H Improve the existing flood control capacity in Laguna Canyon and consider flood protection measures that may include stream restoration, coordination of private efforts for improvements, flood proofing downtown and retention/detention basins.

Safety Element Policies

- 5I Pursue a regional approach to watershed management and coordinate improvement plans with local, state and federal agencies, including all of the jurisdictions that make up the Aliso Water Management Agencies.
- 5J Update the Master Plans of Drainage to integrate the drainage systems of the entire City into one plan and include an implementation schedule and priorities for improvements.
- 5K Continue the practice of preventive maintenance, including storm tracking and proactive street and storm drain maintenance.
- 5L Monitor the affects of inland development on the City's watershed and its management and attempt to minimize their impacts.

Shoreline Protection

- 6A Prohibit the construction of buildings and other man-made structures on the sandy portion of the beach, unless necessary for public health and safety.
- 6B Review any development application for shoreline construction with respect to the criteria contained in the Guidelines for Shoreline Protection, including the effects of beach encroachment, wave reflection, reduction in seacliff sand contribution and aesthetic criteria.
- 6C Prohibit shoreline protective devices which will materially and adversely affect the sand supply or cause an adverse impact to shoreline processes, unless the situation is one in which there is evidence that the existing structure(s) may be in eminent danger from erosion and is designed to mitigate adverse impacts on local shoreline sand supply, and unless all reasonable alternatives have been explored.
- 6D Enforce building setback standards on local beaches to prevent exposure of structures to large sea waves of seismic or storm origin.
- 6E Prevent shoreline development which would place structures in danger of wave attack or degrade natural means of shoreline protection.
- 6F Ensure that storm water and drainage are contained, controlled and discharged in an appropriate manner.
- 6G Explore possibilities for beach or sand replenishment as an alternative to the construction of hard shoreline protection devices.
- 6H Consider the impacts of flood control improvements on sand replenishment of the beach.
- 6I Require damaged shoreline protection devices to be consistent with prevailing zoning regulations and general plan policies.

Historic Resources Element Policies

- 1.1 Create a Historic Preservation Task Force to review and update the Historic Resources List (Inventory).
- 1.2 Implement an outreach program to promote the listing of historic structures on the Historic Register and improve the City's recognition program for owners of listed historic structures to acknowledge exemplary maintenance and preservation efforts.
- 1.3 Protect historic buildings through the implementation and expansion of incentive programs specifically designed to encourage rehabilitation and preservation. Incentive programs could include flexible development standards, fee waivers and property tax reductions.
- 1.4 Expand the Mill's Act Contract program to include "K" and "C" rated structures as "qualified structures."
- 1.5 Provide a process for the City to initiate rescission of registered structures that have been illegally modified so that they no longer meet the criteria for a historic resource.
- 1.6 Continue the current City policy to discourage the demolition of historic resources by providing incentives for relocation.
- 1.7 Ensure the preservation of historic homes by requiring the owners to record a document acknowledging their obligation and responsibilities.
- 2.1 Require Heritage Committee review of any application for Design Review of any structures, listed or proposed for listing, on the Historic Register.
- 2.2 Support the requirement that the Design Review Board emphasize compatibility, including historic character and context within deliberations of new or remodeled structures.
- 2.3 Provide specific guidelines for the rehabilitation of historic structures, including "how-to" and pictures or illustrations of successful projects.
- 2.4 Foster community pride through identification and aesthetic improvement of historic sites and areas, such as plaque programs and historically relevant brochures.
- 2.5 Require the City to identify and list all eligible City-owned structures on the Historic Register.
- 2.6 Prepare a manual showing techniques of preservation to help property owners understand what to expect during remodeling/restoration process and to provide information on how preservation can be accomplished within local ordinances.
- 2.7 Disseminate information on the provisions of the Historic Preservation Ordinance.

Historic Resources Element Policies

- 2.8 Promote the use of the State Historical Building Code.
- 3.1 Increase awareness and appreciation for Laguna Beach’s cultural and historic heritage through activities and events, such as designating May, as the City’s Heritage Month.
- 3.2 Appoint a City staff person to monitor remodeling activity of historic homes to ensure compliance with approvals.
- 3.3 Appoint a City staff person as a “Historic Preservation Administrator,” to act in an advisory role to the Heritage Committee and Design Review Board.
- 3.4 Identify specific City owned vacant properties where historic buildings could be relocated when threatened with demolition.
- 3.5 Encourage property owners to seek listing for appropriate properties on the National Register of Historic Places and the California State Register of Historical Resources.
- 3.6 Work with local Historic Preservation groups to develop a program that informs new buyers of historic homes of the benefits and responsibilities of owning a historic resource.

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