

# CITY OF LOS ALAMITOS

3191 Katella Avenue  
Los Alamitos, CA 90720

## AGENDA PARKS, RECREATION, AND CULTURAL ARTS, PLANNING, AND TRAFFIC COMMISSIONS SPECIAL JOINT MEETING WEDNESDAY, May 14, 2014 - 6:00 PM

### NOTICE TO THE PUBLIC

This Agenda contains a brief general description of each item to be considered. Except as provided by law, action or discussion shall not be taken on any item not appearing on the agenda. Supporting documents, including staff reports, are available for review at City Hall in the Community Development Department or on the City's website at [www.cityoflosalamitos.org](http://www.cityoflosalamitos.org) once the agenda has been publicly posted.

Any written materials relating to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the Community Development Department, 3191 Katella Ave., Los Alamitos CA 90720, during normal business hours. In addition, such writings or documents will be made available for public review at the respective public meeting.

It is the intention of the City of Los Alamitos to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee, or a participant at this meeting, you will need special assistance beyond what is normally provided, please contact the Community Development Department at (562) 431-3538, extension 303, 48 hours prior to the meeting so that reasonable arrangements may be made. Assisted listening devices may be obtained from the City Clerk at the meeting for individuals with hearing impairments.

Persons wishing to address the Commission on any item on the Commission Agenda shall sign in on the Oral Communications Sign In sheet which is located on the podium once the item is called by the Chairperson. At this point, you may address the Commission for up to **FIVE MINUTES** on that particular item.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE - Community Development Director Mendoza
3. ROLL CALL

**Parks, Recreation, and  
Cultural Arts Commission**  
Commissioner DeWitt-Drucker  
Commissioner Landon  
Commissioner Lindsey  
Commissioner Manning  
Commissioner Matsubara  
Vice Chair Singer  
Chair Carvajal

**Planning  
Commission**  
Commissioner Cuijty  
Commissioner Daniel  
Commissioner DeBolt  
Commissioner Grose  
Commissioner Riley  
Vice Chair Sofelkanik  
Chair Loe

**Traffic  
Commission**  
Commissioner Biri  
Commissioner Mejia  
Commissioner Schleuter  
Commissioner Vardeman  
Commissioner Wilhelm  
Vice Chair Patz  
Chair Emerson

4. **ORAL COMMUNICATIONS**

At this time any individual in the audience may address the Commission and speak on any item within the subject matter jurisdiction of the Commission. If you wish to speak on an item listed on the agenda, please wait until the item is called and speak at that time. Remarks are to be limited to not more than five minutes.

5. **SPECIAL ORDERS OF THE DAY**

A. **General Plan Update**

This meeting continues the efforts made by the Joint Commissions toward the development of the General Plan.

- 6:00 6:15 Roll Call and Short Video
- 6:15 6:30 Admin and introductions
  - Introduction of new commissioners
  - Staff intro of meeting
  - Project timeline/status/schedule to complete
- 6:30 7:20 Draft goals and policies from the Draft Elements:
  - Land Use
  - Mobility and Circulation
  - Open Space, Recreation, and Conservation
    - Highlights for each element by Staff
    - Questions and discussion
- 7:20 7:30 Bathroom and cell phone break
- 7:30 7:55 Continued discussion
- 7:55 8:00 Next steps and adjournment

Recommendation: Receive, file, and provide input as needed.

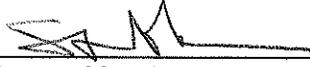
7. **ADJOURNMENT**

The next meeting of the Parks, Recreation and Cultural Arts Commission will be held at 7:00 PM on **Wednesday, June 4, 2014**, in the City Council Chamber.

The next meeting of the Planning Commission will be held at 7:00 PM on **Monday, June 9, 2014**, in the City Council Chamber.

The next meeting of the Traffic Commission will be held at 7:00 PM on, **Wednesday, June 11, 2014**, in the City Council Chamber.

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing Agenda was posted at the following locations: Los Alamitos City Hall, 3191 Katella Ave.; Los Alamitos Community Center, 10911 Oak Street; and, Los Alamitos Museum, 11062 Los Alamitos Blvd.; not less than 72 hours prior to the meeting.



\_\_\_\_\_  
Steven Mendoza  
Community Development/Public Works  
Director

4/30/2014  
\_\_\_\_\_  
Date

# City of Los Alamitos

## Joint Commission

### Agenda Report Special Orders of the Day

May 14, 2014  
Item No: 5

**To:** Chair Carvajal & Members of the Parks, Recreation & Cultural Arts Commission  
Chair Loe & Members of the Planning Commission  
Chair Emerson & Members of the Traffic Commission

**From:** Steven A. Mendoza, Community Development/Public Works Director

**Subject:** General Plan Update – Consideration of Draft Elements, Goals and Policies related to Commissions' purview.

**Summary:** The General Plan has advanced with the with the completion of three draft Elements, Goals and Polices. The Draft Elements available now are the (1) Open Space, Recreation and Conservation Element, (2) Land Use Element and (3) Mobility and Circulation Element. This provides the Commissioners an opportunity to review and discuss the Draft Elements in a informal setting prior to solidifying the documents. In the future, the Commissions will take separate actions on their Elements which will then be presented to the City Council for consideration within the General Plan.

**Recommendation:** Receive, file, and provide input as needed.

### Background

The City of Los Alamitos is in the process of undertaking a comprehensive update of its General Plan, the guiding document for development and public improvements in the future. The General Plan is a plan that will provide guidance as people propose projects and help the City make informed decisions. The plan will provide a vision and policies for land use, economic development, environmental protection, and infrastructure investment through 2035. A successful General Plan reflects the goals and values of the community. Public input is sought at key stages of the update process, ensuring that community members can take an active role in shaping the City's future.

Over time the needs and values of the community can change and the General Plan should reflect the community's vision for its future. To adjust to these dynamics and to comply with State law, General Plans are reviewed and revised periodically. The City's current General Plan was last adopted in May 1990, with amendments occurring at various points, including a major amendment in 2000. It should be noted that the current General Plan is titled the "Los Alamitos 2010 General Plan." The 2010 date refers to the planning horizon when the plan was prepared in 1990 and substantially amended in

2000. The update taking place now will use a similar 15-25 year planning horizon, looking out into the year 2025 or even 2035.

Since late 2009, the City has been considering updating its General Plan to strengthen its economic position, reaffirm its policy foundation and vision, and comprehensively evaluate several issues of citywide importance. These issues include the inclusion of Rossmoor into the City's sphere of influence, a plan for the City's commercial corridors and downtown, the recent adoption of the Medical Center Specific Plan, and the need to explore economic development opportunities in a built-out environment. As a separate, but related effort, the City would also like to understand any unplanned long-term (20+ years from now) implications of base reuse on the citywide infrastructure system.

The City and its consultant team are preparing a General Plan that meets State legal requirements, is easily understood by the public, is straight forward to implement, and responds to community needs as identified in community workshops, Technical Advisory Committee meetings, Commission Meetings, City Council Meetings and other outreach efforts. Each element, or chapter, of the General Plan will include the following:

- A brief review of background information summarizing current conditions in the City.
- Clearly articulated goals that the City is attempting to attain.
- Policies and actions that the City will implement to achieve its goals.
- Maps, tables, and other graphics to clarify and illustrate key concepts.

Updating the Los Alamitos General Plan has been a public process requiring significant public input on several key tasks.

The General Plan is both geographically and topically comprehensive. The General Plan covers the territory within the boundaries of the City and areas outside of its boundaries that relate to its planning activities, i.e., the sphere of influence. The General Plan addresses a wide variety of issues that characterize the City and State law required seven internally consistent elements.

The City Council and Commissions will use the goals and policies of the General Plan as a basis upon which to make both long-term and short-term decisions, determine long-term objectives, generate and evaluate budgets, plan capital improvements, and prioritize tasks. The City Staff throughout all of its departments will also reference the General Plan when considering development applications, capital improvements, service programming, and departmental budgeting.

Individual residents, existing and prospective business owners, and the development community can also seek guidance for preserving and enhancing the community through the General Plan.

Finally, other local and regional agencies will refer to the General Plan when projecting future needs and services. The General Plan is truly the City's collective guide to the future.

## Discussion

The General Plan Update commenced in July 2011 when the City Council awarded "The Planning Center" a contract to provide professional services in the preparation of a Comprehensive General Plan Update. Since that time, "The Planning Center" merged with another California-based planning firm and changed its name to "PlaceWorks". This did not result in any changes to the General Plan Update contract, budget, or assigned staff.

The City has hosted a series of Joint Commission meetings with three of its Commissions: Planning; Parks, Recreation, and Cultural Arts; and Traffic. These joint meetings updated the Commissioners on the progress of the update effort and enable Staff to properly incorporate shared visions into a future report to the City Council. Moreover, these joint meetings provided an unprecedented opportunity for the three primary Commissions to talk about the General Plan Update collectively and share concerns of other Commissioners, helping to clarify and unify opinions, reactions, and concerns.

During the past year, Staff and the Consultant (Colin Drukker of "PlaceWorks"), have been completing and updating the Land Use Plan and General Plan Elements. Work has also continued on the Environmental Impact Report (EIR), including the completion of a draft traffic study.

The three most substantial elements have been completed in draft form suitable for review and discussion by the City's Commissions: Land Use; Mobility and Circulation; and Open Space, Recreation, and Conservation. Copies of these elements were sent in advance of the meeting to facilitate the conversation and discussion of three elements in a single meeting.

Once the Draft Elements have been considered by the Commission, the goals and policies will be incorporated into the EIR. Staff and the Consultant will continue to finalize the remaining Elements of the General Plan and the Draft EIR. The Draft EIR is expected to be released in June.

During tonight's update, Staff will introduce new Commissioners, provide a quick recap of the General Plan Update, present the draft Land Use Plan, and revisit the refined policies guided by the objectives established by the Commissions in mid-2012. The joint meeting will follow the schedule below:

6:00 6:15 Roll Call and Short Video

6:15 6:30 Admin and introductions

- Introduction of new commissioners
  - Staff intro of meeting
  - Project timeline/status/schedule to complete
- 6:30 7:20 Draft goals and policies from the Draft Elements:
- Land Use
  - Mobility and Circulation
  - Open Space, Recreation, and Conservation
    - Highlights for each element by Staff
    - Questions and discussion
- 7:20 7:30 Bathroom and cell phone break
- 7:30 7:55 Continued discussion
- 7:55 8:00 Next steps and adjournment

- Attachments:
- 1) Draft Land Use Element
  - 2) Draft Mobility and Circulation
  - 3) Draft Open Space, Recreation, and Conservation

---

# Land Use Element

## Existing Land Uses

### Los Alamitos

Los Alamitos is a small but balanced community bordered by the cities of Cypress, Garden Grove, and Seal Beach in Orange County and the City of Long Beach in Los Angeles County. The Joint Forces Training Base (JFTB) represents roughly half of the land area within the City boundaries and nearly 60 percent of all its parcelized land uses.

The City offers housing options that include small and large detached homes, townhomes, and medium- and high-density apartments, with the residential areas grouped into 16 different neighborhoods. Unlike the majority of Orange County jurisdictions, Los Alamitos actually has more multiple family housing units than single family homes.

The City enjoys a healthy retail and office market, along with an emphasis on medical service and the Los Alamitos Medical Center. Other businesses and employment opportunities span from aerospace to commercial printing to specialty produce. Public uses include numerous school campuses, parks and recreational facilities, religious institutions, civic facilities, and the Joint Forces Training Base.

As of 2013, over 11,000 people called Los Alamitos home, over 14,000 people were employed by businesses in Los Alamitos, and roughly 6,600 students attended schools in the city.

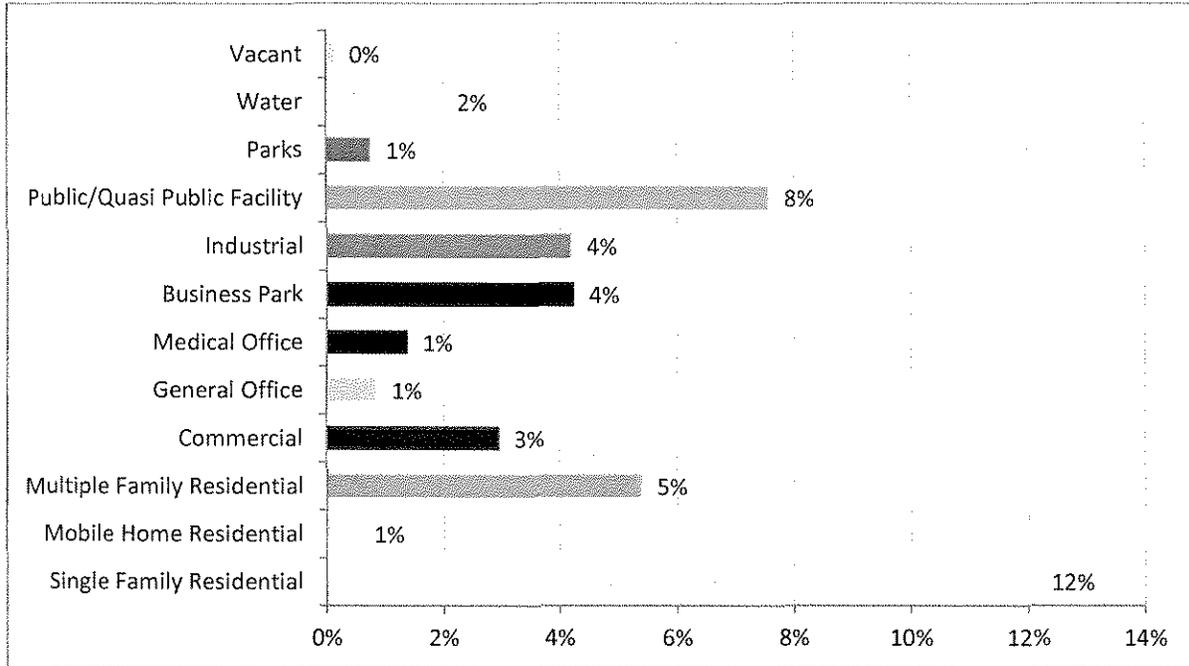
### Rossmoor

Rossmoor is within the City's sphere of influence and was originally developed as a master planned community nestled between Los Alamitos, Long Beach, and Seal Beach. Its land use patterns remain largely the same today, and a little over 10,000 people reside within its boundaries. Approximately 2,600 students attend one of the four elementary schools in Rossmoor.

The dominant land use is single family residential, complemented by a small amount of multiple family units, elementary schools, a church, parks, and shops and restaurants.

Charts 1 to 3, Table 1, and Figures 1 and 2 provide a more precise breakdown of existing land uses and neighborhoods in Los Alamitos and Rossmoor. In total, the City estimates that nearly 22,000 people and 15,000 employees lived and worked in the entire sphere of influence for Los Alamitos in 2013. Approximately 10,000 students attend schools in Los Alamitos and Rossmoor.

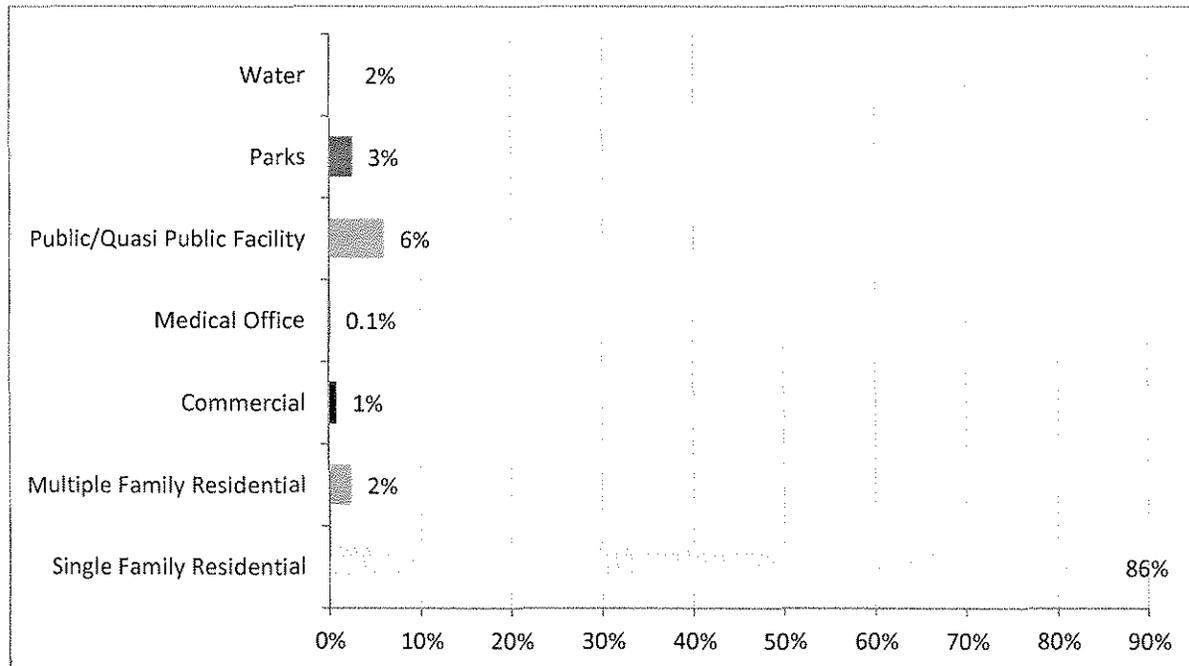
**Chart 1. Los Alamitos, Detailed Existing Land Use Breakdown by Acreage (without JFTB)**



Note: These figures consider only parcelized land and exclude right-of-way.

Source: PlaceWorks, 2013.

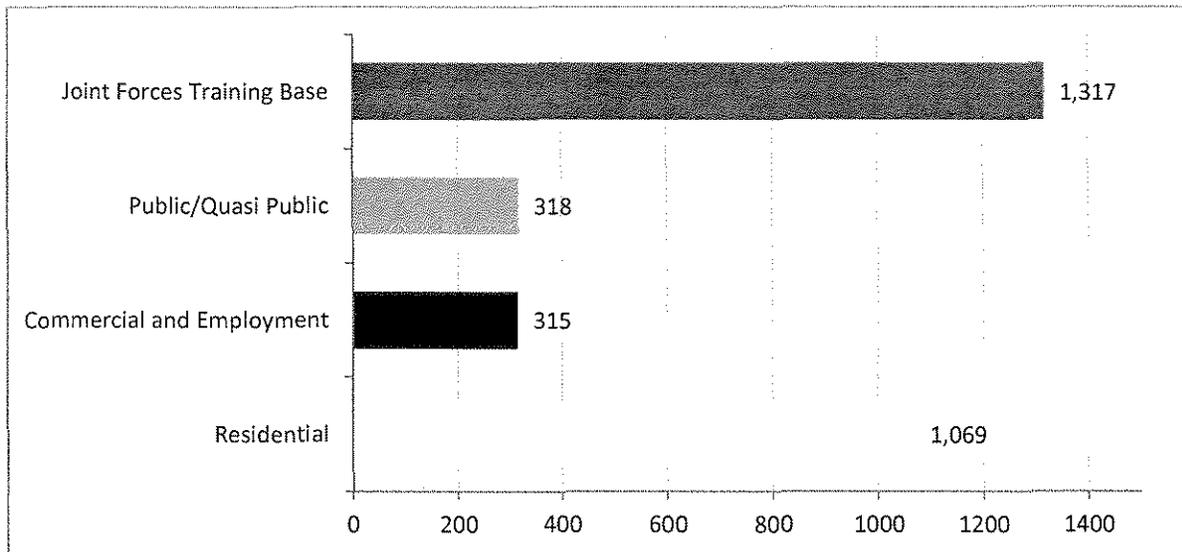
**Chart 2. Rossmoor, Detailed Existing Land Use Breakdown by Acreage**



Note: These figures consider only parcelized land and exclude right-of-way.

Source: PlaceWorks, 2013.

**Chart 3. Los Alamitos and Rossmoor, Generalized Existing Land Use by Acreage**



Note: These figures consider only parcelized land and exclude right-of-way.

Source: PlaceWorks, 2013.

**Notes on Table 1**

1. Existing land use categories and GP designations do not match. This is not an error or an indication of land use change or nonconformity. The existing land use figures and maps are provided as a snapshot in time to provide context and better understanding for implementation of the goals and policies.

2. Employment totals for the JFTB are estimates of day-to-day employees and include those who work at the golf course. It does not include personnel that train periodically at the facility, which can total up to 3,000 Army reservists and National Guard units.

Table 1. Existing Conditions (2013)

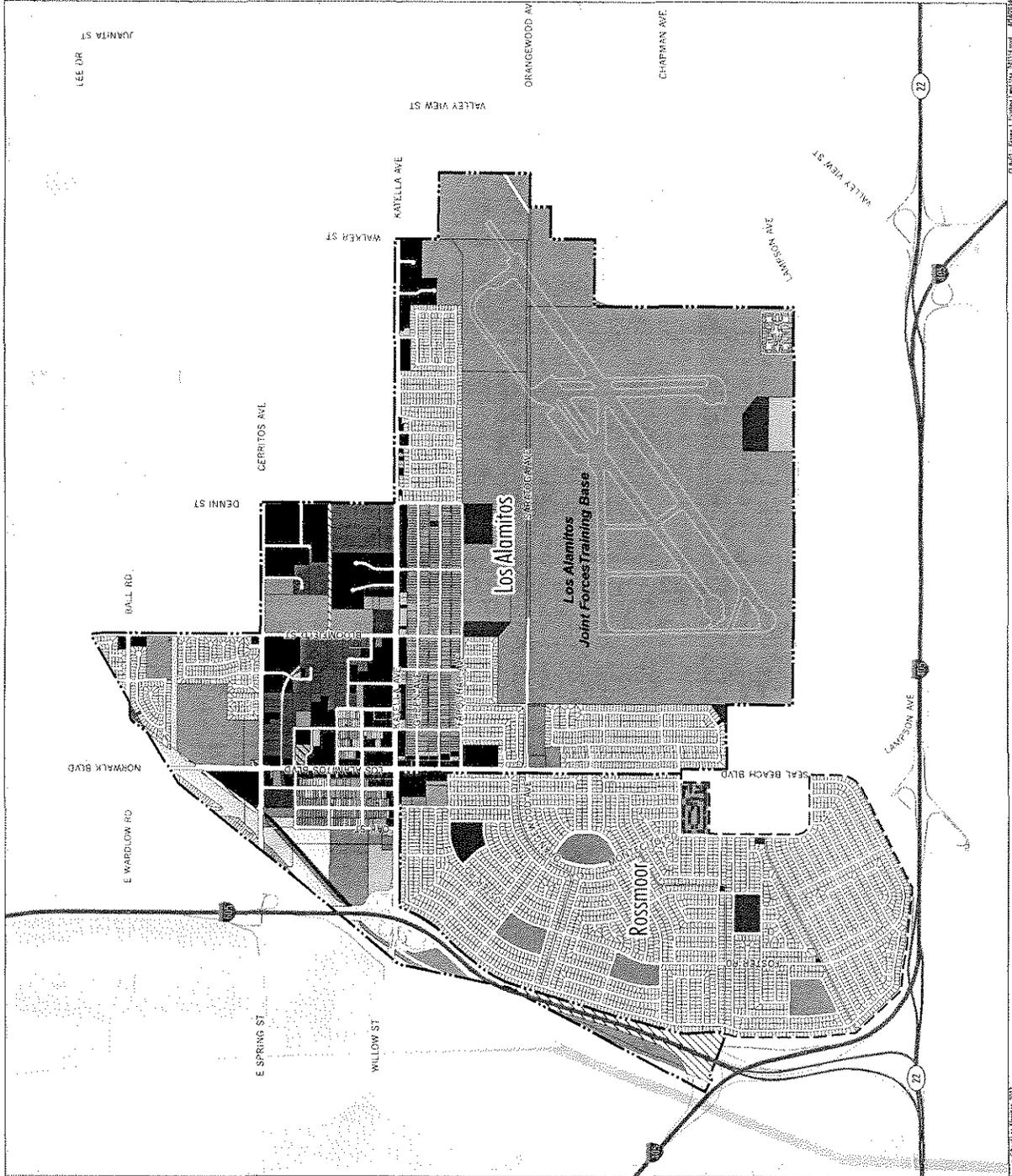
General Plan Land Use Designation	Acres	Units	Population	Employment
<b>CITY OF LOS ALAMITOS</b>				
<b>Residential</b>				
Single Family Residential	275	1,680	4,322	-
Mobile Home Residential	12	112	288	-
Multiple Family Residential	122	2,629	6,764	-
<b>Commercial and Employment</b>				
Commercial	67	-	-	2,896
General Office	19	-	-	1,788
Medical Office	31	-	-	3,065
Business Park	96	-	-	3,264
Industrial	95	3	10	2,149
<b>Public/Other</b>				
Public/Quasi Public Facility	172	-	-	680
Parks	17	-	-	-
Joint Forces Training Base	1,317	-	-	800
Base Facility	1,063	-	-	700
General Office	12	-	-	100
Golf Course	220	-	-	-
Parks	22	-	-	-
Water	45	-	-	-
Vacant	3	-	-	-
<b>Subtotal of Parcelized Land</b>	<b>2,270</b>	<b>-</b>	<b>-</b>	<b>-</b>
Right of Way/Easement	349	-	-	-
<b>All Land within City Boundaries</b>	<b>2,619</b>	<b>4,424</b>	<b>11,384</b>	<b>14,642</b>
<b>ROSSMOOR / SPHERE OF INFLUENCE</b>				
Single Family Residential	642	3,445	9,330	-
Multiple Family Residential	18	334	904	-
Commercial	6	-	-	219
Medical Office	1	-	-	30
Public/Quasi Public Facility	45	-	-	146
Parks	19	-	-	-
Water	17	-	-	-
<b>Subtotal of Parcelized Land</b>	<b>749</b>	<b>-</b>	<b>-</b>	<b>-</b>
Right of Way	233	-	-	-
<b>All Land within Rossmoor Boundaries</b>	<b>982</b>	<b>3,779</b>	<b>10,234</b>	<b>395</b>
<b>TOTAL SPHERE OF INFLUENCE</b>	<b>3,601</b>	<b>8,203</b>	<b>21,618</b>	<b>15,037</b>

Source: PlaceWorks, 2013.

