

City of Los Alamitos

Planning Commission

Agenda Report Public Hearing

October 13, 2014
Item No: 7C

To: Chair Loe and Members of the Planning Commission

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

Subject: Consideration of the Proposed 2035 General Plan

Summary: The 2035 Draft General Plan is complete and presented to the Planning Commission for consideration. The Planning Commission is tasked with reviewing the document and providing a recommendation to the City Council. The Planning Commission is also responsible for providing a recommendation on the Draft Environmental Impact Report (DEIR).

Recommendation:

1. Open the Public Hearing; and,
2. Take Testimony; and,
3. Adopt Resolution No. PC 14-31 "RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LOS ALAMITOS GENERAL PLAN INCLUDING THE LAND USE CHANGES FOR VARIOUS PARCELS AND RELATED FINDINGS, ADOPTION OF ENVIRONMENTAL FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PLAN PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT)," and
4. Adopt Resolution No. PC 14-32 "RECOMMENDING TO THE CITY COUNCIL ADOPTION OF THE 2014 GENERAL PLAN UPDATE, INCLUDING LAND USE DESIGNATION CHANGES."

Background

The General Plan is a long-range planning program, to guide the orderly growth and development of the Los Alamitos planning area over the long-term. It is intended to communicate the City's vision of its future and to establish a policy framework to govern

decision-making concerning the physical development of the community, including assurances that the community-at-large will be supported by an adequate range of public services and infrastructure systems.

The General Plan Update is now in its third year of progress and a great deal of work has been completed to understand the existing conditions, the opportunities for the Los Alamitos community, and the next steps in the process. The goal for this General Plan "Update" was to refresh the General Plan Goals and Policies as a base for the policy document, augmenting these with any new changes resulting from public outreach or from emerging issues, and to address new State laws . The update also addresses several current and future challenges in this update. Some of these challenges include the lack of diversity in the City's revenue base; aging and antiquated commercial/ industrial properties; the need for commercial recreation, shifting demographics and advancing technologies; and dealing with regional planning issues.

The Planning Commission is being asked to review the draft General Plan Update and Draft Environmental Impact Report and adopt resolutions providing the City Council with direction related to the matter. The Scope of the General Plan was to focus upon the following ten items:

1. Retooling of existing elements.
2. Updating the Background Report to reflect current conditions.
3. Inclusion of the City's Sphere of Influence into the General Plan.
4. Incorporation of Los Alamitos Medical Center Specific Plan.
5. Incorporation of LAFCO Boundary Changes implemented in 2010.
6. Establishing Land Use within the Los Alamitos Joint Forces Training Base.
7. Incorporate principals of Compass Blueprint Corridor Study including area plan or specific plan.
8. Proposal should provide basis for establishment of Business Improvement Districts and Assessment Districts.
9. Development of new color digitized General Plan Map.
10. Provide, update, and manage an informative dedicated website.

Discussion

California State law requires cities to adopt and periodically update a long-range plan for their physical development known as the General Plan. The General Plan serves as a blueprint and foundation upon which land use, development, and capital improvement decisions should be based. The City of Los Alamitos General Plan consists of a collection of elements that were adopted in May 1990 and amended at various points since then, including a major amendment in 2000. The City is now undergoing its update of the General Plan. The Housing Element, which is part of the General Plan, is not part of the Update as it the Housing Element was most recently updated.

Comprehensive Framework

The General Plan establishes a comprehensive framework through which the City manages its growth and development to ensure it efficiently and effectively provides public facilities and services. With great public facilities and services, Los Alamitos delivers and continually enhances a high quality of life and a desirable business climate, maintaining its position among the most attractive places to live and work in Southern California.

Great communities develop over time, and Los Alamitos is no exception. In addition, great communities are the product of countless individual decisions by residents, businesses, investors, visitors, and organizations, as well as numerous collective decisions through elected and appointed officials and public sector staff. The purpose of the General Plan is to provide a common vision for the future of Los Alamitos and to provide coordination for the many individual and collective decisions that, over time, will lead to the envisioned future.

