



LADERA RANCH
COMMUNITY-WIDE
ALTERNATIVE DEVELOPMENT STANDARDS

VERSION #4

INCORPORATING:

**ORIGINAL APRIL 7, 1998 PLANNING COMMISSION APPROVAL
MARCH 18, 1998 SUBDIVISION COMMITTEE APPROVAL
MARCH 11, 1998 COUNTY CHIEF ENGINEER APPROVAL**

SUPPLEMENT #1

**MARCH 9, 1999 PLANNING COMMISSION APPROVAL
MARCH 3, 1999 SUBDIVISION COMMITTEE APPROVAL
MARCH 1, 1998 COUNTY CHIEF ENGINEER APPROVAL**

SUPPLEMENT #2

**NOVEMBER 3, 1999 SUBDIVISION COMMITTEE APPROVAL
FEBRUARY 28, 2000 CHIEF COUNTY ENGINEER APPROVAL**

SUPPLEMENT #3

APRIL 24, 2002 COUNTY CHIEF ENGINEER APPROVAL

SUPPLEMENT #4

**OCTOBER 30, 2002 PLANNING COMMISSION APPROVAL
OCTOBER 30, 2002 COUNTY CHIEF ENGINEER APPROVAL**



County of Orange

MEMO

DATE: October 30, 2002

TO: Ken R. Smith, Deputy Director
Public Facilities and Resources Department

FROM: Manager, Subdivision and Grading Services

SUBJECT: **PROPOSED LADERAL RANCH ALTERNATIVE DEVELOPMENT STANDARDS (ADS)**


Attached are the new ADS G-9 through G-14 that Ladera is proposing to add to their existing ADS. ADS G-12 is an access ramp to be used at all Tee intersections. The remaining ADS will be used in private streets only. These ADS will be used in the southern end of their development. Subdivision Inspection, Traffic Engineering and Operations have reviewed the ADS and recommend that you approve the proposed Alternative Development Standards.. We request your approval.

Recommended:



Patrick Stanton

Approved:



Ken R. Smith

PJS/mmc

cc: Ignacio Ochoa

Attachment: Ladera Ranch Alternative Development Standards



COUNTY OF ORANGE
PUBLIC FACILITIES & RESOURCES DEPARTMENT

Vicki L. Wilson, Director
300 N. Flower Street
Santa Ana, CA
P.O. Box 4048
Santa Ana, CA 92702-4048
Telephone: (714) 834-2300
Fax: (714) 834-5188

DATE: April 24, 2002
TO: Tom Mathews, Director, PDS
FROM: Deputy Director/Chief Engineer, PFRD
SUBJECT: Ladera Ranch Community Wide Alternative Development Standards
(Supplement #3)

I have reviewed the submitted Ladera Ranch Alternative Development Standards G-6, G-7 and G-8 which propose alternatives to Orange County Standard Plans 1304 and 1308, Inlet Type IV and Local Depressions, respectively. These alternatives have been reviewed and approved as to their use in the Ladera Ranch Community by Pat Stanton, Manager of Subdivision and Grading Services. Since the application of these alternative standards may reduce the inlets capacity, their detailed implementation will take this effort into account at the street improvement review level. Please feel free to call me, or Ignacio Ochoa at 834-3484 should you have any questions concerning this item.

Approval:

Kenneth R. Smith

Attachment

cc: Pat Stanton
Herb Nakasone



COUNTY OF ORANGE
PUBLIC FACILITIES & RESOURCES DEPARTMENT

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300 N. Flower Street
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P.O. Box 4048
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Telephone: (714) 834-3483
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DATE: February 28, 2000
TO: Subdivision Committee
FROM: Kenneth R. Smith, PFRD/Deputy Director/Chief Engineer
SUBJECT: Supplement No. 2, Ladera Planned Community
Alternative Development Standards

On November 3, 1999 the Orange County Subdivision Committee unanimously approved the Ladera Planned Community Alternative Development Standards, Supplement No. 2 dated August 26, 1999. This Supplement No. 2 involves the modifications to Alternative Development Standards A-20, A-21, A-22, B-7 and B-8.

As a result of an agreement between Laura Blaul (OCFA Deputy Fire Marshall) and Pat Stanton (Manager, PDSD/Subdivision and Grading), Alternative Development Standard A-19, Supplement No. 3 is recommended for approval

ACTION: Approve Alternative Development Standards
A-20, A-21, A-22, B-7 and B-8 (Supplement No.
2) dated August 26, 1999

Approve Alternative Development Standard A-19
(Supplement No. 3).

Kenneth R. Smith

IGO:\wbD:\wendys\Manager\KRS Supplement 2 Ladera Planned Community.doc

cc: Pat Stanton
Ignacio Ochoa
Laura Blaul

ORANGE COUNTY SUBDIVISION COMMITTEE MEETING
MINUTES OF NOVEMBER 3, 1999

TAPE #: 1

DAT: 00:16:53 - 00:26:03

The meeting was called to order at 1:35 P.M.

MEMBERS IN ATTENDANCE:

Manager, PDS/Subdivision and Grading Services
by Stanton

Manager, PDS/Environmental and Project Planning
by Britton

Manager, PDS/Current Planning Services
by Shoemaker

Manager, PFRD/Program Development Division
by Natsuhara

Director, Orange County Fire Authority
by Blaul

MEMBERS ABSENT:

OTHERS PRESENT:

Bellaschi, Subdivision and Grading Services
Collins, Subdivision and Grading Services
Umnas, Environmental & Project Planning
Holum, PFRD/Operations-Maintenance

Jay Bullock, Planning Solutions

MINUTES OF OCTOBER 6, 1999

Stanton made two corrections to the Minutes of October 6th. Copy of updated/corrected minutes attached. Britton made a motion to approve the minutes of October 6, 1999 as amended. The motion was seconded by Natsuhara and approved. Shoemaker abstained.

ITEM 1: PUBLIC HEARING - TENTATIVE PARCEL MAP NO. 98-205

A request was made by the project applicant to continue this item until November 17, 1999.

Shoemaker moved to continue Tentative Parcel Map No. 98-205 until November 17, 1999. The motion was seconded by Stanton and unanimously approved. EP/PP 69910

ITEM 2: LADERA PLANNED COMMUNITY - ALTERNATIVE DEVELOPMENT STANDARDS - SUPPLEMENT TWO

Jay Bullock, Planning Solutions, offered comments with regard to additions to the Street Tree list, design of streets, and driveways and noted that a Letter of Approval is forthcoming from the Chief Engineer, PF&RD, per Nacho Ochoa.

Stanton moved to approve Ladera Planned Community, Alternative Development Standards-Supplement Two. The motion was seconded by Britton and unanimously approved.

Page Two

ITEM 3: PUBLIC HEARING - PUBLIC COMMENTS

There were no public comments

ADJOURNMENT:

Shoemaker made a motion to adjourn the meeting; Stanton seconded the motion. The meeting was adjourned at 1:40.

mmc



County of Orange
Planning & Development Services Department

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DIRECTOR

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Orange County Planning Commission
Post Box 4048
Santa Ana California 92702-4048

Subject: Ladera Planned Community Alternative Development Standards Supplement #1

Honorable Commissioners:

The Subdivision Committee completed our review of the Ladera Planned Community "Supplement #1 to the Alternative Development Standards" on March 3, 1999.


This is a supplement to the document approved by your Commission, the Subdivision Committee and the County Chief Engineer last spring. These alternative standards have proven to be useful in the process of staff's review and the Subdivision Committee's approval of seventeen Ladera phase one tentative tracts within the past year.

Our review of Supplement #1 was augmented by the input of appropriate staff members who have reviewed and commented on previous drafts of this document, and our recommendation was strongly influenced by the attached March 1, 1999, letter from the County Chief Engineer.

The alternative development standards set forth in the report were considered favorably by the Subdivision Committee. We found them to be justified based upon the criteria in the report and the specific circumstances where they could be applied.

Therefore, on March 3, 1999, the Subdivision Committee voted to recommend approval of the Supplement #1 to the Ladera Alternative Development Standards (specifically, those identified as A-19, C-1 and -4, E-1 and -2 and G3, -4 and -5). Please note that the proposed standard D-7, which related specifically to the Ladera Planned Community text was not considered by the Committee as it can only be modified per your commission's approval.

Very truly yours,


for Pat Stanton, Chairman
Subdivision Committee



County of Orange

MEMO

DATE: March 1, 1999
TO: Tom Matthews, Director, PDSD
FROM: Deputy Director/Chief Engineer, PFRD
SUBJECT: Ladera Ranch Planned Community, Alternative Development Standards, Supplement #1

We have reviewed the various supplemental alternative development standards proposed for the Ladera Ranch Planned Community. While some proposals were found unacceptable, the attached list of standards were found to be reasonable per the agreed upon performance requirements. These supplemental alternative development standards are to be submitted to the Orange County Planning Commission for their consideration and adoption. It should be understood that the Subdivision Committee will approve the specific application of the standards and that the detailed implementation will occur at the street improvement level. Please feel free to call me or Ignacio Ochoa at 834-3484 should you have any questions concerning this item.

A handwritten signature in cursive script, appearing to read "K.R. Smith".

Kenneth R. Smith

attachment

cc: Pat Stanton
John Buzas
Herb Nakasone

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LADERA PLANNED COMMUNITY ALTERNATIVE DEVELOPMENT STANDARDS VERSION #4

This document is the comprehensive statement of alternative development standards for Ladera Planned Community. These community-wide site development standards were first approved by the Planning Commission on April 7, 1998. The Planning Commission (March 9, 1999), the Subdivision Committee (November 3, 1999, October 30, 2002) and the County Chief Engineer (February 28, 2000, April 24, 2002 and October 30, 2002) have subsequently approved additional standards.

These alternative development standards are intended to provide an improved sense of community, an improved built environment, and improved natural environment and were approved based upon the findings required by the Planning Commission ensuring that the resultant project would result in an equivalent or better project than that previously approved for the Ladera Planned Community.

Prior to approval of these alternative development standards the Planning Commission made the following findings (as required per Section XI.D.5. of the Ladera P.C. Text) regarding Area Plan approval of each of the modified community-wide site development standards.

- A. General Plan. The use or project proposed is consistent with the General Plan.
- B. Zoning Code. The use, activity and improvement(s) proposed by the application are consistent with the provisions of the Zoning Code.
- C. CEQA. The approval of the permit application is in compliance with the requirements of the California Environmental Quality Act (including previously certified EIR 555 addressing the project).
- D. Compatibility. The location, size, design and operating characteristics of the proposed use will not create significant noise, traffic or other conditions or situations that may be objectionable, detrimental or incompatible with other permitted uses in the vicinity.
- E. General Welfare. The application will not result in conditions or circumstances contrary to public health, safety and general welfare.
- F. Equivalent or better project. The alternative development standard(s) will result in an equivalent or better project in terms of adverse impacts and public benefits to the immediate and surrounding community.

Ladera Community Design Philosophy

One of the distinguishing characteristics of the Ladera Planned Community (P.C.) has been the neighborhood design criteria and principles that have been implemented systematically and consistently throughout the entire community. These criteria have been guiding neighborhood plotting, massing and landscape at the street level. The definition of “good neighborhood”, and even the importance of it, varies widely with individual taste, personal priorities, stage of life and socioeconomic status. Therefore, the goal of the Ladera P.C. is to provide a wide variety of neighborhood concepts and choices to meet individual preferences, but with each variation resulting from concerted effort at addressing issues of human scale, diversity, identity, security, access and opportunities for social interaction.

The alternative development standards on the following pages allow the following specific neighborhood attributes which are being pursued in the Ladera P.C.:

- Attractive and comfortable street scenes and street space.
- Neighborhoods that get better over time.
- A reduction in the appearance of “mass production” in housing.
- Consistent architecture, site planning and landscape standards implemented throughout the community, while allowing uniqueness within each neighborhood.

A. Public Street Rights-of-Way

Some components of the Ladera neighborhood village design philosophy require modifications to **Public Street Rights-of-Way** development standards in the Ladera Planned Community Text and to appropriate County Standard Plans. These modifications include reduced street widths, increased landscaped parkway widths, the introduction of landscaped medians and raised planters, road design techniques which reduce the grading impacts of arterial highways and other unique design solutions identified by the following Items #A-1 through A-18.

A-1. 36-Foot Double Loaded Streets (Up to 800 ADT)

Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow 36-foot wide (curb-face to curb-face) public local streets to increase from the present standard of 500 up to 800 average daily trips (ADT). This standard would apply on public local streets with residential frontage on both sides, 10-foot wide travel lanes, 8-foot wide parking areas on each side. Parkway widths would be provided per County Standard Plan 1107 unless modified by Modified Site Development Standard #A-5 (See pages 6-7.).

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape, less impervious surfaces and more street adjacent parkways.
- A reduction in urban runoff.
- Equivalent ease of circulation and traffic safety due to traffic calming.

Performance Standards:

- This standard shall be allowed only if the following traffic calming criteria are met:
 - a. Street length where this standard would apply would be limited to 1,000 feet.
 - b. To be used primarily on cul-de-sacs and curvilinear streets.
 - c. This standard would apply only when there are curb separated sidewalks and street trees to act as friction in slowing down traffic.

A-2. Single Sided Parking on Double Loaded Streets

Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow 30-foot wide (curb-face to curb-face) public local streets with traffic levels of up to 200 average daily trips (ADT). This modified standard would apply on public local streets with residential frontage both sides. Parkway widths would be provided per County Standard Plan 1107 unless modified by Modified Site Development Standard #A-5.

Performance Standards:

- This modification shall be allowed only if the following criteria are met:
 - a. Residential parking is provided per the Orange County Zoning Code.
 - b. Appropriate decorative signage designating "no parking" areas (meeting code requirements per the Sheriff's approval), shall be located every 200 feet.
 - c. Driveway parking of at least 18 feet in length is provided at each homesite on any affected street.
 - d. Larger lots (at least 6,000 square feet or wider than 60 feet), thereby reducing the demand for off-street parking spaces per acre served by the effected streets.
 - e. Only allowed on local residential streets with less than 200 ADT

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape.
- Traffic calming due to increased landscaping serving as "friction" along the residential roadway.
- Equivalent ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

A-3. 34-Foot Double Loaded Streets - 7-Foot Parking Width (Withdrawn)

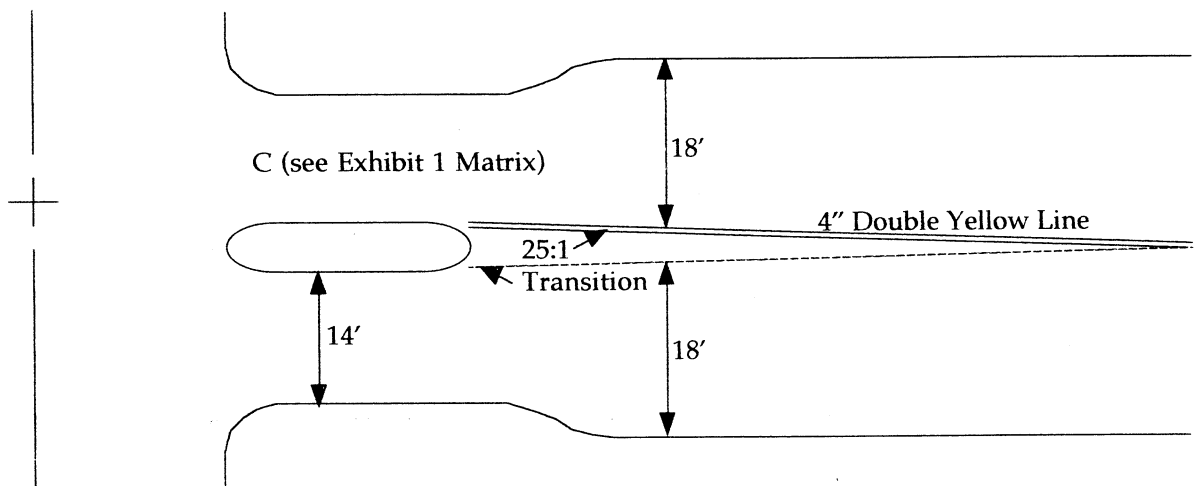
A-4. Neighborhood Entries (See Exhibit 1 on facing page.)
 Per the approval of the County Chief Engineer, modify County Standard Plan 1107, as shown on Exhibit 1, which may be applied to public local streets serving as controlled access (signalized or stop signed) neighborhood entryways with traffic levels of up to 800 ADT. No parking would be allowed along neighborhood entryways, so emergency access would be accommodated by the two separate travel lanes of a width to accommodate breakdowns. Sidewalks shall not be required on both sides if the proposed entry drive is single loaded (i.e., homes on only one side of the street), thereby giving pedestrians no sidewalk to feed into within the project. In cases where the parkway adjacent to neighborhood entryways exceeds the standard 8-foot width, or where special landscape treatments are proposed, the Master Homeowners Association will be responsible for maintenance.

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape and impervious surfaces.
- A reduction in urban runoff.
- Equivalent or better parkway maintenance provided by the homeowners association.
- Equivalent or better access for fire and emergency vehicles.
- Equivalent ease of circulation and traffic safety.

Performance Standard:

- Only allowed on local residential streets with less than 800 ADT.
- Design speed of 25 miles per hour.
- Appropriate signage and striping must be provided.
- Each home adjacent to raised medians must either meet OCFA "150-foot hose pull" requirements, restrict parking or provide sprinklers or other means of adequately meeting OCFA requirements.
- Adequate maneuvering must be demonstrated for all driveways backing onto streets adjacent to raised landscape medians.



Section
Project Entry, with Sidewalk on One Side
 SCALE 1/4"=1'-0"

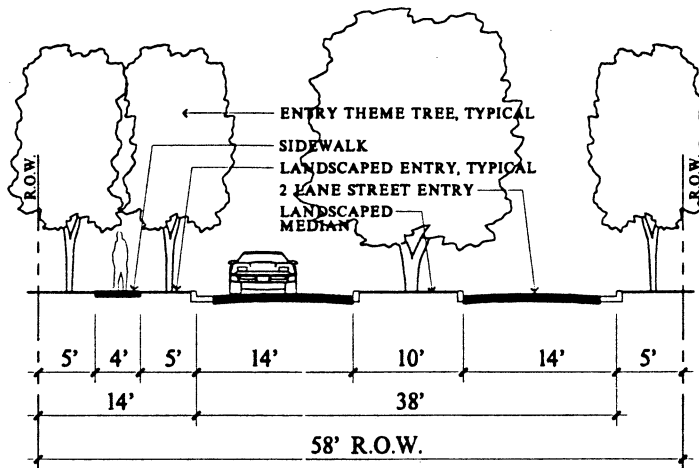
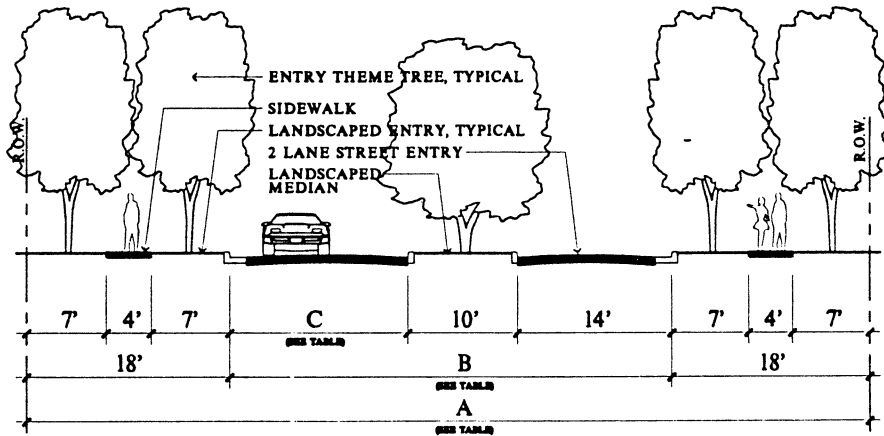


TABLE		
R.O.W.	CURB-CURB	ROAD
A	B	C
76'	40'	16'
78'	42'	18'

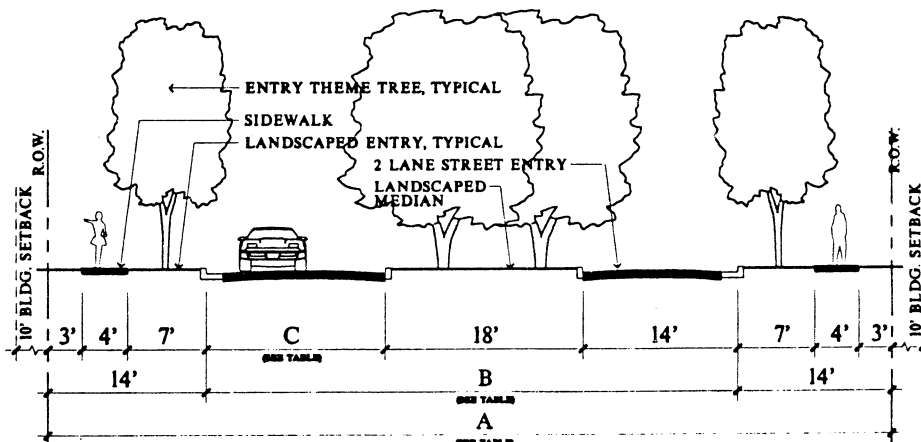
Section
Project Entry, with Sidewalk on Both Sides
 SCALE 1/4"=1'-0"



• NEIGHBORHOOD ENTRIES SERVING >100 UNITS SHALL UTILIZE IF WIDE ROADWAY.

TABLE		
R.O.W.	CURB-CURB	ROAD
A	B	C
76'	48'	16'
78'	50'	18'

Section
Project Entry, with Sidewalk on Both Sides
 SCALE 1/4"=1'-0"



• NEIGHBORHOOD ENTRIES SERVING >100 UNITS SHALL UTILIZE IF WIDE ROADWAY.

A-5. Residential Parkway (see exhibit below and Exhibit 2 on facing page)

Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow up to 11-foot parkways on public local residential streets (see exhibit below and Exhibit 2 on opposite page). In cases where the parkway adjacent to local residential streets exceeds the standard 8-foot width, or where special landscape treatments are proposed, the Master Homeowners Association will be responsible for maintenance.

Project Benefits:

- A residential neighborhood ambiance with less uninterrupted hardscape.
- Traffic calming due to increased landscaping serving as "friction" along the residential roadway.
- Equivalent or better parkway maintenance by the homeowners association.
- Equivalent ease of circulation and traffic safety.
- Equivalent or better access for fire and emergency vehicles.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.