Land Use Element

**Figure 1**  
**Existing Land Use**

- Single Family Residential
- Multi-Family Residential
- Mobile Home Residential
- General Office
- Business Park
- Medical Office
- Commercial
- Industrial
- Public/Quest Public Facility
- Parks
- Water
- Vacant
- Other/Easement
- City Boundary
- Sphere of Influence



**LOS ALAMITOS**  
**GENERAL PLAN**

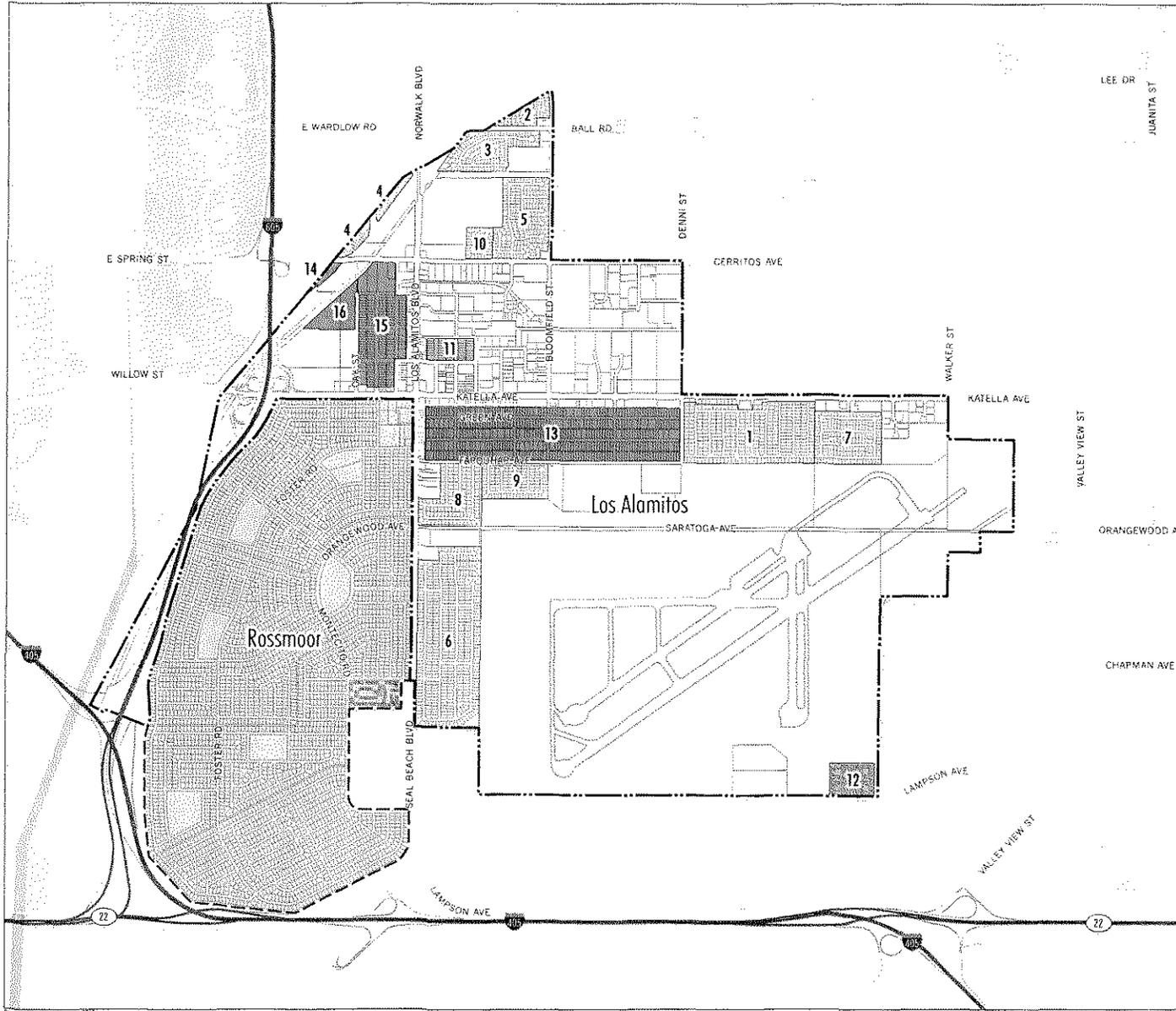
planning - recreation - safety - services



*This page intentionally left blank.*

Land Use Element

**Figure 2  
Residential Neighborhoods**



**Los Alamitos**

Single Family Residential (R1)

1. Carrier Row
2. Country Square
3. College Park North
4. El Dorado Park Estates East
5. Greenbrook
6. Highlands
7. New Dutch Haven
8. Old Dutch Haven
9. Suburbia
10. Woodcrest

Limited Multi Family Residential (R2)

11. Old Town East
12. Parkwood

Multi Family Residential (R3)

13. Apartment Row
14. Bungalows
15. Old Town West
16. Royal Oak Park

**Rossmoor**

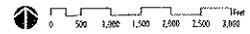
Suburban Residential (1B)

City Boundary

Sphere of Influence

**LOS ALAMITOS  
GENERAL PLAN**

education - recreation - safety - service



*This page intentionally left blank.*

## Issues and Opportunities

Los Alamitos is small, builtout community, and any new development could substantially impact the look, feel, and performance of the City. Care must be taken to encourage and approve the optimal land use mix for any new development within Los Alamitos. The following discusses some of the most significant land use issues and opportunities. As other issues and opportunities arise in the future, the goals and policies of the general plan will provide guidance.

### Downtown and Retail Spending

The City's 2012 economic analysis pointed out that Los Alamitos has done relatively well capturing its share of retail spending in the past. With relatively new shopping centers developed in Seal Beach and Cypress, however, Los Alamitos may not soon recover to its pre-recession levels of retail sales. The vast majority of popular big-box retailers are already located in adjacent cities and Cypress already has land capacity to accommodate additional big box tenants. In contrast, there is really no area in Los Alamitos where redevelopment to create a competitive big-box center would be financially feasible.

However, Los Alamitos has the potential to create a unique retail shopping environment with the downtown plan from the Commercial Corridors Plan. A walking, human-scale, experiential shopping district is something that one must travel far from Los Alamitos to find. Furthermore, the Internet has not finished changing the nature of retail, and the future of big box stores as a staple of American consumerism is not a sure thing. What is more certain is that regardless of how we satisfy our material needs, we will still desire places where we can socialize, hang out, dine with friends and family, and, perhaps, do a little shopping.

Additionally, Los Alamitos hosts a large daytime population due to its balance of employment-generating land uses. Workers can generate a great deal of retail sales tax revenue through their purchases before, during, and after work. A downtown Los Alamitos would capture more of the daytime population's taxable retail spending.

Based on the goals and policies from the preceding General Plan and nearly three years of public input through surveys, interviews, and over two dozen public meetings and workshops, it is clear that the creation of a downtown is one of the community's top three priorities. The downtown plan provides a way for Los Alamitos to create a central place for its residents and successfully compete for taxable retail sales in a way that complements and enhances the community's quality of life. [Define downtown boundaries?]

### Industrial

Industrial businesses are an important component of the local economy. The City's 2012 economic analysis suggests that these businesses will likely remain viable and continue contributing more to municipal revenues than they require in public services.

Industrial areas tend to have lower purchase/lease costs than retail and office areas. As a result, non-industrial uses often seek to locate in industrial areas. Many industrial parks in Southern

California are dealing with encroachment from churches, day-care facilities, gymnastics and karate schools, and so forth. In Los Alamitos, several industrial properties have commercial recreation businesses (e.g., archery, gymnastics, and batting cages). The nature of commercial recreation businesses attracts families with children and can conflict with adjacent industrial uses and degrade their economic viability.

Accordingly, the City created a Limited Industrial land use designation for a specific area of the City that explicitly permits forms of industrial, commercial recreation, and public/quasi-public uses that do not involve heavy equipment or large trucks. The Planned Industrial land use designation clearly delineates the area intended to accommodate industrial businesses over the long term without encroachment by family-oriented, non-industrial uses.

### **Medical Office**

The medical services industry will continue growing for many years. This growth provides an opportunity for Los Alamitos to capture more economic activity and, consequently, more municipal revenues. The Los Alamitos Medical Center is approved for and is currently implementing a planned expansion that could accommodate a great deal of new medical service uses. If additional medical office demand is created, the City prefers to locate it alongside the Medical Center campus on the north side of Katella Avenue. The Medical Overlay land use designation communicates this preference without limiting opportunities for medical uses elsewhere in the City.

### **Short-term Development Opportunities**

#### **SuperMedia/Civic Center**

The land fronting Katella Avenue just east of the 605 freeway is seen as the largest viable site in the City for future retail. Collectively, this site consists of just over 13 acres of City properties (City Hall, Police Department, City Yard, and the Community Center); other public and quasi-public buildings; and SuperMedia (on the western 10 acres), which has expressed a possible desire to sell its property.

Private development interest, along with the City's willingness to relocate its own facilities, indicates that this area could support a variety of retail and hospitality uses. The area is also near Los Alamitos Boulevard and could serve as a southern anchor—though it should not be developed to potentially compete with downtown uses along Los Alamitos Boulevard.

#### **Vacant Parcel Next to Center Plaza**

The 2.25-acre parcel along Los Alamitos Boulevard is one of the few pieces of vacant land in the City. Over the years the land has served temporary uses such as Christmas tree sales or a short-term carnival. It will be crucial for the City to ensure that the design of any new development complements the objectives of the downtown effort and the goals and policies of the general plan. If Serpentine Street is vacated and given to the private land owner, the City should work with the developer to maximize public plaza space into the design.

### **New Residential South of Cerritos Avenue**

There are three parcels along the south side of Cerritos Avenue just east of the Coyote Creek Channel that could potentially be repurposed for residential land uses. These parcels contain two industrial uses and a church, and are surrounded by homes in the Old Town West and Royal Oak Park neighborhoods. The site is also surrounded by new homes just built in 2013, the northern edge of the downtown area, access to the Coyote Creek bike trail, and the high school. The existing church use would be explicitly permitted in a residential designation and be complementary to existing and future residential uses. The surrounding residential uses, the school district, proximity to the high school and downtown area, and poor access for retail uses indicated that a residential designation was considered the highest and best use of the properties.

### **Joint Forces Training Base**

The JFTB provides support and training for military units and other federal, state, and local organizations. The base occupies roughly half of the land area within the City boundaries, but is relatively quiet during the weekdays. On weekends and other select training periods, activities can increase substantially. Nevertheless, the current activities of the base generally do not disturb the surrounding civilian areas, with the exception of some aircraft noise and dust on the areas immediately next to the base and flight path, as well as dust and noise related to new construction activities.

The City maintains a strong partnership with the base, which hosts community events such as the annual Race on the Base and the Wings, Wheels and Rotors Expo. The base also houses the Sunburst Youth Challenge Academy, Youth Baseball Fields, and Aquatic Center, all of which are used by civilian members of the public.

The civilian reuse of the JFTB is not considered likely in the near future, and the City fully supports the base maintaining its current role for the federal and state government and the City of Los Alamitos. The City will continue to coordinate with JFTB leadership on current and potential base activities, the renovation or expansion of recreational facilities, and opportunities to reuse the land between Little Cottonwood Park and the baseball fields that currently contains long-abandoned multifamily units.

Ideas include an expansion of the existing park and recreation; a civic center complex; and a joint-use facility that could be used by active, former, and disabled military, the general public, school district, and medical center.

Periodically, traffic congestion is increased along Farquhar and Katella Avenue due to military and civilian activity on the base. The base previously maintained two guarded points of access: Lexington and Orangewood. A third point of access is provided for the golf course, but it is not used to access other parts of the base except in special circumstances. The base closed the Orangewood access point a number of years ago, leaving Lexington as the only entrance to the base. For special events, the base and the City coordinate and open the Orangewood entry, but

it otherwise remains closed. The City may wish to investigate with the base on the options and merits of reopening the Orangewood entry on a permanent basis.

The base is categorized as a special Community and Institutional land use designation and policies are provided to guide the City in the event that the base begins to transition to civilian use.

## **Long-term Development Opportunities**

### **Mixed Use Designation**

The four corners of Los Alamitos Boulevard and Katella Avenue contain the only remaining commercial property in the unincorporated community of Rossmoor and the most intense commercial areas in Los Alamitos. The southwest corner remains designated Suburban Residential and under the jurisdiction of the County of Orange until such time as the properties are annexed into the City. The City created a Mixed Use land use designation to complement its Town Center Overlay Zone and encourage the future improvement and intensification of the land around the primary downtown intersection.

The northeast corner (extending to Reagan Street) contains Los Alamitos Plaza, other assorted shops, office, quasi-public uses (including St. Isidore), and some residences. The City currently applies a Town Center Overlay Zone to the northeast corner (through to the alleyway before Reagan Street). The overlay district permits commercial uses on the first or second floor and multiple family residential uses on the second floor and higher. Buildings within the Town Center overlay district can be constructed up to five stories or 60 feet in height (reduced down to one, two, or three stories when within 75 feet of residentially zoned property).

The northwest corner contains a commercial center (with some improvements), gas station, some homes, an older retail business, and a new CVS. The alley functions as an internal drive aisle, and the property is oriented to the automobile, though internal circulation is provided. Recent new development/improvements make it unlikely that this corner would undergo a major transformation; however, it could reposition itself when the downtown plan's street improvements take place.

The southeast corner (extended south to Farquhar) consists of numerous small shops, restaurants, services, and the Los Alamitos museum. Shared parking is in this area, along with a small underground parking garage. This corner is served by alleys—the north-south alleyway has been partially improved with the undergrounding of utilities and inclusion of pedestrian-scale street lights. Previous plans identified this area for a walkable atmosphere that would have many of the businesses front onto the alleyway. Accordingly, future development and improvement options would likely revolve around internal streetscape design, a centralized parking feature, and the possible introduction of mixed uses.

Positive implications primarily revolve around an increase in revenue and exposure for the commercial businesses and jurisdiction, and the introduction of uses that are complementary

to the medical center and downtown area. Ideas include a mix of residential, retail, restaurants, and a business hotel that could serve the medical center and other visitors. A hotel use would bring in a good deal of transient occupancy tax revenue without a significant traffic impact. Upper floor uses could take advantage of the views and temperate Southern California weather. Finally, Katella Avenue and its intersection with Los Alamitos Boulevard will likely be exposed to high volumes of external traffic regardless of intensification. The City may be wise to maximize the value of the exposure to the passing traffic by facilitating more intense development in this area.

#### Arrowhead Products

Arrowhead Products is a dynamic aerospace company whose facilities are situated on 28 acres; its two plants total over 250,000 square feet of working area. The company manufactures metals products such as flexible and ridged bleed ducting, flex joints, and exhaust ducts; and non-metal products such as insulation to support metals product and end item composites made from plastic, rubber, fiberglass, resins, Kevlar, etc. The facility permits the manufacture of intricate, detailed parts from raw material (sheet, rod, forge, blank, mixtures, etc.) through complex final assembly and cleaning processes. Arrowhead Products has been operating at this location for decades and generates a large number of highly skilled, highly paid jobs as the company continues to build upon its global status. The City supports its continued operation and success.

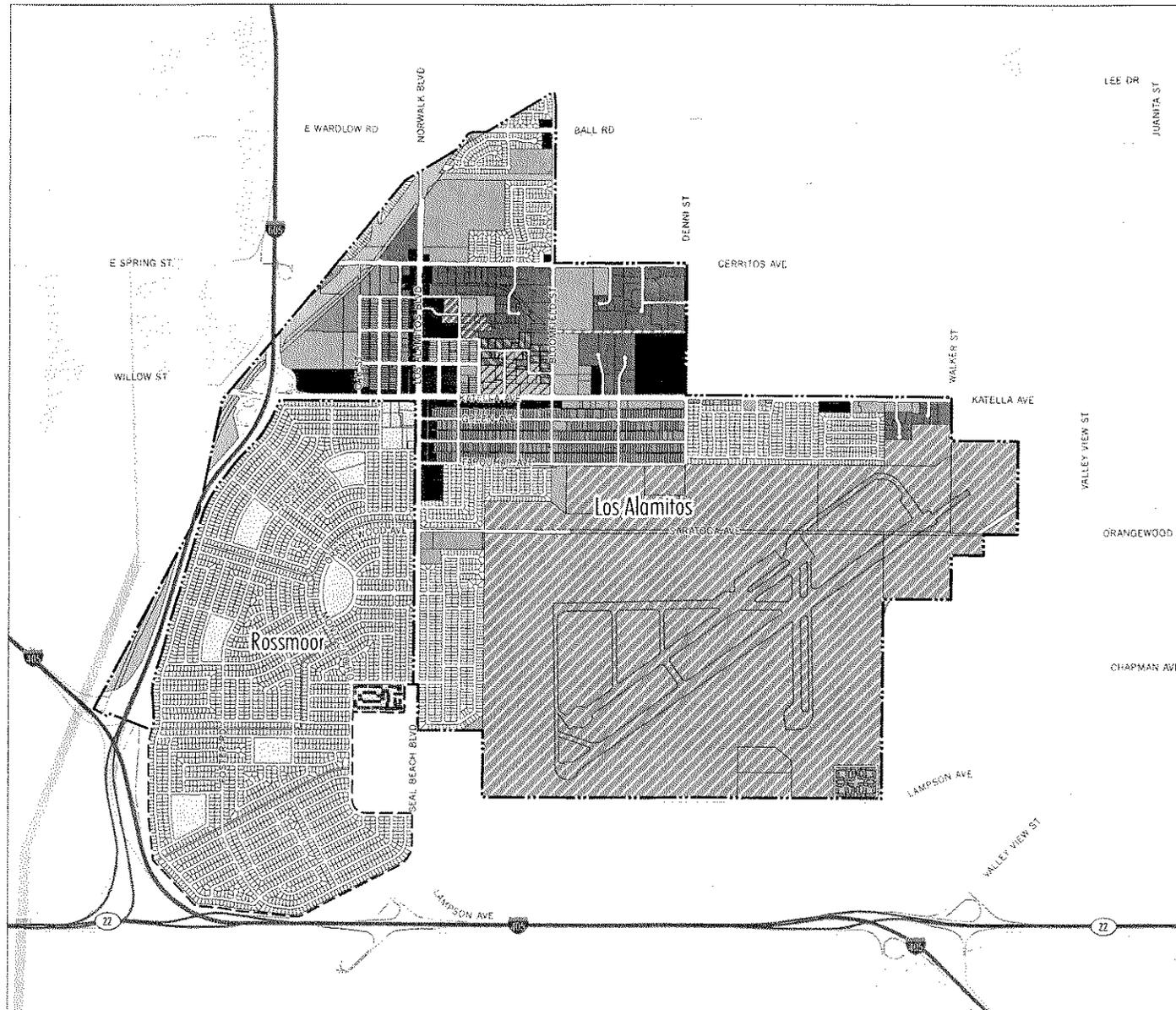
If the company ever decides to move locations or change its business, the property could also be an ideal site for new retail development. Collectively, the four parcels offer 28 acres of land—larger than any other privately used site in the City. Additionally, the site sits along Katella Avenue, a regional thoroughfare that carries upward of 60,000 vehicles per day, and is in proximity to substantial commercial development in Cypress.

To ensure that the City could understand and plan for a potential retail uses on the site, the General Plan designates the site for Retail Business. Retail uses generate greater traffic impacts than manufacturing uses, and the environmental analysis evaluated the site as retail to analyze the greatest potential traffic impact.

[The above is subject to change pending City direction to preserve the Industrial designation and incorporate a policy supporting long term retail use on the site or to create either a Retail or Industrial Overlay designation. This decision should take place after the Draft EIR is reviewed by the public and decision makers]

## **Land Use Plan**

The development, use, and distribution of land are critical to achieving the City's vision and objectives. Land, especially in Los Alamitos, is a finite and valuable resource, and its use dictates the City's economic future. As stewards of the land, the City must plan for uses and development that adds value to the community, in terms of function, design, and fiscal return. The following land use plan and designations reflect the City's desire to remain a balanced and fiscally sustainable community.



Land Use Element

Figure 3  
Land Use Plan

Residential

- Single Family Res. 1-6 DU/Ac
- Limited Multi Family Res. 6-20 DU/Ac
- Multi Family Res. 20-30 DU/Ac

Commercial and Employment

- Retail Business
- Professional Office
- Planned Industrial
- Limited Industrial
- Medical Overlay

Special Use

- Mixed Use
- Specific Plan
- Community & Institutional
- Community & Institutional/JFTB
- Open Area
- Easement Overlay

Rossmoor

- Suburban Residential

City Boundary

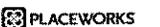
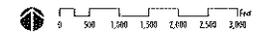
- Sphere of Influence

Note:

Rossmoor is within the City's SOI but it also remains within & under the jurisdiction of the County of Orange. Accordingly, the Land Use Plan shows the County land use designation of Suburban Residential.

**LOS ALAMITOS**  
**GENERAL PLAN**

education · recreation · safety · service



*This page intentionally left blank.*

Table 2. Land Use Designations

Land Use Designation and Density / Intensity Range	Description of Typical Uses
<b>CITY OF LOS ALAMITOS</b>	
<b>Residential</b>	
Single Family Residential 1–6 du/ac	Single family detached homes on individual lots.
Limited Multiple Family Residential 6–20 du/ac Max office space 500 square feet	Single family detached and attached residences, including small lot subdivisions, townhouses, courtyard homes, duplexes, and triplexes. Live/work uses are also permitted, subject to the uses permitted by the Professional Office designation.
Multiple Family Residential 20–30 du/ac	Single family detached and attached residences, including all development permitted in other residential categories as well as stacked flats and other building types with 4 or more units. Other uses such as convalescent hospitals, churches, and mobile home parks are also permitted subject to special procedures.
<b>Commercial and Employment</b>	
Retail Business Max FAR 1.00	Commercial retail uses that include supermarkets, drugstores, personal services, restaurants, and facilities that offer a variety of retail products. General services such as auto-related sales and repair, nurseries, plumbing outlets, and home appliance stores are permitted subject to special review procedures.
Professional Office Max FAR 1.50	Professional and general office uses such as law, insurance, medical, dental, engineering, and financial services.
Planned Industrial Max FAR 1.50	Light industrial, manufacturing, and office park uses such as research and development, manufacturing, boat building, appliance repair and service, plastic fabrication, and printing plants. Commercial recreation uses are not permitted.
Limited Industrial Max FAR 1.50	All of the uses permitted in Planned Industrial as well as commercial recreation uses within industrial buildings such as soccer, gymnastics, archery, and batting cages.
Medical Overlay Max FAR 3.0	All of the uses permitted in Planned Industrial are permitted, but the City encourages medical uses on the north side of Katella Avenue adjacent to the Los Alamitos Medical Center campus.

Table 2. Land Use Designations

Land Use Designation and Density / Intensity Range	Description of Typical Uses
<b>Special Use</b>	
Community & Institutional Max FAR 3.0	Public and quasi-public uses such as the civic center, schools, hospitals, fire stations, parks, churches, utilities, and other similar uses.
Community & Institutional/JFTB	The Joint Forces Training Base is an active military installation and airfield that provides support and training facilities for military units and other national, state, and local organizations to include emergency operations. Development and activities on the base are governed by the federal government.
Mixed Use Max FAR 2.0 30 du/ac	Vertical or horizontal mix of commercial, office, and/or residential uses on the same parcel. Retail is preferred on the ground floor. Office uses and attached single family and multiple family housing should be above the ground floor.
Specific Plan Max FAR 4.0 30 du/ac	The City may require a specific plan for development with more than 50,000 proposed gross square feet of building, including residential space if a part of a mixed use project. This requirement does not apply to development within the Joint Forces Training Base or development approved under and consistent with an existing specific plan. No specific plan shall deviate from the general plan without a general plan amendment.
Easement Overlay	Applied to right-of-way areas for trails and open space.
Open Area	Land used for flood control purposes along Coyote Creek and the San Gabriel River. Trails and recreational uses are permitted in coordination with the Orange County Flood Control District.
<b>ROSSMOOR / SPHERE OF INFLUENCE</b>	
Suburban Residential 0.5 –18 du/ac	Governed by the latest (2011) Orange County General Plan, which provides the following guidance: - Wide range of housing types, from estates on large lots to attached dwelling units (townhomes, condominiums, and clustered arrangements) - Neighborhood/convenience commercial sites are assumed to be consistent, subject to additional guidelines

## Calculating Density and Intensity of Development

### Residential Density | dwelling units per acre (du/ac)

Residential density refers to the number of dwelling units that can be constructed per acre of land.

**Residential project.** For a project containing only residential uses, divide the total number of dwelling units by the acreage of land, excluding the area designated for public right-of-way.

**Mixed-use project, horizontal mix.** For residential and nonresidential uses within the same project area, but on different parcels, divide the total number of dwelling units by the acreage of land used as residential, excluding area designated for public right-of-way.

**Mixed-use project, vertical mix.** For a project containing residential and nonresidential uses that are within the same building, divide the total number of dwelling units by the acreage of land used for that building(s), excluding area designated for public right-of-way.

If a project contains both horizontal and vertical mixes of residential and nonresidential uses on a single parcel, the Community Development Director shall determine the appropriate proportion of land to allocate for the purposes of calculating residential density. Land used for structured parking and public rights-of-way shall be excluded from such calculations.

### Building Intensity | floor area ratio (FAR)

The intensity of building on a site reflects a combination of a building's height, lot coverage, and overall massing distribution. To ensure that the building intensity of a project is appropriate for the land use designation and community, a maximum intensity standard is provided in the form of a floor area ratio (FAR). The FAR calculation excludes floor area used for structured parking to encourage its use and reflect its much higher construction costs.

**Nonresidential project.** For a project containing one or more nonresidential uses, divide the total net floor area of a building(s) by the total area (in square feet) of the parcel, excluding area designated for structured parking and public right-of-way.

**Mixed-use project.** For a project containing residential and nonresidential (on the same or different parcels), divide the total net floor area of the residential and nonresidential portions of a building(s) by the total area (in square feet) of the parcel, excluding area designated for structured parking and public right-of-way.

## Projected Buildout Conditions

Estimating the future buildout of the Land Use Plan allows the City, Rossmoor, and others to plan for necessary levels of community services and infrastructure capacities. It does not, however, reflect a certain future or a mandate to approve development.

The theoretical buildout was based largely on the assumption that the majority of the City and Rossmoor would not change. Some incremental intensification was assumed through small projects (e.g., adding a second dwelling unit or expanding a storefront). A handful of parcels were identified as areas where more substantial change could occur. For those parcels, the City created a set of projections and estimated the amount of development that could occur between now and 2035 (the horizon planning year for the general plan). Tables 3 and 4 break down the potential buildout by land use designation and jurisdiction.