Since the City's incorporation in 1960, Los Alamitos remains a community that values its citizens, its way of life, and its future as one of the preeminent communities in Southern California. This General Plan builds on the strengths of previous planning efforts, staying true to the community's values and vision, and addressing future needs in a changing world. This plan focuses on the preservation and enhancement of the existing Los Alamitos community while strengthening the employment base and promoting the creation of a town center to ensure long-term viability. Another important focus of this General Plan is to provide a document that is approachable and easy to use. This plan focuses on providing clear, consistent, and substantive goals and policy direction to guide community members, staff, and elected officials when making decisions about Los Alamitos' future.

The General Plan is comprised of an overall Vision and topical elements. Whereas the elements address a group of topical issues, the Vision provides the common framework tying all element of the General Plan together into a unified whole. The General Plan will also help guide and be implemented by other planning documents such as the City's Annual Budget, Strategic Plan, Capital Improvement Plan, and of course the General Plan Implementation Plan. The Vision is listed below;

LOS ALAMITOS GENERAL PLAN

education · recreation · safety · service



Los Alamitos is an attractive, dynamic, and modern city renowned for its world-class schools, parks, and recreation facilities, as well as a nationally-recognized medical center. The City is comprised of well-maintained neighborhoods that enjoy strong identities, generate civic pride, and collectively offer wide range of places to live.

Los Alamitos hosts a town center that defines the popular image of the City and offers multiple places for the residents, workers, and students of Los Alamitos to meet friends, stroll, enjoy great food, and shop.

The City is home to successful businesses that provide the City with a diversity of tax revenue and fiscal support, helping ensure Los Alamitos is economically sustainable. Los Alamitos maintains a system of streets and trails that are safe for everyone and every form of transportation—be they children, families, workers, or customers who walk, bike, ride transit, or drive.

General Plan Elements

The elements establish the goals and policies relevant to land use, growth, and development of the City for a variety of topics and provide a framework for municipal decision-making. Equally as important though, the City intends the goals and policies to guide and help inform decisions of those investing in Los Alamitos—residents, businesses, and organizations.

- | | |
|-------------------------|---|
| 1. Land Use | 4. Open Space, Recreation, and Conservation |
| 2. Economic Development | 5. Mobility and Circulation |
| 3. Housing | 6. Public Facilities and Safety |
| | 7. Growth Management |

More specifically, the following table provides an outline for the General Plan document, including the Introduction and the individual elements. Please note that the Housing Element was updated separately and, while still a part of the overall General Plan, was not part of this comprehensive update effort and is not analyzed in the EIR.

Each element provides:

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

General Plan Contents and Structure

Introduction	Purpose Citywide Vision General Plan Elements Outreach Summary Community History
Land Use Element	Existing Land Uses Issues and Opportunities Land Use Plan Goals and Policies
Economic Element	Summary of Key Economic Findings Economic Overview Economic Vision Economic Strategies Goals and Policies
Open Space, Recreation, and Conservation Element	Parks, Recreation and Open Space Natural, Cultural and Historic Resources Air, Energy, and Water Resources Goals and Policies
Mobility and Circulation Element	Existing Conditions Roadway Performance Mobility and Circulation Plan Goals and Policies
Public Facilities and Safety Element	Infrastructure Hazards Public Services Goals and Policies
Growth Management	Purpose Legislative Context Goals and Policies
Housing Element – COMPLETED & CERTIFIED	

An annual Implementation Plan will also be created to direct staff on specific actions to achieve and implement the goals and policies of the General Plan. This Implementation Plan will not be a part of the General Plan so that Staff and decision makers will have the ability to modify it as needed without being constrained by the statutory limitations on general plan amendments.