R.O.W.	PARKWAY	LANDSCAPE
A	B	C
54'	9'	5'
56'	10'	6'
58'	11'	7'

Section
Double Loaded Street
Less Than 200 ADT
Parking Both Sides
 SCALE 1/4"=1'-0"

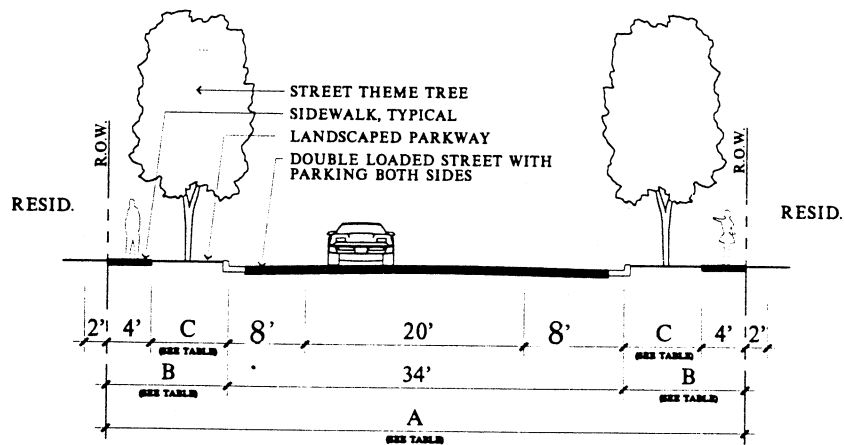


TABLE		
R.O.W.	PARKWAY	LANDSCAPE
A	B	C
41'	9'	5'
42'	10'	6'
43'	11'	7'

Section
**Single Loaded Street
 Less Than 200 ADT
 Parking One Side**
 SCALE 1/4"=1'-0"

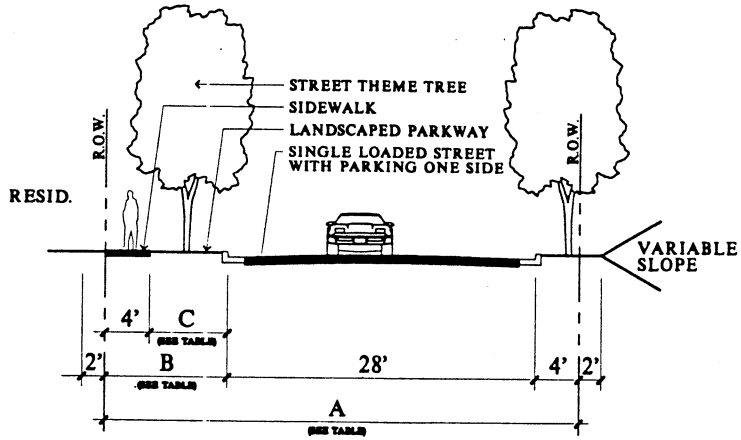


TABLE		
R.O.W.	PARKWAY	LANDSCAPE
A	B	C
43'	9'	5'
44'	10'	6'
45'	11'	7'

Section
**Single Loaded Street
 200 ADT to 800 ADT
 Parking One Side**
 SCALE 1/4"=1'-0"

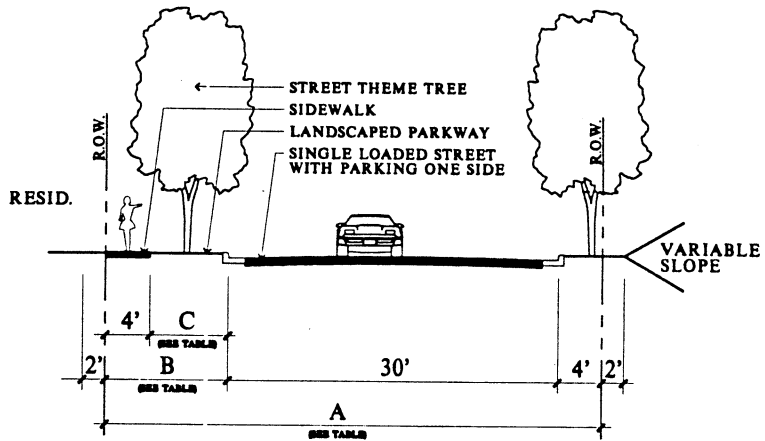
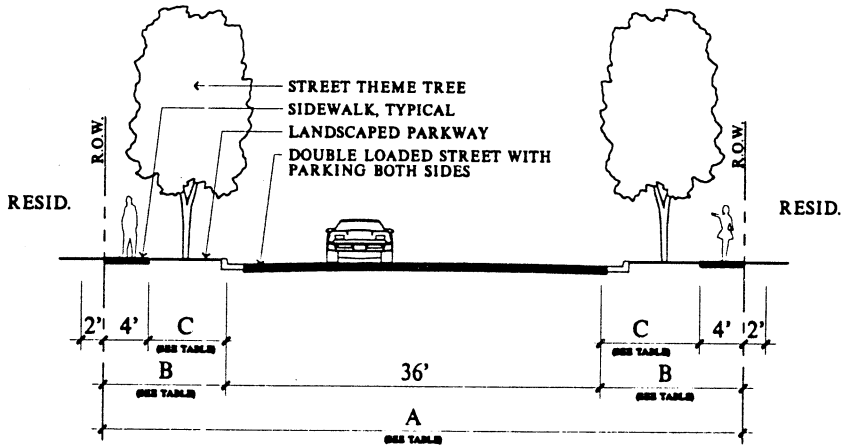


TABLE		
R.O.W.	PARKWAY	LANDSCAPE
A	B	C
54'	9'	5'
56'	10'	6'
58'	11'	7'

Section
**Double Loaded Street
 Less Than 800 ADT
 Parking Both Sides**
 SCALE 1/4"=1'-0"



A-6. Collector Road and Secondary Medians

Per the approval of the County Chief Engineer, modify County Standard Plans 1105 and 1114 to allow raised landscaped medians within collector streets and secondary arterial rights-of-way and to allow medians to vary in width so long as County design standards are maintained at approaches to intersections and regarding minimum width of 10-foot is maintained. Landscaping within raised medians shall be maintained by the Master Homeowners Association.

Project Benefits:

- Traffic calming.
- A residential village ambiance with less uninterrupted hardscape.
- Equivalent or better access for fire and emergency vehicles.
- Equivalent pedestrian and vehicular ease of circulation and safety.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.

A-7. Raised Landscape Medians within Residential Streets (See Exhibits 3 & 4.)

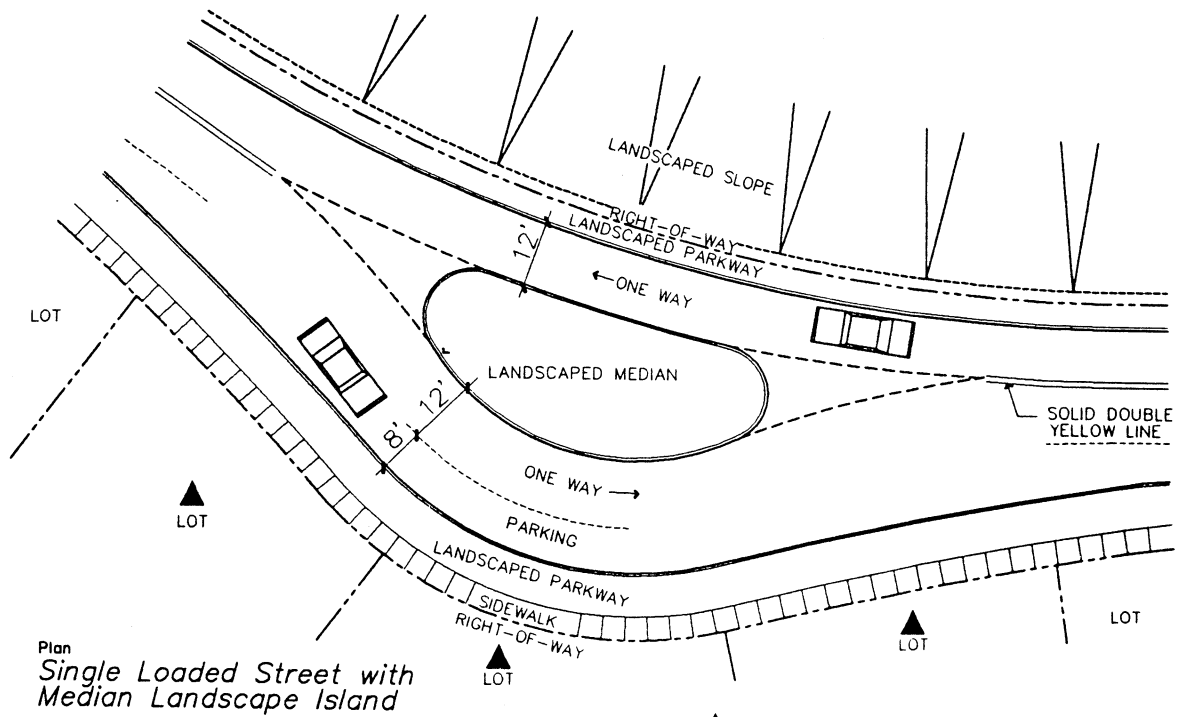
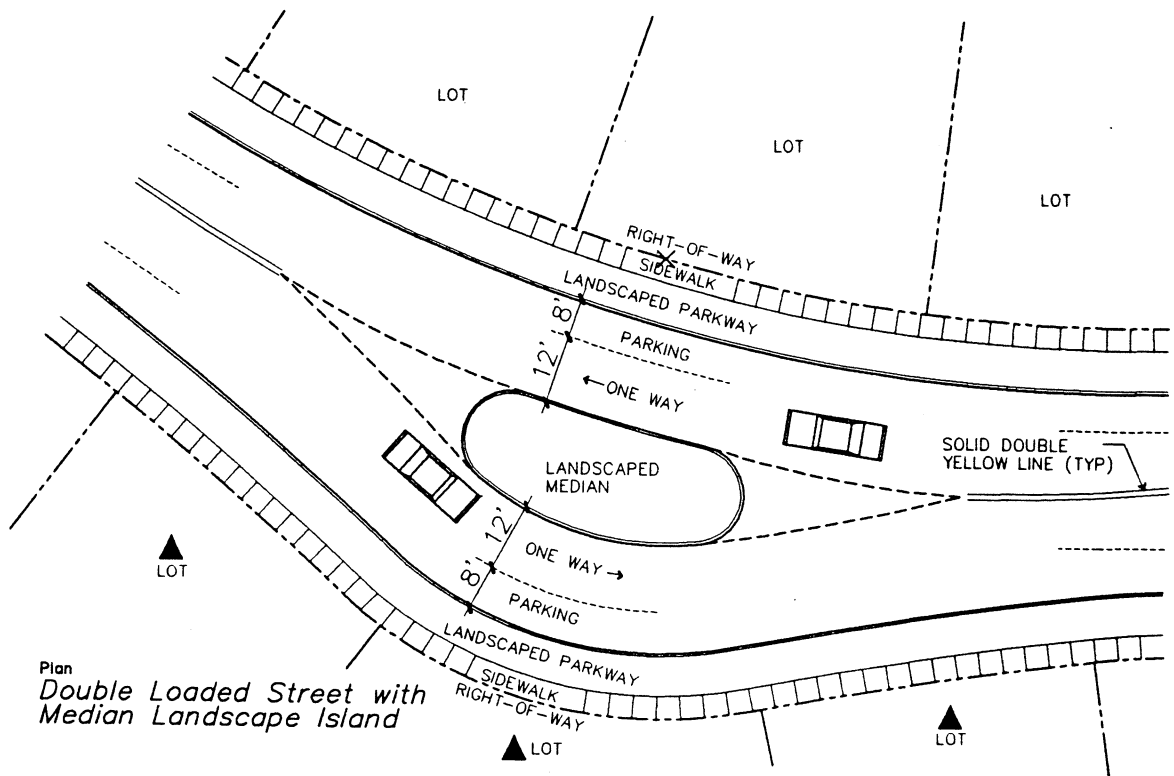
Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1107 to allow raised landscape medians within public local residential street rights-of-way, including in the center of public cul-de-sacs (see Alternative Development Standard A-19) and within the roadway of public residential streets. See Exhibits 3 and 4 for examples of allowed raised landscape medians.

Project Benefits:

- Traffic calming.
- A residential village ambiance with less uninterrupted hardscape.
- Equivalent or better access for fire and emergency vehicles.
- Equivalent ease of circulation and traffic safety.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.

Performance Standard:

- Only allowed on local residential streets with less than 500 ADT.
- Regularly occurring such that the drivers are not "surprised."
- Design speed of 25 miles per hour.
- Appropriate signage and striping must be provided.
- Each home adjacent to raised medians must either meet OCFA "150-foot hose pull" requirements, restrict parking or provide sprinklers or other means of adequately meeting OCFA requirements.
- Adequate maneuvering must be demonstrated for all driveways backing onto streets adjacent to raised landscape medians.

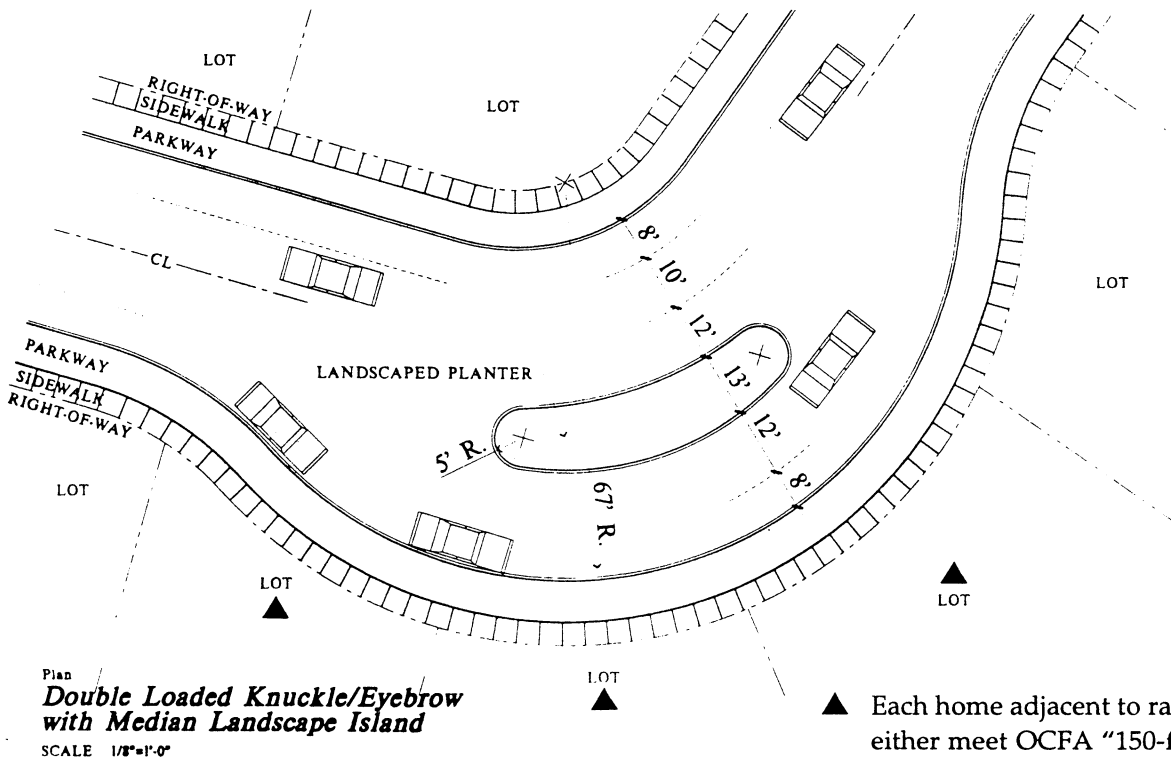
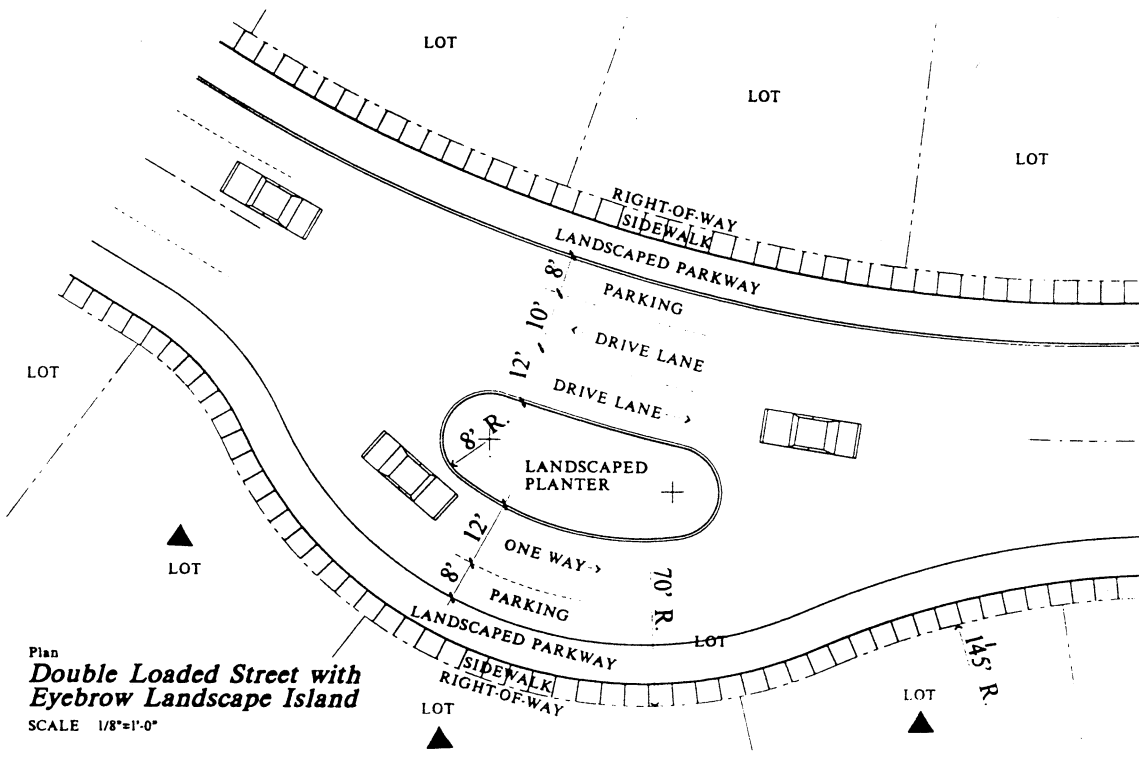


▲ Each home adjacent to raised medians must either meet OCFA "150-foot hose pull" requirements, restrict parking or provide sprinklers or other means of adequately meeting OCFA requirements

EXHIBIT 3

Typical Raised Landscape Medians

LOW DENSITY DEVELOPMENT
Alternative Development Standards



▲ Each home adjacent to raised medians must either meet OCFA "150-foot hose pull" requirements, restrict parking or provide sprinklers or other means of adequately meeting OCFA requirements

EXHIBIT 4

Typical Raised Landscape Medians

PLANNED COMMUNITY
 Alternative Development Standards

A-8. **2:1 Slopes in Public Road Rights-of-Way**

Per the approval of the County Chief Engineer, modify County Standard Plan 1107 to allow slopes not to exceed a 2:1 ratio in parkways within the rights-of-way of public streets, where sufficient pedestrian and utility access is provided.

Project Benefits:

- A better blending of the residential village with the surrounding natural topography by incorporating the sloping terrain into roadway rights-of-way.
- Equivalent pedestrian and vehicular ease of circulation and safety.
- Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association.

A-9. **Chicanes or Tapered Streets (see Exhibit 5 on facing page)**

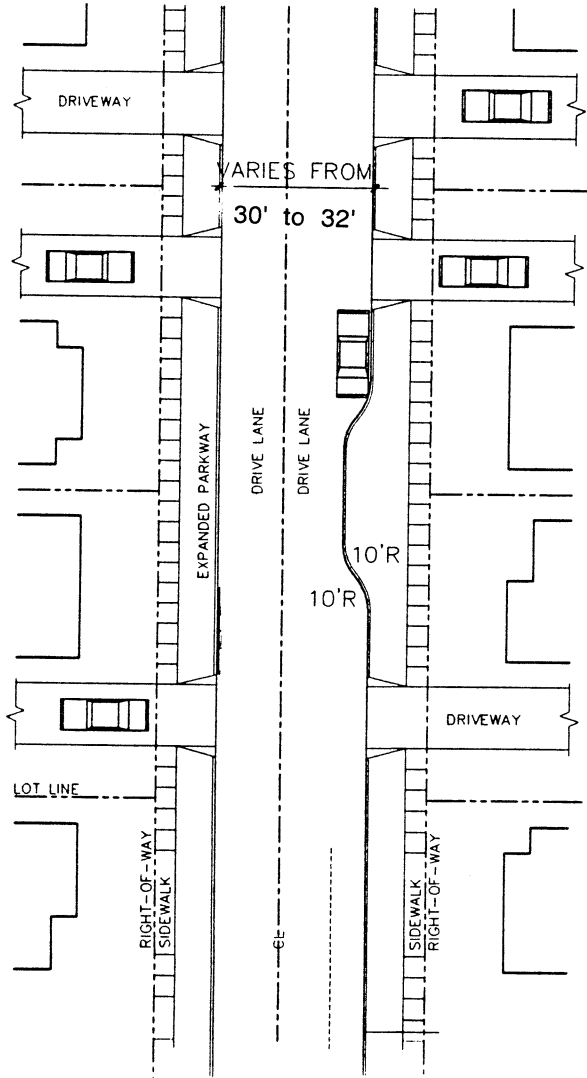
Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1107 to allow limited stretches of 24-foot wide roadways on both single loaded and double loaded public local residential streets (see Exhibit 5).

Project Benefits:

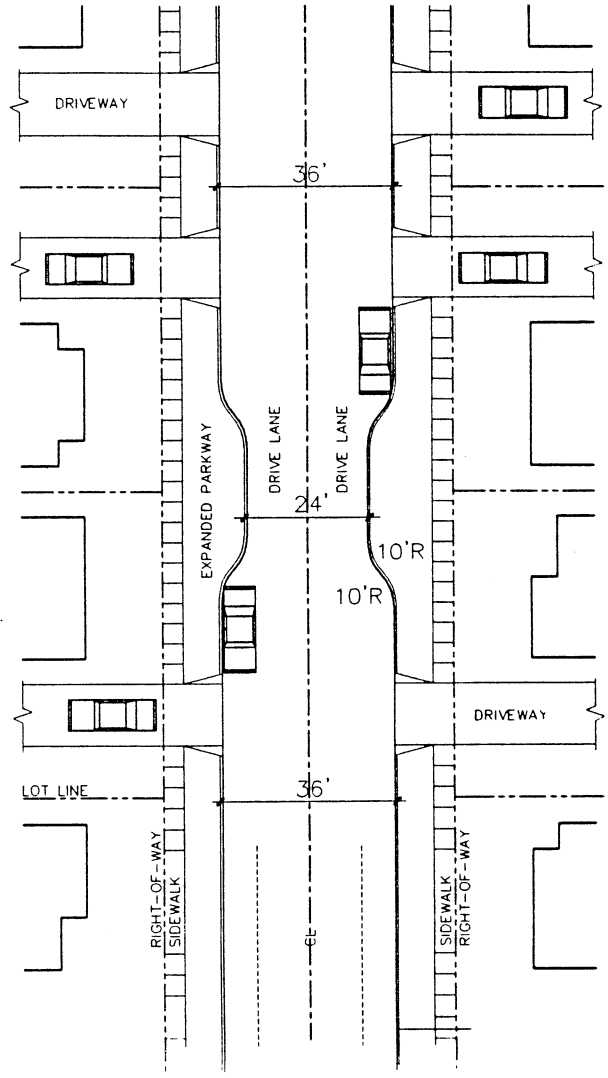
- Traffic calming.
- An enhanced residential village ambiance due to a decrease in paved area within the neighborhood.
- A reduction in urban runoff due to the reduction in paved area.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.
- Equivalent or better on-going maintenance costs.

Performance Standards:

- Tapered street landscaped areas would be allowed only after the following criteria are met, thereby resulting in equivalent vehicular safety and circulation, off-street parking and access for fire and emergency vehicles:
 - a. Approved driveway access is provided.
 - b. One off-street parking space is provided.
 - c. No parking is allowed along 24-foot street width sections. Appropriate decorative signage designating "no parking" areas (meeting code requirements per the Sheriff's approval), shall be located every 200 feet, with the CC&Rs allowing the Master Homeowners Association to enforce all parking and vehicle use, including removing violative vehicles.
 - d. Provide for street drainage per current County standards.
 - e. Only allowed on local residential streets with less than 500 ADT.
 - f. Prior to the issuance of any precise grading permits, the applicant shall provide evidence of adequate parking meeting the requirements of the Orange County Zoning Code and the Ladera Planned Community Development Regulations in a manner meeting the approval of the Manager, Current Planning. Should revisions within the right-of-way be deemed necessary by the Manager, Current Planning, the applicant shall make the necessary changes administratively, in a manner meeting the approval of the Manager, Subdivision and Grading Services.