**Table 3. Projected Buildout (2035) by Land Use Designation**

General Plan Land Use Designation	Acres	Units	Population	Employment
<b>CITY OF LOS ALAMITOS</b>				
<b>Residential</b>				
Single Family Residential	258	1,549	4,046	-
Limited Multiple Family Residential	18	189	494	-
Multiple Family Residential	145	2,934	7,660	-
<b>Commercial and Employment</b>				
Retail Business	86	-	-	4,431
Professional Office	22	-	-	2,174
Planned Industrial	141	-	-	4,860
Limited Industrial	8	-	-	185
Medical Overlay	13	-	-	1,429
<b>Special Use</b>				
Mixed Use	19	100	263	2,279
Specific Plan	17	-	-	1,345
Community & Institutional	152	-	-	645
Community & Institutional/JFTB	1,318	-	-	800
Open Area	82	-	-	-
Right of Way/Easement Overlay	340	-	-	-
<b>Subtotal</b>	<b>2,619</b>	<b>4,772</b>	<b>12,463</b>	<b>18,147</b>
<b>ROSSMOOR / SPHERE OF INFLUENCE</b>				
Suburban Residential	749	3,963	10,540	408
Right of Way	233	-	-	-
<b>Subtotal</b>	<b>982</b>	<b>3,963</b>	<b>10,540</b>	<b>408</b>
<b>GRAND TOTAL</b>	<b>3,601</b>	<b>8,735</b>	<b>23,003</b>	<b>18,555</b>

Source: PlaceWorks, 2013.

Table 4. Existing Conditions Compared to Projected Buildout

Planning Timeframe	Units	Population	Employment
<b>CITY OF LOS ALAMITOS</b>			
Existing Conditions (2013)	4,421	11,374	14,642
Projected Buildout (2035)	4,772	12,463	18,147
Potential Growth	348	1,081	3,505
<b>ROSSMOOR / SPHERE OF INFLUENCE</b>			
Existing Conditions (2013)	3,779	10,234	395
Projected Buildout (2035)	3,963	10,540	408
Potential Growth	184	306	13
<b>TOTAL PLANNING AREA</b>			
Existing Conditions (2013)	8,200	21,608	15,037
Projected Buildout (2035)	8,735	23,003	18,555
Potential Growth	532	1,387	3,518

Source: PlaceWorks, 2013.

## Goals and Policies

- Goal 1: An attractive and pedestrian-friendly town center that serves as the heart of the community.**
- Policy 1.1 Town Center.** Promote the development of a unique town center around Los Alamitos Boulevard, with spaces designed for community celebrations and events.
- Policy 1.2 Public investments.** Invest in public improvements to transform Los Alamitos Boulevard into an attractive and pedestrian-friendly street.
- Policy 1.3 Diverse businesses and activities.** Attract and retain a variety of shopping, dining, and entertainment options for residents and visitors in the town center. Encourage the creation of daytime, nighttime, and weekend activity in the town center.
- Policy 1.4 Vertical mixed-use.** Encourage development that provides retail on the ground floor and office, hotel, or residential uses on upper floors in the town center along Los Alamitos Boulevard.
- Policy 1.5 Outdoor dining.** Encourage existing and new restaurants to incorporate outdoor dining along Los Alamitos Boulevard.
- Policy 1.6 Public art.** Encourage the incorporation of art in public and private spaces that celebrates the community's history and imagines a greater future.

### Implementation

- Action 1.1 Zoning.** Adopt a specific plan or augment the Town Center Overlay zoning district to formalize direction and planning for land use, design, circulation, and infrastructure.
- Action 1.2 Capital improvement plan.** Program funding to fully improve Los Alamitos Boulevard north of Katella Avenue as directed in the General Plan.
- Action 1.3 Businesses attraction and retention.** Attract and retain independent retailers to convey a unique and authentic image for the town center.
- Action 1.4 Business development.** Coordinate and guide business development programs to help small- and medium-sized businesses with the resources and skills to grow and improve their business in the town center.
- Action 1.5 Recruit developers.** Actively recruit developers with the qualifications and resources to improve existing or build new development in the town center.
- Action 1.6 Finance improvements and maintenance.** Establish a mechanism for improving and maintaining the town center area, such as business improvement districts, community facility districts, landscaping and lighting maintenance districts, special districts, parking districts, and other special funding or financing tools.

- Action 1.7 **Grants.** Pursue grant funding from federal and state governments and private foundations to develop, improve, and operate the town center.
- Action 1.8 **Branding.** Coordinate with property and business owners, perhaps through a business improvement district, and establish and communicate a unified branding and marketing campaign for the town center. The branding communication should identify the town center as a distinctive destination. The brand experience should convey unique character, look, feel, sense of arrival, and function within the community.
- Action 1.9 **Special events.** Cooperate with local businesses and agencies to host periodic and annual events in the town center that celebrate the community and raise awareness and funds for local charities.
- Action 1.10 **Gateway features.** Provide distinctive and unique gateway entry features to the town center to emphasize the sense of arrival to a distinctive destination place within the community. Design pedestrian bridges identified in the Mobility and Circulation Element as gateway features.
- Action 1.11 **Outdoor dining.** Amend the zoning ordinance to incentivize and encourage outdoor dining.
- Action 1.12 **Public art.** Establish a program that promotes the provision of revolving and permanent public art exhibits within the public right-of-way in the town center. Coordinate with public utilities, schools, and businesses to design equipment as functional public art. Ensure that art provided in private spaces (e.g., plazas) is accessible by the public and immediately adjacent to the public right-of-way.

**Goal 2: Fiscally sustainable growth and economic development through a balanced mix of land uses and development types.**

**Policy 2.1 Fiscal impacts.** Require that new development be fiscally neutral or positive and can be adequately served by public facilities without negatively impacting service to existing businesses and neighborhoods.

**Policy 2.2 Mix of land uses.** Maintain a balanced mix of residential, retail, employment, industrial, open space, and public facility land uses.

**Policy 2.3 Maximize retail along Katella.** Maximize community- and regional-scale retail opportunities along Katella Avenue. For parcels 10 acres or larger along Katella Avenue, support the conversion to community- and regional-scale retail.

**Policy 2.4 Town center uses.** Maximize shopping, dining, arts, and entertainment uses in the town center.

**Policy 2.5 Skilled jobs.** Attract and retain businesses that provide highly skilled and well-paid jobs.

**Policy 2.6 Medical uses.** Leverage the medical center as a key anchor, concentrating medical uses around the campus and encouraging complementary uses.

**Policy 2.7 Quality of life uses.** Maintain, improve, and expand uses that define and enhance the City's quality of life, including parks, trails, open spaces, and public facilities.

**Policy 2.8 Annexation.** Support annexations that will have a positive fiscal impact on the City.

### **Implementation**

**Action 2.1 Fiscal study.** For any general plan amendment or development 10 acres or larger, require a fiscal study of the proposed project, addressing operations for a minimum of 10 years. Adopt guidelines for fiscal impact studies, including establishing that development impact fees cover initial capital costs and that ongoing revenues are sufficient to cover long-term operations, maintenance, and reserves.

**Action 2.2 Overlay zones.** Adopt a retail overlay zone for the Arrowhead Products properties and a medical overlay zone for properties north of the Los Alamitos Medical Center.

**Action 2.3 Live-work.** Amend the zoning ordinance to permit and provide appropriate development standards for live-work uses in the Limited Multiple-Family Residential zoning district.

**Action 2.4 Capital improvement planning.** Prepare a capital improvement plan to fund infrastructure needs provided by the City consistent with buildout under the general plan.

- Action 2.5 **Relocate city hall.** Relocate city hall and other municipal operations to land designated for community and institutional facilities or in the stories above retail or office businesses.
- Action 2.6 **Jobs.** Conduct a study to analyze the fiscal impacts of employment and daytime population and recommend strategies to capitalize on beneficial impacts.
- Action 2.7 **Modern library.** Develop a library within Los Alamitos that attracts a wide range of users and promotes the City as a modern town focused on education and life-long learning. Consider models such as “digital libraries” or “cybraries.”
- Action 2.8 **Community-based funding.** Investigate and, if appropriate, implement community-based funding mechanisms. Examples include *neighbor.ly*, *Fundrise*, and *ioby*.
- Action 2.9 **Annexation.** Cooperate with property owners in Rossmoor to determine when and if any unincorporated lands wish to be annexed into Los Alamitos.

**Goal 3: Commercial, office, and industrial opportunities that maintain compatibility with surrounding neighborhoods, businesses, and public facilities.**

**Policy 3.1 Compatibility.** Require that new nonresidential development is located, scaled, and designed to be compatible with existing adjacent neighborhoods and uses.

**Policy 3.2 Economic viability.** Preserve the economic viability and continuity of existing commercial and industrial businesses.

### **Implementation**

**Action 3.1 Compatibility criteria.** Revise the zoning ordinance as necessary with compatibility criteria, including aesthetic standards and noise and traffic thresholds, to minimize adverse impacts from commercial and industrial operations.

**Policy 3.2 Mitigation measures.** Require buffers and feasible mitigation measures to reduce impacts of new or expanded uses on existing neighborhoods, businesses, and public facilities.

**Action 3.3 Incompatibility of commercial and retail activities with residential.** Identify activities of commercial and retail uses that are incompatible with nearby residential uses and revise the zoning ordinance to minimize adverse impacts.

**Action 3.4 Alternative zoning options for commercial and industrial uses.** Identify commercial and industrial uses that may be inappropriate in areas adjoining residential zoning and revise the zoning ordinance to accommodate such uses in other areas.

**Action 3.5 New residential next to existing commercial and industrial uses.** Permit new residential construction only in areas where such development will not adversely impact conforming commercial and industrial uses. Identify residential zones where additional development may be incompatible with nearby commercial and industrial uses, and revise the zoning ordinance to minimize expansion of residential uses in such areas.

**Action 3.6 Recreation in industrial zones.** Amend the zoning ordinance to implement the Limited Industrial general plan designation and preclude the use of other industrially-zoned properties for commercial recreation.

**Goal 4: Neighborhoods and buildings that are well maintained and demonstrate a sense of pride and identity.**

- Policy 4.1 **Pride and identity.** Enhance the sense of identity and increase the feeling of pride among Los Alamitos residents, business owners, employees, and visitors through excellent physical design and continual property maintenance and improvements.
- Policy 4.2 **Corridor design.** Buildings and related improvements along the City's arterial streets should exhibit authentic and enduring design. Although no specific architectural style is required, the City prefers that designs for individual buildings stay true to a single architectural style and discourage franchise architecture.
- Policy 4.3 **Multifamily neighborhoods.** Promote coordinated property maintenance and improvement in the Old Town West, Old Town East, and Apartment Row neighborhoods.
- Policy 4.4 **Mansionization.** Ensure that all new development in residential neighborhoods discourages mansionization.
- Policy 4.5 **Substandard parcels.** Encourage improvement of existing buildings and property to comply with current standards and present an attractive and well-maintained appearance. When improvements are not feasible, support the consolidation of substandard parcels for reuse.

**Implementation**

- Action 4.1 **Design guidelines.** Adopt citywide commercial and industrial design guidelines that promote unifying design characteristics for new and renovated construction projects. Update the City's existing architectural guidelines. Enforce design guidelines through the site plan review process.
- Action 4.2 **Improvement districts.** Establish multifamily improvement districts, community facility districts, landscaping and lighting maintenance districts, special districts, and other special funding or financing tools to promote sustained property maintenance in the Old Town West, Old Town East, and Apartment Row neighborhoods.
- Action 4.3 **Public improvements.** Identify and pursue opportunities for community-funded public improvements that would create a sense of identity, establish pride of place, and enhance the overall image of Los Alamitos.
- Action 4.4 **Neighborhood identity.** Coordinate with residents to design and construct physical elements for each neighborhood that reflect its identity and history. Examples include gateway signs, landscaped areas, and artwork at key entry points.
- Action 4.5 **Mansionization ordinance.** Adopt a mansionization ordinance to create residential standards that would preclude the development of oversized and out of character single family homes. The ordinance should provide specific guidance on maximum floor area ratio, minimum open space, and minimum setback standards.

- Action 4.6 **Code enforcement education and assistance.** Educate residents and other property and business owners on property maintenance codes and enforcement. Provide a clearinghouse for technical and financial assistance to property owners. Develop guidelines for property owners and manager groups, with an emphasis on multifamily neighborhoods. Coordinate with the Chamber of Commerce to encourage nonresidential property and business owners to avoid delay on needed maintenance, particularly on older buildings.
- Action 4.7 **Code compliance for existing properties.** Work with owners to bring buildings and properties into conformance with current development standards during maintenance and renovation projects. Provide incentives through a combination of reduced permitting fees, grants, and other programs (e.g., façade improvement programs).

**Goal 5: Lands owned by public agencies that are used, planned, and developed in a manner that reinforces the goals of the General Plan.**

**Policy 5.1 Community use of the Joint Forces Training Base.** Cooperate with Joint Forces Training Base (JFTB) leadership to maximize the community use of base facilities.

**Policy 5.2 Joint Forces Training Base reuse.** The JFTB shall remain a functioning military training facility within the jurisdictional boundary of the City of Los Alamitos. If the federal government decides to close the base and transition it to private, non-military use, the City of Los Alamitos shall maintain a leadership role in establishing and implementing a base reuse plan.

**Policy 5.3 Reuse of public land.** The City shall prioritize the reuse of land not along Katella Avenue that is owned by non-city public agencies for public uses such as civic buildings, parks, or recreation facilities.

**Policy 5.4 Flood control facilities.** The City strongly supports the use of flood control facilities as public trails throughout Los Alamitos.

**Policy 5.5 Dual use of school property.** Coordinate with LAUSD to enable public use of school facilities outside of school hours.

**Policy 5.6 School expansion and improvements.** Coordinate with LAUSD and its consultants on technical studies for school expansion and improvement projects.

### **Implementation**

**Action 5.1 Coordination with JFTB on current facilities.** Maintain communications between the City and JFTB leadership about current recreation facilities and opportunities to expand facilities for civilian use.

**Action 5.2 Coordination with JFTB on future plans.** Maintain communications between the City and JFTB leadership to be apprised of new development and future plans for the JFTB facility. Provide support and coordination as requested by the JFTB to state and federal commissions, councils, and agencies.

**Action 5.3 Jurisdictional boundaries and the JFTB.** Ensure surrounding jurisdictions and public agencies are aware that the JFTB facility is within the jurisdictional boundary of Los Alamitos.

**Action 5.4 Flood control facilities.** Continue to coordinate with OCFCD, SCE, and JFTB leadership to plan for and fund the improvement and use of flood control facilities as public trails.

**Action 5.5 School facilities.** Continue to coordinate with LAUSD and private schools on improvements or expansion of school facilities and operations. Strive to maintain communications such that the City is aware of improvements or expansion plans during the preliminary stages of planning and funding. Review technical studies of

school projects, providing feedback and guidance on methodology and possible mitigation measures.

Action 5.6 **Property adjacent to the high school.** Explore alternatives to purchase and eliminate contamination issues on the property on northeast corner of Cerritos Avenue and Los Alamitos Boulevard to alleviate traffic and facilitate safer pedestrian and bicycle access.

---

# Mobility and Circulation Element

## Existing Conditions

### Regional Setting

The City of Los Alamitos is in northern Orange County and is bordered to the east by the cities of Cypress and Garden Grove. The City of Seal Beach abuts the southern border; to the north, across the county line, is the City of Long Beach in Los Angeles County. Rossmoor is in the City's sphere of influence, and the roadways and intersections within Rossmoor are therefore considered part of the City's transportation network in the general plan.

Primary regional access to Los Alamitos is provided by Interstates 405 and 605 (I-405 and I-605) and State Route 22 (SR-22). Access throughout the City is provided by the arterial roadways: Katella Avenue, Cerritos Avenue, Ball Road, Los Alamitos Boulevard, and Bloomfield Street.

The City's roadways generally travel north uninterrupted into Los Angeles County jurisdictions. Southbound travel, however, is limited to I-605 and Los Alamitos Boulevard due to the position of the Joint Forces Training Base (JFTB) and its airfield. The JFTB and its restricted access precluded the formation of north-south paths south of Katella Avenue between Los Alamitos Boulevard and Valley View Street, creating more vehicular pressure for Los Alamitos Boulevard as a southern route to I-405 and SR-22. The JFTB also restricts east-west travel south of Farquhar Avenue, and the majority of vehicles using Katella Avenue to travel through the City.

### Roadway Facilities

#### Freeways

**Interstate 405.** I-405 runs north-south immediately south of the City, extending from Irvine in the south to the San Fernando Valley in the north. Near the study area, it generally provides five travel lanes in each direction and an additional high-occupancy vehicle (HOV) lane in each direction. The posted speed limit on I-405 is 65 miles per hour (mph), with local access provided by Seal Beach Boulevard and Valley View Street.

**Interstate 605.** I-605 runs north-south west of the City, extending from I-405 in the south to Duarte in the north. Near Los Alamitos it generally provides 4 travel lanes in each direction with an additional HOV lane in each direction. The posted speed limit on I-605 is 65 mph, with local access provided by Katella Avenue and Cerritos Avenue.

**State Route 22.** SR-22 runs east-west south of the City of Los Alamitos. It extends from Long Beach in the west to Tustin in the east. Near the study area, SR-22 joins I-405 and generally provides 5 travel lanes in each direction, with an additional HOV lane in each direction. Local access is provided off Seal Beach Boulevard and Valley View Street.

## Major Roadways

### Los Alamitos Boulevard

Los Alamitos Boulevard is a north–south roadway that extends into Los Angeles County as Norwalk Boulevard to the north and to the Pacific Ocean as Seal Beach Boulevard to the south, where it is a direct connector to I-405. Street parking is permitted along most of Los Alamitos Boulevard north of Farquhar Avenue, excluding the bridge, but is not permitted south of Farquhar Avenue. The posted speed limit on Los Alamitos Boulevard is 40 mph. Los Alamitos Boulevard is a designated truck route.

### Bloomfield Street

Bloomfield Street is a north–south roadway that extends from Whittier Boulevard to the north and Farquhar Avenue to the south. Bloomfield Street is a direct connector to I-5 and SR-91 to the north. Street parking is permitted along portions of Bloomfield Street, and the posted speed limit varies between 25 and 40 mph. Bloomfield Street is a designated truck route between Katella Avenue and Cerritos Avenue.

### Denni Street/Lexington Drive

Denni Street stretches from Forest Lawn Memorial Park in Cypress to Cerritos Avenue in Los Alamitos. At that point, the road is renamed Lexington Drive, stretching from Cerritos Avenue to the JFTB. Street parking is only permitted on Lexington Drive north of Farquhar Avenue and south of Katella Avenue. The posted speed limit on Denni Street/Lexington Drive in the City is 25 mph.

### Ball Road

Ball Road is an east–west roadway that extends into Long Beach as Wardlow Road to the west and through Cypress to the east until it terminates in Orange as Taft Avenue. Street parking is not permitted on Ball Road, and the posted speed limit is 40 mph. Ball Road is a designated truck route through the City of Los Alamitos.

### Cerritos Avenue

Cerritos Avenue is an east–west roadway that extends from I-605 to the west as Spring Street and terminates in Anaheim at Walnut Street on the western boundary of Disneyland. Street parking is not permitted along most of Cerritos Avenue, and the posted speed limit is 35 mph. Cerritos Avenue is a designated truck route through the City of Los Alamitos.

### Katella Avenue

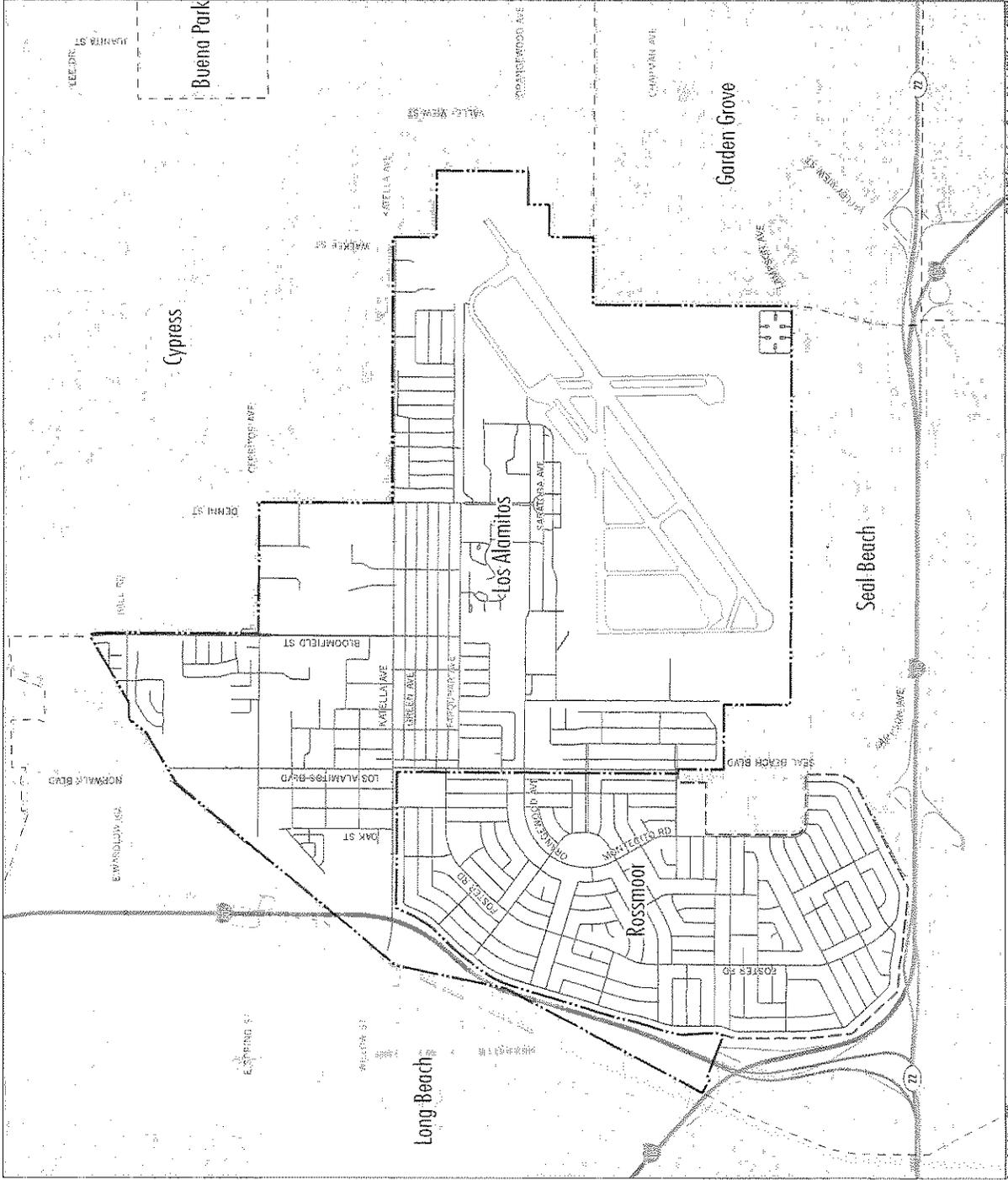
Katella Avenue is an east–west roadway that extends into the City of Long Beach as Willow Street to the west and into Cypress to the east, finally terminating in Irvine. Katella Avenue is a direct connector to the I-110, I-710, I-405, I-605, I-5, SR-57, and SR-55 freeways. The posted speed limit in the city is 40 mph. Katella Avenue is a designated truck route through the City of Los Alamitos.

Figure 1 provides a map of the existing roadway network in Los Alamitos and Rossmoor.

Modality & Circulation

**Figure 1**  
Existing Roadway Network

-  City Boundary
-  Sphere of Influence
-  Other City Boundaries



**LOS ALAMITOS**  
**GENERAL PLAN**

education • recreation • safety • culture



*This page intentionally left blank.*

## Traffic Control Devices

There are a total of 26 signalized intersections within the City of Los Alamitos, some of which are not maintained by the City, but by regional and adjacent jurisdictions. The majority of traffic signals in the City are installed along Los Alamitos Boulevard and Katella Avenue. The signalized intersections are:

### Katella Avenue at:

- Interstate 605
- Civic Center
- Wallingford/Walnut
- Los Alamitos Boulevard
- Cherry Street
- Kaylor Street
- Bloomfield Street
- Noel Avenue
- Lexington Street
- Siboney Street
- Walker Street
- Winners Circle

### Los Alamitos Boulevard at:

- Cerritos Avenue
- Sausalito Avenue
- Florista Avenue
- Farquhar Street
- Orangewood Avenue
- Rossmoor Avenue
- Bradbury Road
- Los Alamitos High School
- Humbolt Street
- Bloomfield Street

### Other intersections:

- Cerritos Avenue at Denni Street/Lexington
- Ball Road at Kaylor Street
- Ball Road at Bloomfield Street
- Carbon Creek Channel at Bloomfield Street

These signalized intersections and all-way and side-street stop-controlled intersections are shown in Figure 2. There are no signalized intersections within Rossmoor except at some of the perimeter intersections.

## Bicycle and Pedestrian Facilities

### Bicycle Facilities

**Class I: Bike Path.** Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with minimal interruption by motor vehicles. Within the City of Los Alamitos, there is currently a bike path along the Coyote Creek Bikeway that runs adjacent to the San Gabriel River through the City of Los Alamitos. There is also a quarter-mile bike path north of Oak Middle School, connecting Oak Street with the Coyote Creek Bikeway. Within Rossmoor, a Class I Bike Path is found within Rossmoor Park and along Wallingsford Road connecting Katella Avenue to Hedwig/Foster Road.

**Class II: Bike Lane.** Provides a preferential right-of-way designated and striped for the exclusive or semi-exclusive use of bicycles, with some allowances for vehicle parking. Existing bike lanes exist along Bloomfield Street from the northern City limit to Katella Avenue in both directions of travel and on Ball Road from Kaylor Avenue to the western City limit.

A Class II Bike Lane continues from Rossmoor Park along the entire length of Foster Road to the southern end of Rossmoor.