Community Outreach

In August 2011, the City of Los Alamitos initiated the General Plan Update and embarked on a multi-pronged outreach effort. The seven broad objectives established for outreach were:

- Inform and educate
- Obtain public input / comments / more ideas
- Generate excitement for opportunities

- Elevate civic pride
- Engage Rossmoor residents
- Build / enhance partnerships for future change
- Raise the profile of the General Plan



The City conducted over three years of outreach to engage the public and obtain input on the general plan priorities, land use and circulation plans, policies, and environmental analysis. Hundreds of people participated in the various meetings, surveys, and interviews held throughout the update effort.

- **Project Website**
24-hour access to news, notices, and project information
- **Project Fact Sheet**
Distributed through mailings and outreach events
- **Public Survey**
Over 100 short and long surveys completed by the public
- **Newsletters**
4 newsletters distributed at key milestones
- **Stakeholder Interviews**
28 interviews of Los Alamitos and Rossmoor residents, businesses, and service providers
- **Focus Group Meeting**
Roundtable discussion about key topics such as historical preservation, culture, and heritage
- **Community Open Houses**
4 open houses in Los Alamitos (3) and Rossmoor (1)



- **Commission and Council Study Sessions**
28 study sessions held throughout the update process: - 4 with City Council - 24 with City Commissions (Planning, Traffic and Parks, Recreation and Cultural Arts), including 5 held as Joint Commission meetings.
- **EIR Scoping Meeting**
Public meeting to discuss and collect input on the required environmental analysis.
- **EIR Public Review**
45-day public review period of the draft environmental impact report.



The results of the community outreach led directly to the development of the General Plan Objectives. With the outreach behind us, the Planning Commission is now tasked with building a consensus of the Commission in recommending approval to the City Council. The culmination of all of the outreach efforts is the public hearing process before the Planning Commission and City Council leading to the adoption of the General Plan Update.

General Plan Objectives

The General Plan Update is guided by a set of community values and priorities developed by the Los Alamitos City Council and Commissions with input from the community in Los Alamitos and Rossmoor. The following objectives have been established for the Los Alamitos General Plan Update and will aid decision makers in their review of the project and associated environmental impacts:

- Maintain high levels of safety and service
- Create an attractive and pedestrian-friendly downtown
- Introduce pedestrian bridges
- Maximize retail opportunities along Katella Avenue
- Relocate City Hall

- Offer incentives to preserve and attract business
- Improve the look and identity of the City
- Provide consistent and effective code enforcement
- Maintain a good relationship with the Los Alamitos Unified School District
- Create more open space, parks, trails, community gardens, and recreation areas
- Evaluate annexation carefully
- Establish centralized parking options
- Enhance cultural uses and historical preservation

Planning Area and Timeframe

The General Plan guides land use and development for the entire Los Alamitos planning area, which includes the City and JFTB and the community of Rossmoor. The General Plan identifies the Los Alamitos JFTB as Community & Institutional/JFTB. 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. Although the Los Alamitos JFTB is within the City's municipal boundary, the City has no jurisdiction or land use authority on this US military installation. Rossmoor is included to understand future demands for services and implications for growth in Rossmoor and the City. However, Rossmoor remains an unincorporated community governed by the land use and planning authorities of the County of Orange.

The previous General Plan was adopted in 1990 and maintained a planning horizon year of 2010. In 2011, the City began a comprehensive update of the General Plan to better reflect current conditions, refine goals and policies, and position the City for success over the next 20 years through the year 2035. The City will review and evaluate this General Plan periodically, but anticipates that a comprehensive update may be needed around the year 2025.

Projected Build Out

Estimating the future build out of the General 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 proposed General Plan would plan for up to a total of 23,003 residents, 18,430 jobs, 8,735 dwelling units, and 8,881,442 nonresidential square feet of development under the General Plan Update.

The theoretical build out 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 General Plan build out. In addition, the

proposed General Plan Update identifies the Los Alamitos Joint Forces Training Base (JFTB) as Community & Institutional/JFTB. However, it should be noted that although the Los Alamitos JFTB is within the City's municipal boundary, the City has no jurisdiction or land use authority on this U.S. military installation. The following table breaks down the potential build out by land use designation and jurisdiction.