Single Loaded Street



Double Loaded Street

EXHIBIT 5

Typical Tapered Street

LADERA PLANNED COMMUNITY
Alternative Development Standards

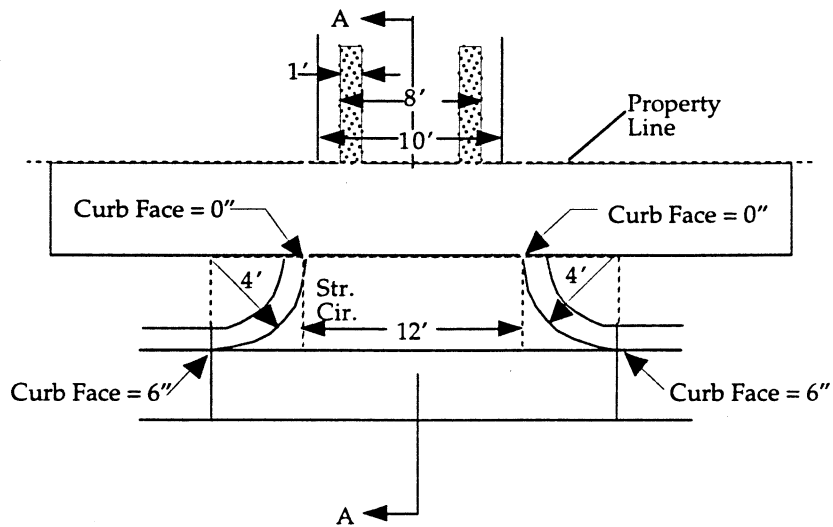
A-10. Rolled Curbs on Public Streets (request withdrawn)

A-11. Curb Returns at Each Residential Driveway

Per the approval of the County Chief Engineer, allow specialized standard plans for curb cuts at each driveway, as long as there is no curb adjacent sidewalk.

Project Benefits:

- Compliance with County standards for drainage of public streets.
- Equivalent cost of on-going maintenance.



A-12. Sidewalks on One Side of Residential Streets

A. Attached Single Family, Planned Concept and Multi-Family Residential:

Per the approval of the Subdivision Committee and the County Chief Engineer, allow the requirement for sidewalks on both sides of local public streets in Attached Single Family, Planned Concept Detached and Multi-Family residential neighborhoods to be waived in limited instances based upon one of the following criteria being evident:

Performance Standards:

- a. Internal access to community pedestrian circulation system
- b. Direct access to community pedestrian circulation system
- c. Parallel community pedestrian circulation system

B. Conventional Single Family:

Per the approval of the Subdivision Committee and the County Chief Engineer, allow the requirement for sidewalks on both sides of local public streets in Conventional Single Family to be waived in limited instances where the street is predominantly single loaded but a limited stretch that is double loaded, but no 2:1 slopes will be allowed in areas with less than standard sidewalks.

Performance Standards:

- These Sidewalk standards would apply in Conventional Single Family Detached neighborhoods only if three (3) of the following criteria are evident:
 - a. 8 or fewer homes would have been served by directly by the sidewalk
 - b. 100 average daily trips or less on the adjacent roadway
 - c. Double loaded portion without sidewalk would not exceed 250 feet.
 - d. Pedestrian circulation (community trail system link) immediately adjacent

Project Benefits:

- More usable front yard space for homeowners.
- A residential village ambiance.
- Equivalent impact on public health, safety & general welfare.
- Equivalent or better cost of on-going sidewalk maintenance.

A-13. Limited Deletion of Sidewalks (Withdrawn)

A-14. Alternative Paving Materials

Per the approval of the County Chief Engineer, modify County Standard Plan #1805 to allow the following paving material options (or some other treatment as approved by the County) within the curb-to-curb section of public street rights-of-way:

- Pavers (maintained by Master Homeowners Assoc.)
- Integral color
- Patterned
- Textured
 - √ Scored
 - √ Stamped
 - √ Washed
 - √ Exposed aggregate
 - √ Sand blasted
 - √ Etched
 - √ Embossed
 - √ Broomed
 - √ Troweled

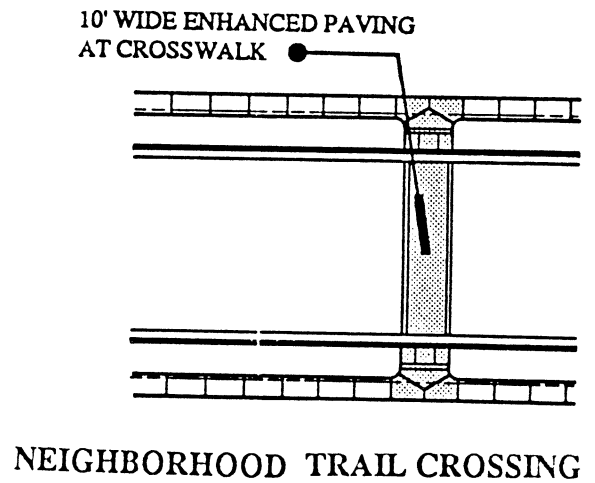
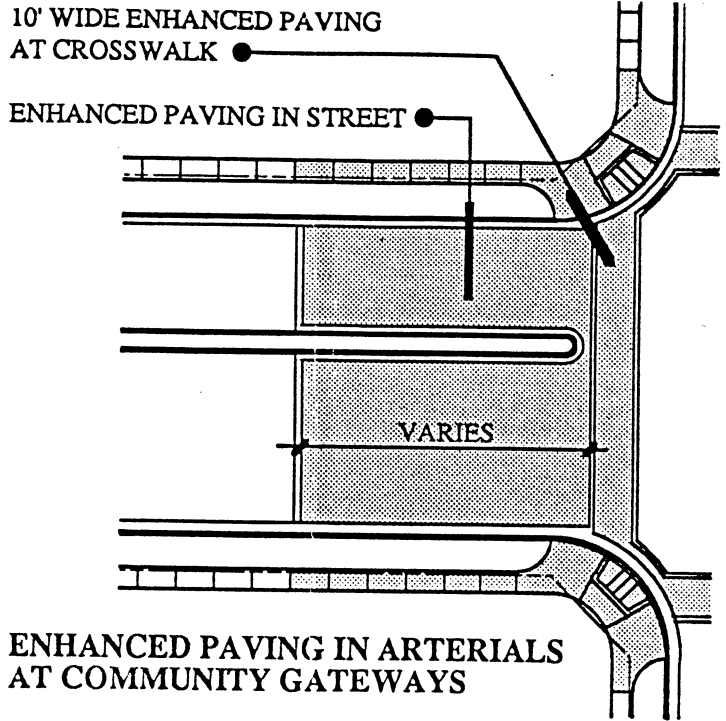
These paving options would be allowed at the end of cul-de-sacs, Community Gateways per the exhibit above, Trail Crossings per the exhibit to the right, and Village & Neighborhood entries and Intersections per Exhibit 6. All corners will meet ADA guidelines. Maintenance will be provided by the Master Homeowners Association.

Performance Criteria: Mid-block neighborhood trail crossings shall be allowed only when:

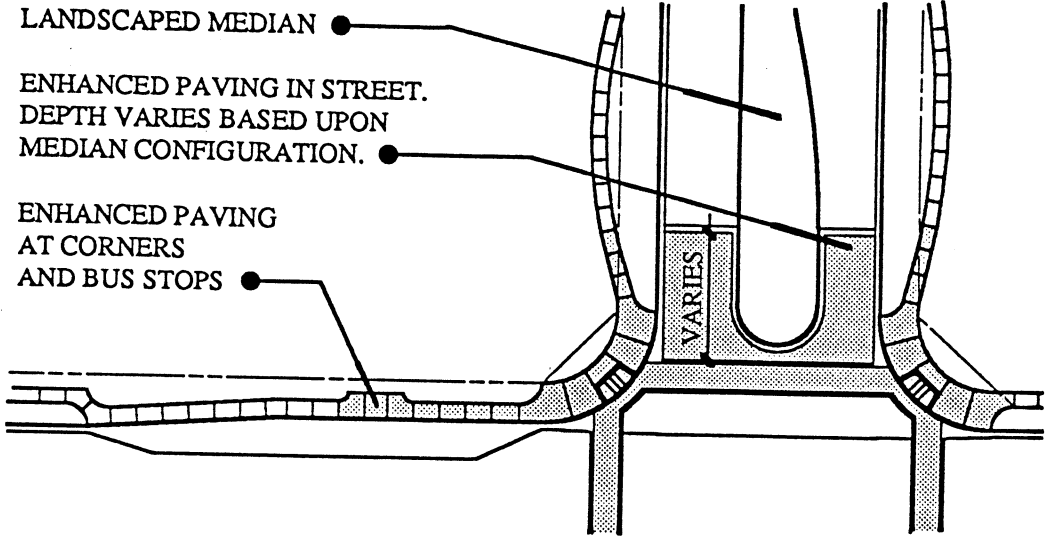
- A chicane (tapered street section), vehicular & pedestrian signs are all in place
- Less than 1,000 ADT is projected

Project Benefits:

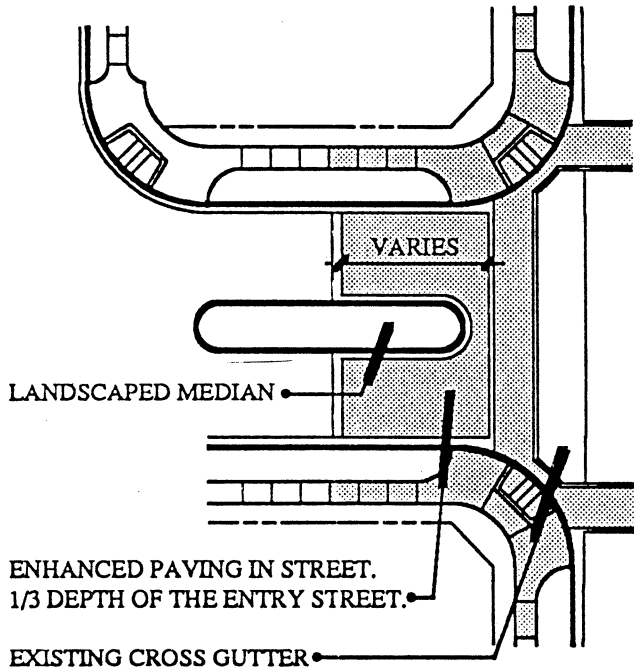
- Traffic calming due to change in color and texture of roadway.
- A stronger community image by visually linking paving materials to materials used in neighborhood signs and hardscape.
- Equivalent or better impact on public health, safety & general welfare because crosswalk is more easily identifiable. Equivalent or better long-term cost to County due to on-going maintenance being provided by homeowners association unless agreed to separately between the developer and the County.



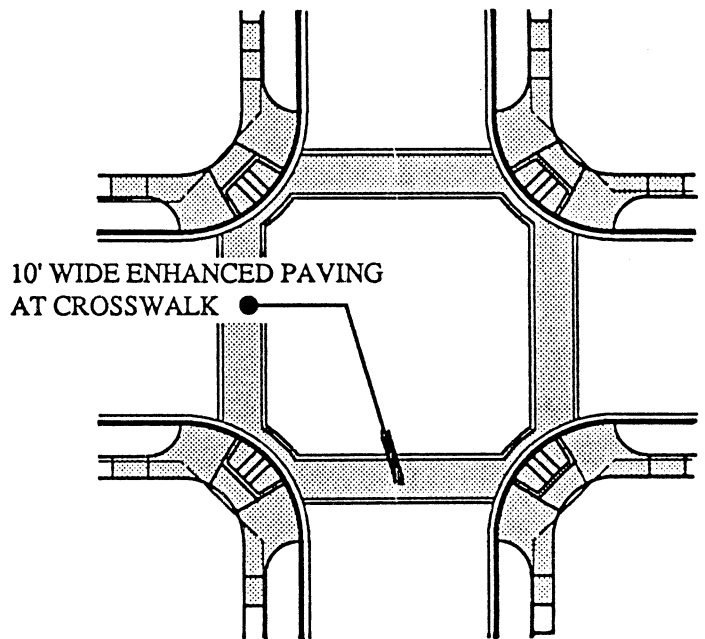
VILLAGE ENTRY



NEIGHBORHOOD ENTRY



INTERSECTIONS



- A-15. **Reduced and Variable Width Medians for Primary and Major Arterials**
Per the approval of the County Chief Engineer, modify County Standard Plans 1101, 1103 and 1114 to allow primary and major arterial medians to vary in width so long as County design standards are maintained at approaches to intersections and a minimum median width of 14-foot is maintained on primary and major arterials and 10-foot is maintained on secondary arterials. Landscaping within raised medians shall be maintained by the Master Homeowners Association.

Project Benefits:

- More flexibility for hardscape and landscape treatments along arterials, emphasizing the residential village ambiance.
- Opposite travelways designed as stand-alone roads where necessary to reduce earthwork.
- Equivalent impact on public health, safety & general welfare.
- Equivalent on-going median maintenance.

- A-16. **Grade Separations Between Opposite Travel Lanes on Arterial Highways**
Per the approval of the County Chief Engineer, modify arterial roadway median standards to allow grade separations between opposite travel lanes.

Performance Standards:

- These grade separated travel lane standards would apply only if all of the following criteria are evident:
 - a. Not to exceed 2:1 slope.
 - b. Not to exceed 10 feet in elevation change.

Project Benefits:

- Opposite travelways designed as stand-alone roads where necessary to reduce earthwork, thereby allowing a less intrusive natural open space feel.
- Equivalent impact on public health, safety & general welfare.
- Equivalent on-going median maintenance.

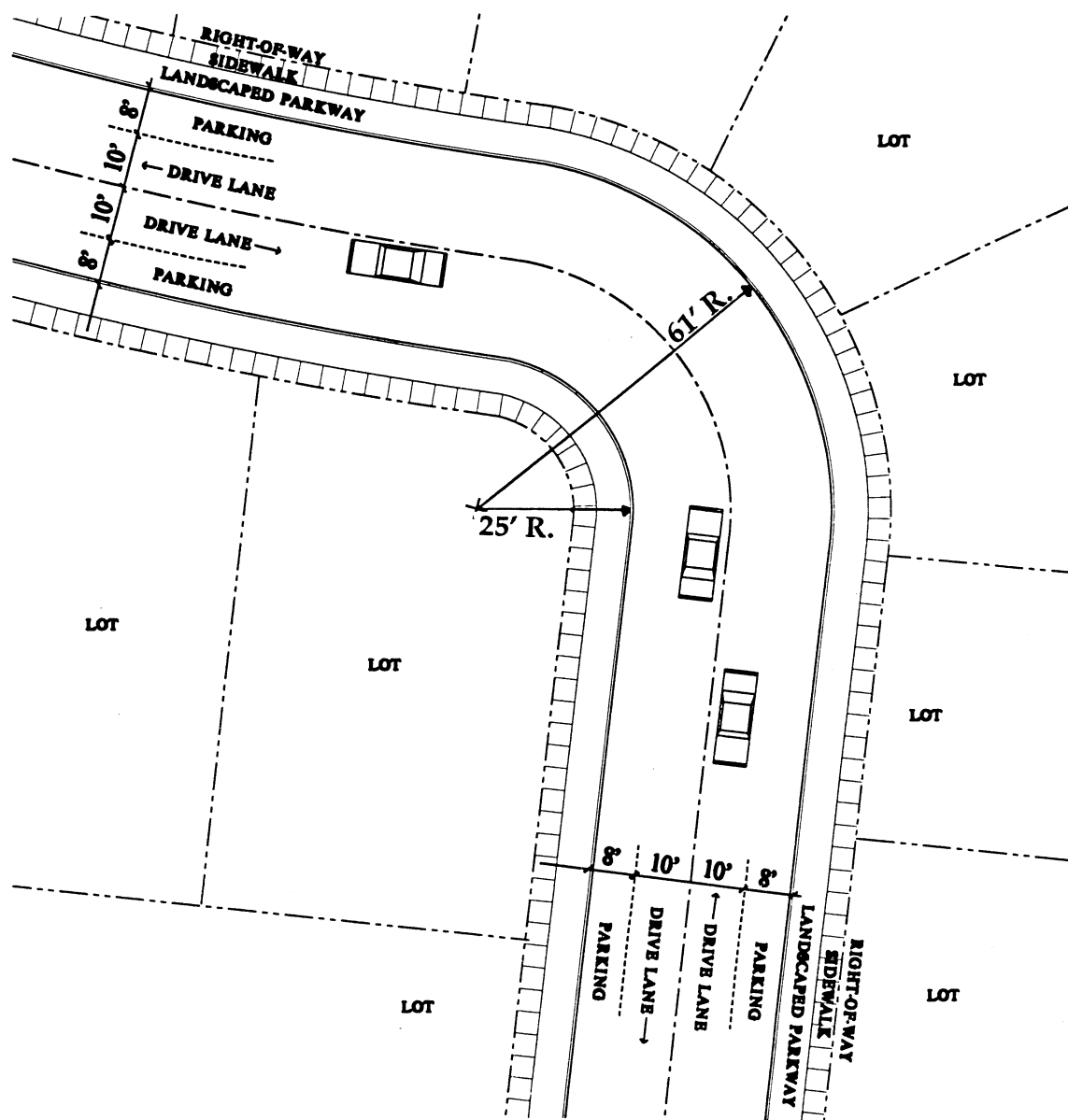
- A-17. "Short" Public Streets with No Cul-de-Sac (Withdrawn)

A-18. Modified Knuckle

Per the approval of the County Chief Engineer, modify County Standard Plan 1112 to allow reduced curb return radii at knuckles, as shown below:

Performance Criteria: The modified knuckle must still conform to County criteria regarding

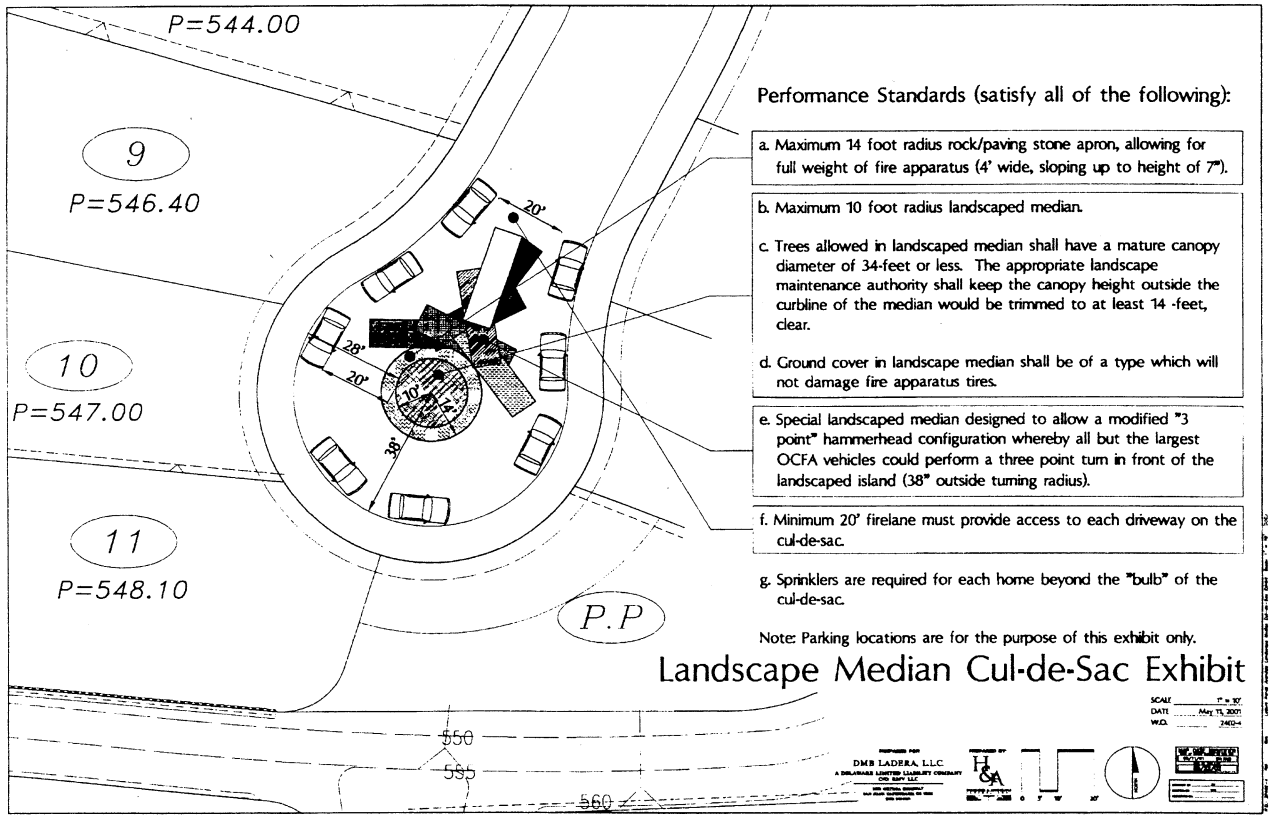
- Parking
- Lot frontage
- Guest parking
- Normal traffic movements



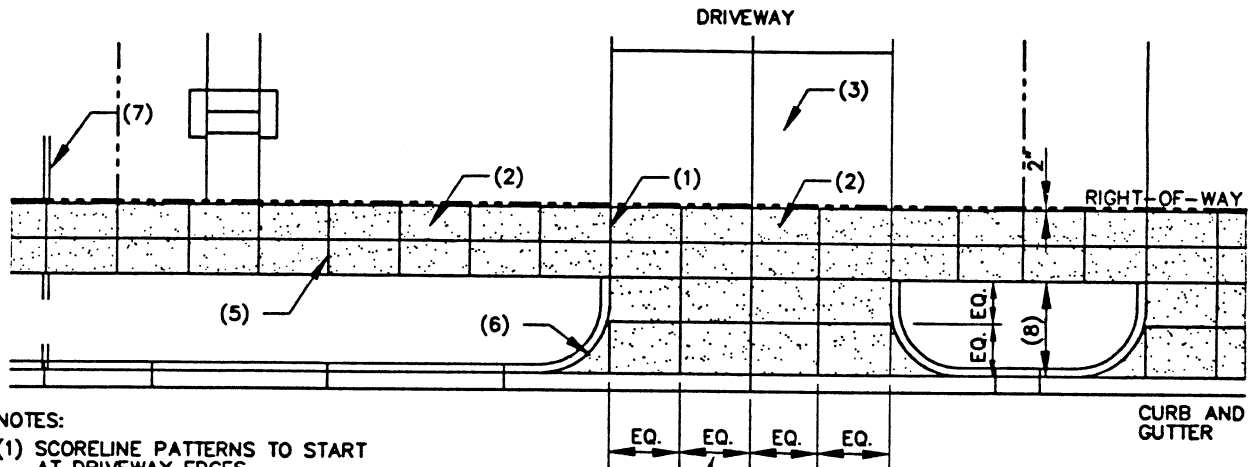
A-19. Cul-de-Sacs with Raised Landscape Median

Per the approval of the County Chief Engineer, modify County Standard Plans 1107 and 1113 by allowing raised landscaped medians in the center of cul-de-sacs. Raised landscape medians in the center of cul-de-sacs shall be allowed only when one of the following criteria are met:

Performance Standards (satisfy a. through g. listed below)



A-20. **Alternative Neighborhood Sidewalk Detail • Curb-Separated Walkway**
 Per the approval of the Subdivision Committee and the County Chief Engineer,
 modify Standard Plan 1205 to allow special curb-separated sidewalk details, as
 shown below:



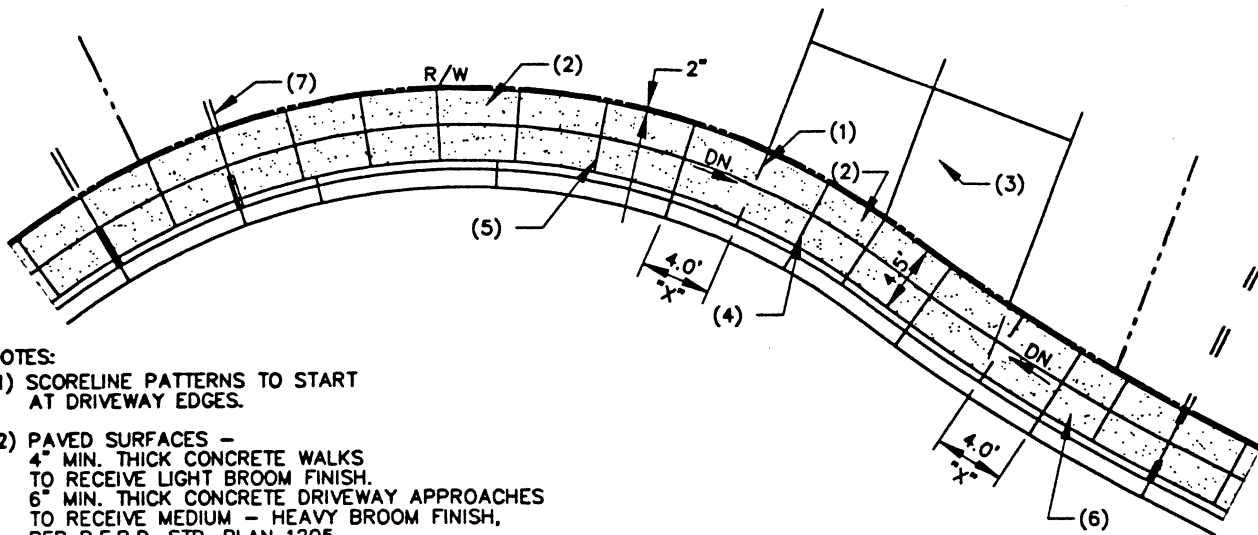
NOTES:

- (1) SCORELINE PATTERNS TO START AT DRIVEWAY EDGES.
- (2) PAVED SURFACES –
 4" MIN. THICK CONCRETE WALKS TO RECEIVE LIGHT BROOM FINISH.
 6" MIN. THICK CONCRETE DRIVEWAY APPROACHES TO RECEIVE MEDIUM – HEAVY BROOM FINISH, PER P.F.R.D. STD. PLAN 1205
- (3) DRIVEWAY SURFACE TO RECEIVE MEDIUM BROOM FINISH.
- (4) ON DRIVEWAYS NARROWER THAN 15.0' IN WIDTH, REDUCE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO THREE(3) EQUAL MODULES. ON DRIVEWAYS WIDER THAN 18.0' IN WIDTH, INCREASE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO FIVE(5) EQUAL MODULES.
- (5) SIDEWALK SCORELINES TO OCCUR EVENLY SPACED AT 3'-4" MIN., 4'-8" MAX. MEASURED ALONG THE CENTERLINE SCORELINE (BETWEEN DRIVEWAYS) WEAKENED PLANE JOINTS TO OCCUR PER P.F.R.D. STD. PLANS 112-0, NOTE 3.
 – SCORELINES TO BE 1" MIN. DEPTH, TOOLED WITH 1/8" RADIUS EDGER.
 – "ZIP STRIPS" ARE NOT TO BE USED AT WEAKENED PLANE JOINTS LOCATIONS
- (6) CURB RETURN RADIUS TO BE 4.0' PER LADERA RANCH ALTERNATIVE DEVELOPMENT STANDARD #A-11
- (7) LOCATE SUB-DRAINS AND CURB CORES CUTS BENEATH WEAKENED PLANE JOINTS
- (8) WIDTH OF PARKWAY AS INDICATED ON PLANS.