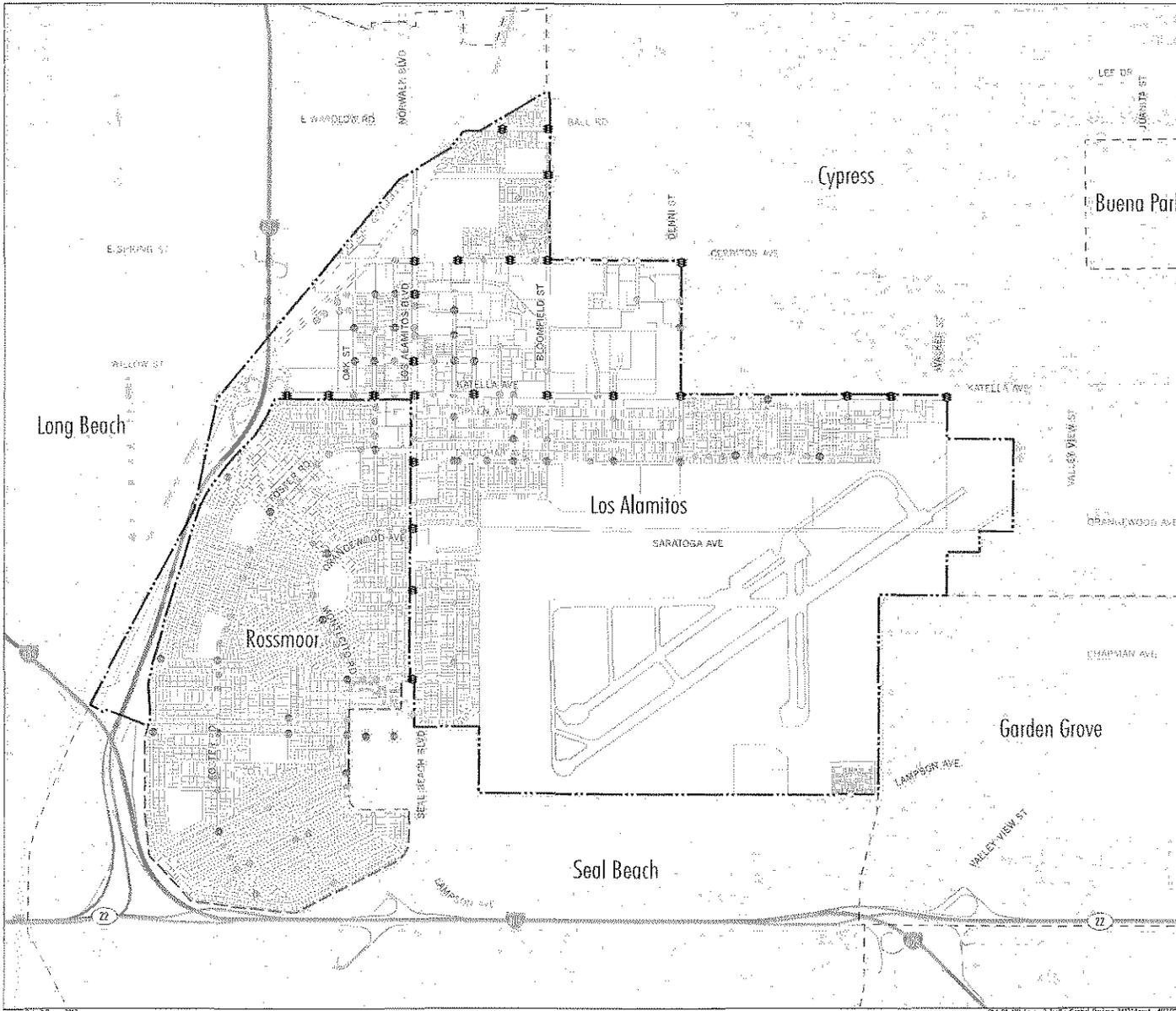
**Class III: Bike Route.** Provides a route designated by signs or permanent pavement markings that are shared with either pedestrians or motorists. Bike routes exist along Bloomfield Street north of Ball Road past the northern City limit and along Ball Road through the City limits.

### Pedestrian Facilities

Pedestrian facilities in Los Alamitos consist of sidewalks and crosswalks. Sidewalks are generally provided throughout the City. Some locations provide a wide sidewalk with a comfortable amount of space between the sidewalk and roadway edge. Other locations provide a sidewalk immediately adjacent to the edge of the roadway, with some narrowed due to past roadway widening.

Having crosswalks on all approaches to the signalized intersections allows pedestrians the choice of where to cross and provides for good pedestrian access. All the signalized intersections in the City of Los Alamitos have crosswalks on all approaches with the exception of: Katella Avenue at I-605, and Carbon Creek Channel at Bloomfield Street.

Figure 3 identifies existing bicycle and pedestrian facilities in the study area. The all-way and side-street stop-controlled intersections in the City of Los Alamitos have a mix of crosswalks on all, some, and no approaches. At many of the side-street stop-controlled intersections, crosswalks are only provided parallel to the major roadway (not across it).

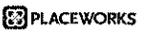
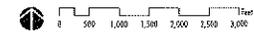


Mobility & Circulation

**Figure 2**  
Traffic Control Devices

-  Traffic Signal
-  All-Way Stop
-  Side-Street Stop
-  City Boundary
-  Sphere of Influence
-  Other City Boundaries

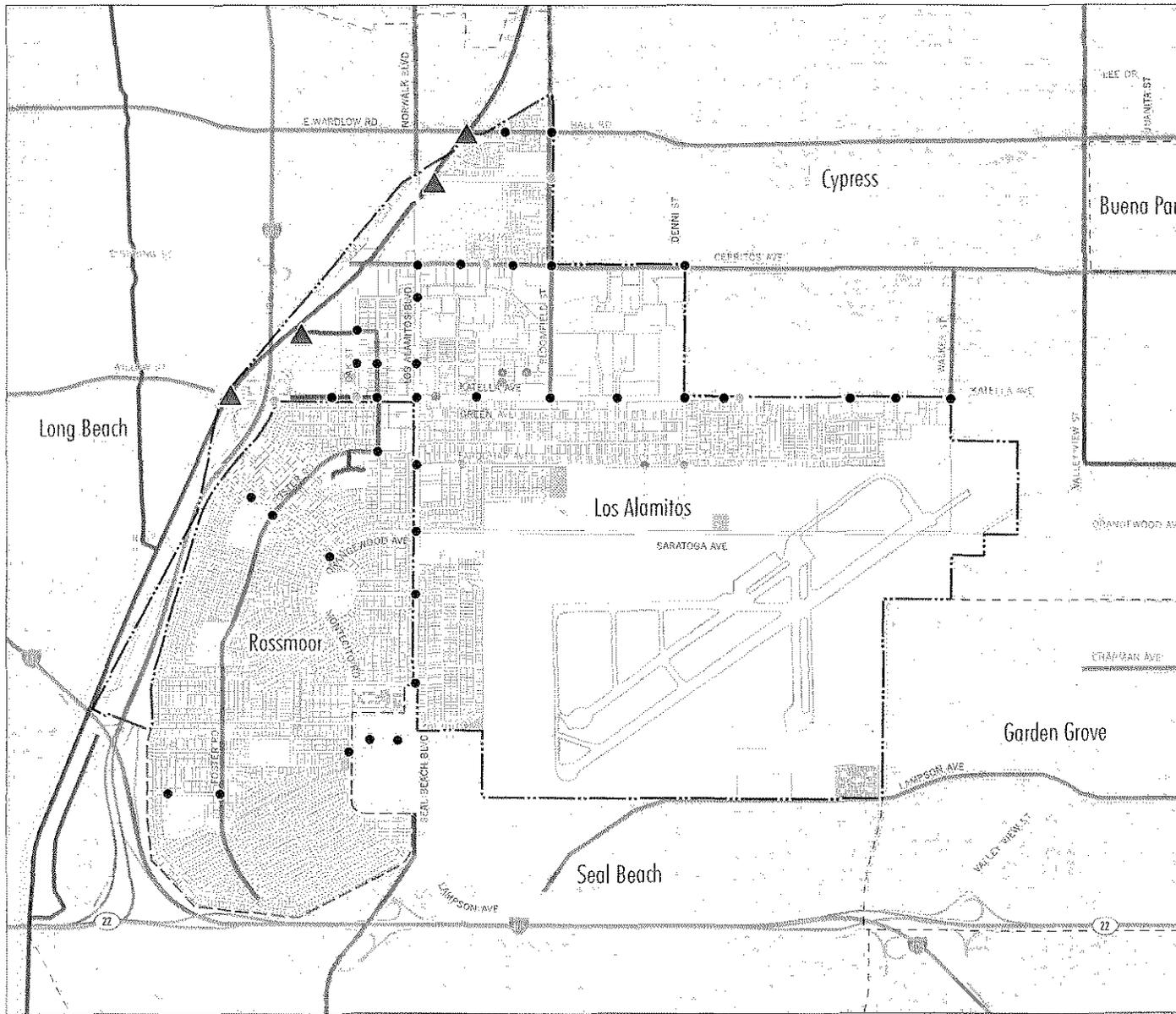
**LOS ALAMITOS**  
**GENERAL PLAN**  
education • recreation • safety • service



*This page intentionally left blank.*

Mobility & Circulation

**Figure 3**  
Existing Bicycle & Pedestrian Facilities



Existing Bicycle Facilities

- Class I
- Class II
- Class III

- Bikeway Access Point

Existing Crosswalks

- Both N/S and E/W
- Either N/S or E/W

- Park or Recreation Facility
- Schools

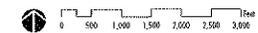
- City Boundary

- Sphere of Influence

- Other City Boundaries

**LOS ALAMITOS**  
**GENERAL PLAN**

education - recreation - safety - service



Source: City of Los Alamitos, 2013

31A-01 - BG, Figure 3, Existing Bicycle & Pedestrian Facilities, 11/11/2013

*This page intentionally left blank.*

## Transit Facilities

Transit service is provided by the Orange County Transportation Authority (OCTA). Local bus routes provide service along Los Alamitos Boulevard, Bloomfield Street, Katella Avenue, and Cerritos Avenue. In 2010, OCTA also planned to operate a bus rapid transit route (BRT) along Katella Avenue. Subsequent budget cuts postponed such plans indefinitely, and the study area will continue to be served only by local bus service. The five lines are described below, and Figure 4 shows existing bus routes and stops serving the City of Los Alamitos and Rossmoor.

**Route 42/42A.** Generally runs east–west, providing service from Seal Beach to Orange. The major streets of service are Los Alamitos Boulevard, Lincoln Avenue, and Tustin Street. Typical headways (the waiting time between buses at a stop) are 20 minutes.

**Route 46.** Generally runs east–west, providing service from Los Alamitos to Orange. The major streets of service are Ball Road and Tustin Street. Within Los Alamitos, Route 46 only provides service in the eastbound direction. Typical headways are 30 minutes.

**Route 50.** Generally runs east–west, providing service from Long Beach to Orange. The major streets of service are Studebaker Road, Katella Avenue, and Tustin Street. In the study area, Route 50 provides regular service in both directions of travel. Typical headways are 30 minutes.

**Route 211.** An express route that generally runs north–south via I-405, providing service between Seal Beach and Irvine. Route 211 travels along Lampson Avenue through the study area. Typical headways are 30 minutes.

**Route 701.** An express route that generally runs north–south via I-405 and I-605, providing service between Huntington Beach and Downtown Los Angeles. Route 701 travels along Lampson Avenue through the City. Typical headways are between 20 and 50 minutes.

## Other Transportation Facilities

### Railroad Facilities

There are no passenger rail lines through the City of Los Alamitos. The nearest passenger rail lines are west of the City near Long Beach (Metro Blue Line) and north of the city near Norwalk and Santa Fe Springs (Metro Green Line). Buena Park offers the closest Metrolink station (Orange County Line) and Amtrak service (Pacific Surfliner). Right-of-way (ROW) previously used by the Southern Pacific Railroad is found in various parts of the City.

In the Planned Industrial area south of Cerritos Avenue between Los Alamitos Boulevard and Bloomfield Street, the ROW has been reused for operations and access by the industrial businesses. The ROW north of Katella Avenue between Lexington Drive and Bloomfield Street has and will continue to be slated for a multipurpose Class I bike path.

### Harbor/Port Facilities

The City of Los Alamitos is near two major ports—the Port of Long Beach and the Port of Los Angeles. The Port of Long Beach is about 9 miles southwest, and the Port of Los Angeles is about 13 miles northwest of the City.

### Airport Facilities

The City of Los Alamitos contains the Los Alamitos Army Airfield, a military airport within the Joint Forces Training Base not open to the public. The Army Airfield has two runways that require permission prior to landing. Approaches and departures have specific flight routes to assist in noise abatement. Typically, flights are only allowed to arrive/depart from the north, south, and east along specifically defined routes that avoid flying over homes. No public airport facilities exist in the City.

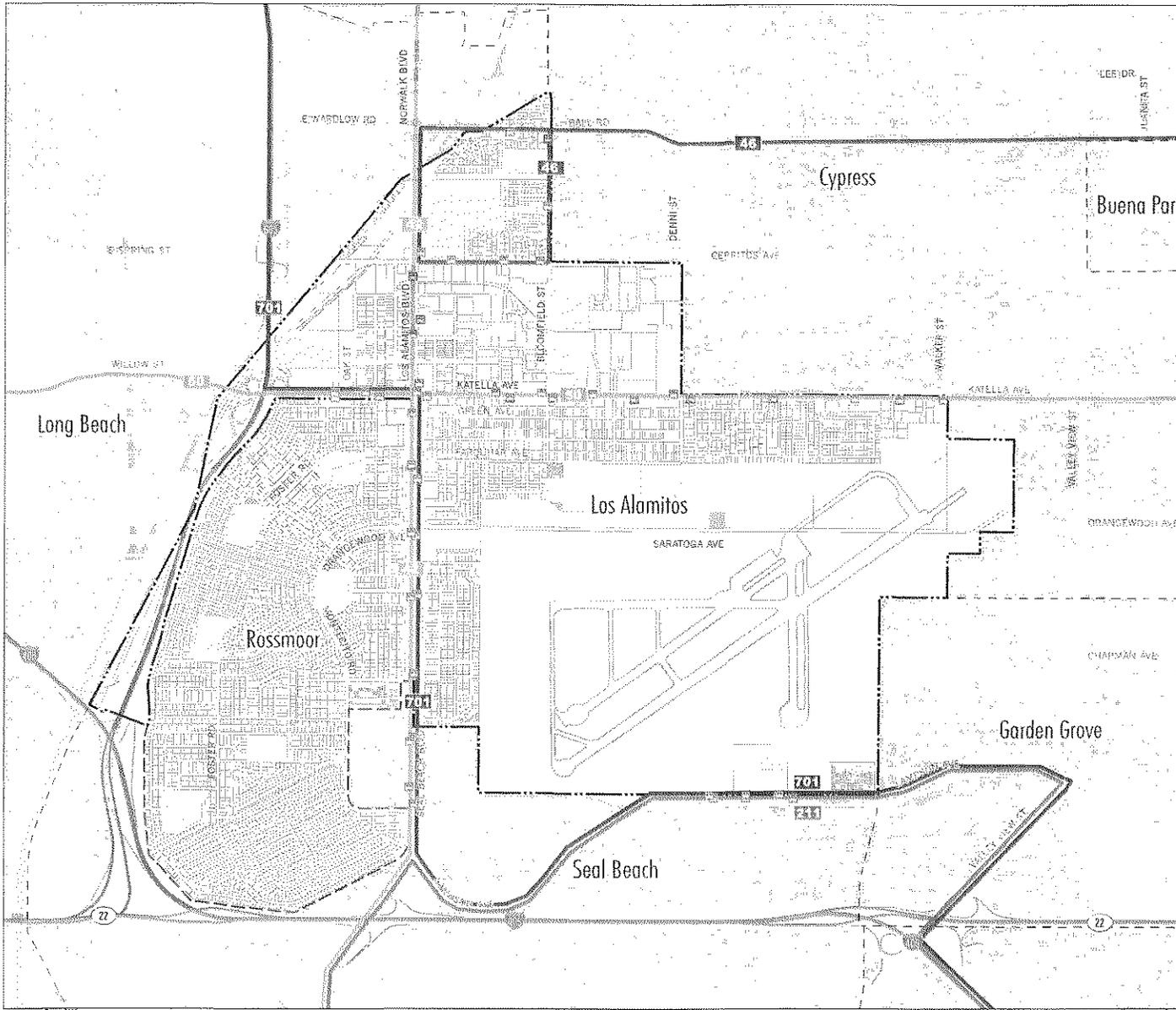
### Freight System

The goods or freight movement system in Los Alamitos consists of designated truck routes. The Los Alamitos Municipal Code (Chapter 10, Section 20) defines weight restrictions, specifies the ability of trucks to enter areas not designated as truck routes, and defines the truck routes within the City. Roads in the study area that contain truck routes include Katella Avenue, Los Alamitos Boulevard, Bloomfield Street, Cerritos Avenue, and Ball Road.

Vehicles over four tons in gross vehicle weight are prohibited on Catalina Street between Los Alamitos Boulevard and Cherry Street, Pine Street between Florista Street and Catalina Street, Reagan Street between Katella Avenue and Catalina Street, and Cherry Street between Florista Street and Catalina Street. Figure 5 illustrates the City's existing truck routes.

Mobility & Circulation

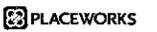
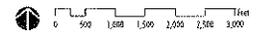
**Figure 4  
Transit Facilities**



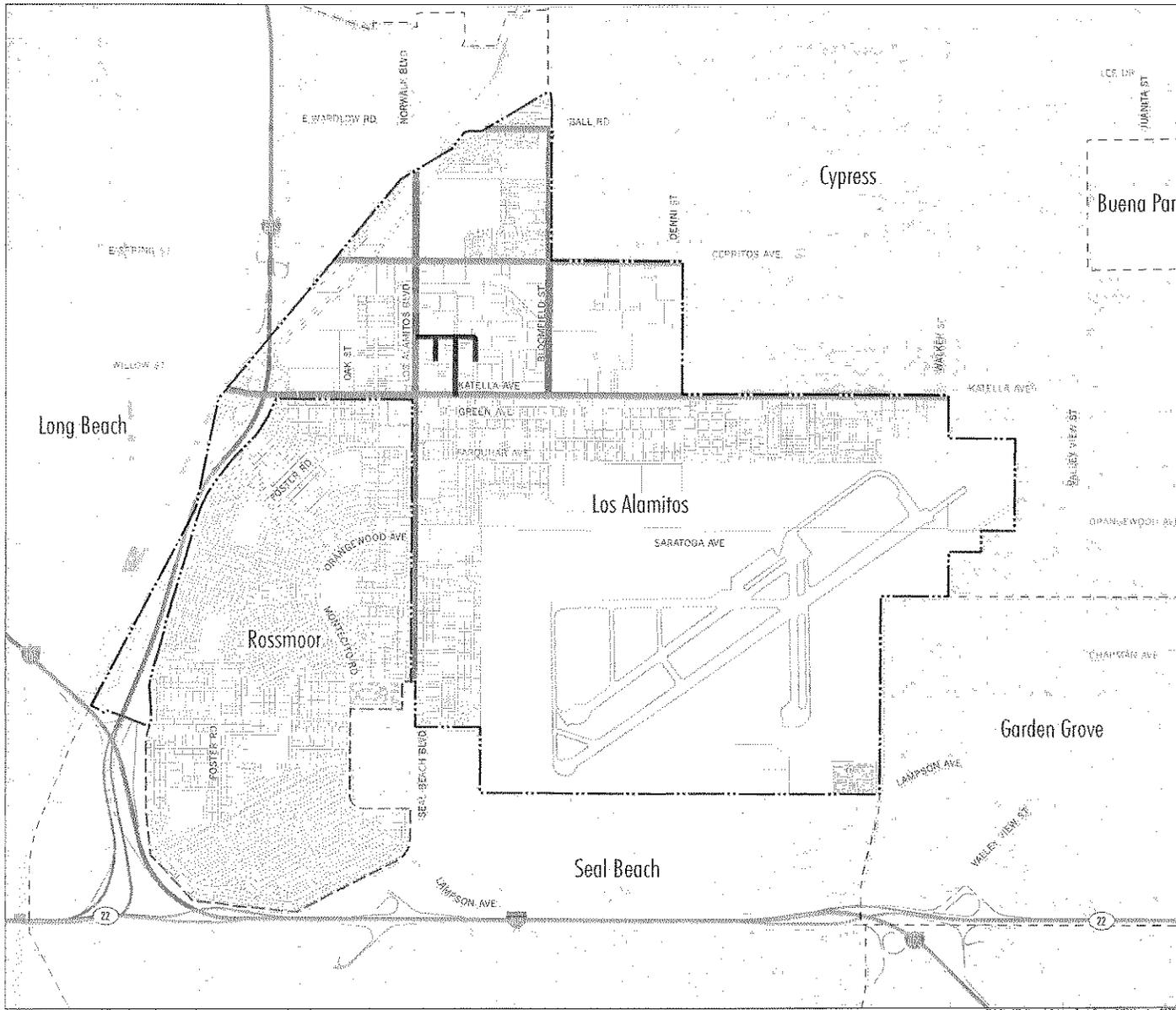
- OCTA Bus Line 42
- OCTA Bus Line 46
- OCTA Bus Line 50
- OCTA Bus Line 211
- OCTA Bus Line 701
- Bus Stops
- Park or Recreation Facility
- Schools
- City Boundary
- Sphere of Influence
- Other City Boundaries

**LOS ALAMITOS  
GENERAL PLAN**

education • recreation • safety • service



*This page intentionally left blank.*



Mobility & Circulation

**Figure 5  
Truck Routes**

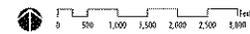
-  Designated Truck Routes
-  Weight Restricted Roadways
-  City Boundary
-  Sphere of Influence
-  Other City Boundaries

**Note:**

Weight Restricted Roadways are roadways that prohibit vehicles in excess of 4 tons.

**LOS ALAMITOS  
GENERAL PLAN**

liberation • recreation • safety • service



*This page intentionally left blank.*

## Regulatory Framework

The regulatory framework informs the public and decision makers about the regulatory agencies and policies that affect transportation in the City, and facilitates effective decisions about planning improvements to transportation systems.

### Federal Regulations

In 1982, the federal government passed the Surface Transportation Assistance Act (STAA). This act requires states to allow larger trucks on the “National Network,” which consists of the interstate system plus the non-interstate federal-aid primary system. “Larger trucks” are (1) doubles with 28.5-foot trailers, (2) singles with 48-foot semi-trailers and unlimited kingpin-to-rear axle distance, (3) unlimited length for both vehicle combinations, and (4) widths up to 102 inches. Interstate 605 in the City of Los Alamitos is an STAA route.

### State Regulations

**Assembly Bill 1358, Complete Streets Act.** The California Complete Streets Act of 2008 requires circulation elements to address the transportation system from a multi-modal perspective. The bill states that streets, roads, and highways must “meet the needs of all users...in a manner suitable to the rural, suburban, or urban context of the general plan.” Essentially, this bill requires a circulation element to plan for all modes of transportation where appropriate—including walking, biking, car travel, and transit. The Complete Streets Act also requires circulation elements to consider the multiple users of the transportation system, including children, adults, seniors, and the disabled.

**Assembly Bill 32, Global Warming Solutions Act.** With the passage of the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resource Board (ARB), which is coordinating the response to comply with AB 32, is currently on schedule to meet this deadline.

In 2007, ARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, ARB defined its 1990 baseline level of emissions, and by 2011 it completed rules for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, came into effect January 1, 2012. The cap and trade program controls pollution by a governing agency selling permits on the amount of pollutants a firm can emit. A firm’s pollutants cannot exceed the limit. Firms requiring the need to increase their emissions must purchase permits from other firms requiring fewer permits.

**Senate Bill 375.** In 2008, the ARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of SB 375 as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32. SB 375 also provides CEQA streamlining incentives for preferred development types. Residential or mixed-use projects qualify if they conform to the Sustainable Communities Strategy. Transit-oriented developments also qualify if they 1) are at least 50 percent residential, 2) meet density requirements, and 3) are within one-half mile of a transit stop. The degree of CEQA streamlining is based on the degree of compliance with these development preferences.

**Senate Bill 743.** SB 743 passed in 2013 and amends the California Environmental Quality Act (CEQA) to give individual agencies the ability to opt out of a congestion management program. Additionally, this bill requires the State Office of Planning and Research (OPR) to develop alternative impact criteria for transportation impacts in transit priority areas. The biggest impact of this senate bill may be the

requirement for OPR to look at changing CEQA significance thresholds for traffic throughout the state. This could remove level of service (LOS) as a topic for environmental analysis under CEQA. Official guidelines are expected to be approved in 2015.

### Regional Plans and Programs

**Southern California Association of Governments Regional Transportation Plan/Sustainable Communities Strategy (SCAG RTP/SCS).** The SCAG RTP/SCS provides a regional transportation plan for six counties in Southern California: Orange, San Bernardino, Riverside, Los Angeles, Ventura, and Imperial. The primary goal of the RTP is to increase mobility for the region. With recent legislation, this plan also encompasses sustainability as a key principle in future development.

**Orange County Congestion Management Program (CMP).** The Orange County CMP defines a network of state highways and arterials, level of service standards, and related procedures and provides technical justification for the approach. The CMP for Orange County was originally adopted in 1991 and updated most recently in 2013. For consistency with the CMP, CMP-designated intersections in the City (I-605 northbound ramps at Katella Avenue) should operate at LOS E or better. Additionally, during the CMP monitoring process, if any CMP facility is identified as operating at a deficient level, a deficiency plan is required to restore operations to an acceptable level.

**OCTA Commuter Bikeways Strategic Plan (CBSP).** The CBSP is a regional planning document that identifies existing and proposed bikeways in Orange County. OCTA last updated the CBSP in 2009. Through the cooperation of the cities and the county, an inventory was taken of existing bikeways, and priorities for new bikeways were identified. Prioritization of the proposed bikeways was based on several factors, including input from local jurisdictions and the public, as well as connectivity to transit and regional destinations.

### Local Plans

**Katella and Los Alamitos Commercial Corridors Plan.** Through SCAG Compass Blue Print funding, the City prepared a commercial corridor plan for Katella Avenue and Los Alamitos Boulevard. This demonstration project analyzes and outlines actions the City can take to capitalize on the future bus rapid transit routes/stations, stimulate new private investment and redevelopment, and ultimately create great places in Los Alamitos. In addition to the Compass Blueprint Principles, the demonstration project is driven by six specific project goals:

- Enhance the City's sense of identity along the corridors and at key gateways.
- Create a central, pedestrian- and bicycle-friendly place for those who live, work, learn, and shop in Los Alamitos.
- Create a reason for people to turn left or right from Katella Avenue onto Los Alamitos Boulevard.
- Consolidate scattered office, medical, retail, and service uses into logical districts and nodes.
- Develop strategies for the reuse of key commercial centers and other underutilized parcels and incentivize lot consolidation.
- Maximize the multimodal nature of the corridors and capitalize on future BRT investments.

## Roadway Performance

### Traffic Analysis Methodology

#### Level of Service

The City analyzed the operation of the roadway system in Los Alamitos and Rossmore in terms of level of service. Level of service is a general measure of traffic operating conditions whereby a letter grade, from LOS A (no congestion) to F (high levels of congestion), is assigned. LOS E applies to “at capacity” operations.

The flow of vehicles without significant impediments is considered “stable,” but when traffic encounters interference that limits the capacity acutely, the flow becomes “unstable.” These grades represent the perspective of drivers only and are an indication of the comfort and convenience associated with driving such as speed, travel time, traffic interruptions, and freedom to maneuver.

The Orange County CMP designates LOS standards at CMP intersections and requires that all intersections operate at LOS E or better. One study intersection, Katella Avenue at the I-605 northbound ramps, is in Los Alamitos and is designated a CMP location. Katella Avenue is also identified on the CMP highway system, although there are no specific CMP requirements for roadway segment assessment. Since Los Alamitos maintains a stricter LOS requirement (LOS D) than the CMP, the LOS standard for the City was used to evaluate all study locations.