Planning Timeframe	Units	Population	Employment
CITY OF LOS ALAMITOS			
Existing Conditions (2013)	4,421	11,384	14,265
Projected Build out (2035)	4,772	12,463	18,022
Potential Growth	348	1,079	3,757
ROSSMOOR / SPHERE OF INFLUENCE			
Existing Conditions (2013)	3,779	10,234	395
Projected Build out (2035)	3,963	10,540	408
Potential Growth	184	306	13
TOTAL PLANNING AREA			
Existing Conditions (2013)	8,200	21,618	14,660
Projected Build out (2035)	8,735	23,003	18,430
Potential Growth	532	1,385	3,770

Source: PlaceWorks, 2013.

Land Use Changes Proposed

During the General Plan update, ten (10) sites in Los Alamitos were determined to merit consideration for a new land use designation. The following lists each site considered, including proposed changes, opportunities, constraints, impacts on existing uses, and a general discussion. Changes were recommended on all sites except for Site 3 (Vacant/Center Plaza) and Site 8 (Flood Control).

Site 1: Cerritos Avenue & Channel

PROPOSED CHANGES

- Current: Planned Industrial
- Proposed: Multi Family Residential 20-30 DU/Ac

OPPORTUNITIES

- Adjacent to residential neighborhoods, future walkable downtown, and El Dorado Regional Park
- Within walking distance of the high school
- A good amount of unimproved land and sites with limited improvements
- Developer interest in this area for residential at 20-30 du/ac

CONSTRAINTS

- Access is limited to Chestnut and Sausalito; not good for retail businesses

IMPACT ON EXISTING USES

- The westernmost parcel has already been developed as residential.
- The church would be permitted in a residential use and would not be adversely affected. It may be safe to assume that the services held in this building could be moved to the main Cottonwood Church on Katella Avenue.
- The heavy equipment business (Monte Collins) would become nonconforming.
- The easternmost industrial businesses would become nonconforming.

DISCUSSION

- There are three parcels located along the south side of Cerritos Avenue just east of the Coyote Creek Channel that could potentially be repurposed for other types of land uses. Collectively, these parcels total ~7 acres, including a 3.73-acre parcel that is largely unimproved (over half of the site appears unused/vacant). These parcels contain three industrial uses and a church, and are surrounded by the Old Town West and Royal Oak Park residential neighborhoods. The site is also surrounded by new housing built in 2013, the northern edge of the downtown area, access to the Coyote Creek bike trail, and the high school.
- Despite its location along Cerritos Avenue, the site's retail potential is somewhat limited. Access for retail uses would be poor and could not be improved much given the close proximity of the existing signal-controlled intersection with Los Alamitos Boulevard. If, over the long term, the site could be combined with the properties that front Los Alamitos Boulevard, its retail potential would be increased significantly. The presence of the electrical substation makes even a long-term land use transition unlikely. Exceptions could include live/work spaces or retail shops that leverage the proximity to the channel (e.g., a bicycle shop).
- The surrounding residential uses (including those built in 2013), the school district, proximity to the high school and downtown area, and poor access for retail uses indicate that a residential designation is considered the highest and best use of the properties. There is current interest in developing the westernmost parcel into single family homes and remaining parcels could support single family or multifamily units, including senior housing. A portion of the site could be required to incorporate an open space area/trailhead space to strengthen the physical and visual connection to the Coyote Creek and San Gabriel River bike trails. A live/work concept could be supported given its proximity to the downtown area.