A-21. Alternative Neighborhood Sidewalk Detail • Curb-Adjacent Walkway
 Per the approval of the Subdivision Committee and the County Chief Engineer,
 modify Standard Plan 1205 to allow special curb-adjacent sidewalk details, as shown
 below:

Performance Criteria:

- Curb adjacent walk to occur at end of cul-de-sac conditions only when driveway approaches and/or utilities interfere with curb-separated walks.



NOTES:

- (1) SCORELINE PATTERNS TO START AT DRIVEWAY EDGES.
- (2) PAVED SURFACES -
 4" MIN. THICK CONCRETE WALKS TO RECEIVE LIGHT BROOM FINISH.
 6" MIN. THICK CONCRETE DRIVEWAY APPROACHES TO RECEIVE MEDIUM - HEAVY BROOM FINISH, PER P.F.R.D. STD. PLAN 1205
- (3) DRIVEWAY SURFACE TO RECEIVE MEDIUM BROOM FINISH.
- (4) ON DRIVEWAYS NARROWER THAN 15.0' IN WIDTH, REDUCE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO THREE (3) EQUAL MODULES. ON DRIVEWAYS WIDER THAN 18.0' IN WIDTH, INCREASE WALK AND DRIVEWAY APPROACH SCORELINE PATTERN TO FIVE (5) EQUAL MODULES.
- (5) SIDEWALK SCORELINES TO OCCUR EVENLY SPACED AT 3'-4" MIN., 4'-8" MAX. MEASURED ALONG THE CENTERLINE SCORELINE (BETWEEN DRIVEWAYS) WEAKENED PLANE JOINTS TO OCCUR PER P.F.R.D. STD. PLANS 112-0, NOTE 3.
 - SCORELINES TO BE 1" MIN. DEPTH, TOOLED WITH 1/8" RADIUS EDGER.
 - "ZIP STRIPS" ARE NOT TO BE USED AT WEAKENED PLANE JOINTS LOCATIONS
 - CURBS AND GUTTERS SCORELINES AND WEAKENED PLANE JOINTS PER P.F.R.D. STD. PLANS 112-0 & 1205.
- (6) CURB ADJACENT WALK TO OCCUR AT END OF CUL-DE-SAC CONDITIONS ONLY WHEN DRIVEWAY APPROACHES AND/OR UTILITIES INTERFERE WITH CURB-SEPARATED WALKS. CURB-ADJACENT WALK LOCATIONS MUST BE APPROVED BY DMB LADERA. USE COUNTY OF ORANGE P.F.R.D. STANDARD PLAN 1209, SHEET 2 OF 5 (MODIFIED). FOR ALL CURB-ADJACENT DRIVEWAY APPROACHES
- (7) LOCATE SUB-DRAINS AND CURB CORES CUTS BENEATH WEAKENED PLANE JOINTS

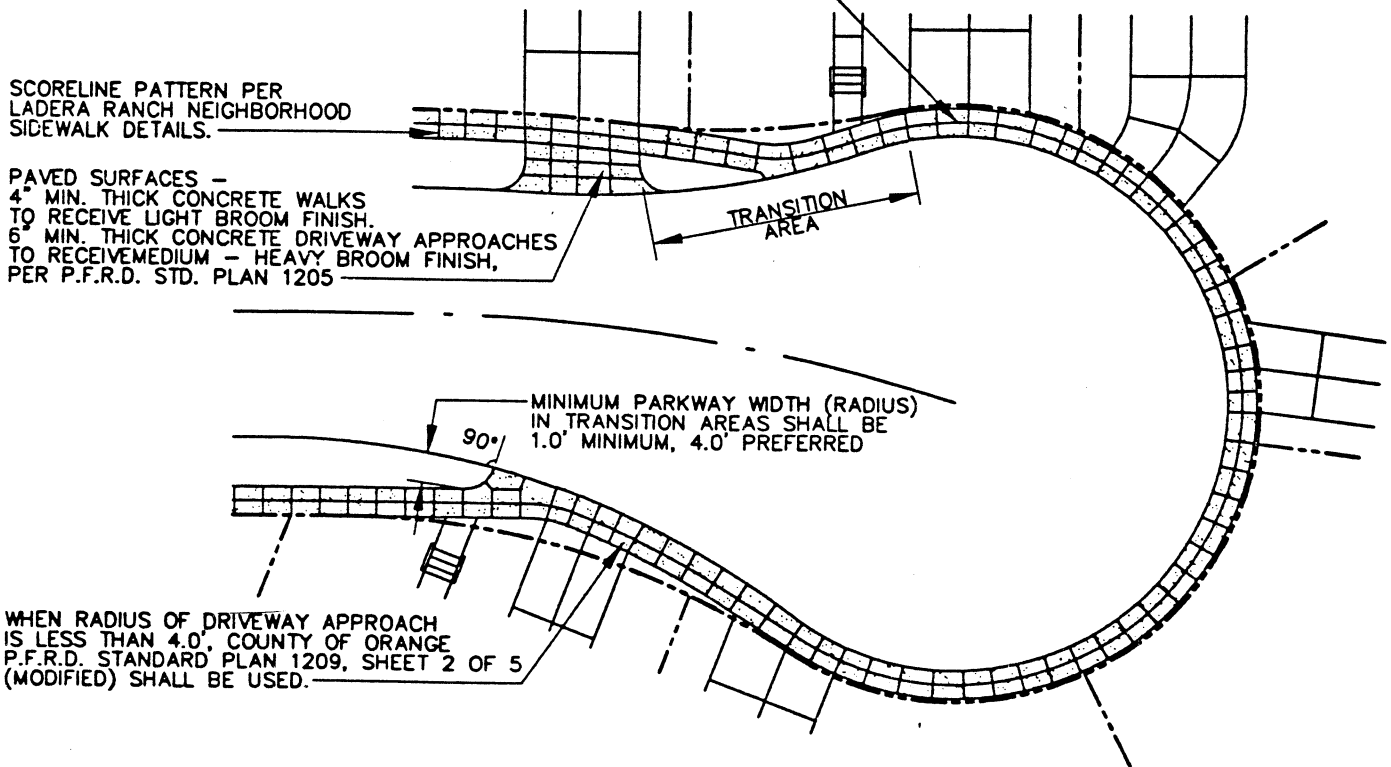
A-22. Alternative Driveway Approaches in Cul-de-Sac Conditions

Per the approval of the Subdivision Committee and the County Chief Engineer, modify Standard Plan 1205 to allow special driveway approaches in cul-de-sac conditions, as shown below:

Performance Criteria:

- Curb adjacent walk to occur at end of cul-de-sac conditions only when driveway approaches and/or utilities interfere with curb-separated walks.

CURB ADJACENT WALK TO OCCUR AT END OF CUL -DE-SAC CONDITIONS ONLY WHEN DRIVEWAY APPROACHES AND/OR UTILITIES INTERFERE WITH CURB-SEPARATED WALKS. CURB-ADJACENT WALK LOCATIONS MUST BE APPROVED BY DMB LADERA. USE COUNTY OF ORANGE P.F.R.D. STANDARD PLAN 1209, SHEET 2 OF 5 (MODIFIED) FOR ALL CURB-ADJACENT DRIVEWAY APPROACHES.



B. Intersections

Some components of the Ladera neighborhood village design philosophy require modifications to **Public Street Intersection** development standards in the Ladera Planned Community Text and to appropriate County Standard Plans. These modifications include special residential intersection designs, limited tree planting in sightlines, modified sidewalk treatments at arterial intersections and other unique design solutions identified by the following Items #B-1 through B-6.

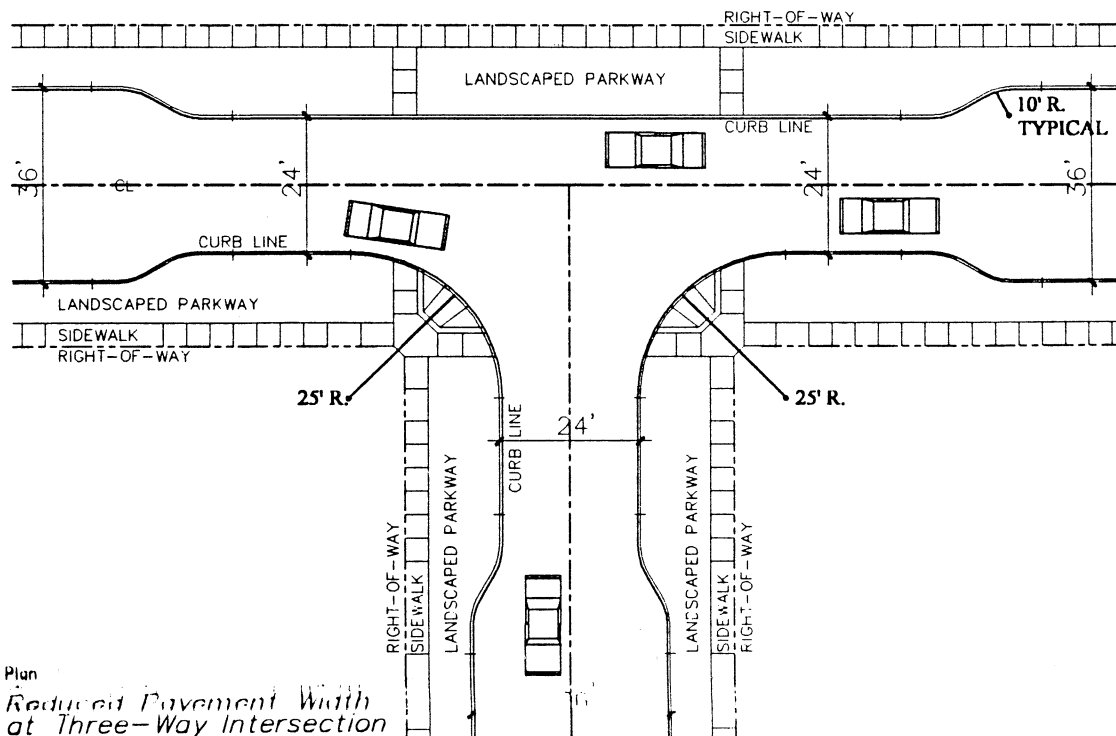
B-1. Alternative Residential Intersections (See exhibit below & Exhibit 7 on facing page.) Per the approval of the Subdivision Committee and the County Chief Engineer, allow special residential intersection treatments, as shown below & on the facing page (Exhibit 7).

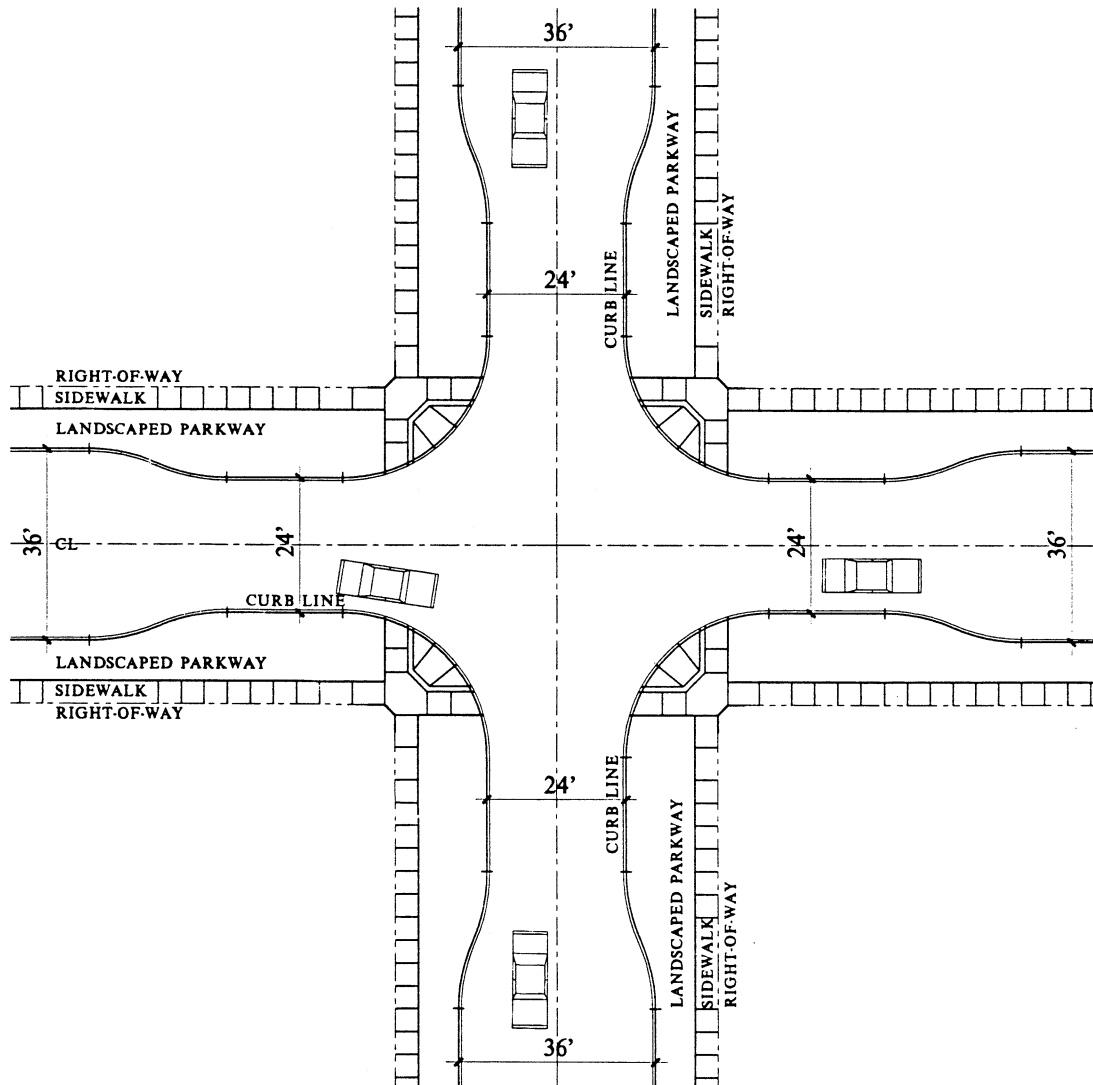
Performance Criteria:

- 800 ADT on through streets, 500 ADT on intersection streets
- County turning radius template for large vehicles must be met

Project Benefits:

- Traffic calming.
- An enhanced residential village ambiance due to a decrease in paved area as seen from the intersection looking into the neighborhood.
- A reduction in urban runoff due to the reduction in paved area.
- Equivalent access for fire and emergency vehicles.
- Equivalent or better ease of circulation and traffic safety.
- Equivalent or better on-going maintenance costs.





Plan
**Reduced Pavement Widths
 at Four-Way Intersection**
 SCALE 1/8"=1'-0"

Alternative Four-Way Residential Intersection

B-2. Intersection Sight Line Standards (Standard Plan 1117)
 Per the approval of the Subdivision Committee and the County Chief Engineer, allow landscaping in intersection sight line "limited use area" zone in the limited instances identified below.

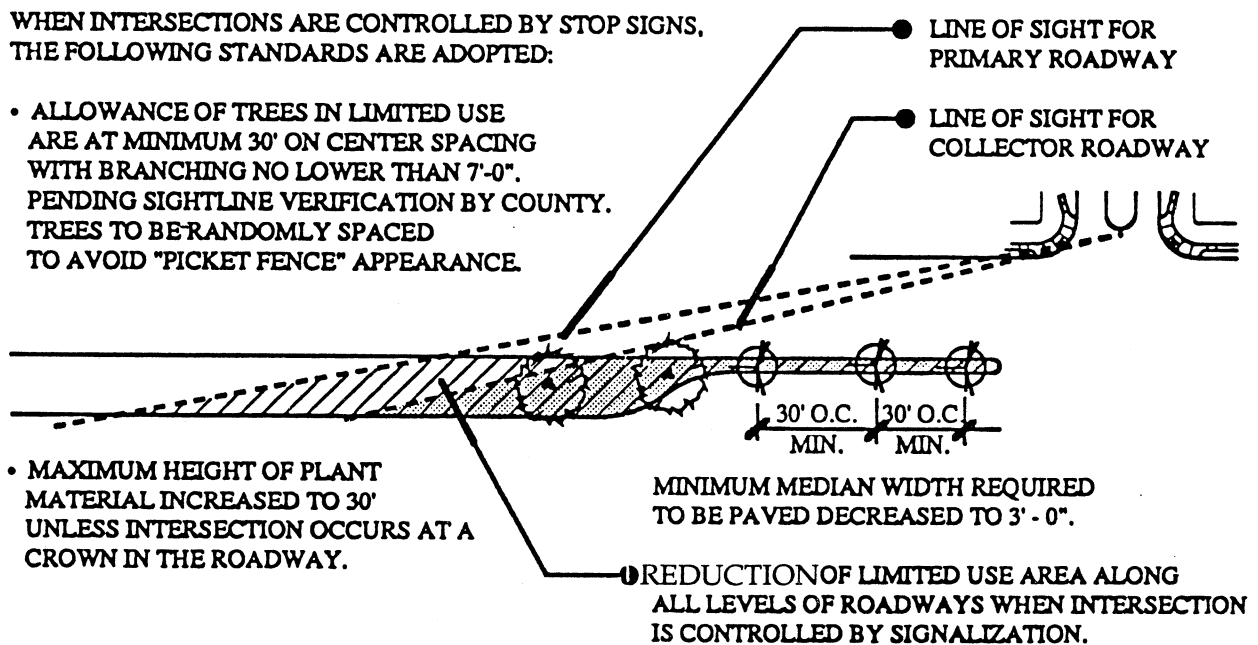
Performance Standards:

These **Sight Line** "limited use area" standards would apply only if all of the following criteria are evident:

- a. Modified standards are allowed only at intersections controlled by traffic signal or stop sign.
- b. Trees are allowed to be planted no closer than 30 feet on center with branching no lower than 7 feet and per specific locations approved by the County.
- c. Maximum height of plant material allowed to be 30 inches unless intersection occurs at a crown in the roadway provided standard sight distance is provided.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping at controlled intersections.
- Equivalent or better pedestrian and vehicular ease of circulation and safety.
- Equivalent or better on-going maintenance costs.



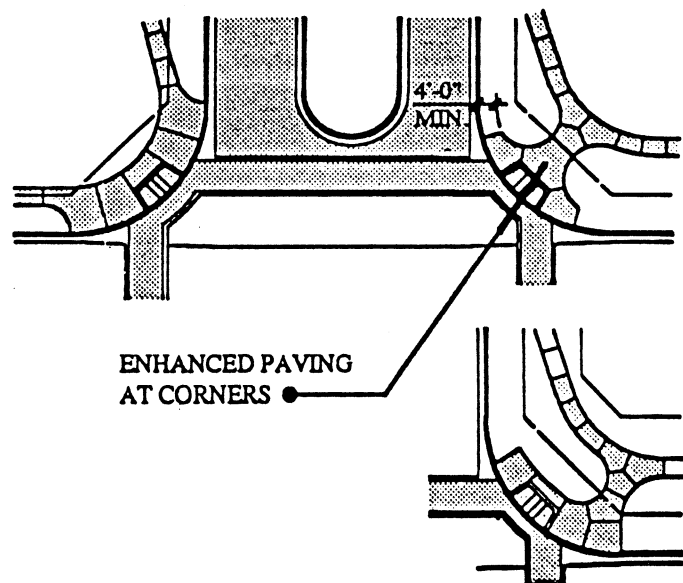
B-3. Alternative Corner Sidewalks at Arterial Intersections

Per the approval of the Subdivision Committee, modify County Standard Plan 1111 to allow special corner sidewalk and landscape treatments at arterial intersections. All planting within right-of-way and limited use area is subject to approval by Manager, Subdivision and Grading Services. All landscape and hardscape within the right-of-way is to be maintained by the Master Homeowners Association. All corner treatments shall meet current American Disability Act requirements.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping and hardscape treatments at arterial intersections.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

- ALL PLANTING WITHIN RIGHT-OF-WAY AND LIMITED USE AREA IS SUBJECT TO APPROVAL BY THE COUNTY.
- ALL LANDSCAPE AND HARDSCAPE WITHIN THE RIGHT-OF-WAY TO BE MAINTAINED BY THE MASTER HOMEOWNERS ASSOCIATION.
- ALL CORNERS SHALL MEET CURRENT A.D.A. ACCESS REQUIREMENTS.



B-4. Four Way Residential Intersections

Per the approval of the County Chief Engineer, modify County Subdivision Code to allow four way intersections where residential streets and the community pedestrian trail come together at either a collector or loop streets.

B-5. Controlled Intersections Prior to Warrants

Per the approval of the County Chief Engineer, allow ultimate traffic signals and stop signs per CalTrans Pre-Warrant criteria, based on an agreement between the landowner & County regarding maintenance costs.