#### Intersection Traffic Operations

Intersection operations were evaluated with the Traffix 8.0 level of service software, which is consistent with the Intersection Capacity Utilization methodology as provided by the Orange County Transportation Authority. Table 1 summarizes how the level of service corresponds to intersection delay at the signalized study intersections. There are no unsignalized study intersections.

The following assumptions were made in Traffix to conduct the analysis:

- Saturation flow rate of 1,700 vehicles per hour per lane (vphpl) for all left turn lanes, through lanes and right turn lanes, except for exclusive right turn lanes that allow right turn on red, in which the rate is 1,955 vphpl. These assumptions are consistent with the Orange County CMP.
- Lost time factor of 0.05.
- De facto right turn lanes were not assumed.

#### Roadway Segment Traffic Operations

The City performed a roadway segment traffic operations analysis on selected roadway segments to evaluate how the roadway network will perform under the general plan, understand the amount of traffic that may use each roadway, and determine if the existing or proposed lane configurations can adequately handle the volumes. The level of service for roadway segments were calculated for key roadway segments in Los Alamitos’ regional roadway system to evaluate existing traffic conditions. Daily capacity thresholds are shown in Table 2.

Table 1. Intersection Level of Service Criteria for Signalized Intersections

Level of Service	Description	V/C Ratio
A	Operations with very low delay, favorable progression, and/or short cycle length.	0.000–0.600
B	Operations with low delay, good progression, and/or short cycle lengths.	0.601–0.700
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	0.701–0.800
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and individual cycle failures are noticeable.	0.801–0.900
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	0.901–1.000
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 1.000

Note: V/C = volume-to-capacity.

Source: Intersection capacity utilization methodology and Fehr & Peers 2014.

Table 2. Maximum Daily Roadway Capacities

Classification	Typical Lane Configuration	Daily Volume Thresholds				
		LOS A	LOS B	LOS C	LOS D	LOS E
Smart Street	6 Lanes Divided	-	-	-	-	60,000
	8 Lanes Divided	-	-	-	-	72,000
Major	6 Lanes Divided	36,000	40,400	45,000	49,500	54,000
Primary	4 Lanes Divided	24,000	27,000	30,000	33,000	36,000
Secondary	4 Lanes Undivided	16,000	18,000	20,000	22,000	24,000

### Intersections and Roadway Segments Analyzed

In Los Alamitos and Rossmoor, 14 intersections and 19 roadway segments were selected for analysis based on a review of the roadway network, circulation patterns, and public input. Intersection and segment counts were collected between 2011 and 2013.

#### Intersections

##### Los Alamitos Boulevard at:

- Cerritos Avenue
- Katella Avenue
- Farquhar Avenue
- Orangewood Avenue
- Bradbury Road
- Rossmoor Center Way
- St. Cloud Drive

##### Katella Avenue at:

- Bloomfield Avenue
- Lexington Avenue
- Walker Street
- Wallingsford Road/Walnut Street

##### Bloomfield Street at:

- Ball Road
- Cerritos Avenue

#### Roadway Segments

##### Los Alamitos Boulevard between:

- North City Limits and Cerritos Avenue
- Cerritos Avenue and Katella Avenue
- Katella Avenue and Farquhar Avenue
- Farquhar Avenue and Orangewood Avenue
- Orangewood Avenue and Bradbury Road
- Bradbury Road and St. Cloud Drive

##### Bloomfield Street between:

- Katella Avenue and Cerritos Avenue
- Cerritos Avenue and Ball Road
- Farquhar Avenue and Katella Avenue

##### Katella Avenue between:

- I-605 and Los Alamitos Boulevard
- Los Alamitos Boulevard and Bloomfield Street
- Bloomfield Street and Lexington Drive
- Lexington Drive and Walker Street

##### Farquhar Avenue between:

- Los Alamitos Boulevard and Bloomfield Street
- Bloomfield Street and Lexington Drive

##### Lexington Drive between Farquhar Avenue and Katella Avenue

### Traffic Model

The City employed a travel demand forecasting model for Orange County (OCTAM) to evaluate growth in the City of Los Alamitos, Rossmoor, and the region, incorporating land use to assign traffic to the local roadway system. The model inputs land use, travel behavior, and roadway characteristics (number of lanes, speed, etc.) to estimate traffic demand on roadways.

OCTAM was developed and maintained by OCTA for use in preparing regional transportation studies. The City used version 3.4, which incorporates the latest available land use forecasts for Orange County (Orange County Projections 2012). Consistent with state-of-the-practice travel demand forecasting, model error was corrected using the methodologies in the National Cooperative Highway Research Program Report 255 (Transportation Research Board 1982), using the “difference method” for roadway segments and intersections (e.g., add model-predicted growth to existing volumes).

OCTAM data is available for forecast years 2010 and 2035. As part of the forecasting process, the socioeconomic data for the City of Los Alamitos and Rossmoor were updated with more accurate information collected in 2012. Additionally, the City updated the roadway network consistent with the future roadway network.

The OCTAM future roadway network assumptions incorporated into the travel demand model are consistent with the SCAG RTP funded roadway projects list, the needs identified by comparing the model results to the capacity tables referenced above. Specific roadway improvements that were assumed include:

- Los Alamitos Boulevard modeled as a four-lane facility north of Katella Avenue, consistent with the Corridors Plan (retaining the current four active lanes and all turning movements, but avoiding an increase to six active lanes).
- I-605 and I-405 freeways assume new HOV lanes in each direction.

### Existing Roadway Performance

Tables 3 and 4 present the existing traffic volumes and lane configurations at the study intersections and segments. All intersections studied are currently operating at an acceptable LOS, with many intersections operating at LOS A or B during one or both peak hours. All roadway segments are currently operating at an acceptable level of service of D or better.

Table 3. Existing (2013) Intersection Level of Service

Intersection	Traffic Control	AM Peak		PM Peak	
		V/C (Delay)	LOS	V/C (Delay)	LOS
Los Alamitos Boulevard and Cerritos Avenue	Signal	0.770	C	0.834	D
Los Alamitos Boulevard and Katella Avenue	Signal	0.787	C	0.819	D
Los Alamitos Boulevard and Farquhar Avenue	Signal	0.548	A	0.517	A
Los Alamitos Boulevard and Orangewood Avenue	Signal	0.641	B	0.491	A
Los Alamitos Boulevard and Bradbury Road	Signal	0.623	B	0.589	B
Los Alamitos Boulevard and St. Cloud Drive	Signal	0.534	A	0.563	B
Bloomfield Street and Ball Road	Signal	0.690	B	0.660	B
Bloomfield Street and Cerritos Avenue	Signal	0.815	D	0.727	C
Bloomfield Street and Katella Avenue	Signal	0.671	B	0.677	C
Lexington Avenue and Katella Avenue	Signal	0.528	A	0.561	A
Walker Street and Katella Avenue	Signal	0.672	B	0.634	B
Wallingsford Road/ Walnut Street and Katella Avenue	Signal	0.857	D	0.721	C
Los Alamitos Boulevard and Rossmoor Center Way	Signal	0.443	A	0.617	B
I-605 NB and Katella Avenue	Signal	0.355 (1.8)	A	0.543 (7.5)	A

Sources: Los Alamitos Medical Center Specific Plan TIA 2008; Los Alamitos Boulevard Corridor Traffic Study 2010; Fehr & Peers 2012; OCTA CMP 2013.

Note: V/C (XX) = volume-to-capacity ratio with seconds of delay shown for the Caltrans facility at I-605 NB and Katella Avenue.

Table 4. Existing (2013) Roadway Segment Volume and Level of Service

Street Name and Segment	Classification	Traffic Volume	V/C	LOS
<b>Los Alamitos Boulevard</b>				
Between North City Limits and Cerritos Ave	Major	24,008	0.67	C or Better
Between Cerritos Ave and Katella Ave	Major	30,437	0.85	D
Between Katella Ave and Farquhar Ave	Major	44,340	0.82	D
Between Farquhar Ave and Orangewood Ave	Major	45,473	0.84	D
Between Orangewood Ave and Bradbury Rd	Major	41,619	0.77	C or Better
Between Bradbury Road and St. Cloud Dr	Major	40,805	0.76	C or Better
<b>Katella Avenue (OCTA CMP Highway System)</b>				
Between I-605 and Los Alamitos Blvd	Smart Street	64,007	0.89	D
Between Los Alamitos Blvd and Bloomfield St	Smart Street	51,583	0.86	D
Between Bloomfield St and Lexington Dr	Smart Street	46,100	0.77	C or Better
Between Lexington Dr and Walker St	Smart Street	45,890	0.76	C or Better
<b>Bloomfield Street</b>				
Between Katella Ave and Cerritos Ave	Secondary	14,163	0.59	C or Better
Between Cerritos Ave and Ball Rd	Secondary	12,471	0.52	C or Better
Between Farquhar Ave and Katella Ave	Local	2,925	0.21	C or better
<b>Cerritos Avenue</b>				
Between I-605 and Los Alamitos Blvd	Primary	29,391	0.82	D
Between Los Alamitos Blvd and Bloomfield St	Primary	29,932	0.83	D
Between Bloomfield St and Lexington Dr	Primary	24,059	0.67	C or Better
<b>Farquhar Avenue</b>				
Between Los Alamitos Blvd and Bloomfield St	Local	5,525	0.39	C or Better
Between Bloomfield St and Lexington Dr	Local	3,762	0.27	C or Better
<b>Lexington Drive</b>				
Between Farquhar Ave and Katella Ave	Local	5,671	0.41	C or Better

Sources: Los Alamitos Boulevard Corridor Traffic Study 2010; I-605 Cerritos Interchange Study 2011; Fehr & Peers 2012.

Note: V/C = volume-to-capacity ratio.

## Forecast Roadway Performance

The analysis identified performance and potential impacts to the roadway system assuming buildout of the general plan land use plan and regional growth by 2035. With some exceptions (discussed below), the vast majority of intersections and roadway segments are forecast to perform at acceptable levels of service. Tables 5 and 6 identify forecast performance levels.

Three intersections and five roadway segments along Katella and Cerritos Avenues are forecast to degrade to LOS E or F in 2035.

- Los Alamitos Boulevard and Katella Avenue – LOS E during AM peak hour
- Bloomfield Street and Cerritos Avenue – LOS F in AM peak hour and LOS E in PM peak hour
- Wallingsford Road/Walnut Street and Katella Avenue – LOS F in AM peak hour
- Katella Avenue (segments)
  - Between I-605 and Los Alamitos Blvd – LOS F
  - Between Los Alamitos Blvd and Bloomfield St – LOS F
  - Between Bloomfield St and Lexington Dr – LOS E
  - Between Lexington Dr and Walker St – LOS E
- Cerritos Avenue (segment)
  - Between I-605 and Los Alamitos Blvd – LOS E

To increase performance to an acceptable level of service at and along these intersections and roadway segments, the City would need to obtain additional right-of-way.

- Los Alamitos Boulevard and Katella Avenue: an additional eastbound through lane along Katella Avenue would be needed.
- Bloomfield Street and Cerritos Avenue: an additional westbound left-turn lane and westbound right-turn lane would be required along Cerritos Avenue.
- Wallingsford Road/ Walnut Street and Katella Avenue: the northbound approach of Wallingsford Road would need to be widened, and an additional eastbound through lane would be required along Katella Avenue.
- Katella and Cerritos Avenues (segments): increase the number of through lanes throughout the segments.

Given existing right-of-way constraints, however, such actions are not considered feasible. Instead, Policy 1.4 in this element exempts these intersections and roadways from the level of service performance thresholds.

The degradation of performance is due primarily to growth in regional traffic. The localized growth of the City and Rossmoor associated with the general plan buildout does not significantly contribute to the performance failure of the intersections and roadways.

Modeling Los Alamitos Boulevard as a four-lane facility north of Katella Avenue improved the performance of the Los Alamitos Boulevard and Katella Avenue intersection—as a four-lane facility, it would not attract as much regional traffic as a six-lane facility. Performance along the Los Alamitos Boulevard roadway segment north of Katella Avenue would remain at an acceptable level of service.

Table 5. Forecasted (2035) Intersection Level of Service

Intersection	Traffic Control	AM Peak		PM Peak	
		V/C (Delay)	LOS	V/C (Delay)	LOS
Los Alamitos Boulevard and Cerritos Avenue	Signal	0.897	D	0.891	D
Los Alamitos Boulevard and Katella Avenue	Signal	<b>0.938</b>	<b>E</b>	0.894	D
Los Alamitos Boulevard and Farquhar Avenue	Signal	0.544	A	0.515	A
Los Alamitos Boulevard and Orangewood Avenue	Signal	0.662	B	0.491	A
Los Alamitos Boulevard and Bradbury Road	Signal	0.675	B	0.593	A
Los Alamitos Boulevard and St. Cloud Drive	Signal	0.570	A	0.551	A
Bloomfield Street and Ball Road	Signal	0.809	D	0.771	C
Bloomfield Street and Cerritos Avenue	Signal	<b>1.003</b>	<b>F</b>	<b>0.915</b>	<b>E</b>
Bloomfield Street and Katella Avenue	Signal	0.885	D	0.894	D
Lexington Avenue and Katella Avenue	Signal	0.681	B	0.652	B
Walker Street and Katella Avenue	Signal	0.780	C	0.776	C
Wallingsford Road/Walnut Street and Katella Avenue	Signal	<b>1.012</b>	<b>F</b>	0.799	C
Los Alamitos Boulevard and Rossmoor Center Way	Signal	0.483	A	0.609	B
I-605 NB and Katella Avenue	Signal	0.315 (2.1)	A (A)	0.672 (7.5)	B (A)

Source: Fehr & Peers 2013.

Notes: V/C (XX) = volume-to-capacity ratio, with seconds of delay shown for the Caltrans facility at I-605 NB and Katella Avenue. Intersections operating below acceptable LOS standards are shown in bold.

Table 6. Forecast (2035) Roadway Segment Volume and Level of Service

Street Name and Segment	Classification	Traffic Volume	V/C	LOS
<b>Los Alamitos Boulevard</b>				
Between North City Limits and Cerritos Ave	Primary	26,130	0.73	C or Better
Between Cerritos Ave and Katella Ave	Primary	30,440	0.85	D
Between Katella Ave and Farquhar Ave	Major	45,770	0.85	D
Between Farquhar Ave and Orangewood Ave	Major	46,090	0.85	D
Between Orangewood Ave and Bradbury Rd	Major	42,240	0.78	C or Better
Between Bradbury Road and St. Cloud Dr	Major	41,770	0.77	C or Better
<b>Katella Avenue (OCTA CMP Highway System)</b>				
Between I-605 and Los Alamitos Blvd	Smart Street	74,620	<b>1.04</b>	<b>F</b>
Between Los Alamitos Blvd and Bloomfield St	Smart Street	64,730	<b>1.08</b>	<b>F</b>
Between Bloomfield St and Lexington Dr	Smart Street	59,750	<b>0.99</b>	<b>E</b>
Between Lexington Dr and Walker St	Smart Street	57,710	<b>0.96</b>	<b>E</b>
<b>Bloomfield Street</b>				
Between Katella Ave and Cerritos Ave	Secondary	16,710	0.70	C or Better
Between Cerritos Ave and Ball Rd	Secondary	13,680	0.57	C or Better
Between Farquhar Ave and Katella Ave	Local	2,930	0.21	C or Better
<b>Cerritos Avenue</b>				
Between I-605 and Los Alamitos Blvd	Primary	33,280	<b>0.92</b>	<b>E</b>
Between Los Alamitos Blvd and Bloomfield St	Primary	29,940	0.83	D
Between Bloomfield St and Lexington Dr	Primary	25,520	0.71	C or Better
<b>Farquhar Avenue</b>				
Between Los Alamitos Blvd and Bloomfield St	Local	5,530	0.40	C or Better
Between Bloomfield St and Lexington Dr	Local	3,770	0.27	C or Better
<b>Lexington Drive</b>				
Between Farquhar Ave and Katella Ave	Local	5,680	0.41	C or Better

Source: Fehr &amp; Peers 2013.

Note: V/C = volume-to-capacity ratio. Roadway segments operating below acceptable LOS standards are shown in bold.

## Mobility and Circulation Plan

### Roadways

Figures 6 and 7 illustrate the City's general plan roadway classifications. Each classification and arterial highway is described in more detail below. All other roadways are local roads. Divided roadways incorporate a physical median, two double-yellow lines, and/or continuous left-turn lane between opposing travel lanes.

### Roadway Classifications

#### Smart Street

A Smart Street is designated a six- to eight-lane divided roadway with a maximum right-of-way width of 122 feet. The Smart Street classification is estimated to have a design capacity of 72,000 vehicles per day in the eight-lane configuration and 60,000 vehicles per day in the six-lane configuration.

#### Major Arterial

A major arterial is designated a six-lane divided roadway, with a typical right-of-way width of 120 feet. A major arterial is designed to accommodate a maximum of 54,000 daily vehicle trips.

#### Primary Arterial

A primary arterial is designated a four-lane divided roadway with a typical right-of-way width of 100 to 120 feet. A primary arterial is designed to accommodate a maximum of 36,000 daily vehicle trips.

#### Secondary Arterial

A secondary arterial is designated a four-lane undivided roadway with a typical right-of-way width of 80 feet. A secondary arterial is designed to accommodate a maximum of 24,000 daily vehicle trips.

### Arterial Highways

#### Los Alamitos Boulevard

- Classification: Primary Arterial (north of Katella Avenue), with two travel lanes in each direction. Major Arterial (south of Katella Avenue), with three lanes in each direction.
- Typical ROW: 120 feet
- On-street Parking: permitted along most of Los Alamitos Boulevard north of Farquhar Avenue, excluding the bridge; not permitted south of Farquhar Avenue
- Posted speed limit: 35 to 40 mph
- Truck Route: Yes

#### Bloomfield Street

- Classification: Secondary Arterial, divided with two travel lanes in each direction north of Katella Avenue, and undivided with one lane in each direction south of Katella Avenue.
- Typical ROW: 80 feet
- On-street Parking: permitted along portions of the street
- Posted speed limit: 25 to 40 mph
- Truck Route: Yes, between Katella Avenue and Cerritos Avenue

**Denni Street/Lexington Drive**

- Classification: Secondary Arterial, undivided with two travel lanes in each direction from Cerritos Avenue to the northern City limits. Local street, undivided with one lane in each direction south of Cerritos Avenue.
- Typical ROW: 80 feet
- On-street Parking: only permitted along Lexington Drive north of Farquhar Avenue and south of Katella Avenue
- Posted speed limit: 25 mph
- Truck Route: No

**Ball Road**

- Classification: Primary Arterial, divided with two travel lanes in each direction.
- Typical ROW: 100 feet
- On-street Parking: not permitted
- Posted speed limit: 40 mph
- Truck Route: Yes

**Cerritos Avenue**

- Classification: Primary Arterial, divided with two travel lanes in each direction.
- Typical ROW: 100 feet
- On-street Parking: not permitted
- Posted speed limit: 35 mph
- Truck Route: Yes

**Katella Avenue**

- Classification: Smart Street with four lanes in each direction west of Los Alamitos Boulevard and three lanes in each direction to the east.
- Typical ROW: 122 to 132/146 feet
- On-street Parking: generally permitted
- Posted speed limit: 40 mph
- Truck Route: Yes

### Los Alamitos Boulevard Redesign

Los Alamitos Boulevard is a six-lane street south of Katella Avenue, carrying over 45,000 cars and trucks into and through the City on an average day. North of Katella Avenue, the traffic volumes decrease significantly to 24–30,000 trips per day, and traffic backs up primarily during the morning hours when students are driving to or being dropped off at Los Alamitos High School. Moreover, the projected volume in 2035 is not expected to exceed 26–30,000 trips per day, and the roadway will operate at a similar level of service as today.

Though the number of striped lanes decrease from six to four (two in each direction), Los Alamitos Boulevard retains the same right-of-way width. As a result, the roadway itself is not reduced, and the distance from curb-to-curb is roughly 95 feet. This is the distance that pedestrians have to travel to cross from one side of Los Alamitos Boulevard to the other.

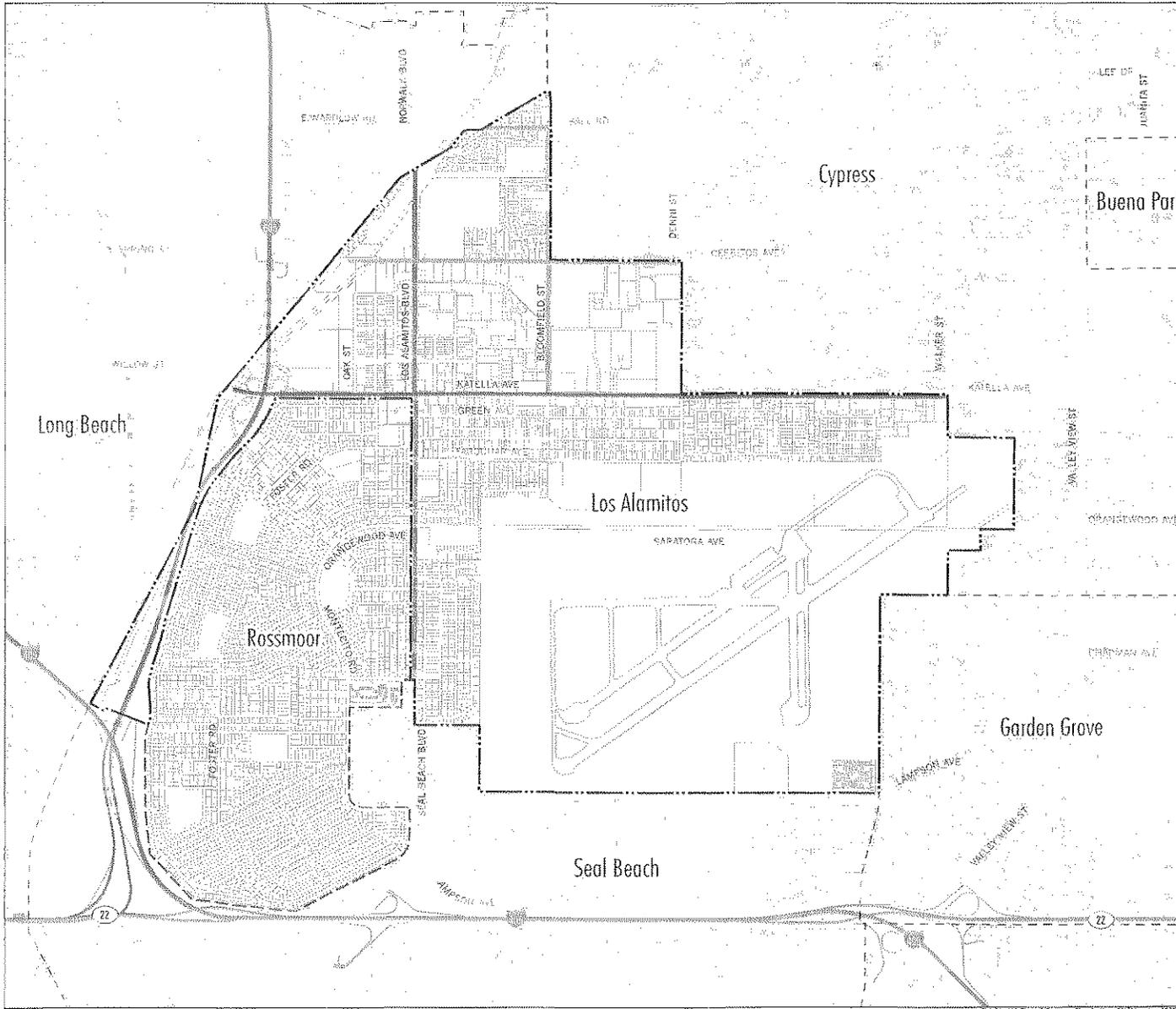
In addition to a daunting crossing distance, the extra-wide roadway encourages cars and trucks to travel much faster than the posted speed limit of 35 miles per hour. Actual vehicle speeds along this stretch of Los Alamitos Boulevard can easily reach 45 to 50 miles per hour. The combination of speeding vehicles and large crossing distances ensure that the only safe places pedestrians can cross Los Alamitos Boulevard are at signalized intersections with a formal crosswalk.

Furthermore, businesses suffer when potential customers are passing by at high speed and few pedestrians walk along the corridor. It is not sufficient for commercial businesses to be exposed to a large number of vehicles. Those vehicles must be able to see the businesses and slow down to visit them. Additionally, the businesses on either side of the street are too far apart to relate to one another, and opportunities for synergy between businesses are compromised.

Accordingly, concepts were explored through the Commercial Corridors Plan that narrow the roadway and enlarge the parkway and sidewalk areas along Los Alamitos Boulevard. These concepts were strongly supported by the general public and business community in furtherance of a walkable downtown environment.

Accordingly, the City's policies and implementation program seek to redesign Los Alamitos Boulevard north of Katella Avenue to maintain four through lanes and turning movements at intersections while converting the remaining surplus space into an expanded parkway. Curb extensions should be installed at intersections to reduce crossing distance. On-street parking should be restricted north of Sausalito Street until after 9 AM to provide sufficient queuing space for vehicles turning right onto Cerritos to access the high school in the morning. After the redesign is complete, the City could conduct a speed study to determine if a speed limit reduction from 35 to 30 miles per hour is justified.

*This page intentionally left blank.*

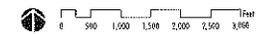


Mobility & Circulation

**Figure 6  
Roadway Classifications**

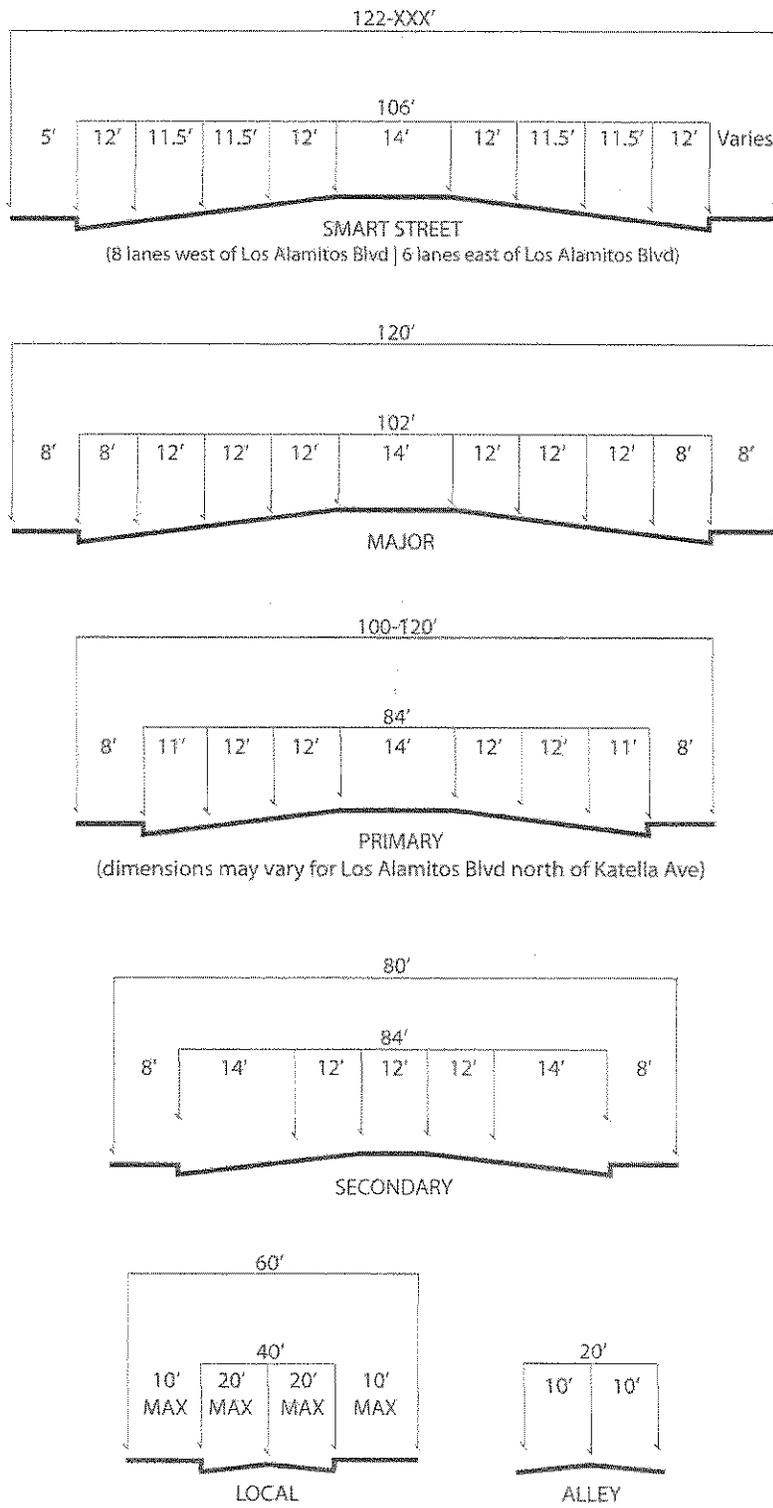
- Smart Street, 8 Lane (122 ft. ROW)
- Smart Street, 6 Lane (122 ft. ROW)
- Major Arterial (120 ft. ROW)
- Primary Arterial (100 - 120 ft. ROW)
- Secondary Arterial (80 ft. ROW)
- City Boundary
- Sphere of Influence
- Other City Boundaries

**LOS ALAMITOS  
GENERAL PLAN**



*This page intentionally left blank.*

Figure 7. Arterial Highway Classifications: Typical Midblock Street Sections



*This page intentionally left blank.*

## Bicycle and Pedestrian Facilities

Overall, the City and Rossmoor provide adequate infrastructure for bicycles and pedestrians. In many places, however, biking and walking environments are not pleasant and do not encourage walking or biking—especially along larger roadways. Given the family-oriented nature of both communities, the large number of children and schools, and the desire for a walkable downtown, a number of improvements are identified to increase the communities' safety and quality of life.

### Future Bicycle Facilities

The residents and employees of Los Alamitos and Rossmoor expressed a strong desire for a greater ability to ride their bikes in and around the community. The addition of new bicycle facilities and amenities will create an integrated, well-signed, and comprehensive bicycle system. OCTA maintains a Bikeways Strategic Plan and makes recommendations for new bike facilities within Orange County jurisdictions. Based on an analysis of the City's roadways and uses, a modified system of bicycle facilities is recommended on Figure 8 to enhance bicycle travel within Los Alamitos.

### *Proposed Class I Bike Paths*

#### **Drainage Channels**

The community currently uses bike paths along a number of drainage facilities within and around Los Alamitos and Rossmoor. New multipurpose Class I bike paths could be added along the Carbon Creek Channel north of the high school (connecting to the Coyote Creek Bikeway) and the drainage channel that travels between Los Alamitos Boulevard and Farquhar Avenue, passing Little Cottonwood Park and the Youth Baseball Fields.

These facilities already have pathways wide enough for maintenance vehicles and could easily accommodate a bike path. Improvements through additional landscaping would turn what are currently unimproved, functional open channels blocked by a chain-link fence or concrete block wall into visual amenities that enhance connectivity. Concerns about privacy and access will need to be addressed but should not be considered absolute barriers to the introduction of new bicycle facilities on land owned by public agencies.

#### **Railroad Right-of-Way**

The City maintains its desire to convert the abandoned railroad right-of-way between Bloomfield Avenue and Lexington Avenue to a multipurpose Class I bike path. Opportunities may also include additional recreational features or the conversion of the land into a linear park.

### *Proposed Class II Bike Lanes*

#### **Chestnut Street**

A new Class II bike lane could be created along Chestnut Street from Katella Avenue to Catalina Avenue. This could serve as another route for those looking to travel by bike along Los Alamitos Boulevard, particularly if the adjacent alleyway is not improved.

#### **Rossmoor**

An existing Class I bike path travels from Katella Avenue down a wide 10 to 12-foot sidewalk along Wallingsford Road until it reaches Hedwig Road. A Class II bike lane then follows Hedwig Road, which turns into Foster Road past Rossmoor Park, until it reaches Druid Lane. At that point, Foster Road turns into Yellowtail Drive, which runs approximately three-quarters of a mile until it intersects with Saint Cloud Drive, just 150 feet to the west of Seal Beach Boulevard and an existing Class I bike path.

Yellowtail Drive is not striped for a Class II bike lane, but could be, completing a bikeway for those seeking a slower, safer alternative to traveling along Seal Beach Boulevard/Los Alamitos Boulevard. The City could coordinate with the County of Orange to consider extending the Class II bike lane along Yellowtail Drive.

### *Proposed Class III Bike Routes*

#### **Walnut Street**

The Class III bike route along Walnut Street could be upgraded to a Class II bike lane and provide greater awareness, signage, and striping for bicycles around Oak Middle School and the streets that connect to the downtown area.

#### **Los Alamitos Boulevard**

Although OCTA shows a Class II bike Lane for Los Alamitos Boulevard, the downtown plan and number of existing driveways may make a Class II lane unsuitable north of Katella Avenue. South of Katella Avenue, the right-of-way configuration and lane geometries provide less opportunity for an on-street facility without widening the roadway or right-of-way. If the right-of-way were widened, a Class I bike path could be placed down at least one side of Los Alamitos Boulevard.

Given the proximity of homes and newly developed shopping areas in Seal Beach, however, it is unlikely that the roadway and/or right-of-way will be widened along any significant portion of Los Alamitos Boulevard south of Katella Avenue. Nevertheless, Los Alamitos Boulevard is the City's only direct north-south route, and assigning a Class III bike route is appropriate to facilitate access through the City.

#### **Old Town West and Apartment Row Neighborhoods**

Class III bike routes should be introduced along the streets that would connect the existing and proposed bicycle facilities and facilitate bicycle access between schools, neighborhoods, and the downtown area. Streets identified for new Class III bike routes are: Florista Street, Catalina Street, Oak Street, Sausalito Street, Reagan Street, and Bloomfield Street.

### *Other Bicycle Improvements*

#### **Improved Connections to the San Gabriel River Trail**

The San Gabriel River Trail is an off-road multipurpose trail, part of a 61-mile loop that travels from the Pacific Ocean in Seal Beach to cities such as Long Beach, El Monte, and Asuza. Thousands of bicyclists, runners, and walkers use the SGR Trail every day for commuting, exercise, or general recreation. The Coyote Creek Trail connects to the SGR Trail just one mile south of the access point at Oak Middle School. The Coyote Creek Trail is a heavily traveled bike path with a significant number of serious riders (those with expensive gear traveling long distances).

Some of these users may be eager to find a nice place to stop, rest, and grab something to eat or drink. Los Alamitos enjoys direct access to the Coyote Creek Trail at three points in the City: 1) just north of Oak Middle School, 2) Cerritos Avenue, and 3) the northwest corner of Los Alamitos High School.

Whether they stop for coffee, breakfast, a quick snack, or to peruse shops and services, people using the Coyote Creek and SGR Trails represent potential customers for the businesses of Los Alamitos. By improving the connection points to the Coyote Creek Trail, the City could encourage some of those using the trail to visit the businesses and places in Los Alamitos, particularly within the downtown area. Some might visit while using the trail and others might return later after seeing a great place to eat or shop in the City.

Each connection point should become a visual landmark along the trail. Enhanced landscaping should be combined with attractive signage, seating areas, lighting, and water fountains to provide users with a nice place to rest during their time on the trail. The signage should include direction markers to the downtown area. The landscaping should be low water consuming and native, and the lighting should be powered by alternative energy if possible.

The path leading from the Coyote Creek Trail to City streets should be treated in the same manner, with a special focus given to the connection along the northern edge of Oak Middle School leading to Catalina Street, which ultimately leads to Los Alamitos Boulevard and the downtown area.

### **Enhanced Bike Signage and Racks**

**Signage.** Enhanced bikeway signage should be introduced along all three types of bikeways to promote bicycle usage and provide directions on how to connect to other bikeways or key points in the City. A local example of enhanced bikeway signage can be found in the neighboring city of Long Beach, which has created “Long Beach Bikeway” signs and route markers. These signs elevate the bicycle to a mode of transportation that is supported in the City’s official infrastructure. The signs also allow easier use of the bikeways and directions for those traveling within the City or to other cities and destinations.

The City may want to collaborate with the City of Long Beach to create bikeway signage that is unique to Los Alamitos, but complementary to the signs in Long Beach. The neighboring cities can work together to strengthen the local and regional system of bikeways in Southern California.

**Bike Racks.** Enhanced bike racks are another feature that should be introduced along the corridors. Going beyond conventional metal tubing, enhanced bike racks can be artwork that shapes metal tubes into words or objects to provide the bike rack structure. These types of racks enhance the right-of-way and serve as functional public art. They also present an opportunity to connect to the adjacent businesses; e.g., a coffee cup-shaped bike rack in front of Starbucks.

Bike racks can help draw in customers and complete the bikeway system. With more bikeways and enhanced signage, more people know that they can bike safely around the community corridor and how to get to key features and amenities. Enhanced bike racks are an attractive way of telling people that they are welcome to stop in the downtown and other shopping areas.

**Bike Parking.** The installation of on-street or curb-adjacent bicycle parking may be considered at key points in the downtown. Approximately 12 bikes can park in the space normally reserved for a single car. Therefore, by replacing one parking space, corridor businesses could accommodate space for up to 12 customers. On-street parking should be done primarily on side streets where traffic is slower and limited to two lanes, but the spaces should still be highly visible as one travels within the downtown area.

### **Future Pedestrian Facilities**

The pedestrian facilities in Los Alamitos are generally well developed, although there is a lack of connectivity in and around the downtown area and the adjacent medical center. The redesign of Los Alamitos Boulevard north of Katella Avenue will contribute significantly toward the improvement of connectivity and safety for pedestrians in the downtown area. The community is also concerned with the safety of children and the amount of congestion created at intersections of large roadways near schools.

### *Pedestrian Bridges*

The City of Los Alamitos supports a world-class school district that provides educational and recreational instruction to approximately 10,000 students. Though the majority of the elementary schools are off the quiet, residential roadways in Rossmoor, Los Alamitos Elementary and all of the District's middle and high schools are along or near busy arterial roadways. Students walking or biking to school must cross these roadways via crosswalks at signalized intersections.

Although crosswalks are relatively safe and effective, they can create traffic congestion, because cars must wait for the crosswalk to be entirely clear of pedestrians before turning right. During school drop-off and pick-up hours, hundreds of students may need to cross the corridors while a similar number of cars are trying to travel through the intersections (though few make the light, creating a line of cars stretching down the block).

The introduction of pedestrian bridges would separate the vehicular traffic from the pedestrian and bicycle traffic. This separation would allow cars to travel through the intersection without having to wait for the crosswalk to be clear, and pedestrians and bicyclists to cross the corridors without risk of being struck by a moving vehicle. The City's general plan transportation consultant, Fehr & Peers, estimates that intersection capacities could increase by up to 10 percent if pedestrians are separated from and do not conflict with vehicles. Potential locations are shown on Figure 8.

These bridges could also enhance the City's identity at key entrance and exit points. The City currently maintains four small monument signs at the ends of both corridors that welcome people into Los Alamitos. Pedestrian bridges would offer larger, elevated signage opportunities that mark a clear transition into and out of Los Alamitos. The bridges and accompanying signage would be architecturally designed to emphasize the City's high quality character.

Supplementary funding can be found in federal and state grant programs such as the Safe Routes to School Programs, which provide funding for infrastructure projects that increase the opportunity for children to walk and bike to school by making it safer to do so. Other funding sources may include federal and state programs focused on improving walkability and reducing greenhouse gas emissions.

### *Intersection Improvements*

Other types of improvements should be considered at key intersections in the City. This is especially important for the intersection of Katella Avenue and Los Alamitos Boulevard, where the need for safe pedestrian and bicycle crossing is critical. The heavy traffic volumes at this intersection are the single biggest deterrent to people walking or riding their bike from south of Katella Avenue to the northern half of Los Alamitos. Some examples of low cost pedestrian intersection crossings include:

#### **Countdown Signals**

Countdown signals are used in conjunction with conventional pedestrian signals to indicate the amount of time remaining to safely cross the street. These can enable pedestrians and bicyclists to make better decisions about when it is safe to cross the street. Countdown signals are becoming more common throughout California as Caltrans directs their installation along the state highway system, and local jurisdictions install them during routine maintenance operations.

**Bicycle Traffic Signals**

Bicycle-specific traffic signals alongside the traditional round red, yellow and green signals. Bicycle-specific signals help alert cars and bicyclists when it is safe and appropriate for bicycles to enter and cross the intersection.

**In-pavement Lights**

In-pavement lights at crosswalks alert motorists to the presence of a pedestrian crossing or preparing to cross the street. The amber LED lights are embedded in the pavement on both sides of the crosswalk and oriented to face oncoming traffic. When the pedestrian activates the system, either by using a push button or through detection from an automated device, the lights begin to flash at a constant rate, warning the motorist that a pedestrian is in the vicinity of the crosswalk ahead. The amber LED lights flash in unison at a rate designed for maximum motorist recognition and are visible during the daylight as well as at night.

**Pedestrian Scramble**

A pedestrian scramble or exclusive pedestrian phase is a pedestrian crossing system that stops all vehicular traffic and allows pedestrians to cross an intersection in every direction, including diagonally, at the same time. This short, all-red light clearance interval provides a better separation between cars and pedestrians and allows people to cross from one corner to another in one movement.

Scramble timing also eliminates conflicts with turning vehicles if pedestrians and motorists obey their signals. This crossing system does create longer wait cycles for cars, but the timing can be designed to be on-demand so that wait cycles when pedestrians are not present are reduced significantly. Scramble timing may eliminate the ability to synchronize timing at adjacent traffic signals, and its benefits may not extend to vision-impaired pedestrians. Highly visible signage is an essential companion to this option.

**Raised, Colored, and Textured Intersections**

Raised intersections are flat areas elevated three to six inches above the surrounding street grade. The intersection and all adjoining crosswalks are accessed by gently sloping ramps. The intersections are often constructed of a different type and/or color of materials than the surrounding road. Vehicles automatically slow due to the change in grade and materials. Raised intersections can lengthen the time it takes for vehicles to travel through the intersection and can be slightly more expensive to build and maintain than a traditional intersection. This treatment (raised elevation, coloring, and/or texturing) can be applied to the entire intersection or just to the crosswalks for pedestrians and bicyclists.

*This page intentionally left blank.*



*This page intentionally left blank.*

## Goals and Policies

- Goal 1:** A context-sensitive network of streets, bikeways, and pedestrian areas that promote the safe and efficient movement of people and goods.
- Policy 1.1 Multimodal network.** The City shall plan, design, operate, and maintain the transportation network to promote safe and convenient travel for all users: pedestrians, bicyclists, transit riders, freight, and motorists.
- Policy 1.2 Transportation decisions.** Decisions should balance the comfort, convenience, and safety of pedestrians, bicyclists, and motorists of all ages and abilities.
- Policy 1.3 Downtown connectivity.** Downtown Los Alamitos shall be safely and comfortably accessible by car, by bike, or on foot while maintaining Los Alamitos Boulevard as a four-lane facility with sufficient space for turning movements and queuing space for school access.
- Policy 1.4 Level of Service.** Maintain a Level of Service (LOS) “D” or better along all City arterials and at intersections during peak hours, with the following exceptions:
- A. There is a desire to prioritize pedestrians and/or bicyclists over vehicles
  - B. Insufficient ROW exists
  - C. The intersection or roadway is considered built out
- The following intersections and roadways are exempt from the LOS D standard:
- Katella Avenue and Los Alamitos Boulevard intersection
  - Katella Avenue and Walnut Street/Wallingsford Road intersection
  - Bloomfield Street and Cerritos Avenue intersection
  - Katella Avenue (between Interstate 605 and Walker Street)
  - Cerritos Avenue (between Interstate 605 and Los Alamitos Boulevard)
- Policy 1.5 Multimodal LOS.** Monitor the evolution of multimodal level of service (MMLOS) standards. The City may adopt MMLOS standards when appropriate.
- Policy 1.6 Access management.** Minimize access points and curb cuts along arterials and within 200 feet of an intersection to improve traffic flow and safety. Eliminate and/or consolidate driveways when new development occurs or when traffic operation or safety warrants.
- Policy 1.7 Fair share of improvements.** Require new development to pay a fair share of needed transportation improvements based on a project’s impacts to the multimodal transportation network.

**Implementation**

- Action 1.1 **Traffic impact analysis.** Require developers of the following types of projects to provide a traffic impact analysis, including appropriate mitigation measures.
- Projects with property frontage on Katella Avenue that are expected to generate 500 trip-ends or more per day
  - Projects elsewhere in the City that are expected to generate 1,000 trip-ends or more per day.
- Action 1.2 **Traffic mitigation threshold.** Require that projects contributing 1 percent or more to the critical movement V/C ratio of an intersection that currently operates or is projected to operate below the target level of service be conditioned to include traffic mitigation measures necessary to maintain a level of service D or better on non-exempt City arterials and intersections.
- Action 1.3 **Signal phasing.** Continue to refine signal phasing programs during peak periods to optimize traffic flow on arterials. Where feasible, coordinate with neighboring jurisdictions.
- Action 1.4 **Signal coordination.** Improve signal coordination on arterials and, where feasible, in conjunction with neighboring jurisdictions.
- Action 1.5 **Base coordination.** Continue to work with JFTB administration so that traffic flows to and from the JFTB do not impact City standards and level of service goals.
- Action 1.6 **Monitoring.** Monitor congested areas with annual reviews of traffic count programs and levels of service. Include additional intersections and roadway segments as necessary to gather traffic counts and measure levels of service for all roadways identified on Figure 6 every five years. Coordinate with the County of Orange on intersections that serve both the City and Rossmoor.
- Action 1.7 **Traffic accidents.** Monitor traffic accidents City-wide to determine causes and problem locations. Identify and implement mitigation where feasible.
- Action 1.8 **Design standards.** Update design standards to limit driveway access to arterials. Periodically review and update the City's street design standards as necessary and feasible.
- Action 1.9 **Los Alamitos Boulevard.** Redesign Los Alamitos Boulevard north of Katella Avenue to maintain four through lanes and turning movements at intersections, and convert the remaining surplus space into an expanded parkway. Install curb extensions at intersections to reduce crossing distance. Restrict on-street parking north of Sausalito Street until after 9 AM to provide sufficient queuing space for vehicles turning right onto Cerritos to access the high school. Consider reducing the speed limit north of Katella Avenue from 35 miles per hour to 30 miles per hour. After the redesign is complete, conduct a speed study to determine if a speed limit reduction is justified.
- Action 1.10 **MMLOS standards.** Periodically review the development of MMLOS standards by the Transportation Research Board and other jurisdictions. Evaluate and consider MMLOS standards that would be appropriate for City-maintained roads. Monitor guidelines and options for alternatives to level of service metrics authorized by legislation such as Senate Bill 743 (Steinberg, 2013).
- Action 1.11 **New development.** Require new development to finance and construct internal and adjacent roadway circulation and citywide improvements as necessary to mitigate project impacts, including roadway, transit, pedestrian, and bicycle facilities. Additional requirements could include transportation demand management programs.

**Goal 2: Neighborhoods that are protected from through traffic.**

- Policy 2.1 **Traffic calming.** Discourage cut-through traffic in residential neighborhoods through the application of traffic-calming measures.
- Policy 2.2 **Joint Forces Training Base.** Coordinate with JFTB administration to provide additional vehicular access points from major arterials to minimize travel through residential areas.
- Policy 2.3 **Truck routes.** Plan and designate truck routes that minimize truck traffic through or near residential areas.

**Implementation**

- Action 2.1 **Road diets.** Minimize roadway width on local streets to discourage through traffic.
- Action 2.2 **Traffic calming.** Continue to evaluate the potential for traffic-calming measures in residential neighborhoods. Tools include, but are not limited to: one-way streets, turn restrictions, curb extensions, chokers, traffic diverters, pedestrian refuge islands, raised crossings, roundabouts, and speed tables/humps/bumps.
- Action 2.3 **Annual monitoring.** Monitor intersections and roadways in congested residential areas with an annual traffic count program, and mitigate identified traffic problems as feasible.
- Action 2.4 **Base access.** Work with JFTB administration to expand vehicular access points, such as the Orangewood Avenue and Lampson Avenue entrances, to minimize traffic that travels through adjacent residential neighborhoods.
- Action 2.5 **City Hall.** If City Hall is ever relocated to the JFTB, place City Hall so that it is accessed by the Orangewood Avenue or Lampson Avenue entrances.

**Goal 3: Safe and convenient access to schools and parks that promote healthy and active living.**

**Policy 3.1 Commuting to school.** Maximize the number of students walking, biking, and riding the bus to and from school.

**Policy 3.2 Active trips.** Establish, maintain, and improve bicycle and pedestrian systems to promote active trips to schools and parks.

**Policy 3.3 Pedestrian bridges.** Invest in the construction of pedestrian bridges at key intersections near schools to enhance safety and reduce congestion.

#### **Implementation**

**Action 3.1 Busing.** Coordinate with the Los Alamitos Unified School District (LAUSD) to increase usage and reduce the cost of busing.

**Action 3.2 Park and ride lots.** Consider the establishment of park and ride lots on property owned by local churches and businesses, placed strategically in Long Beach, Seal Beach, Rossmoor, and Los Alamitos to divert vehicle traffic from intersections near schools. Coordinate with LAUSD and OCTA to provide bus service for these lots.

**Action 3.3 Safe routes to school.** Work with the Los Alamitos Unified School District, the City of Seal Beach, and Rossmoor to obtain grant funding, conduct planning, and construct new and improve existing bicycle and pedestrian facilities to provide safe routes to schools.

**Action 3.4 Active routes to school.** Remove barriers that discourage active pedestrian and bicycle routes. Expand facilities and amenities that encourage active routes, such as increasing the number of Class II bike lanes along potential school routes, particularly those that parallel Los Alamitos Boulevard and Katella Avenue.

**Action 3.5 Off-street trails.** Coordinate with LAUSD and Orange County Flood Control District to enhance the real and perceived safety of trails along storm drainage channels, particularly during school pickup and dropoff times.

**Action 3.6 Pedestrian bridge design.** Conduct a study to evaluate the potential design, location, and costs of constructing pedestrian bridges. Consider initial construction and long-term maintenance costs, potential sponsorship opportunities, and gateway signage.

**Action 3.7 Pedestrian bridge funding.** Coordinate with LAUSD, the Rossmoor Homeowners Association, the City of Seal Beach, and other properties in the school district to evaluate and establish an assessment district to fund the construction of one or more pedestrian bridges.

- Goal 4: Bicycle, pedestrian, and transit systems that are desirable alternatives to the car.**
- Policy 4.1 **Walkable Downtown.** Create a pedestrian-friendly downtown by expanding and improving spaces for walking along and crossing Los Alamitos Boulevard.
- Policy 4.2 **Site design.** Require physical designs for new development that provide convenience and security to pedestrians, bicyclists, and transit users.
- Policy 4.3 **Intersections.** Improve the safety and comfort of pedestrian and bicycle crossings at intersections.
- Policy 4.4 **Bicycle and pedestrian trails.** Convert railroad rights-of-way, former rights-of-way, and areas along storm drain channels into pedestrian and bicycle trails.
- Policy 4.5 **Regional connections.** Connect bicycle and pedestrian trails to local and regional trails in adjacent jurisdictions.
- Policy 4.6 **Bicycle and pedestrian wayfinding.** Provide bicycle and pedestrian network wayfinding and information through signs, street markings, or other technologies.
- Policy 4.7 **Transit stops.** Improve and maintain safe, clean, comfortable, well-lit, and rider-friendly transit stops that are well marked and visible to motorists.
- Policy 4.8 **Bus rapid transit.** Plan for bus rapid transit along Katella Avenue, with an emphasis for service to the Los Alamitos Medical Center and Downtown Los Alamitos.

#### Implementation

- Action 4.1 **Pedestrian and bicycle master plan.** Create and implement a pedestrian and bicycle master plan to identify improvements, timing, and funding mechanisms.
- Action 4.2 **Lighting and landscape maintenance district.** Establish a lighting and landscape maintenance district to upgrade and maintain Los Alamitos Boulevard as a pedestrian-friendly street in the downtown area. Incorporate complete street amenities, including safe and spacious walking areas, attractive landscaping, pedestrian-scale lighting, public art, street furniture, fountains, shade-producing street trees, and directional signs.
- Action 4.3 **Site plan review.** Through site plan review, require projects to incorporate pedestrian connectivity among buildings, through parking facilities, and linking to the public bicycle and pedestrian network.
- Action 4.4 **Intersection design.** Consider new design options for pedestrians and bicyclists to comfortably cross large intersections, such as pedestrian scrambles, bicycle-specific traffic signals, bicycle travel lanes, distinct crosswalks for pedestrians and bicyclists, elevated crosswalks, illuminated crosswalks, and pedestrian refuge islands. Design options should also consider the need for wheelchair accessibility and the importance of lines of sight.
- Policy 4.5 **Bicycle organizations.** Invite the Orange County Bicycle Coalition and other bicycle advocates to recommend economically feasible infrastructure improvements or modifications that will facilitate bicycle ridership.
- Action 4.6 **Bicycle education.** Support projects and programs in conjunction with the Parks and Recreation Department; LAUSD; and local bike shops, organizations, and advocates to foster responsible ridership and reduce barriers to bicycling.