Project Benefits:

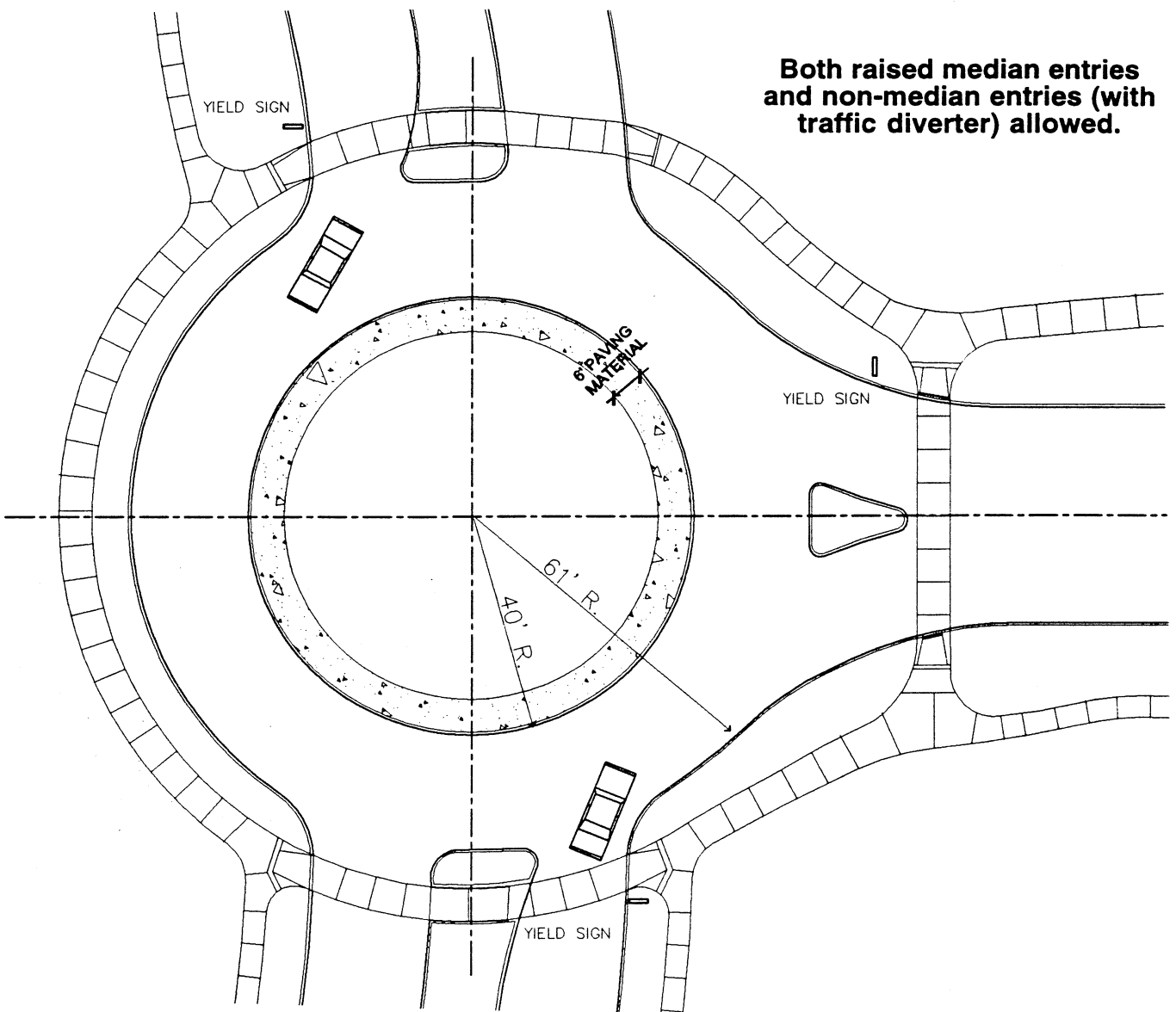
- Traffic calming & an increase in vehicular and pedestrian safety in the short term.
- Equivalent on-going maintenance costs to the County.

B-6. Traffic Circle

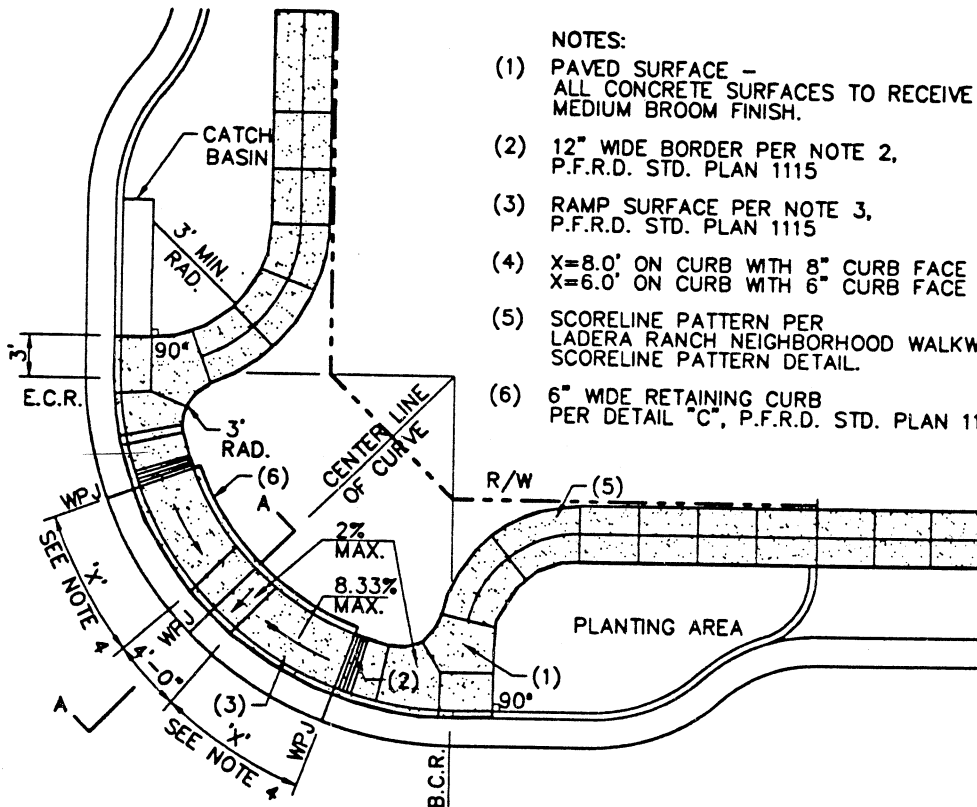
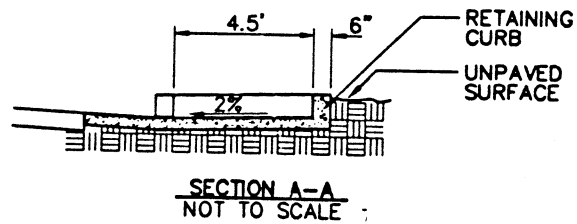
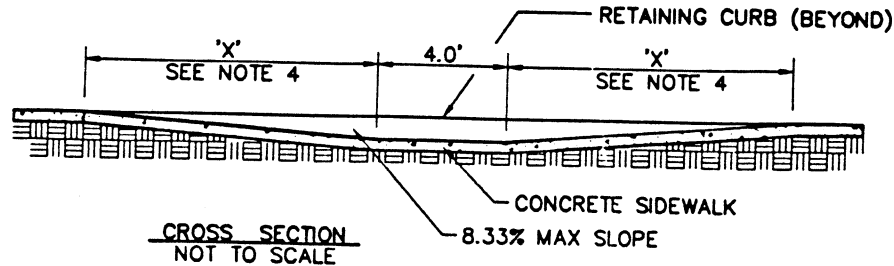
Per the approval of the County Chief Engineer, modify collector road intersection standards to allow a traffic circle, as shown as below.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping at the traffic circle intersection.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

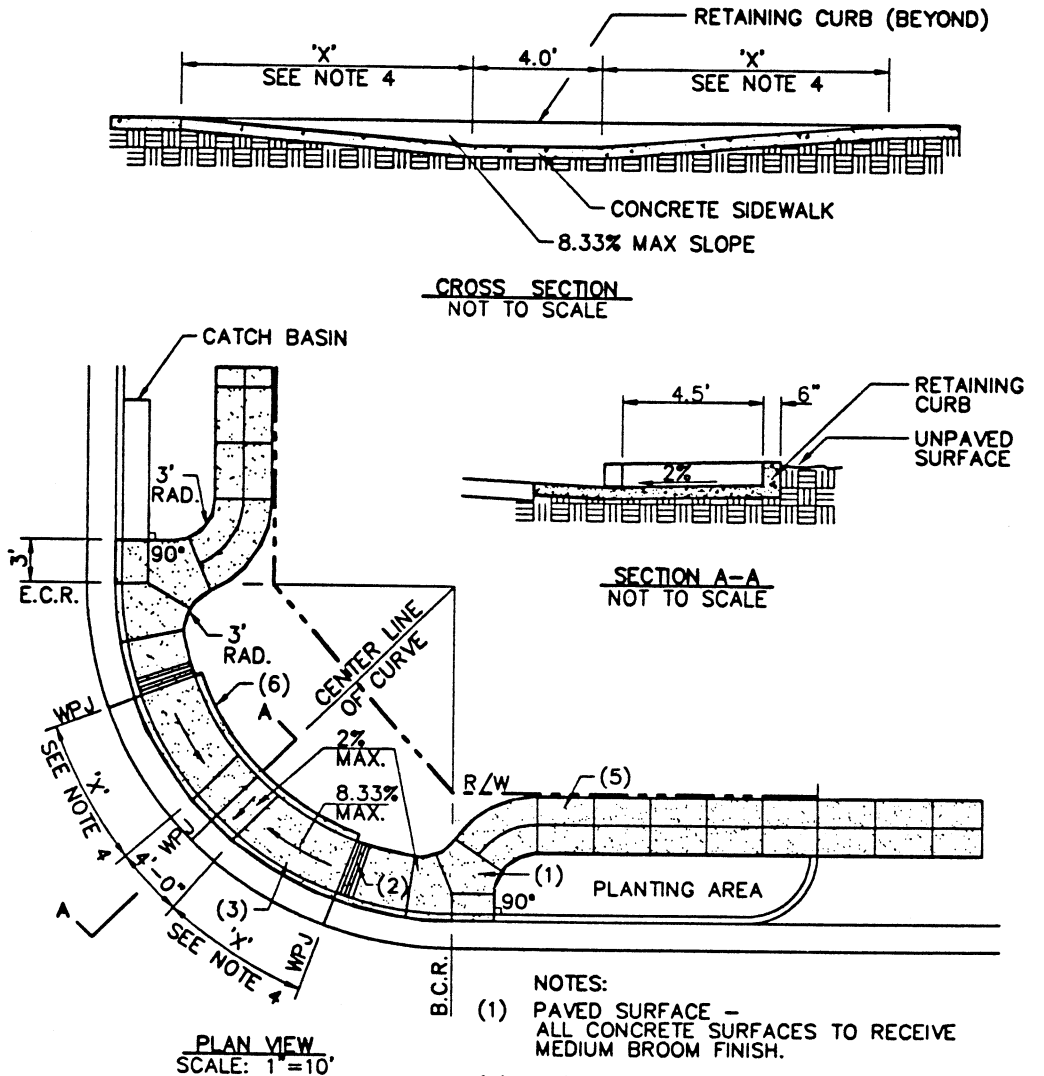


B-7. **Alternative Residential Corner Ramp Condition • Tapered Intersection**
 Per the approval of the Subdivision Committee and the County Chief Engineer,
 allow special ramp conditions on local street corners with tapers, as shown below:



- NOTES:
- (1) PAVED SURFACE – ALL CONCRETE SURFACES TO RECEIVE MEDIUM BROOM FINISH.
 - (2) 12" WIDE BORDER PER NOTE 2, P.F.R.D. STD. PLAN 1115
 - (3) RAMP SURFACE PER NOTE 3, P.F.R.D. STD. PLAN 1115
 - (4) X=8.0' ON CURB WITH 8" CURB FACE HEIGHT
X=6.0' ON CURB WITH 6" CURB FACE HEIGHT
 - (5) SCORELINE PATTERN PER LADERA RANCH NEIGHBORHOOD WALKWAY SCORELINE PATTERN DETAIL
 - (6) 6" WIDE RETAINING CURB PER DETAIL "C", P.F.R.D. STD. PLAN 1115

- B-8. **Alternative Residential Corner Ramp Condition • At Typical Intersection**
 Per the approval of the Subdivision Committee and the County Chief Engineer, allow special ramp conditions on typical local street corners (without tapers), as shown below:



- NOTES:
- (1) PAVED SURFACE - ALL CONCRETE SURFACES TO RECEIVE MEDIUM BROOM FINISH.
 - (2) 12" WIDE BORDER PER NOTE 2, P.F.R.D. STD. PLAN 1115
 - (3) RAMP SURFACE PER NOTE 3, P.F.R.D. STD. PLAN 1115
 - (4) X=8.0' ON CURB WITH 8" CURB FACE HEIGHT
X=6.0' ON CURB WITH 6" CURB FACE HEIGHT
 - (5) SCORELINE PATTERN PER LADERA RANCH NEIGHBORHOOD WALKWAY SCORELINE PATTERN DETAIL.
 - (6) 6" WIDE RETAINING CURB PER DETAIL "C", P.F.R.D. STD. PLAN 1115

C. Landscape and Hardscape

Some components of the Ladera neighborhood village design philosophy require modifications to **Landscape and Hardscape** development standards in the Ladera Planned Community Text and to appropriate County Standard Plans. These modifications include reduced hardscape in medians and raised planters, modified tree lists and planting standards, private improvements in medians and rights-of-way and other unique design solutions identified by the following Items #C-1 through C-3.

C-1. Tree List and Planting Widths

Per the approval of the Subdivision Committee, modify County Standard Plan 1700 to allow the following additions or modifications to the street tree list and planting width standards. Trees marked by the asterisk (*) have been added to the County street tree list. Trees marked by two asterisks (**) are prohibit from being clustered in the fuel modification interface area by the Orange County Fire Authority.

Species	County Minimum Planting Width (feet)	Ladera Planting Width (feet)
Albizia julibrissen**	14.0	6.5
Alnus rhombifolia	14.0	6.5
Eucalyptus species** (except Blue gum)✓	6.0	4.5
*Fraxinus velutina	N.A.	6.5
Pistachia chinensis✓	6.0	4.5
*Platanus racemosa (Calif. sycamore)✓	N.A.	20.0
*Prunus cerasifera**	N.A.	4.5
*Pyrus calleryana**	N.A.	4.5
*Schinus molle (Calif. pepper)✓	N.A.	20.0
Quercus ilex (Holly oak)✓	6.0	4.5
Sapium sebiferum	N.A.	5.0
Zelkova serrata	N.A.	6.5

Performance Standards:

- Tree species listed above followed by a check mark (✓) must comply the following alternative **Planting Width** criteria:
 - a. Adequate parkway tree irrigation must be provided, either from an irrigation line in the street right-of-way or a tree bubbler system connected to each individual residence.
 - b. Adequate root barriers and staking must be provided.
 - c. Root pruning practices must included in community maintenance specifications.
 - d. Root pruning and tree trimming must be the responsibility of the Master Homeowners Association.

Project Benefits:

- A landscape treatment which blends with the surrounding ranch woodland environment.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

C-2. **Hardscape in Medians and Raised Planters (see Exhibit 8 on facing page)**

Per the approval of the County Chief Engineer, modify County Standard Plan 1114 **such** as to not require hardscape within medians of 6 feet or more in width on public arterial and collector streets or within raised planters in public local residential streets unless they are less than 3 feet in width. Median islands 3 feet or less in width will be paved with enhanced concrete or paver units. These modified standards are allowed when specially designed curb sections, drainage system and modified irrigation system are used to reduce damage from surface drainage per the following performance criteria:

Performance Standards:

- These **Reduced Hardscape** standards would apply only if all of the following criteria are evident:
 - a. Positive drainage to the center of the median, if it is not a sloped median.
 - b. Runoff to be collected in drainage devices.
 - c. Irrigation system designed to eliminate overspray onto adjacent roadway (See Exhibit 8).
 - d. Placement of plant material to not to obstruct flow of water to collection points.
 - e. Plant materials list minimizes maintenance and water consumption.
 - f. Curb and gutter allowed in superelevated roadway sections.
 - g. Deep lift pavement/sub drain detail not required on the high side of median.

Project Benefits:

- A semi-rural village ambiance.
- Less uninterrupted hardscape and impervious surfaces.
- A reduction in urban runoff.
- Equivalent ease of circulation and traffic safety.

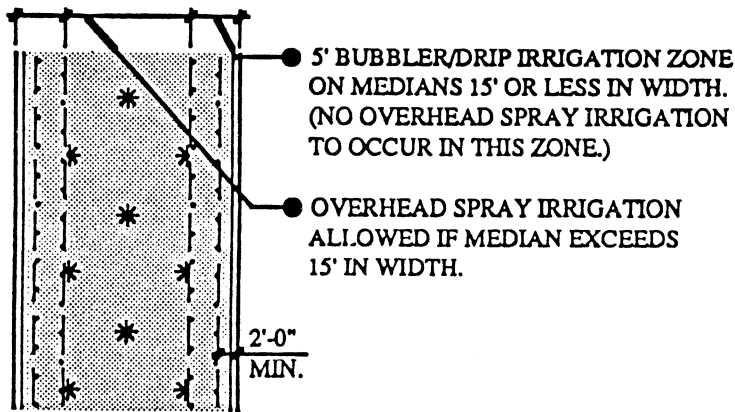
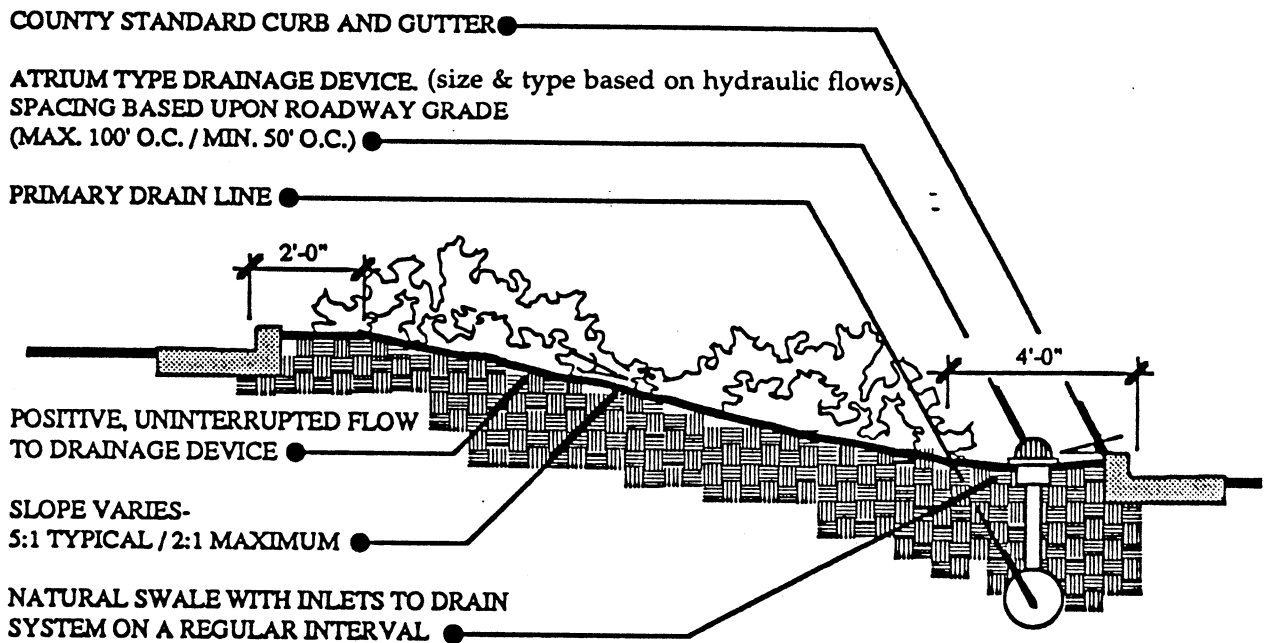
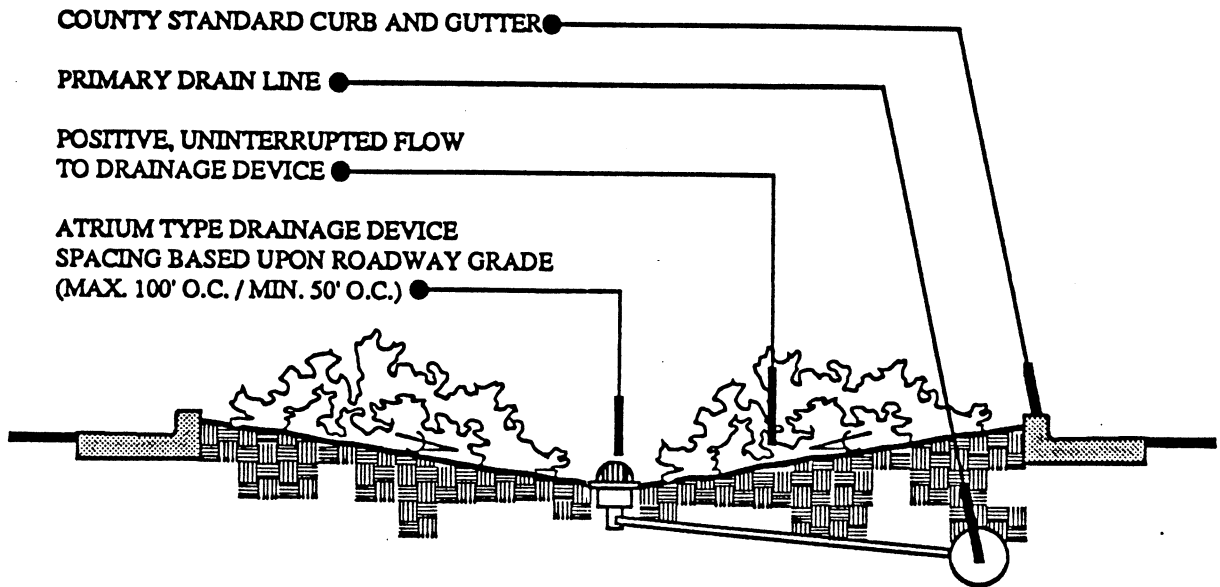


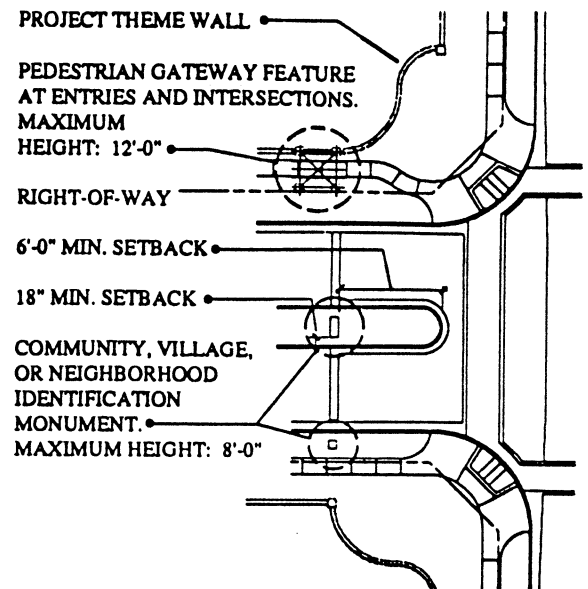
EXHIBIT 8

Reduced Hardscape in Medians & Planters

LADERA PLANNED COMMUNITY
Alternative Development Standards

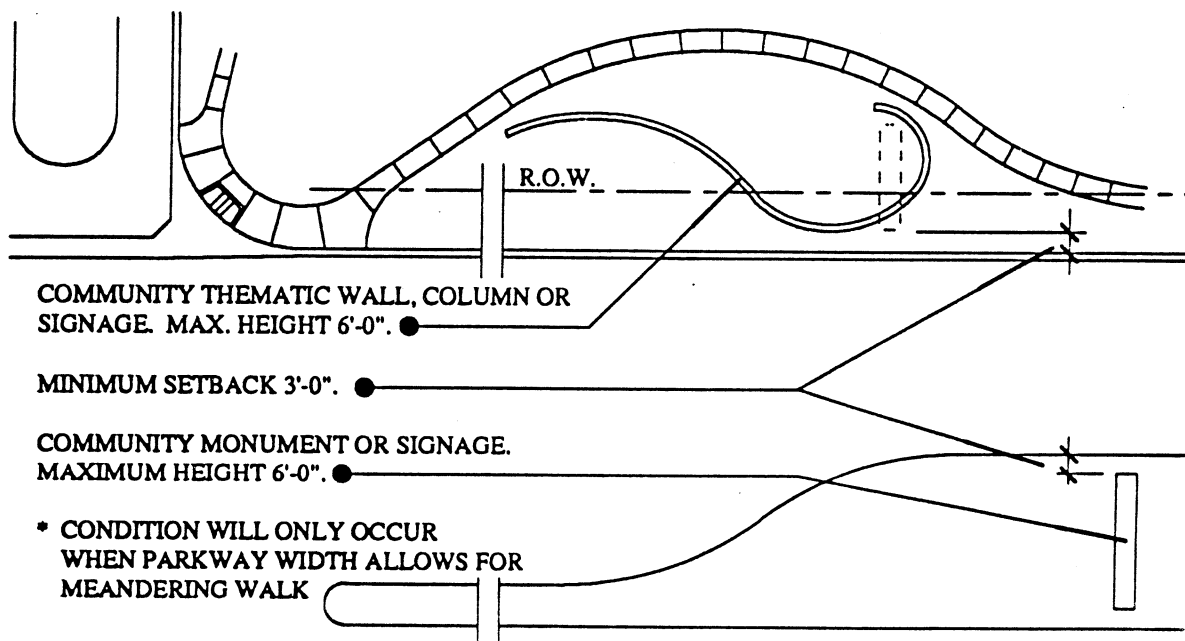
C-3. Private Improvements in Medians and Rights-of-Way

Per the approval of the Subdivision Committee and the County Chief Engineer, allow private improvements within public street rights-of-way as shown on the exhibit at right. Private signage improvements allowed within public arterial rights-of-way include thematic community, village or neighborhood entry monumentation and thematic landscaping. Design elements would not occur within intersection sightlines or limited use areas.



Project Benefits:

- A consistent thematic landscape and hardscape identity throughout the community.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.
- Equivalent or better on-going maintenance costs.



C-4. Type "C" Slopes (Withdrawn)

C-5. Trees Planted Within Fifty Feet of Intersection

Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1700 (Planting Criteria 1.a.) to allow trees to be planted within fifty (50) feet from an intersecting street measured from the intersecting right-of-way lines.

Performance Standards:

- This modification shall be allowed only if the following criteria are met:
 - a. Private residential streets with chicanes or tapers (See #A-9).
 - b. Limited planting of trees and landscaping within fifty (50) feet allowed as long as these plantings do not obstruct the line vision of approaching vehicles.
 - c. The homeowners' association would be responsible for maintenance.

Project Benefits:

- A strengthened residential village ambiance due to enhanced landscaping.
- Equivalent or better on-going maintenance costs.

D. Planned Community Regulations

Some components of the Ladera neighborhood village design philosophy require modifications to **Planned Community** development standards in the Ladera Planned Community Text and to appropriate County Standard Plans. These modifications include modified residential setback standards, modified driveway standards, modified building separation standards and other unique design solutions identified by the following Items #D-1 through D-5.

D-1. Garage Setbacks

Per the approval of the Planning Commission, modify Conventional Single-Family Detached Dwellings building setback standards (Ladera P.C. Section III.H.1.f.) to allow garage structures to be constructed with no minimum setback from any side or rear property line not abutting a street (see examples below). This modified standard would not result in any change to the standards of Section III.H.1.f. regarding setbacks for the primary residential structure.

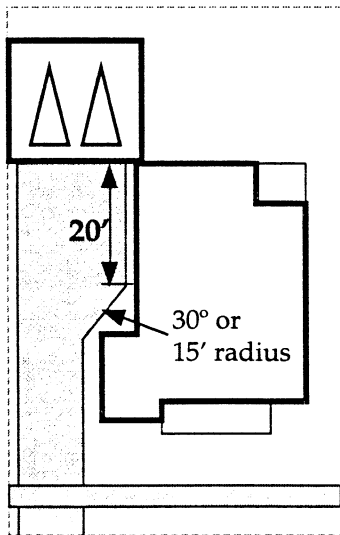
Project Benefits:

- More variable rear and corner lot plotting of open area within each lot.
- Equivalent or better impacts on public health, safety & general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

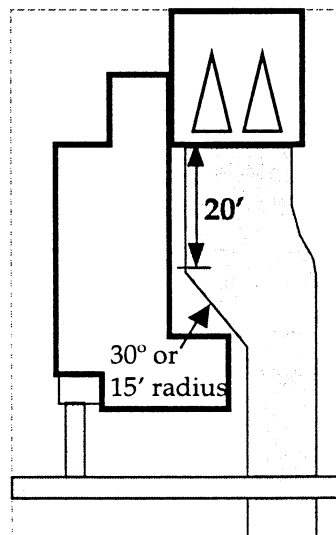
Performance Standards:

- Two garage spaces on each lot must meet County maneuvering requirements
- 18 foot wide garage door required on two car swing-in garages (if required to meet maneuvering templates).
- If car parked in drive, one care in garage needs to get out.

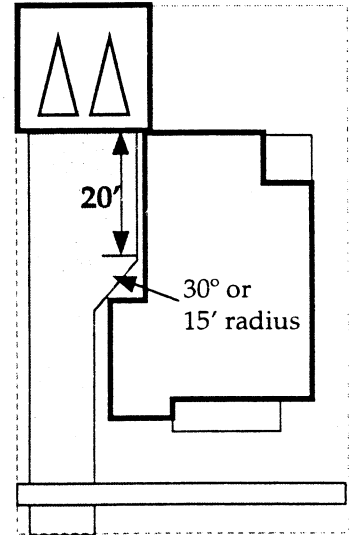
No Side Garage Setback



No Rear Garage Setback



No Rear or Side Setback



D-2. Driveway Maneuvering Area

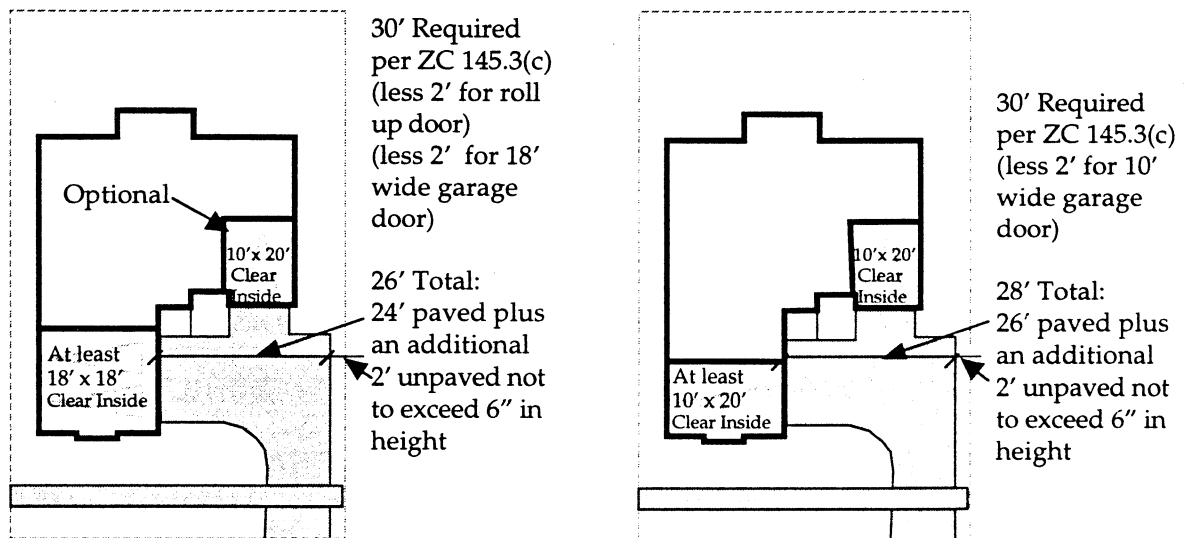
Per the approval of the Subdivision Committee, modify County Zoning Code Section 145.3(c) as it relates to Ladera P.C. Text Conventional Single Family Detached Residential driveway maneuvering area. This modified standard allows 24 feet of unobstructed area (measured from garage door), and an additional 2 feet, for a total of 26 feet, where there is no physical barrier over six (6) inches in height opposite a garage or carport entry that would prevent a motor vehicle from projecting beyond the driveway maneuvering area (see the diagram at right).

Performance Standards:

- Two garage spaces on each lot must meet County maneuvering requirements
- 18 foot wide garage door required on two car swing-in garages (if required to meet maneuvering templates).
- If car parked in drive, one care in garage needs to get out.

Project Benefits:

- More flexibility regarding plotting of housing on each residential lot.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.



D-3. Driveway Radii (Withdrawn)

D-4. Media Niche

Per the approval of the Planning Commission, add "Media Center/Niche" to the list of "other similar architectural features" allowed as projections into required setbacks by the Ladera Planned Community text on pages 43 (Conventional Single Family Detached Dwellings) and page 49 (Planned Concept Detached Dwellings).

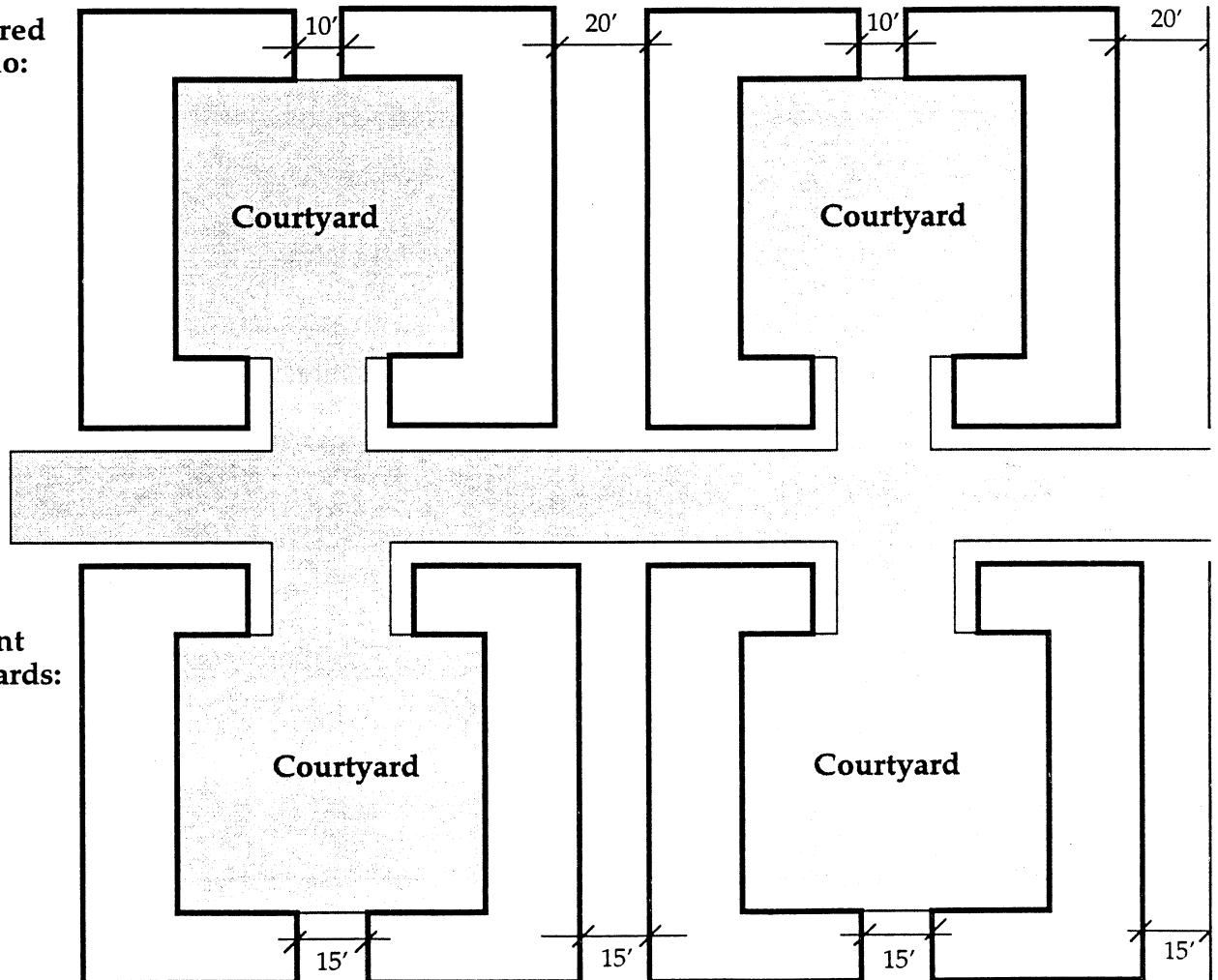
D-5. Multi-Family Building Separations

Per Planning Commission approval, modify the minimum distance standard between multi-family buildings (Ladera P.C. Section III.H.4.f) to allow a 10-foot separation (existing standard is 15 feet). This modified standard is not to be used for the purpose of increasing residential densities, but rather in instances where usable public open space can be maximized by reducing non-usable, non-public spaces. As shown in the example below, a garage setback of 10 feet allows a courtyard setback of 20 feet.

Project Benefits:

- More flexibility regarding plotting of housing on each residential lot.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.

Preferred Senario:



D-6. **Modified Parking Standards** (Approved as #G-5)

D-7 **Modified Building Side Setbacks**

Per Planning Commission approval, modify Planned Concept Detached Dwellings Section III.H.3.h.(2) of the Ladera P.C. Program Text as follows:

“The side yard set back may vary in width from the front to the back of the lot for units on a separate building site, so long as the aggregate setback (one side only or the total of each side setback) is maintained at an average of ten feet and the structure is at no point closer than eight feet to another building).”

Performance Standards:

- a. This modification shall be allowed only on “rear loaded” single family homes per the Planned Concept Detached Dwellings section of the Ladera P.C. Program Text.
- b. Site development permit (including a statistical summary of the 10 foot average aggregate setback to building face for each lot), per a public hearing before the Zoning Administrator.
- c. Building Articulation is required.
- d. Equal or greater functional area is required.
- e. Stepped and undulating building massing are required on one third of units.
- f. Privacy issues are to be addressed through zero lot line plotting or reciprocal easements or window placement.
- g. Any encroachments into the setback area would leave a 3 foot clear path along the building (excluding roofs and roof eaves).

D-8. **Modified Height Limits** (withdrawn)

E. Lighting and Signage

Some components of the Ladera neighborhood village design philosophy require modifications to **Lighting and Signage** development standards in the Ladera Planned Community Text and to appropriate County Standard Plans. These modifications include modified street light poles, modified traffic signal standards and other unique design solutions identified by the following Items #E-1 through E-5.

E-1. Thematic Street Lights and Poles

Per the approval of the County Chief Engineer, allow thematic street lights and poles (as approved for phase one, Master Tract 15615) which meet Standard Plan 1411 on public or private streets.

Performance Standards:

- Maintenance to be performed by the homeowners association or utility company.

Project Benefits:

- A consistent thematic community identity.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other
- Equivalent or better on-going maintenance costs.

E-2. Limited Deletion of Street Lights

Per the approval of the Subdivision Committee, delineation of Rural Street Standards, street lights on private streets would only be required at intersections knuckles and ends of cul-de-sacs. This modification shall be allowed only when lots are 6,600 square feet or greater. Higher density projects which are deemed adequately served by rural road standards may also use this standard per approval of a site development permit.

Performance Standards:

This modification shall be allowed only if the following criteria are met:

- Private residential streets.
- Larger lots (at least 6,600 square feet or frontage of 60 feet), also reducing the demand for off-street parking spaces per acre served by the effected streets.
- Higher density projects which are deemed adequately served by rural road standards.
- Ambient lighting may be installed along sidewalks to assist pedestrians.

Project Benefits:

- A rural hillside residential village ambiance.
- Reduced light and glare visual and aesthetic impacts on surrounding areas.

E-3. Regulatory Signs (Standard Plans 1408, 1409 and 1417) (Withdrawn)

E-4. Thematic Traffic Signal Standards

Per the approval of the County Chief Engineer, allow thematic traffic signal hardware which meet the CalTrans Traffic Manual (as adopted by the County) regarding size and height are allowed at public street intersections.

Project Benefits:

- A consistent thematic community identity.
- Equivalent or better impacts on public health, safety and general welfare.
- Equivalent or better impacts on the immediately adjacent property and other permitted uses in the vicinity.
- Equivalent or better on-going maintenance costs.

E-5. Informational Signs in Arterial Rights-of-Way (Withdrawn)

F. Other Standards

F-1. Modified Lot & Street Release Standards

Per the approval of the Subdivision Committee, allow incremental releases of certificates of use and occupancy are allowed.

Project Benefits:

- Greater flexibility to builders and home buyers regarding floorplan and lot size combinations and locations within tracts.
- Equivalent access for Fire Authority and emergency vehicles.
- Equivalent impacts on the immediately adjacent property and other permitted uses in the vicinity.

G. Private Street Rights-Of-Way & Intersections

G-1. Single Sided Parking on Double Loaded Streets (Withdrawn)

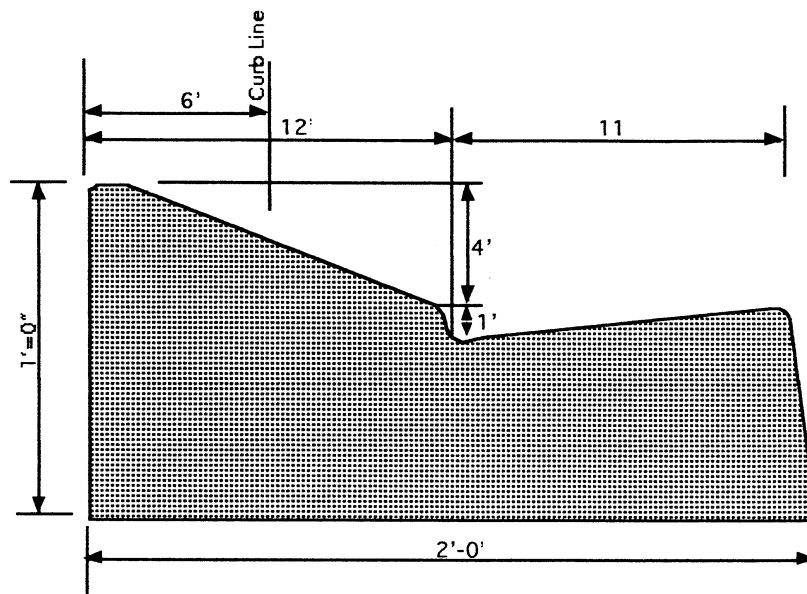
G-2. Modified Street Parking Configurations (Withdrawn)

G-3. **Ramped Curb on Private Streets (See Exhibit below.)**

Per the approval of the County Chief Engineer, modify County Standard Plans 1108-1110 and 1201 per dimensions as shown on Exhibit below.

Project Benefits:

- A rural residential village ambiance.
- Equivalent or better drainage of private streets.



G-4. **Private Rural Street (See Exhibit on next page.)**

Per the approval of the County Chief Engineer, modify County Standard Plan 1110 and Ladera Alternative Development Standard A-1 to allow rural street standards in neighborhoods with average lot sizes of at least 10,000 square feet.

Performance Standards:

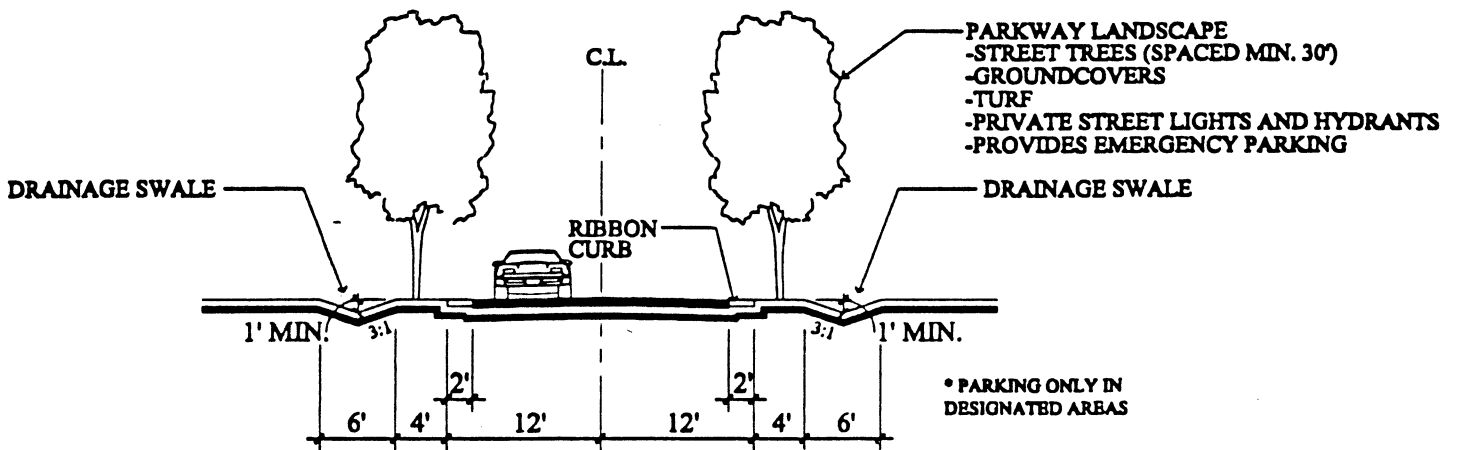
1. Parking shall be per Standard Plan or Alternative Development Standard G-5 below.
2. Ribbon curbs would be allowed only after the following criteria are met:
 - a. Private local residential streets with less than 200 ADT and a percent grade of less than 8%.
 - b. Drainage improvements which meet current County Standard Plans and the Subdivision Manual.

3. Deletion of sidewalks would be allowed only after the following criteria are met:
 - a. Alternative pedestrian circulation.
 - b. Private local residential streets with less than 100 ADT.

4. Drainage swales would be allowed only after the following criteria are met:
 - a. Private local residential streets with less than 200 ADT and a percent grade of less than 8%.
 - b. Drainage improvements and erosion control which meet current County Standard Plans and the Subdivision Manual.
 - c. The flow velocity in the swales shall be non-erosive (less than approximately 6 feet per second).
 - d. Master Homeowners Association maintenance required.
 - e. Landscaping will include low groundcover and/or trees approximately every 30 feet.

Project Benefits:

- A semi-rural village ambiance.
- Equivalent drainage of private streets.
- Equivalent on-going maintenance costs.



G-5. Modified Private Parking Standards

Per the approval of the Subdivision Committee and the County Chief Engineer, modify County Standard Plan 1107 to allow extensive chicanes or tapers (minimum travelway width of 24 feet per Alternative Development Standard A-9) and single loaded parking on the opposite side of the street.

Performance Standards:

- This modification shall be allowed only if the following criteria are met:
 - a. Private residential streets with less than 500 ADT, and less than 400 ADT when single loaded street parking is on opposite side of street.
 - b. Off-street parking for four cars, with a minimum of two spaces in the garage and the remainder in the driveway with accessibility to one garage space (to be verified prior to issuance of a precise grading permit).
 - c. On-street guest parking for 0.5 cars per dwelling unit (to be verified prior to issuance of a precise grading permit).
 - d. Minimum travelway width shall be 28 feet on perimeter streets adjacent to designated fire hazard areas.
 - e. Larger lots (at least 6,600 square feet or frontage of 60 feet), also reducing the demand for off-street parking spaces per acre served by the effected streets.

Project Benefits:

- A residential village ambiance with less uninterrupted hardscape.
- Traffic calming due to increased landscaping serving as "friction" along the residential roadway.
- Equivalent parking per dwelling and ease of circulation and traffic safety.
- Equivalent access for fire and emergency vehicles.

- G-6. Grated Inlets Catch Basins on Private Streets (See Exhibit on Page 47)**
Per the approval of the County Chief Engineer, modify County Standard Plan 1304 (Inlet Type IV) and APWA Standard Plan 303-1 (Curbside Grating Catch Basin).