- Action 4.7 **Wayfinding signage.** Identify funding and design options for bicycle and pedestrian signage along bicycle routes, in the downtown, and at key trailheads or connection points, with an emphasis on connections to schools and the downtown. Bicycle signage should be consistent with signs of neighboring jurisdictions, yet distinct for Los Alamitos.
- Action 4.8 **Rails to trails.** Identify funding and convert the abandoned railroad right-of-way between Bloomfield Avenue and Lexington Avenue to a multipurpose trail. Coordinate with LAUSD on designs regarding access to Los Alamitos Elementary and McAuliffe Middle Schools.
- Action 4.9 **Drainage trails.** Coordinate with Orange County Flood Control District to incorporate trails into drainage channels throughout Los Alamitos. Consider options, including covering drainage channels, which may require greater funding.
- Action 4.10 **Regional trails.** Coordinate with neighboring jurisdictions on improving connections to existing and planning future bicycle and pedestrian trails.
- Action 4.11 **Improve bus stops.** Work with OCTA and local businesses to enhance bus stops in Los Alamitos and Rossmoor.
- Action 4.12 **BRT service.** Coordinate with OCTA on its Long Range Transportation Plan to design bus rapid transit service and stop locations along Katella Avenue.

**Goal 5: The right amount of convenient parking at commercial, employment, and civic facilities.**

**Policy 5.1 Parking tools.** Support innovative parking techniques to maximize parking efficiency throughout the City, especially in the Downtown, including:

- Shared parking
- Unbundled parking
- In-lieu parking fees
- Parking management plans
- Parking districts

**Policy 5.2 Additions to existing uses.** As a component of remodeling where square footage is added, require commercial, business, and industrial centers to provide adequate on-site parking. (Note: This could have substantial impacts on small lots/businesses in Los Alamitos who may struggle to meet current parking standards. Additionally, should outdoor dining be included (and thus discouraged) or excluded and thus encouraged?)

**Policy 5.3 Public facilities.** Provide adequate on-site parking at public facilities for daily and event-based activities, especially in the downtown and medical center areas.

**Policy 5.4 Centralized parking.** Design and establish large parking facilities and parking management districts to connect to and serve multiple activity centers.

**Policy 5.5 Automobile parking demand.** Reduce automobile parking demand by improving public transit, bicycle, and pedestrian mobility.

**Policy 5.6 Bicycle parking.** Encourage safe, secure, attractive, and convenient bicycle parking, especially in the downtown and at schools.

### Implementation

**Action 5.1 SuperMedia site reuse.** Require any reuse of the SuperMedia site to retain the use of a joint use parking area by the public outside of school hours.

**Action 5.2 Parking study.** Prepare a City-wide commercial and industrial parking study to identify parking needs, resources, assessment districts and other funding mechanisms, and alternative parking techniques.

**Action 5.3 Parking meters.** Explore the use of parking meters along public streets and on City-owned lots, especially in the downtown.

**Action 5.4 Residential permit parking.** Consider residential permit parking on a case-by-case basis if requested by neighborhoods affected by non-residential development.

**Action 5.5 Staff support.** Budget for and provide staff support for administrating parking programs, districts, or management plans.

**Action 5.6 Medical Center.** Work with the Los Alamitos Medical Center to share parking for local businesses and the downtown.

**Action 5.7 Park once.** Encourage a “park-once” mentality for visitors to downtown by directing motorists to convenient public parking areas and providing safe, visible, and well-marked accesses to sidewalks and businesses.

**Action 5.8 Bicycle parking.** Identify opportunities for bicycle parking in the downtown, including the conversion of single parallel parking spaces along smaller side streets into on-street or curb-adjacent bicycle parking. Bike racks should serve as functional public art and can reflect the types of businesses or uses.

---

## Open Space, Recreation, and Conservation Element

### Parks, Recreation, and Open Space

#### Existing Conditions

Los Alamitos and Rossmoor are active communities with families, individuals, and schools that emphasize the value of parks, recreation, and open space amenities. The City of Los Alamitos provides parks, school fields, and recreation facilities and programming that directly serve the residents of Los Alamitos, Rossmoor, Seal Beach, and Long Beach. Parks and school fields in Rossmoor serve as a direct resource for Rossmoor residents and offer additional open space resources for Los Alamitos residents.

#### Parks and Recreation Facilities, Events, and Programs

The City of Los Alamitos contains a wide range of parks and facilities that offer programmed and unprogrammed space for casual and organized sports, general recreation, and quiet rest and relaxation. Tables 1 and 2 offers a comprehensive inventory of parks and recreation facilities in the City of Los Alamitos and Rossmoor. Figure 1 provides a map of each facility.

#### *Los Alamitos*

**Public Parks.** The City has 18 acres of unprogrammed public park space in its four neighborhood parks and five pocket parks. The newest park facility, Coyote Creek Park, opened in 2013 and converted a barren utility corridor into a passive, 3.7-acre greenway along the Coyote Creek Channel. Little Cottonwood Park, at nearly seven acres, is the largest public park available to residents in the City of Los Alamitos and offers large open spaces, fields, and playground areas.

Laurel Park softens the experience of traveling along Katella Avenue and buffers Los Alamitos Elementary and McAuliffe Middle Schools from the heavy vehicle traffic. Laurel Park also hosts games for the Los Alamitos Girls Softball League (LAGSL), which has provided a place for girls of all levels to learn about and have fun playing softball since 1974. Orville Lewis Park sits at the southwestern edge of the City to provide open space for residents of the Highlands Neighborhood.

Five pocket parks bring small open space areas to a number of residential neighborhoods and generally include grass and play areas for small children.

**Special Use and School Facilities.** Special use and school facilities comprise 27 acres of programmed park and recreation space through City ownership or joint-use agreements. The Aquatic Center is home to the USA Water Polo National Training Center and an outdoor 50-meter pool. The City leases and operates the facility and offers swimming, exercise, and other youth programs throughout the year in the heated pool.

The Los Alamitos Community Center is the focal point for recreational activities and community services in Los Alamitos and Rossmoor. The Community Center includes rooms for arts, crafts, exercise and dance classes, and special programs. The activity rooms and kitchen facilities can accommodate banquets, receptions, meetings, seniors, and fund-raising activities. The Community Center is also the home of the Los Alamitos Senior Club and Senior Lunch and Bread Program.

Adjacent to the Community Center is the Youth Center, which dates back to 1952 as an organization serving the communities of Los Alamitos, Rossmoor, and Seal Beach. The Youth Center is a nonprofit organization that maintains strong partnerships with the City of Los Alamitos, the Los Alamitos Unified School District (LAUSD), and the Rossmoor Community Services District. Its current building and gymnasium was completed in 1979 and is a community landmark that has assisted countless groups, including other non-profit organizations requiring use of the facility for valuable events on evenings and weekends. The center provides children an opportunity to relax, learn, recreate, and be with friends through after school drop-in, volunteer, and music programs, as well as summer and teen camps. The building is also used in the morning hours by the City for the senior meals program.

Through long-term, facilities/joint-use agreements with LAUSD, the City is able to use and program field space on McAuliffe and Oak Middle Schools. This includes hosting “Friday Night Lights,” youth flag football for boys and girls of all skill levels in grades K–8 in Los Alamitos, Rossmoor, and Seal Beach.

**Other Spaces and Facilities.** Eight other private or public facilities offer residents recreation space on a limited basis (by fee, athletic organization affiliation, or membership). These facilities are not covered by a current agreement with the City and cannot guarantee public access.

The Joint Forces Training Base (JFTB) has two parks and two special use facilities. The baseball fields are leased by Los Alamitos Youth Baseball (LAYB), an all-volunteer organization that offers baseball programs to boys and girls ages 4–14. LAYB celebrated its 50th anniversary as a youth baseball league in 2012. The Arbor Dog Park and Fields are currently leased by the City of Seal Beach from the JFTB for its residents, although the two parks are within Los Alamitos. The Arbor Park Fields are prioritized for use by American Youth Soccer Organization (AYSO) Region 159, serving children in Los Alamitos, Rossmoor, and Seal Beach. AYSO is celebrating its 50th year anniversary in 2014. The Navy Golf Course (220 acres) is open to the public on a fee/membership basis.

Three public schools maintain playing fields that are available for use on a fee basis, and St. Hedwig’s, a private K–8 school, maintains grass ball fields. Private indoor recreation facilities (not shown in the tables or on the map) include gymnasiums at the Church of Jesus Christ of Latter-day Saints and Good Shepherd Presbyterian Church, and commercial recreation facilities that include indoor soccer, archery, gymnastics, and batting cages.

**Events and Programs.** Special community events offered by the City include the Race on the Base, Spring Carnival, Fourth of July Fireworks Spectacular, Music & Movies Events, Halloween Trunk or Treat, and Winter Wonderland at the Plaza. These events are extremely popular and attract people from Los Alamitos, Rossmoor, and surrounding communities. The City's largest event is the Race on the Base, an annual running and triathlon race for children and adults that draws thousands from the entire southern California region.

The Los Alamitos Recreation and Community Services Department also conducts recreation programs and classes for people of all ages and interests. Indoor and outdoor activities and excursions are held all year long. The City also offers classes covering a range of topics such as arts and crafts, exercise and fitness, sports, health and travel, animals, and volunteering.

### *Rossmoor*

**Public Parks.** Rossmoor has 19 acres of unprogrammed public park space in its two neighborhood parks and two pocket parks. Both Rossmoor and Rush Park were originally slated for use as schools. Rossmoor Park never developed as a school and was developed into a park as Rossmoor built out. In 1990, with a dwindling population of elementary school-age children, Rossmoor residents approved a ballot measure to acquire Rush School and convert it into a public park.

Today, both of these neighborhood parks offer numerous athletic fields/courts, playground areas, community rooms, and general open space. For example, both parks host games for the LAGSL. The parks have become so popular that some residents complain about the lack of parking and the athletic events that draw sizable crowds. The two pocket parks provide small open space areas for people walking and exercising in Rossmoor.

**Special Use and School Facilities.** The Montecito Center and four elementary schools provide 16 acres of programmed park and recreation space in Rossmoor. Montecito Center offers nearly 1,500 square feet of space for community events and activities, along with a large courtyard and patio. During the school year, this facility is home to the Li'l Cottonwood Preschool. The fields and open space areas of the four elementary schools are available for public use outside of school hours. Individuals, families, and small groups use the school fields for general recreation, informal games and practices, and passive open space.

### *Facility Agreements*

The following four Los Alamitos parks and recreational facilities have been secured for public use through facilities/joint-use agreements. Use of school facilities is limited, and none are available during school hours when school is in session.

- USA Water Polo National Training Center: November 19, 1998, to February 29, 2016
- LAUSD: Master Agreement: September 7, 2010, to September 6, 2015 (5-year renewal possible)
- Oak Field: September 14, 1978, to September 13, 2003
- Oak Gymnasium: Started February 28, 1974, and the agreement is held in perpetuity
- McAuliffe Field: April 23, 2001, to June 30, 3011

The agreement with LAUSD is currently in negotiations, and new individual joint use agreements should be in place by the end of 2014. These agreements will cover McAuliffe Field, Oak Field, Oak Gymnasium, Oak Restrooms, and Oak Bike Path (path leading from Oak Street to Coyote Creek Park).

**Table 1. Summary of Existing Parks and Recreation Facilities**

<b>CITY OF LOS ALAMITOS</b>		
<b>Public Parks</b>	<b>Programmed Spaces and School Facilities</b>	<b>Other Spaces and Facilities</b>
18.0 acres	26.9 acres	273.8 acres
<b>ROSSMOOR / SPHERE OF INFLUENCE</b>		
<b>Public Parks</b>	<b>Programmed Spaces and School Facilities</b>	<b>Other Spaces and Facilities</b>
19.0 acres	16.1 acres	--

Sources: City of Los Alamitos and Rossmoor Community Service District 2014.

Table 2. Comprehensive List of Existing Parks and Recreation Facilities

Park/Facility Name	Type	Acres	Amenities/Notes
<b>CITY OF LOS ALAMITOS</b>			
<b>Public Parks</b>		<b>18.0</b>	
Coyote Creek Park	Neighborhood Park	3.69	<ul style="list-style-type: none"> <li>▪ trail and grass area</li> </ul>
Little Cottonwood Park	Neighborhood Park	6.75	<ul style="list-style-type: none"> <li>▪ multipurpose field space</li> <li>▪ basketball court, sand volleyball court, softball field</li> <li>▪ play area</li> <li>▪ cement jogging sidewalk</li> <li>▪ barbecues, picnic tables/shelters, drinking fountain, restrooms</li> </ul>
Laurel Park	Neighborhood Park	4.33	<ul style="list-style-type: none"> <li>▪ lighted multipurpose field, lighted softball field, lighted tennis courts</li> <li>▪ picnic tables, drinking fountain, restrooms</li> </ul>
Orville Lewis Park	Neighborhood Park	1.65	<ul style="list-style-type: none"> <li>▪ grass area, baseball backstop, basketball court</li> <li>▪ play area</li> <li>▪ barbecue, picnic shelter and tables, drinking fountain</li> </ul>
Labourdette Park	Pocket Park	0.44	<ul style="list-style-type: none"> <li>▪ play area</li> <li>▪ barbecue, picnic shelter</li> </ul>
Roberts Park	Pocket Park	0.09	<ul style="list-style-type: none"> <li>▪ play area</li> </ul>
Stansbury Park	Pocket Park	0.62	<ul style="list-style-type: none"> <li>▪ grass area and play area</li> </ul>
Soroptomist Park	Pocket Park	0.17	<ul style="list-style-type: none"> <li>▪ play area</li> </ul>
Sterns Park	Pocket Park	0.29	<ul style="list-style-type: none"> <li>▪ play area and barbecue</li> </ul>
<b>Programmed Spaces and School Facilities</b>		<b>26.9</b>	
Los Alamitos Community Center and Youth Center	Special Use Facility	1.69	<ul style="list-style-type: none"> <li>▪ 11,000+ sq ft of meeting and activity rooms, as well as kitchen facilities</li> <li>▪ Gymnasium</li> </ul>
Aquatic Center	Special Use Facility	2.46	<ul style="list-style-type: none"> <li>▪ subject to long-term facilities use agreement between the City and the JFTB</li> <li>▪ Olympic-sized pool and facility</li> </ul>
McAuliffe Middle School	Track/Fields	10.88	<ul style="list-style-type: none"> <li>▪ subject to long-term facilities/joint-use agreement between the City and LAUSD</li> <li>▪ grass area, lighted playing fields, track</li> </ul>
Oak Middle School	Track/Fields	11.90	<ul style="list-style-type: none"> <li>▪ subject to long-term facilities/joint-use agreement between the City and LAUSD</li> <li>▪ grass area, lighted playing fields, lighted outdoor basketball courts, gymnasium, track</li> <li>▪ restrooms</li> </ul>

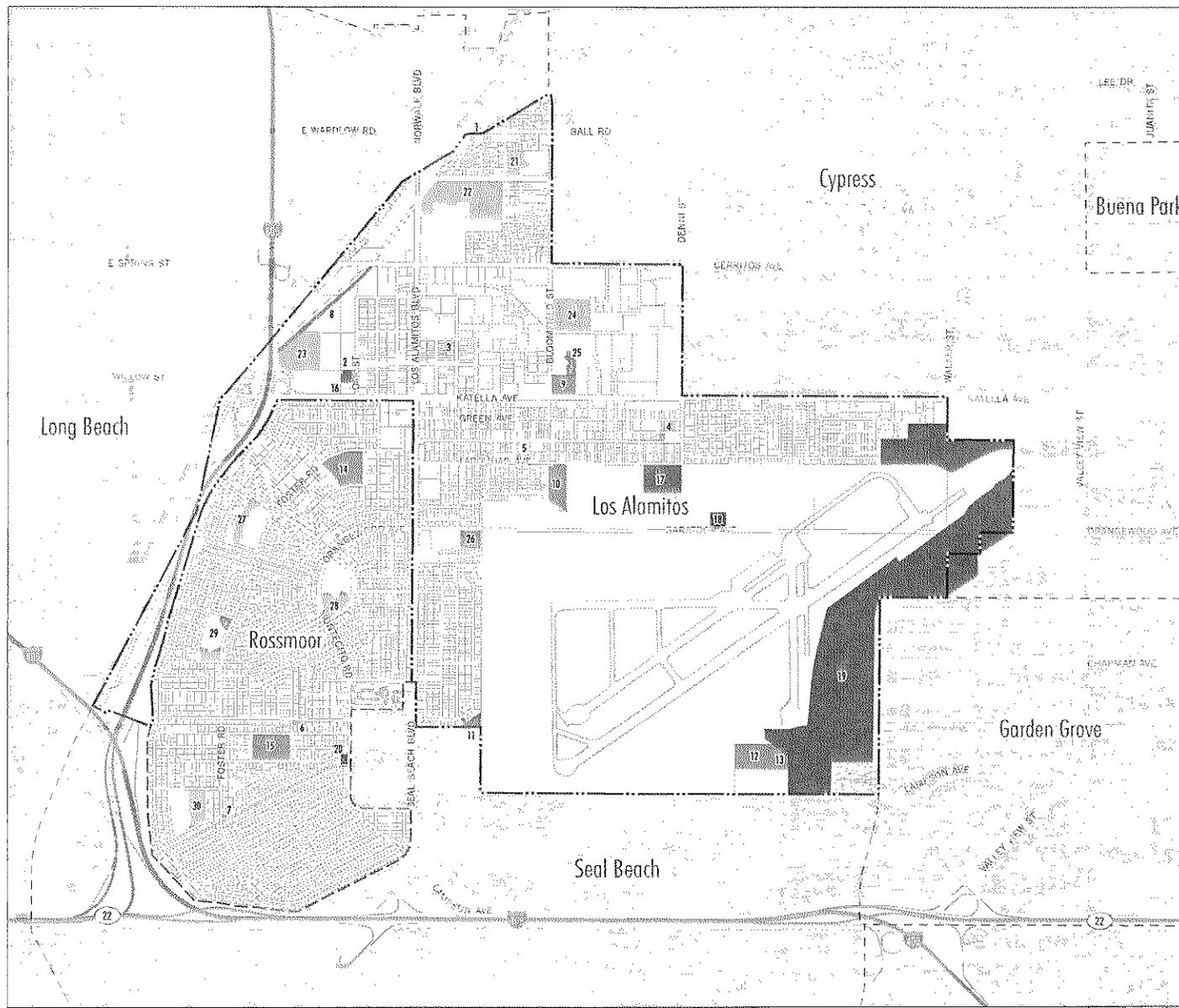
Table 2. Comprehensive List of Existing Parks and Recreation Facilities

Park/Facility Name	Type	Acres	Amenities/Notes
<b>Other Spaces and Facilities</b>		<b>273.8</b>	
Arbor Dog Park	Special Use Facility	2.74	located on the JFTB; leased/operated by Seal Beach
Arbor Park Fields	Fields	8.92	located on the JFTB; leased/operated by Seal Beach with preference for AYSO
Los Alamitos Youth Baseball Fields	Special Use Facility	9.57	located on the JFTB; leased and operated by Los Alamitos Youth Baseball
Navy Golf Course	Public Golf Course	221.60	located on the JFTB; open to general public for a fee; 27-hole golf course, driving range, and pitch/putt
Laurel High School (Continuation)	Turf/Fields	3.93	available for rental, but not part of a facilities/joint-use agreement with the City
Los Alamitos High School	Turf/Fields/Pool	21.01	available for rental, but not part of a facilities/joint-use agreement with the City
Los Alamitos Elementary School	Turf/Fields	1.78	available for rental, but not part of a facilities/joint-use agreement with the City
St. Hedwig School (Private)	Turf/Fields	2.98	private use only
<b>ROSSMOOR / SPHERE OF INFLUENCE</b>			
<b>Public Parks</b>		<b>19.0</b>	
Rossmoor Park	Neighborhood Park	9.43	<ul style="list-style-type: none"> <li>▪ basketball, tennis, and volleyball courts; softball and soccer fields, play area</li> <li>▪ barbecues, picnic table, 750+ sq ft community room and kitchen</li> </ul>
Rush Park	Neighborhood Park	8.61	<ul style="list-style-type: none"> <li>▪ grass area, ball fields, play area, fitness trail</li> <li>▪ picnic tables, 6,300 sq ft community room/kitchen</li> </ul>
Foster Mini-Park	Pocket Park	0.17	▪ grass area, play area, benches
Kempton Mini-Park	Pocket Park	0.24	▪ grass area, play area, benches
<b>Programmed Spaces and School Facilities</b>		<b>16.1</b>	
Montecito Center	Special Use Facility	0.54	▪ 1,500 sq ft community room, courtyard, and patio
Hopkinson Elementary School	Turf/Fields	4.89	▪ grass area and fields open to the public outside of school hours and available for rental
Lee Elementary School	Turf/Fields	3.64	▪ grass area and fields open to the public outside of school hours and available for rental
Rossmoor Elementary School	Turf/Fields	4.44	▪ grass area and fields open to the public outside of school hours and available for rental
Weaver Elementary School	Turf/Fields	3.09	▪ grass area and fields open to the public outside of school hours and available for rental

Sources: City of Los Alamitos and Rossmoor Community Service District 2014.

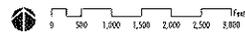
Notes: Title to Little Cottonwood Park was transferred to the City by the United States Department of the Interior through a Quit Claim Deed in 1989. If the property is needed for national defense, title would revert back to the federal government. Laurel Park was purchased by the City from the Los Alamitos Unified School District in 2005.

**Figure 1  
Parks and Recreation Facilities**



- Packet Park**
- 1. Stansbury Park (0.62 ac)
- 2. Roberts Park (0.09 ac)
- 3. Sopranoist Park (0.17 ac)
- 4. Laboardette Park (0.44 ac)
- 5. Steans Park (0.29 ac)
- 6. Kempton Mini-Park (0.24 ac)
- 7. Foster Mini-Park (0.17 ac)
- Neighborhood Park**
- 8. Coyote Creek Park (3.69 ac)
- 9. Laurel Park (4.33 ac)
- 10. Little Cottonwood Park (6.75 ac)
- 11. Orville Lewis Park (1.65 ac)
- 12. Arbor Park (8.92 ac)
- 13. Arbor Dog Park (2.74 ac)
- 14. Rossmoor Park (9.43 ac)
- 15. Rush Park (8.61 ac)
- Special Use Facility**
- 16. Los Alamitos Community Center/Youth Center (1.69 ac)
- 17. Los Alamitos Youth Baseball Fields (9.57 ac)
- 18. Aquatic Center (2.46 ac)
- 19. Navy Golf Course (221.60 ac)
- 20. Montecito Center (0.54 ac)
- School Fields**
- 21. Laurel (Continuation) High School (3.93 ac)
- 22. Los Alamitos High School (21.01 ac)
- 23. Oak Middle School (11.90 ac)
- 24. McAuliffe Middle School (10.88 ac)
- 25. Los Alamitos Elementary School (1.78 ac)
- 26. St. Hedwig School (Private) (2.98 ac)
- 27. Lee Elementary School (3.64 ac)
- 28. Rossmoor Elementary School (4.44 ac)
- 29. Weaver Elementary School (3.09 ac)
- 30. Hopkinson Elementary School (4.89 ac)
- City Boundary**
- Sphere of Influence**
- Other City Boundaries**

**LOS ALAMITOS  
GENERAL PLAN**  
education • recreation • safety • services



*This page intentionally left blank.*

## Parks Standard and Future Facilities

The City currently has 18 acres of parkland and 26.9 acres of recreation space in special use and school facilities that are owned, operated, or under contract by the City for public use. An additional 273.8 acres of recreation space (52.2 outside of the golf course) is on land outside of City control or contract.

There is no state or federal statute on how to calculate the City's level of park service. Additionally, there is no state or federal minimum level of park or recreation space. It is up to each jurisdiction to determine the appropriate park standard and what does and does not count toward its park standard.

The types of activities, users, and families in Los Alamitos indicate that the City will be best served by setting the following park standard:

**Parks Standard.** A minimum of 5 acres of public parkland and recreation space for every 1,000 residents in Los Alamitos, as follows:

- 2 acres of unprogrammed public parkland
- 3 acres of programmable public recreation space
- Land must be either owned by the City or available for public use through facility use agreements with the City

Based on the City's 2013 population of 11,626, the City would need to provide:

- 23.3 acres of unprogrammed public parkland
- 34.9 acres of programmable public recreation space

This indicates a current shortfall of 5.3 acres of unprogrammed public parkland and 8 acres of programmable public recreation space.

**Underserved Neighborhoods.** The location of park space is just as important as the amount of space provided. It is not enough to provide a large amount of park land in one area of the City. Individuals and families should be able to walk to a local park.

Though many of the City's neighborhoods are close to park and recreation facilities, many residents in the Carrier Row, New Dutch Haven, Greenbrook, and Highlands neighborhoods cannot easily access park space within Los Alamitos.

**Future Park and Recreation Space.** The City has many options to address the shortfall of park and recreation space and address underserved neighborhoods.

- **Acquire new park space.** Explore options to purchase and convert a portion of the Navy Cruiser Course or former base housing into public parkland and recreation space. Additionally, consider options to purchase vacant and underutilized land in neighborhoods, as available.

- **Extend and expand facility use agreements.** Renew and renegotiate existing long-term facility use agreements with the LAUSD and JFTB. Enter into new agreements to open fields and facilities on additional areas of the base and other schools to the general public for unprogrammed recreation activity outside of school hours. Specifically, negotiate with JFTB leadership to enter into a lease agreement for the public use of Arbor Park (fields and dog park) in advance of the termination date of the current lease agreement between the JFTB, City of Seal Beach, and AYSO.
- **Work with religious and other nonprofit institutions.** Coordinate with religious and other nonprofit institutions in the City and identify opportunities for community events and for public use of open space on private property. This could include coordination with the preservation efforts for St. Isidore Historical Plaza and its possible role as a community center or a 21st century digital library.
- **Identify options for new types of park facilities.** Evaluate the potential for community gardens in the Apartment Row neighborhood and on school sites as joint-use facilities. Explore site and programming options for farmers markets, including Reagan Street, Pine Street, Laurel Park, and the JFTB. Coordinate with the City of Seal Beach and JFTB leadership to co-lease Arbor Park or identify opportunities to create an off-leash dog park elsewhere in the City or on the JFTB.

**Rossmoor.** Those who live in Rossmoor indicate that they are adequately served by park and recreation facilities, largely due to the fact that the elementary schools serve as de facto parklands. Rossmoor has an estimated population of 10,244 and is served by 19 acres of public parkland and another 16.1 acres of recreational space on the four elementary schools. Due to the distribution of parks and schools, none of the residents are outside of walking distance to at least one of the facilities.

If Rossmoor is ever annexed into the City, the population would increase to roughly 22,000 and the resulting parkland demand would be:

- 44 acres of unprogrammed public parkland
- 66 acres of programmable public recreation space

Existing facilities in both communities provides:

- 27 acres of unprogrammed public parkland
- 43 acres of programmable public recreation space

Accordingly, based on the City's parks standard, the shortfall would be:

- 17 acres of unprogrammed public parkland
- 23 acres of programmable public recreation space

There is little vacant and underutilized land in Rossmoor, and the school district is unlikely to close any elementary schools. The options stated above to address the current shortfall in the City could also be used to address the combined shortfall of a future condition where Rossmoor is annexed into the City.

## Natural, Cultural, and Historic Resources

### Natural Resources

#### *History*

**Agricultural Roots.** Los Alamitos and Rossmoor contain biological resources typical of the urban areas in southern California. Los Alamitos and Rossmoor were part of a larger rural area during the early 1900s primarily known for its agricultural production. Much of the natural grasslands, other flora, and wildlife were destroyed or displaced by farming. Urban development of the rural landscape necessitated additional plants and wildlife to be removed to accommodate new housing sites, streets, and other public improvements. As a result, the original vegetation (native chaparral and grassland) and associated wildlife have long since been replaced by ornamental planting.

**Floods and Flood Control.** Following the devastating floods of 1914, impacted communities supported the damming and eventual paving of the Los Angeles and San Gabriel rivers to protect life and property. By the 1950s, the San Gabriel River was converted from its natural state into a concrete flood control channel. With the channelization of nearly all downstream areas, the natural riparian habitat was largely destroyed.

In the 1960s, a growing environmental movement began to challenge this approach to river management. By the 1980s and 1990s, local governments began to introduce goals of enhancing habitat, recreation, and open space into plans that were previously focused solely on flood protection, water supply, and water quality. The latest plans view the river systems as integral parts of the southern California environment and promote their ecological restoration and natural renewal.

**Joint Forces Training Base.** The JFTB was originally used in the 1920s and 1930s for agricultural purposes. In May 1942, the property was commissioned as the Los Alamitos Naval Air Station, after which it changed roles and operational control several times but maintained its military function. The JFTB is currently licensed to the State of California by the Department of the Army and is operated by the California Army National Guard.

#### *Existing Conditions*

Within Los Alamitos and Rossmoor, the current natural landscape consists primarily of trees and managed park space. The trees and park spaces visually soften the hard urban landscape, help to purify the air, and provide shade, recreation space, and shelter for humans, birds, and animals. The JFTB is largely developed with buildings, roads, and an airfield. Some agricultural fields, a 27-hole golf course, and two park facilities form the southern and eastern borders of the base.

Coyote Creek Park is the newest park facility in the City and improved an area along the Coyote Creek Channel that was devoid of trees and vegetation. The area now contains a passive recreation space with landscaping composed of native plants of significant ecological value to

the region. The City funded this project through a grant from the Rivers and Mountains Conservancy (RMC) and the Clean Drinking Water, Coastal and Beach Protection State Bond Act of 2002.

### **Cultural and Historic Resources**

Cultural resources can be regarded as symbols of a people and their civilization. These symbols can represent human activity in pre-history as well as the present. Cultural resources can also provide a sense of place, history, and pride for residents of a region.

No archaeological or paleontological sites have been discovered in the City or Rossmoor. Additionally, no sites or structures are currently listed on the state or federal registers of historic places. However, there are a number of sites and structures of local historical significance. The City ultimately seeks state and federal registration for one or more of the following sites and structures.

**Los Alamitos Sugar Company Sugar Beet Processing Plant.** In 1896, the Los Alamitos Sugar Company was formed and constructed the first sugar beet factory in Orange County a year later. The company brought jobs and development that led to the formation of the town of Los Alamitos. The sugar beet factory operated until 1926, when an area-wide nematode infestation depleted the soils of their nutrients. The factory complex changed hands many times until 1960, when all but two of the buildings were torn down. Unfortunately, no structures remain, and a plaque commemorates the original site of the plant. Located on a wall next to the post office, the site is designated as Historical Site #46 by the Orange County Historical Commission.

**Los Alamitos Fire Station/Museum.** The Los Alamitos Museum is housed in a building previously used as the Los Alamitos volunteer fire station (11062 Los Alamitos Boulevard). In the late 1940s, the volunteer firemen began earning money to purchase the land for the station. The County of Orange built the firehouse of adobe bricks, and the Los Alamitos volunteers finished the inside. The station operated on a completely volunteer basis until the Los Alamitos fire station was moved to its current address on Green Street in the 1970s. The museum was dedicated in 1975 and opened with exhibits in 1976.

**St. Isidore Chapel.** The St. Isidore Chapel is the oldest public building in Los Alamitos. The St. Isidore Parish was established in 1921—the sixth parish to be established in Orange County. Its parishioners were field hands, employees of the sugar beet factory, farmers, ranchers, dairymen and members of the community. In 1926, the church was built and named St. Isidore after the patron saint of laborers and farm workers.

The original church, a simple chapel with brick facade and large windows, suffered substantial damage in the 1933 Long Beach earthquake. The chapel was rebuilt in a Spanish Revival style that it maintains today. Iconic elements of the structure include beautiful plastered walls, exposed wood beams, wrought-iron accents, and ceramic tiles. In the 1930s and early 1940s, 10 striking stained glass windows were installed.

This landmark played a central role throughout the history of the community—the Great Depression, earthquakes and floods, and multiple wars. With the opening of St. Hedwig in 1960, St. Isidore was closed and stripped of its contents, including its bell, hand carved pews, and Belgium-marble statues and altar. The church was refurbished and reopened in the 1970s, after which it again became a focal point in the community.

The Orange Diocese closed St. Isidore in 1999 due in part to the cost to earthquake retrofit the chapel. Concerned that the chapel may be demolished, a group of citizens coordinated with the Orange Diocese to purchase and restore the site and its grounds. The group, currently known as the St. Isidore Historical Plaza, plans to gift the property to the City of Los Alamitos with stipulations that it indefinitely serve as a park and community center.

**Private Homes.** A number of private homes remain that were built well before the City's incorporation. The oldest house and structure in the City still standing is at 10802 Chestnut and is thought to have been constructed in 1898. Other homes or locations of former homes considered to be of local historic significance are listed below.

- 3372 Florista
- 10901 Chestnut
- 10931 Chestnut
- 10927 Chestnut
- 10772 Pine
- 10852 Pine

**Rossmoor.** Rossmoor was marketed first as a subdivision of Los Alamitos and subsequently as Long Beach's smartest new suburb. The first homeowners moved in by 1957, and Rossmoor is now home to over 10,000 residents. Though many of the original houses remain, the majority of homes are continually remodeled, and none of the original homes are considered to be of historical value at this time. Within the commercial portion of Rossmoor, none of the buildings were built before the 1950s and are not considered to be of historical value at this time.

## Air, Energy, and Water Resources

### Air Quality

**Environmental Context.** The City of Los Alamitos and community of Rossmoor are in the South Coast Air Basin, which includes all of Orange County as well as the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. The basin is in a coastal plain with connecting broad valleys and low hills; it is bounded by the Pacific Ocean in the southwest quadrant, with high mountains forming the remainder of its perimeter. Due to its coastal location and prevailing wind patterns, Los Alamitos and Rossmoor enjoy good to excellent air quality. Local air pollutants are blown by prevailing winds from much of the basin toward inland areas.

**Rules and Regulations.** Air pollution generated by mobile and stationary sources in the City of Los Alamitos is subject to the rules and regulations imposed by the South Coast Air Quality

Management District (SCAQMD), the California Air Resources Board, and the U.S. Environmental Protection Agency (EPA). State law also requires cities to address future impacts on climate change. The California Global Warming Solutions Act of 2006 was the first legislation recognizing the link between global warming and air pollution. This legislation requires cities to reduce cumulative greenhouse gases (GHG) emissions due to public and private development projects.

**Criteria Air Pollutants.** The Clean Air Act requires the EPA to set national ambient air quality standards for six common air pollutants (also known as "criteria pollutants") found all over the United States. The state also sets ambient air quality standards for these pollutants. These pollutants are referred to as "criteria air pollutants" because the state and federal government regulate them by developing human health-based or environmentally based criteria for setting permissible levels. These standards are designed to protect "sensitive receptors," or those most susceptible to respiratory distress, such as persons with asthma, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

They six pollutants are ozone, particulate matter, carbon monoxide, nitrogen dioxide, sulfur dioxide, and lead. These pollutants can harm your health and the environment and cause property damage. Of the six pollutants, particle pollution and ground-level ozone are the most widespread health threats. The limits based on human health are called primary standards. Another set of limits intended to prevent environmental and property damage is called secondary standards.

- **Ozone.** Ozone is a pungent, colorless gas that is typical in southern California smog. The major effects of "oxidants" are visibility reduction, vegetation damage, and aggravation of respiratory diseases and eye irritation. Peak ozone concentrations result in reduced lung function, particularly during physical activity. This effect is acute in the sick, elderly, and young children. Ozone levels peak during the summer and early fall months.
- **Particulate Matter.** Particulate matter (PM<sup>10</sup>) is a complex mixture of extremely small particles and liquid droplets. Particulate matter is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and soil or dust particles. Particles that are 10 micrometers in diameter or smaller are particularly concerning because those are the particles that generally pass through the throat and nose and enter the lungs. Once inhaled, these particles can affect the heart and lungs and cause serious health effects.
- **Carbon Monoxide.** Carbon monoxide (CO) is a colorless, odorless gas emitted from combustion processes. The majority of CO emissions come from mobile sources in urban areas like Los Alamitos and Rossmoor. CO can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues. At extremely high levels, CO can cause death.

- **Nitrogen Dioxide.** Nitrogen dioxide ( $\text{NO}^2$ ) is a group of highly reactive and irritating gases that form quickly from emissions from cars, trucks and buses, power plants, and off-road equipment. In addition to contributing to the formation of ground-level ozone and fine particle pollution,  $\text{NO}^2$  is linked with a number of adverse effects on the respiratory system.
- **Sulfur Dioxide.** Sulfur dioxide ( $\text{SO}^2$ ) is one of a group of highly reactive gasses that derive primarily from fossil fuel combustion at power plants and other industrial facilities. Smaller sources of  $\text{SO}^2$  emissions include industrial processes such as extracting metal from ore, and the burning of high-sulfur-containing fuels by locomotives, large ships, and non-road equipment.  $\text{SO}^2$  is linked with a number of adverse effects on the respiratory system.
- **Lead.** Lead is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been from fuels in motor vehicles and industrial sources. As a result of EPA's regulatory efforts to remove lead from on-road motor vehicle gasoline, emissions of lead from the transportation sector dramatically declined by 95 percent between 1980 and 1999, and levels of lead in the air decreased by 94 percent between 1980 and 1999. The major sources of lead emissions to the air today are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline.

**State standards.** The SCAQMD also measures for compliance with two other state standards: sulfate and visibility.

- **Sulfates.** Sulfates are the fully oxidized ionic form of sulfur. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized to sulfur dioxide ( $\text{SO}^2$ ) during the combustion process and subsequently converted to sulfate compounds in the atmosphere. The conversion of  $\text{SO}^2$  to sulfates takes place comparatively rapidly and completely in urban areas of California. Exposure to sulfates can decrease respiratory functions and increase risk of cardiopulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property. The statewide standard is designed to prevent aggravation of respiratory symptoms.
- **Visibility-Reducing Particles.** Visibility-reducing particles consist of suspended particulate matter that vary greatly in shape, size and chemical composition, and can be made up of many different materials, such as metals, soot, soil, dust, and salt. The statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze.

## Energy Resources

Energy issues impact a wide range of daily activities. This includes the more obvious uses of energy for transporting, heating, cooling, and lighting. The use of energy is also affected by local conditions such as land use patterns, transportation options, and individual consumer consumption decisions. Finally, how we build and operate the buildings within our community can reduce per capita energy demand, increase conservation opportunities, and incorporate alternative energy sources.

Finding ways to reduce the energy demands (including transportation of water) and encourage the development of renewable energy resources within the City can not only reduce our reliance upon non-renewable energy resources, but can also make the City more ecologically and economically sustainable.

## Water Resources

This section addresses the sources, quantity, and quality of water resources for the Los Alamitos and Rossmoor area. Additional information pertaining to water purveyors and supply infrastructure is provided in the Public Facilities and Services Element.

**Water Sources and Quantity.** Groundwater for the City of Los Alamitos is provided by Golden State Water Company (GSWC), which owns and operates the water lines serving the majority of the City. A portion of the City and the community of Rossmoor are within the jurisdiction of the City of Seal Beach water utility.

GSWC's water supply comes from the Orange County Groundwater Basin and imported water from the Municipal Water District of Orange County (MWDOC). Groundwater is pumped from several wells in the Orange County Groundwater Basin. According to the 2010 Urban Water Management Plan (UWMP) – West Orange County, prepared by GSWC, water supply for Los Alamitos is considered 100 percent reliable and stable through 2035 for normal water years, single-dry years, and multiple-dry years provided that water supply from the MWDOC and best management practices of water extraction from the Orange County Groundwater Basin remain reliable and stable.

As stated above, the City of Seal Beach also provides water supply to portions of Los Alamitos and the Rossmoor community. Seal Beach's main sources of water supply are groundwater from the Orange County Groundwater Basin and imported water from MWDOC. According to Seal Beach's UWMP and MWDOC's 2010 Regional UWMP, imported waters from MWDOC would be 100 percent reliable and stable through 2035 for normal water years, single-dry years, and multiple-dry years.

In addition, pursuant to Section 16.08.060 of the City's Municipal Code, new developments are required to submit project details and appropriate environmental documents in accordance with state guidelines to ensure adequate water supply and infrastructure. Chapter 13.04 of the municipal code identifies water conservation measures that the City may enforce during times of drought or other conditions that would tax the water system and supplies. Section 13.05.040

of the municipal code sets standards for water use in landscaping to ensure water efficient irrigation.

**Water Quality.** The state maintains a Drinking Water Program (DWP) that is responsible for enforcing the federal and state Safe Drinking Water Acts. The DWP seeks to protect public health and promote comprehensive water quality protection for drinking water, irrigation, industrial, and other uses.

The Orange County Water District maintains a thorough groundwater protection policy that includes water quality monitoring, cleanup of contaminants, regulatory agency support, toxic residuals removal, and hazardous waste management. Additionally, the District provides water quality information to regulators, other water agencies, and the general public.

Pursuant to Section 402 of the Clean Water Act, the EPA established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct stormwater discharges. In Los Alamitos, the Santa Ana Regional Water Quality Control Board (RWQCB) administers NPDES permitting programs and is responsible for developing wastewater discharge requirements.

As required by the City of Los Alamitos's local implementation plan and municipal ordinances on stormwater quality management (e.g., Chapter 8.44 of the Municipal Code, Stormwater and Urban Runoff Pollution Controls), projects that result in 5,000 square feet or more of impervious surfaces must submit a priority project-specific water quality management plan to the City for approval prior to the City issuing any building or grading permits.

## Goals and Policies

**Goal 1: A diverse range of parks, facilities, and programs that meet the recreational needs and interests of the community.**

**Policy 1.1 Parkland standard.** Provide a minimum of 5 acres of public parkland and recreation space for every 1,000 residents in Los Alamitos as follows:

- A. 2 acres of unprogrammed public parkland
- B. 3 acres of programmable public recreation space
- C. Land must be either owned by the City or available for public use through facility use agreements with the City

**Policy 1.2 Diverse needs and interests.** Design and program parks and recreational facilities for people of all ages and abilities. Promote park uses such as community gardens, farmers markets, dog parks, and skate/bike parks.

**Policy 1.3 Underserved neighborhoods.** Prioritize the development of new parks and recreational facilities in neighborhoods not already within walking distance (¼-mile) of an existing facility.

**Policy 1.4 Joint-use facilities.** Encourage the joint use of facilities owned by public agencies and religious institutions for public parks and recreation.

**Policy 1.5 Underutilized or surplus land.** Utilize publicly-owned surplus land, easements, and rights-of-way for open space and recreational facilities.

**Policy 1.6 School closure.** If a school site is ever closed and made available for lease or purchase, the City shall require future use or development of the site to include public recreational space equal to the land area previously provided while a functional school.

### Implementation

**Action 1.1 Parks and Recreation Master Plan.** Prepare a Parks and Recreation Master Plan that addresses current facilities and programs, maintenance and upgrade needs, staffing levels, the need for and strategies to create new facilities, and funding options. Incorporate annual surveys to accurately assess residents' and other users' existing and future needs. Consider including Rossmoor as a part of the City's sphere of influence in measuring park standards and service levels.

**Action 1.2 Funding.** Update and collect parkland fees from new development to fund upgrades to existing parks and to purchase new parks. Seek outside, one-time sources of funding for capital improvements and reserve ongoing City funds primarily for operations and maintenance.

- Action 1.3 **Underserved neighborhoods.** Research and obtain grant funding for the acquisition and purchase of a park (including supportive parking facilities) to serve the Carrier Row, New Dutch Haven, Greenbrook, and Highlands neighborhoods. Coordinate with JFTB leadership to identify opportunities to convert part or all of the Cruiser Course in the Navy Golf Course (33 acres north of the runway) into parkland to serve the Carrier Row and New Dutch Haven neighborhoods. Explore options to redesign or reconfigure the Cruiser Course or integrate additional holes into the Destroyer Course to create an integrated 24- to 27-hole course.
- Action 1.4 **Community gardens.** Evaluate the potential for community gardens in the Apartment Row neighborhood and on school sites as joint-use facilities.
- Action 1.5 **Former base housing.** Coordinate with JFTB leadership to identify opportunities to expand Little Cottonwood Park and the ball fields. Desired designs and uses include large, unprogrammed open space; community gardens; and a dog park. Consider additional coordination with the school district and the medical center to create a multiagency rehabilitation and recreation facility suitable for use by veterans, active military personnel, and the general public.
- Action 1.6 **Dog parks.** Coordinate with the City of Seal Beach and JFTB leadership to co-lease Arbor Park or identify opportunities to create an off-leash dog park elsewhere in the City or on the JFTB.
- Action 1.7 **Farmers markets.** Explore site and programming options for farmers markets, including Reagan Street, Pine Street, Laurel Park, and the JFTB.
- Action 1.8 **Pool and gymnasium space.** Identify and pursue opportunities to build additional pool and gymnasium facilities open to the public and within the City boundaries, but outside of the JFTB property. Also consider the expansion and renovation of the existing Aquatic Center.
- Action 1.9 **Religious and other nonprofit institutions.** Coordinate with religious and other nonprofit institutions in the City and identify opportunities for community events and to enable public use of open space on private property.
- Action 1.10 **Vacant and underutilized land.** Seek opportunities to expand existing parks through the purchase of vacant and underutilized land.
- Action 1.11 **Facility use agreements.** Renew and renegotiate long-term facility use agreements with the LAUSD and JFTB. Explore opportunities to open fields and facilities to the general public for unprogrammed recreation activity outside of school hours.
- Action 1.12 **Arbor Park.** Negotiate with JFTB leadership to enter into a lease agreement for the public use of Arbor Park (fields and dog park). Begin negotiations at least two years in advance of the termination date of the current lease agreement between the JFTB, City of Seal Beach, and AYSO.
- Action 1.13 **School planning.** Maintain communications with LAUSD to ensure that the City is aware of long-term facility expansion or contraction plans.

**Goal 2: Open space and landscaping that is attractive and functional.**

- Policy 2.1 **Multipurpose open space.** Maximize the use of public utility easements, flood control channels, school grounds, and other quasi-public areas for recreational uses and playfields.
- Policy 2.2 **Connectivity and image.** Improve existing and establish new trails along flood control facilities to link neighborhoods and public uses, augment local and regional bicycle systems, enhance the City's image, and attract recreational cyclists and other visitors to the town center.
- Policy 2.3 **Large development.** Encourage development with large buildings and/or parking structures to incorporate open space and onsite recreational amenities on rooftop areas.

**Implementation**

- Action 2.1 **Coordination with public agencies.** Continue to coordinate with public agencies to identify opportunities for dual use of open space by the public for recreational purposes. Continue to assist in maintaining and improving field conditions.
- Action 2.2 **River parkways.** Continue to be an active participant in the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) to create a continuous ribbon of open space, trails, active and passive recreation areas, and wildlife habitat along the San Gabriel River. Coordinate with neighboring and RMC member jurisdictions to plan for and create connected systems that increase chances of obtaining funding. An example could include coordination with the City of Cypress and LAUSD to improve the Carbon Creek Channel to build upon the improvements made along the Coyote Creek Channel. The City may need to identify strategies to overcome safety and privacy concerns of the surrounding residents.
- Action 2.3 **Landscaping and signage.** Coordinate with public agencies and nonprofits to construct distinct, native landscaping and signage along the San Gabriel River, Coyote Creek Channel, and Carbon Creek Channel. Signage should be consistent with the Coyote Creek Trail Master Plan and can include directional, distance markers, overpass/street name, and landmark/destination signage.
- Action 2.4 **Joint parkland in the Los Alamitos Channel.** Coordinate with the City of Long Beach and flood control agencies to explore opportunities for the creation of new parkland surrounding the Los Alamitos Channel (adjacent to the San Gabriel River Bike Trail just north of the 405 and 605 freeway interchange). Because the boundary lines of the City of Long Beach and the City of Los Alamitos bisect the open space area, a joint effort should be explored for funding, construction, operations, and maintenance.

**Goal 3: Natural, historic, and cultural resources that are preserved and promoted as key features for civic pride and identity.**

**Policy 3.1 Native plants.** Require the use of native and climate-appropriate plant species, and prohibit the use of plant species known to be invasive.

**Policy 3.2 Urban forest.** Maintain and enhance a diverse and healthy urban forest on public and private lands. Incorporate and preserve mature and specimen trees at key gateways, landmarks, and public facilities.

**Policy 3.3 Landscaping.** Establish and maintain attractive landscaping on public and private property visible to the public, including rights-of-way, freeways access points, building frontages, and trails.

**Policy 3.4 National and state historic resources.** Preserve historical sites and buildings of state or national significance in accordance with the Secretary of Interior Standards for Historic Rehabilitation.

**Policy 3.5 Local historic resources.** Encourage property owners to maintain the historic integrity of the site by (listed in order of preference): preservation, adaptive reuse, or memorialization.

**Policy 3.6 St. Isidore.** Support the preservation and repurposing of St. Isidore Historical Plaza as a business or community facility, preserving the chapel as the key historical element.

**Policy 3.7 Public education.** Support public education efforts for residents and visitors about the unique historic, natural, and cultural resources in Los Alamitos.

### **Implementation**

**Action 3.1 Landscape maintenance.** Explore the establishment of one or more landscape and lighting maintenance districts to maintain landscaping on public property along arterial roadways, gateways, and landmark areas.

**Action 3.2 Urban forest.** Pursue partnering with nonprofits and other agencies to increase and maintain the urban forest in Los Alamitos with additional tree plantings on public and private lands. Update and expand the Parkway Tree Master Plan to address additional areas of the City.

**Action 3.3 Inventory and registration.** Continue to work with the Los Alamitos Museum Association to compile and maintain an inventory of architectural, cultural, and historical resources in Los Alamitos. Pursue opportunities to formally list such resources in the California and/or National Historic Register.

**Action 3.4 Collaboration and education.** Collaborate with property owners to identify and preserve sites and buildings that may qualify as local landmarks or historic resources. Educate property owners of older or distinct properties about the local landmark provisions of the zoning ordinance and financial resources available to owners of qualified historic structures (e.g., Mills Act).

- Action 3.5 **St. Isidore.** Continue to provide technical and financial assistance as feasible to support the preservation of St. Isidore Historical Plaza and its reuse.
- Action 3.6 **Los Alamitos Museum.** Explore opportunities to consolidate the Los Alamitos Museum with City Hall facilities and adaptively reuse the fire station.
- Action 3.7 **Memorialization.** If a historic site or building cannot be preserved or adaptively reused, secure funding to prominently memorialize the site.

**Goal 4: Air, water, and energy resources that are protected from pollution and overuse.**

- Policy 4.1 **Land use and transportation.** Reduce greenhouse gas and other local pollutant emissions through mixed-use and transit-oriented development and well-designed transit, pedestrian, and bicycle systems.
- Policy 4.2 **Sensitive Land Uses.** Discourage the future siting of sensitive land uses within the distances defined by the California Air Resources Board without sufficient mitigation.
- Policy 4.3 **Regional air quality.** Support regional efforts to reduce particulate matter and collaborate with other agencies to improve air quality at the emission source.
- Policy 4.4 **Low and zero emission vehicles.** Support development of private and public parking infrastructure facilitating the use of alternative fuel vehicles.
- Policy 4.5 **Energy and water conservation.** Encourage new development and substantial rehabilitation projects to exceed energy and water conservation and reduction standards set in the City's zoning ordinance and the California Building Code.
- Policy 4.6 **Irrigation.** Encourage the use of water-efficient irrigation systems and reclaimed water for irrigation.
- Policy 4.7 **Stormwater pollution.** Minimize non-point source pollutants and stormwater runoff.
- Policy 4.8 **Stormwater management.** Encourage the use of low impact development techniques that retain or mimic natural features for stormwater management.
- Policy 4.9 **Renewable Energy.** Promote the use of renewable energy sources to serve public and private sector development.

**Implementation**

- Action 4.1 **Regional cooperation.** Cooperate with the South Coast Air Quality Management District (SCAQMD) and the Southern California Association of Governments in their effort to implement provisions of the region's Air Quality Management Plan.
- Action 4.2 **Construction activities.** Encourage the use of best management practices during construction activities to reduce emissions of criteria pollutants as outlined by the SCAQMD.
- Action 4.3 **Electric vehicle charging.** Work with local and regional agencies to install appropriate recharging stations to support the use of electric vehicles. Work with developers to install recharging stations at appropriate activity and employment centers to support electric vehicle use.

- Action 4.4 **JFTB.** Continue to coordinate with representatives of the JFTB to mitigate surface and groundwater contamination, reduce GHG emissions, and reduce energy use.
- Action 4.5 **Public education on pollution.** Participate in programs to increase public awareness of the dangers of water-polluting activities such as dumping of oil, fuel and solvents, and excessive use of fertilizer and insecticides.
- Action 4.6 **Groundwater basins.** Continue to work with local and regional agencies on the cleanup of regional groundwater basins.
- Action 4.7 **Demonstration projects.** Participate in demonstration projects for air and water quality improvement and water and energy conservation.
- Action 4.8 **Dual plumbing.** Create guidelines and incentives for the installation of dual plumbing in large, new commercial and/or residential developments to enable future use of recycled water.
- Action 4.9 **Energy audits.** Conduct energy audits on all City facilities and incorporate cost-effective measures to increase energy efficiency.
- Action 4.10 **Public education on energy conservation.** Coordinate with local utilities to provide energy conservation information to the public.
- Action 4.11 **Building and site design.** Promote energy-efficient design features such as appropriate site orientation, renewable energy systems, use of lighter color roofing and building materials, and passive ventilation and cooling techniques.
- Action 4.12 **Funding.** Seek grants and other outside funding for energy efficiency improvements to public or private facilities and structures.