Performance Standards:

1. Grated Inlet Catch Basins will only be used where the following criteria are met:
 - a. Private streets with ramped curbs per ADS G-3.
 - a. County Standard Cast Nodular Iron Grate (Bicycle Proof) is used per County Standard Plan 1307 (Miscellaneous Inlet Details and Notes)
 - a. Drainage design meets County Design requirements for grate inlets accounting for clogging.
 - a. In sump conditions, grates may only be used as a secondary overflow device.
1. Master Homeowners Association responsible for verifying clog-free condition prior to rainy season and following each storm event.

Project Benefits:

- Integrates easily with ramped curb used in rural residential village
- Grated inlets improve drainage on steeper hillside streets.
- Restricts trash from entering storm drain system.

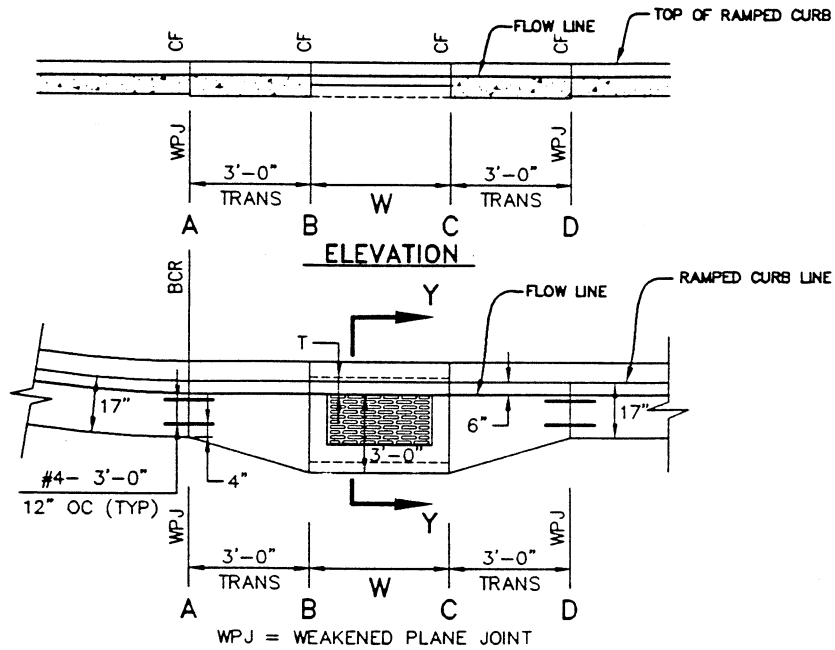
- G-7. Reduced Local Depression on Private Streets (See Exhibit on Page 48)**
Per the approval of the County Chief Engineer, modify County Standard Plan 1308 (Local Depression):

Performance Standards:

1. Reduced Local Depression will only be used where the following criteria are met:
 - a. Private streets with ramped curbs per ADS G-3.
 - a. At sump conditions where primary flood conveyance facility is a curb opening catch basin per County Standard Plan 1301 or 1302 (Inlet Type I or II).
 - a. Drainage design meeting County Design requirements taking reduced local depression into account.
 - a. May be used in combination with grated inlet to reduce trash entering storm drain system.

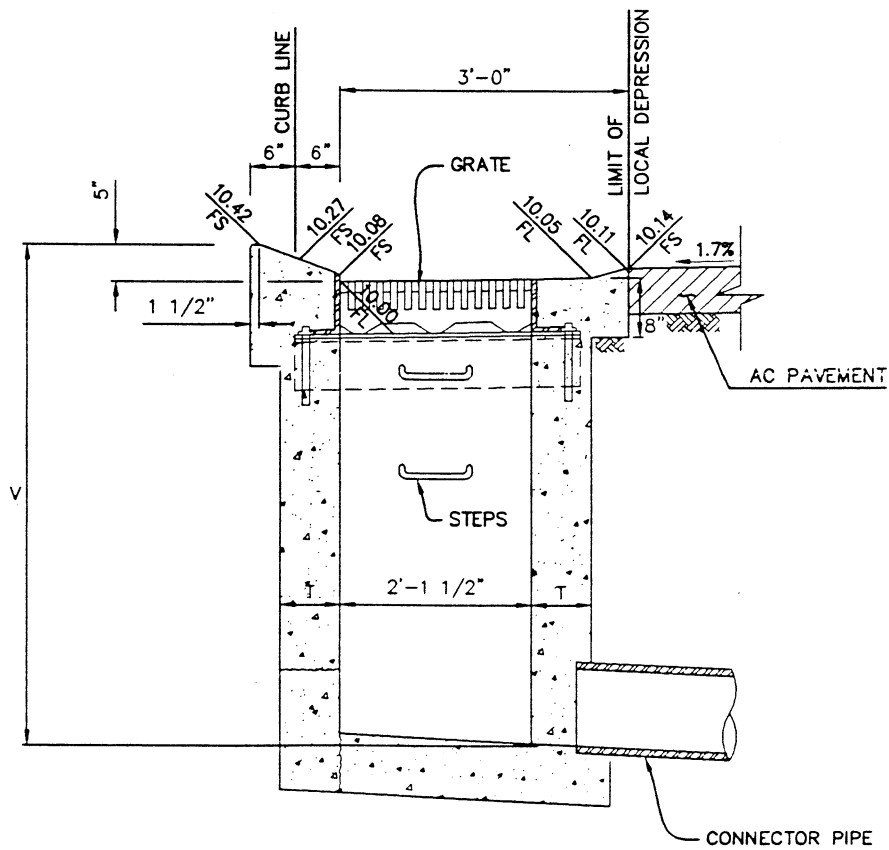
Project Benefits:

- Integrates easily with ramped curb used in private rural residential village.
- Reduced impact to street sections, especially at 24 foot tapers.
- Higher degree of flood protection provided at low points with curb opening catch basin.



GRATE INLET

N.T.S.

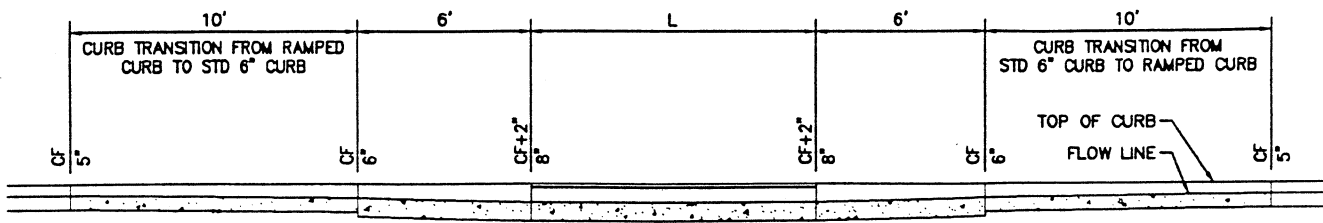


SECTION Y-Y

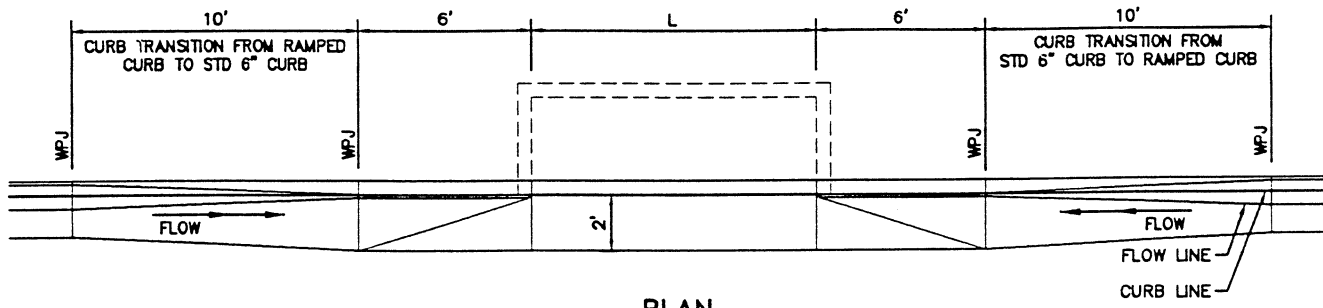
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ADS G-6

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 Drawing Number: 12/14/11



ELEVATION

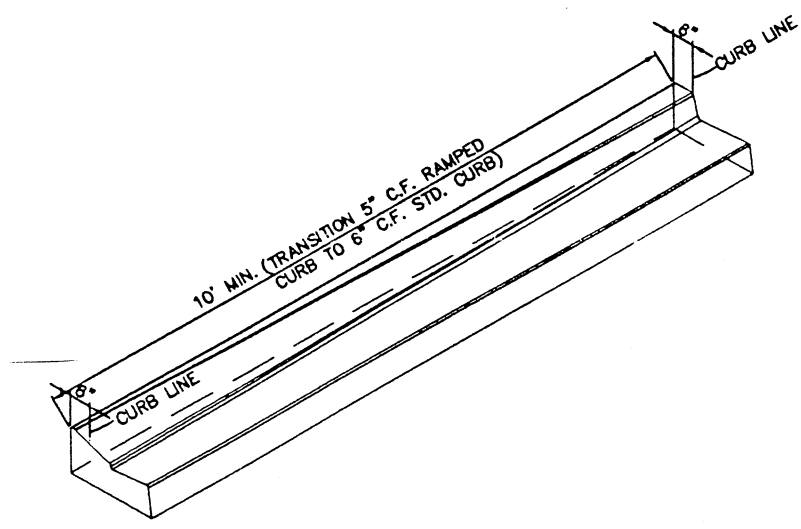


PLAN

WPJ = WEAKENED PLANE JOINT

CURB INLET MODIFIED LOCAL DEPRESSION

N.T.S.



**RAMPED CURB
TRANSITION TO STANDARD CURB**

N.T.S.

ADS G-7

Drawing Name: 11-000-130-Administration-Regents-ADS-G-7.dwg

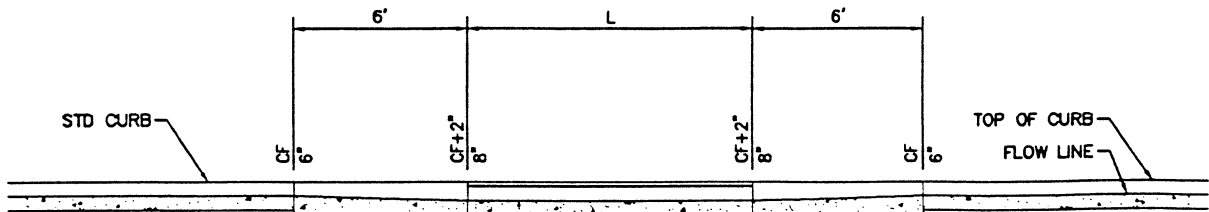
- G-8. **Reduced Local Depression on Public Streets (See Exhibit on Page 49)**
Per the approval of the County Chief Engineer, modify County Standard Plan 1308 (Local Depression):

Performance Standards:

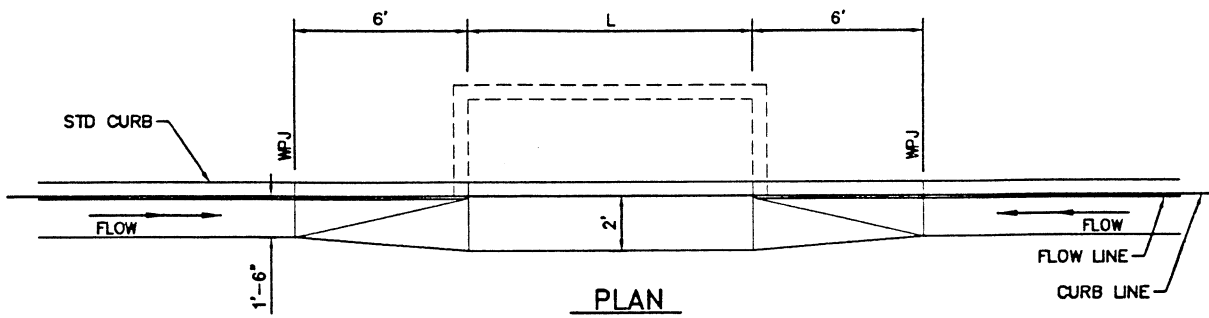
1. Reduced Local Depression will only be used where the following criteria are met:
 - a. Public streets with standard curbs.
 - a. At curb opening catch basin per County Standard Plan 1301 or 1302 (Inlet Type I or II).
 - a. Drainage design meeting County Design requirements taking reduced local depression into account.
 - a. May be used in either a flow-by or sump condition.

Project Benefits:

- Reduced impact to street sections, especially at 24 foot tapers.



ELEVATION

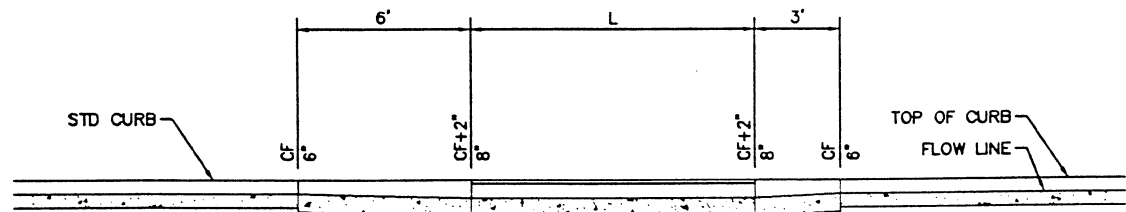


PLAN

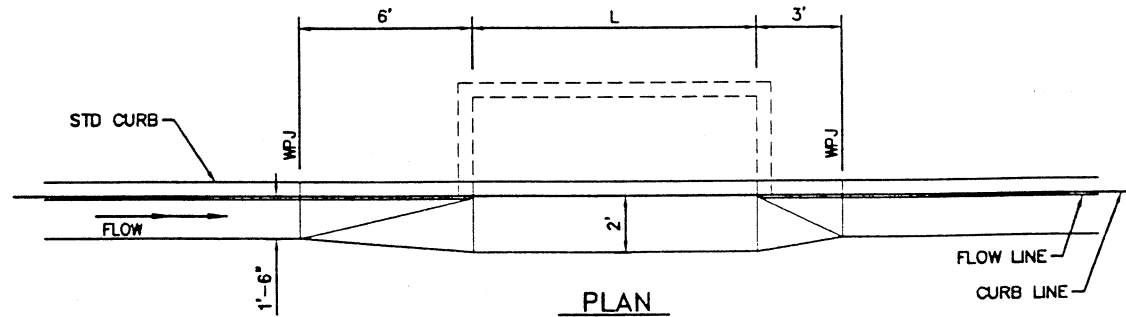
STD CURB INLET MODIFIED LOCAL DEPRESSION - SUMP CONDITION

N.T.S.

WPJ = WEAKENED PLANE JOINT



ELEVATION



PLAN

STD CURB INLET MODIFIED LOCAL DEPRESSION - FLOW-BY CONDITION

N.T.S.

ADS G-8

Drawing Name: U:\BP-135\Administration\Reports\ADS\G-8.dwg

G-9. Rolled Curb on Private Streets (See Exhibits below).

Per the approval of the County Chief Engineer, modify County Standard Plans 1108-1110 and 1201 per dimensions as shown on Exhibit below.

Performance Standards:

1. 5" and 6" Rolled curb hydraulic capacity shall be equivalent to or greater than ADS G-3 Ramped curb.
2. 4" Rolled curb use shall be restricted to the following conditions:
 - a. Used on 'local' residential neighborhood streets (not intended for collector streets) with homes loaded onto roadway.
 - b. Drainage system shall be designed to meet County Design requirements. The reduced hydraulic capacity of 4" high curb shall require supplemental inlets to the underground storm drainage system.
 - c. Curb cores through 4" Rolled curb shall not be allowed and instead a behind – the-curb drainage system shall be required.

Project Benefits:

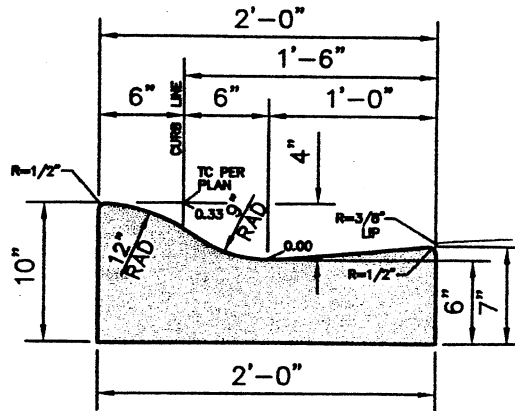
- A rural residential village ambiance.
- Equivalent or better drainage of private streets.
- The 4" high rolled curb improves vehicular access to driveways.

G-10. Grated Inlets Catch Basins With Rolled Curb on Private Streets (See Exhibits below).

Per the approval of the County Chief Engineer, modify County Standard Plan 1304 (Inlet Type IV), APWA Standard Plan 303-1 (Curbside Grating Catch Basin), and ADS G-6 (Grated Inlets Catch Basins on Private Streets) as shown on the Exhibit below.

Performance Standards:

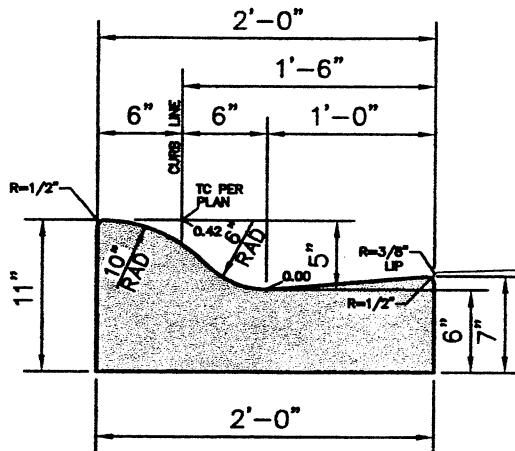
1. Grated Inlet Catch Basins will only be used where the following criteria are met:
 - a. Private streets with Rolled Curbs per ADS G-9.
 - b. Use County Standard Cast Nodular Iron Grate (Bicycle Proof) per County Standard 1307 (Miscellaneous Inlet Details and Notes).
 - c. Drainage design meeting County Design requirements for grate inlets accounting for clogging (50% clogging at sumps, 25% clogging at flow-by conditions with 80-85% interception).



Note: Curb cores through 4" Rolled curb shall not be allowed and instead a behind-the-curb drainage system shall be required.

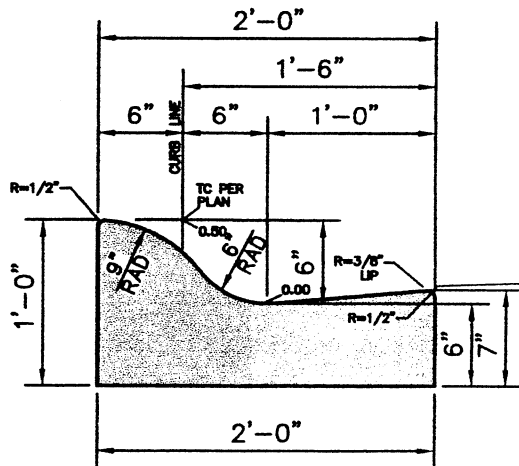
4" ROLLED CURB & GUTTER

N.T.S.



5" ROLLED CURB & GUTTER

N.T.S.

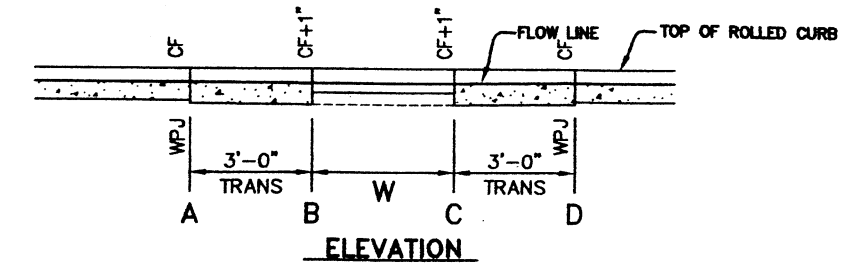


6" ROLLED CURB & GUTTER

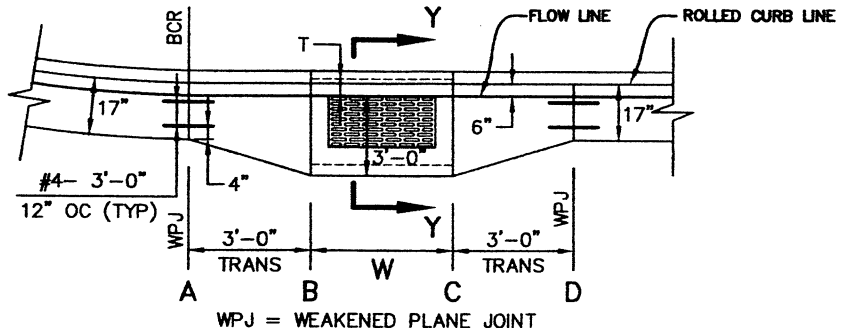
N.T.S.

ADS G-9

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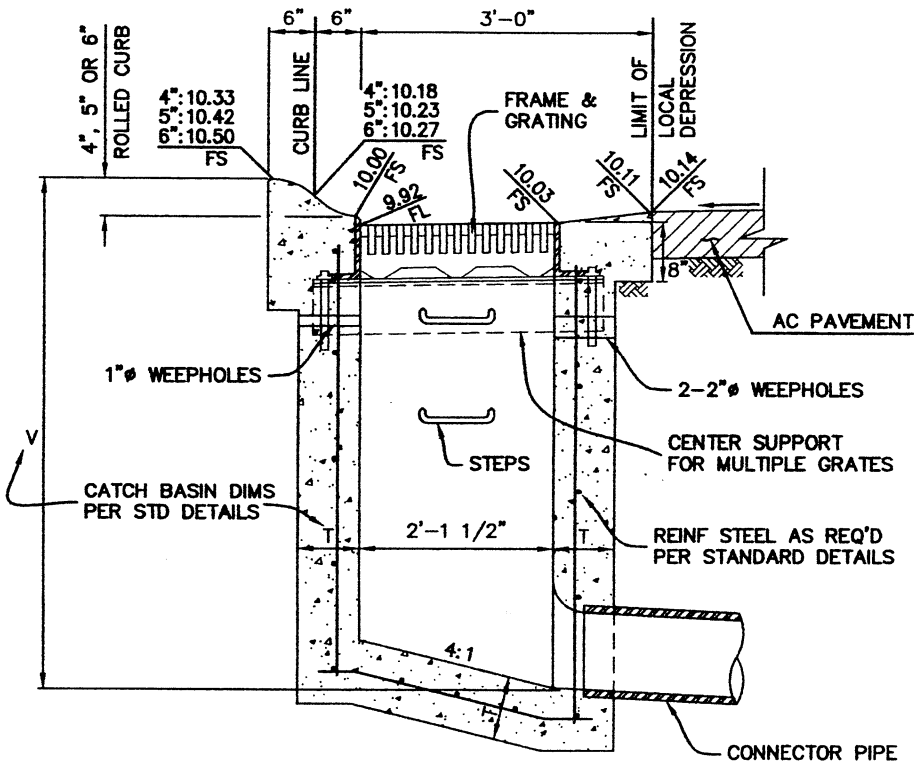
ELEVATION



PLAN

GRATE INLET

N.T.S.



SECTION Y-Y

N.T.S.

County Standard Plan 1304 (Inlet Type IV)
 & APWA Standard Plan 303-1 (Curbside Grating Catch Basin)
 & ADS G-6 (Grated Inlets Catch Basins on Private Streets)
 MODIFIED - SEE STANDARDS FOR ADDITIONAL INFORMATION

ADS G-10

Drawing Name: U:\98-156\Administration\Reports\ADS\G-10.dwg
 Plot Date: 08/08/03 11:16:00 AM
 Plot Path: \\server\plotters\plot

- d. In sump conditions may only be used as a secondary overflow device.
2. Master Homeowners Association responsible for verifying clog-free condition prior to rainy season and following each storm event.

Project Benefits:

- Integrates easily with Rolled Curb used in private rural residential village.
- Grated inlets improve drainage on steeper hillside streets.
- Restricts trash from entering storm drain system.

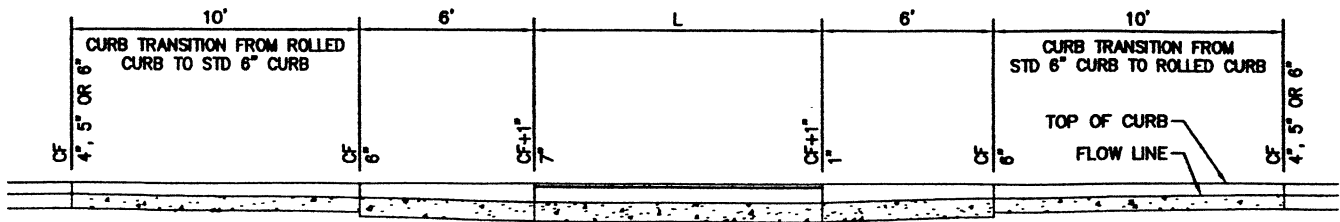
- G-11. **Reduced Local Depression With Rolled Curb on Private Streets (See Exhibits below).**
Per the approval of the County Chief Engineer, modify County Standard Plan 1308 (Local Depression) and ADS G-7 (Reduced Local Depression on Private Streets) as shown on the Exhibit below.

Performance Standards:

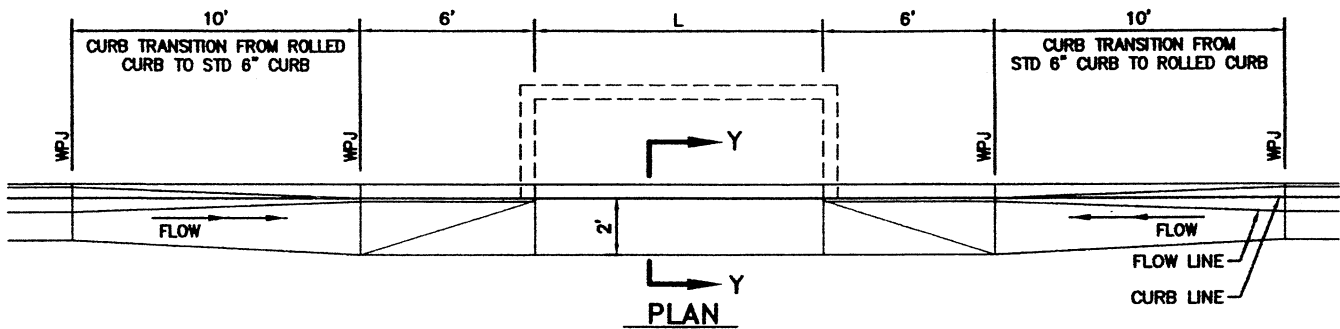
1. Reduced Local Depression will only be used where the following criteria are met:
 - a. Private streets with Rolled Curbs per ADS G-9.
 - b. At sump conditions where primary flood conveyance facility is a curb opening catch basin per County Standard 1301 or 1302 (Inlet Type I or II).
 - c. Drainage design meeting County Design requirements taking reduced local depression into account.
 - d. May be used in combination with grated inlet to reduce trash entering storm drain system.

Project Benefits:

- Integrates easily with Rolled Curb used in private rural residential village.
- Reduced impact to street sections, especially at 24 foot tapers.
- Curb opening catch basin provides higher degree of flood protection at low points than otherwise would be provided with a rolled curb and grated inlet.



ELEVATION

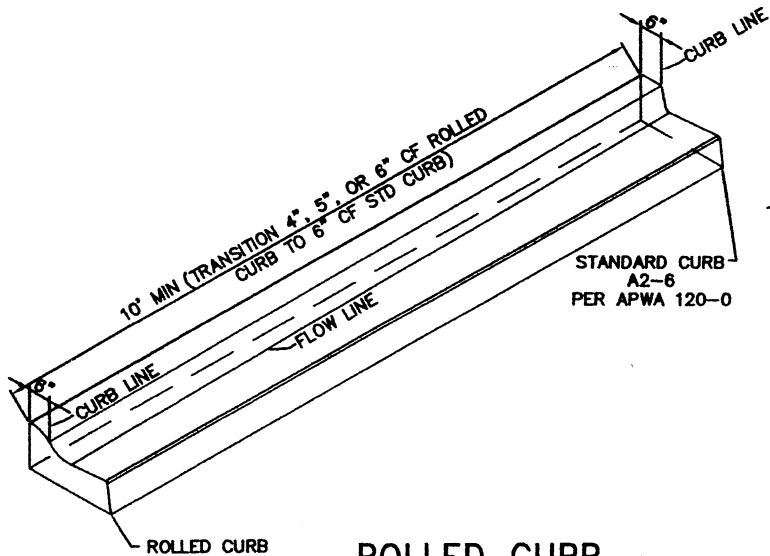


PLAN

WPJ = WEAKENED PLANE JOINT

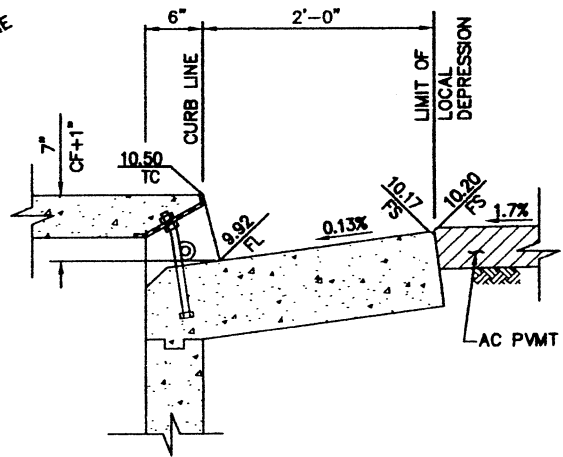
CURB INLET MODIFIED LOCAL DEPRESSION

N.T.S.



**ROLLED CURB
TRANSITION TO STANDARD CURB**

N.T.S.



SECTION Y-Y

N.T.S.

ADS G-11

Drawing Name: U:\98-159\Administration\Reports\ADS\G-11.dwg

G-12. Modified Curb Ramp – County Standard Plan 1115 (Type 5) (See Exhibit below).

Per the approval of the County Chief Engineer, modify County Standard Plan 1115 per dimensions as shown on Exhibit below.

Performance Standards:

1. Used with 4", 5" or 6" Rolled curb per ADS G-9, Ramped curb per ADS G-3, Ribbon Curb per ADS G-4, or Standard curb as occurs.

Project Benefits:

- Reduced footprint compared to standard Type 5 ramp.
- Works equally well with narrow or wide parkways.
- Adaptable to any curb type.

G-13. Pedestrian Crossing at Drainage Swale on Private Streets (See Exhibit below).

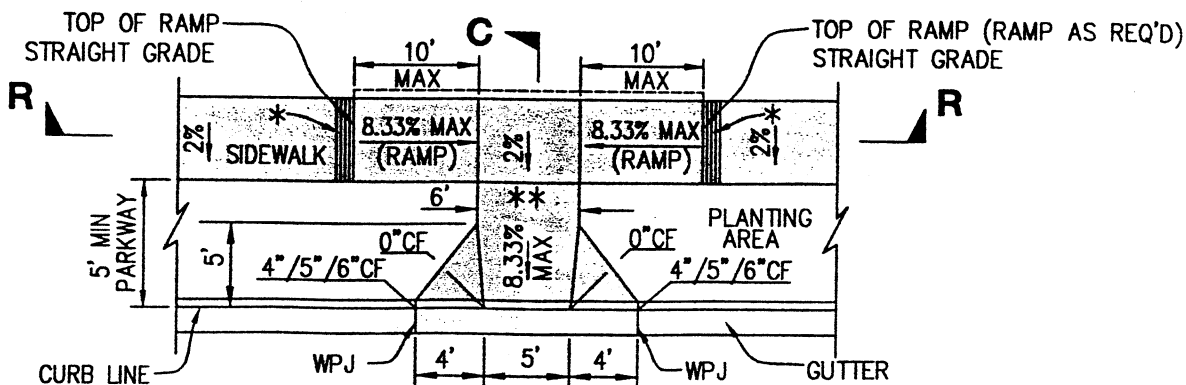
Per the approval of the County Chief Engineer, prepare new detail per dimensions as shown on Exhibit below.

Performance Standards:

1. Used with ADS G-4 Ribbon curb at mid-block locations.
2. Pedestrian Crossing's use shall be restricted to the following conditions:
 - a. Used on 'local' residential neighborhood streets (not intended for collector streets).
 - b. Drainage system shall be designed to meet County Design requirements. A minimum 8" diameter culvert shall be provided to convey flows through the pedestrian crossing. In any case, the responsible engineer shall verify the culvert is adequate to prevent ponding and overtopping of the pedestrian crossing in the drainage swale.

Project Benefits:

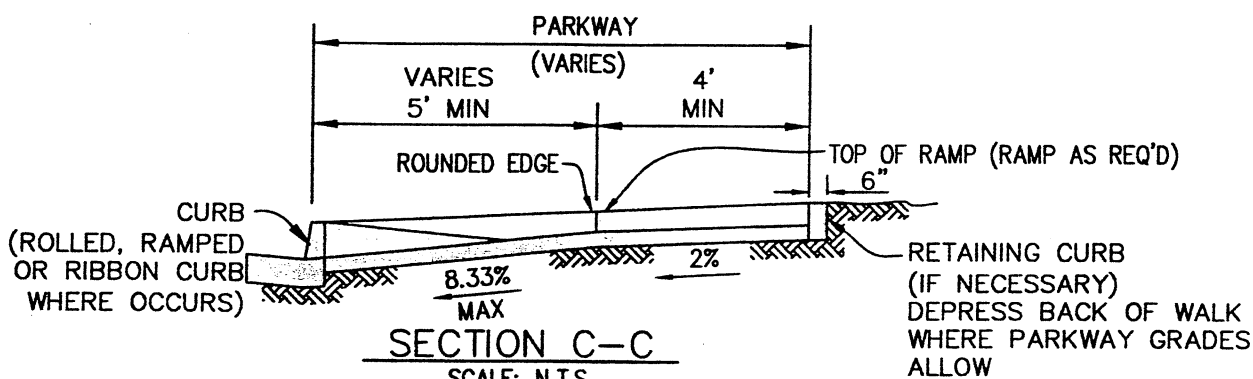
- A rural residential village ambiance.
- Equivalent or better drainage of private streets.
- Provides pedestrian access across drainage swales where driveways may not be present.



PLAN VIEW

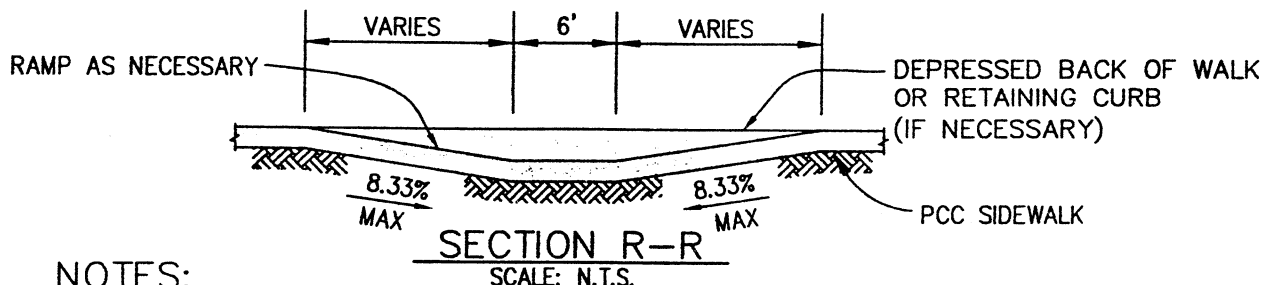
SCALE: N.T.S.

* SEE NOTE 2
** SEE NOTE 3



SECTION C-C

SCALE: N.T.S.



SECTION R-R

SCALE: N.T.S.

NOTES:

- (1) PAVED SURFACE - ALL CONCRETE SURFACES TO RECEIVE MEDIUM BROOM FINISH (ALLOWED) OR LIGHT WASH FINISH (PREFERRED ON PRIVATE STREETS).
- (2) 12" WIDE WITH 1/4" GROOVES AT 3/4" APPROX. O.C. - PER GROOVING DETAIL ON PER PF&RD STANDARD PLAN 1115 SHEET 6 OF 8 AND GENERAL NOTE 2 SHEET 7 OF 8.
- (3) RAMP SURFACE TO HAVE TRANSVERSE BROOMED FINISH PER GENERAL NOTE 3 PER PF&RD STANDARD PLAN 1115 SHEET 7 OF 8.
- (4) SIDEWALK SCORELINES PATTERN PER ALTERNATIVE NEIGHBORHOOD SIDEWALK DETAIL (CURB-SEPARATED WALKWAY) PER ALTERNATIVE DEVELOPMENT STANDARD A-20.

MODIFIED TYPE 5 CURB RAMP FOR MIN 5' WIDE PARKWAY

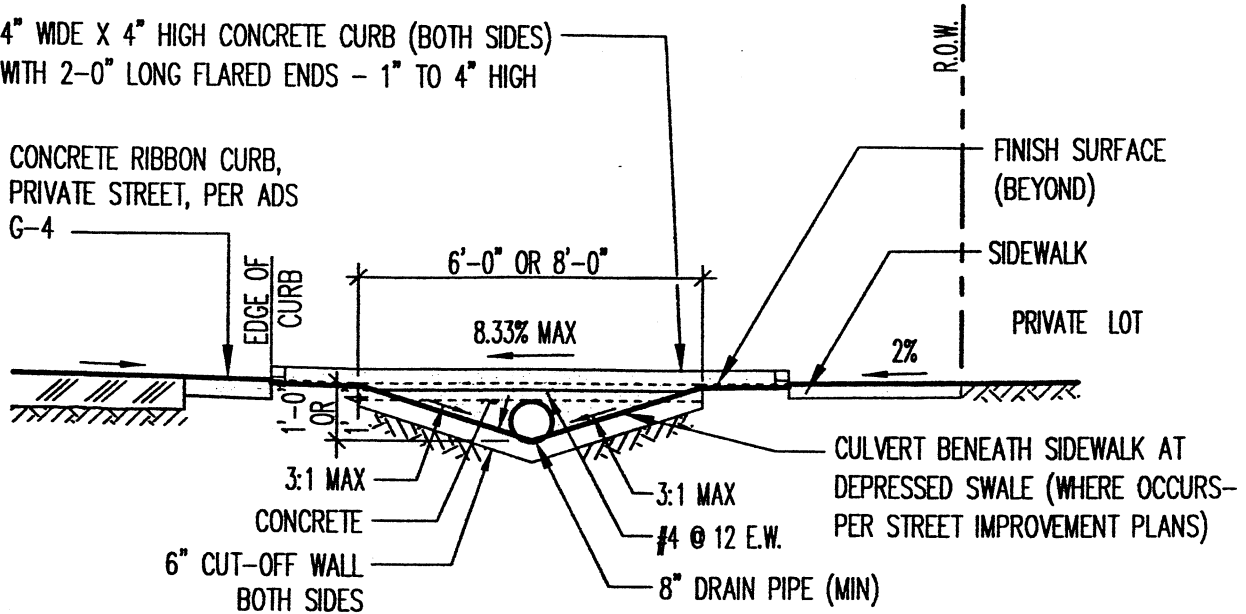
MID-BLOCK LOCATIONS ONLY

PER PF&RD STD PLAN 1115 (TYPE 5)

ADS G-12

4" WIDE X 4" HIGH CONCRETE CURB (BOTH SIDES)
WITH 2'-0" LONG FLARED ENDS - 1" TO 4" HIGH

CONCRETE RIBBON CURB,
PRIVATE STREET, PER ADS
G-4



SECTION A-A

SCALE: N.T.S.

RIGHT-OF-WAY

2'-0" CURB TRANSITION FLARES
1" TO 4" HIGH (TYP EA SIDE)

SCORELINE PATTERN PER LADERA
RANCH NEIGHBORHOOD WALKWAY
SCORELINE PATTERN DETAIL

TOP OF SLOPE

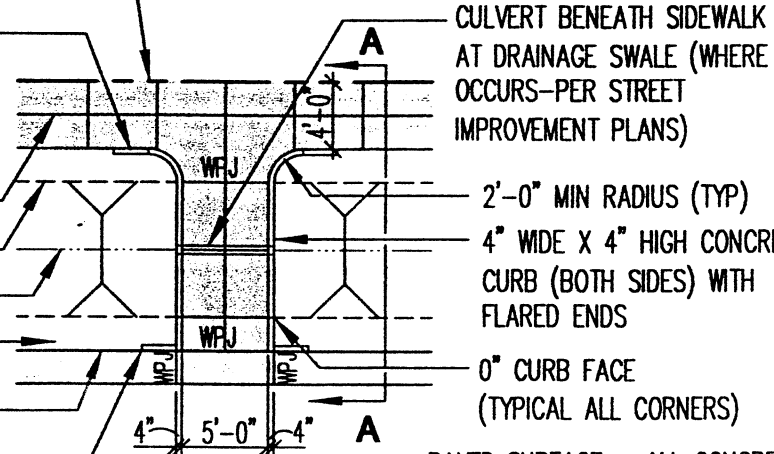
CENTERLINE OF SWALE (FL)

PLANTING AREA

EDGE OF CONCRETE RIBBON CURB,
PRIVATE STREET, PER ADS G-4

2'-0" CURB TRANSITION FLARES
1" TO 4" HIGH (TYP EA SIDE)

WPJ=WEAKENED PLANE JOINT



CULVERT BENEATH SIDEWALK
AT DRAINAGE SWALE (WHERE
OCCURS-PER STREET
IMPROVEMENT PLANS)

2'-0" MIN RADIUS (TYP)

4" WIDE X 4" HIGH CONCRETE
CURB (BOTH SIDES) WITH
FLARED ENDS

0" CURB FACE
(TYPICAL ALL CORNERS)

PAVED SURFACE - ALL CONCRETE
SURFACES TO RECEIVE MEDIUM
BROOM FINISH (ALLOWED) OR
LIGHT WASH FINISH (PREFERRED)

PLAN VIEW

SCALE: N.T.S.

PEDESTRIAN CROSSING AT DRAINAGE SWALE

ADS G-13

G-14. Corner Curb Ramp With Ribbon Curb on Private Streets (See Exhibit below).

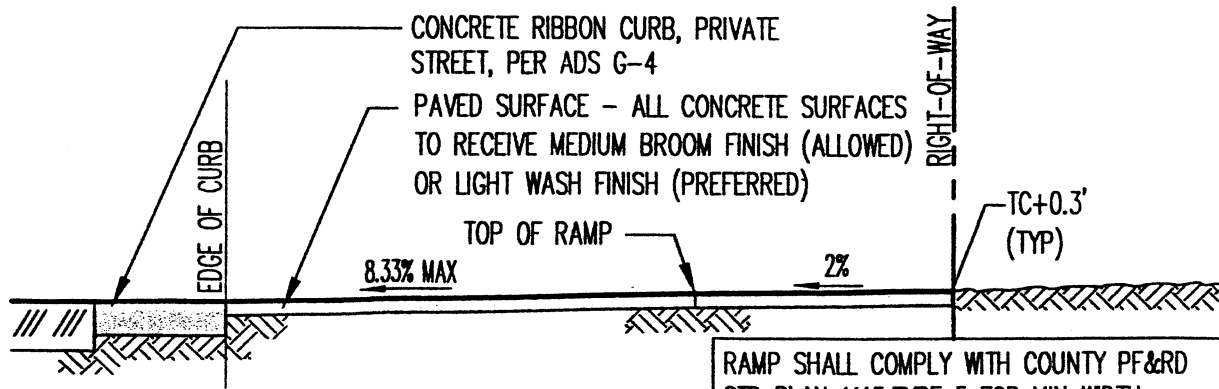
Per the approval of the County Chief Engineer, prepare new detail based on County Standard Plan 1115 per dimensions as shown on Exhibit below.

Performance Standards:

1. Used with ADS G-4 Ribbon curb at middle of curb returns.
2. Curb ramp's use shall be restricted to the following conditions:
 - a. Used on 'local' residential neighborhood streets (not intended for collector streets).
 - b. Drainage systems (swales and catch basins) shall be designed to meet County Design requirements. Inlets shall be provided (as needed) prior to curb ramp to prevent excessive ponding and overtopping the curb ramp.

Project Benefits:

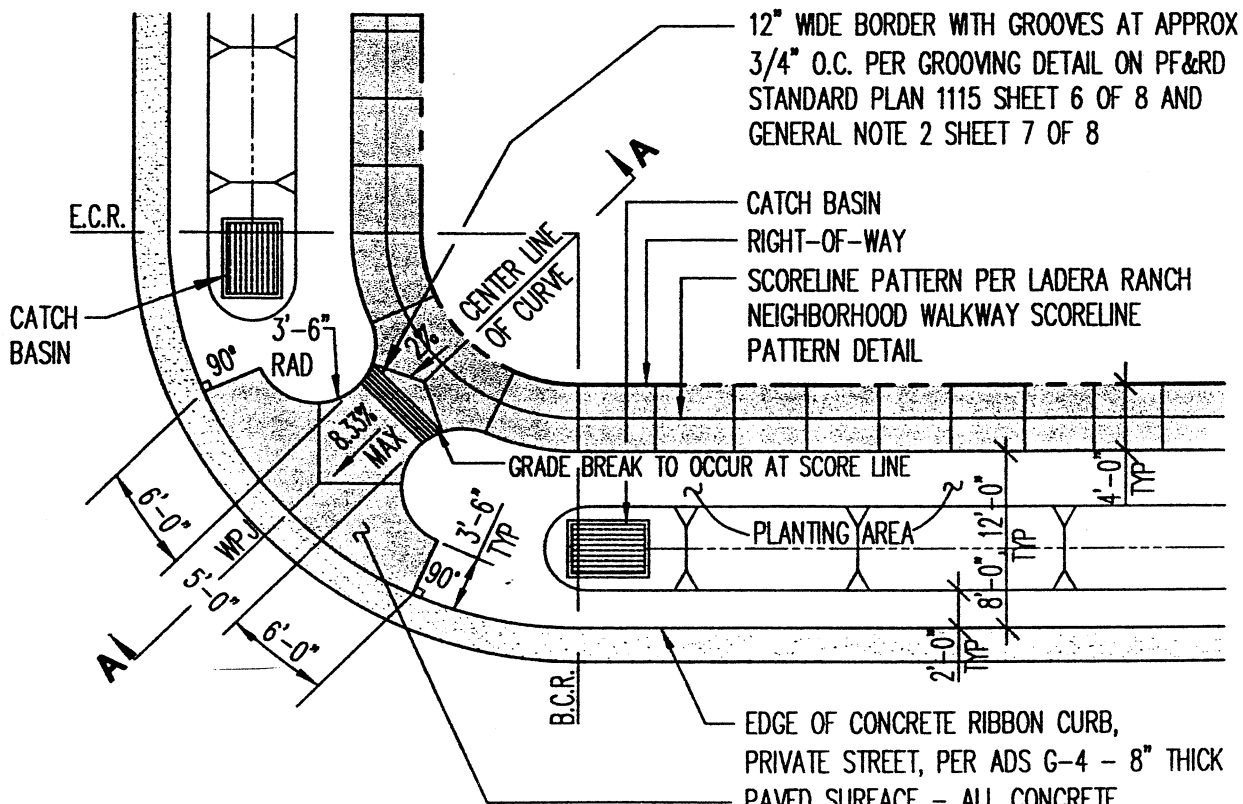
- A rural residential village ambiance.
- Equivalent or better drainage of private streets.
- Ease of pedestrian circulation from sidewalk to curb return.



SECTION A-A

SCALE: N.T.S.

RAMP SHALL COMPLY WITH COUNTY PF&RD STD PLAN 1115, TYPE 5 FOR MIN WIDTH AND MAX GRADE



PLAN VIEW

SCALE: N.T.S.

EDGE OF CONCRETE RIBBON CURB, PRIVATE STREET, PER ADS G-4 - 8" THICK
PAVED SURFACE - ALL CONCRETE SURFACES TO RECEIVE MEDIUM BROOM FINISH (ALLOWED) OR LIGHT WASH FINISH (PREFERRED)

WPJ=WEAKENED PLANE JOINT

CORNER CURB RAMP WITH RIBBON CURB

ADS G-14