Site 2: Limited Industrial (New Designation)

PROPOSED CHANGES

- Current: Planned Industrial
- Proposed: Limited Industrial & Community & Institutional

OPPORTUNITIES

- Contains existing commercial recreational businesses
- Includes post office site and school district storage

CONSTRAINTS

- Truck access needed for nearby industrial uses and Ganahl site

IMPACT ON EXISTING USES

- The existing uses would be permitted under the new designation

DISCUSSION

- For Site 2A, the intent is to create a clustered location for commercial recreation uses, thus preserving the remainder of the industrial area for industrial uses. The City contains a great number of business park and industrial uses permitted under the Planned Industrial designation. It is not uncommon, however, for industrial property owners to lease out space to commercial recreation businesses (e.g., archery, gymnastics, and batting cages). These uses need large spaces that can often only be found cost effectively in industrial areas. However, the nature of commercial recreation businesses attracts families with children. This can conflict with the activity of adjacent industrial uses, which often includes heavy equipment and large trucks.
- One solution is to create a Limited Industrial land use designation that explicitly permits forms of industrial, commercial recreation, and public/quasi-public uses that do not involve heavy equipment or large trucks. The parcels identified for this designation would create a specific district for such commercial recreation uses and provide the foundation for future reuse.
- Additionally, applying a C&I designation to the post office and school district yard (Site 2B) reflects the existing uses and preserves their role for public uses should they be reused in the future. Possible future reuse of the post office could include relocated city hall facilities. Provided the school district agrees, the city could also share the yard area.

Site 3: Vacant/Center Plaza

PROPOSED CHANGES

- Current: Retail Business
- Proposed: Retail Business

DISCUSSION

- The vacant parcel along Los Alamitos Boulevard is currently being considered for retail uses and is expected to be developed in the near future in connection with the adjacent Center Plaza shopping space (which may be reconfigured). No change to the land use designation is needed. However, as one of the few

developments of raw land in the city over the past decade, it will be crucial for the city to ensure the design of the new project complements the goals and policies of the downtown effort. 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.

Site 4: Old Town East

PROPOSED CHANGES

- Current: Limited Multi Family
- Proposed: Limited Multi Family, expanded to permit Live/Work units

OPPORTUNITIES

- Adjacent to future walkable downtown

CONSTRAINTS

- Almost exclusively residential as of today

IMPACT ON EXISTING USES

- Existing residential uses would remain permitted

DISCUSSION

- The Old Town East neighborhood is viewed by some as a logical extension of the downtown area. The parcelization patterns and value of residential property in this area, however, make it unlikely that the area would convert from residential to commercial uses. However, live/work uses could be introduced without creating significant traffic and nuisance impacts on the surrounding homes while creating opportunities for a stronger connection to the downtown area.

Site 5: Medical Center Area

PROPOSED CHANGES

- Current: Professional Office
Planned Industrial
- Proposed: Professional Office
Medical Overlay
Retail Business

OPPORTUNITIES

- Adjacent to Medical Center

CONSTRAINTS

- Potential increase in traffic beyond medical center plans

- Proximity to Old Town East

IMPACT ON EXISTING USES

- The existing uses would continue to be permitted

DISCUSSION

- Even with the medical center's approved plans for future expansion, the City could capitalize on the economic growth potential of the medical industry by actually planning for even more medical office space. Although the general sentiment would not likely be positive, the General Plan Update could focus on where and whether the City could accommodate more medical office space.
- One approach would be to plan for the conversion of nearby industrial property to medical offices. But there is no natural reason to expect the industrial land uses to wither and fade away. Another approach would be to plan for redevelopment and intensification of existing commercial office space around the medical center. Current regulations, however, already permit up to 5 stories of development in the C-O zoning category and parking is permitted to be off-site provided it is within 300 feet of the use.
- Current medical uses are already relatively intense, although the commercial properties fronting Katella between Reagan and Cherry could be relocated in combination with a reuse of St. Isidore. In place of the businesses, an improved walkway area could be introduced to better facilitate a connection between the Medical Center and the downtown area. This General Plan designation sets the stage for a future zone change in this area.

Staff has received some phone calls asking the City to retain the current land use designations for the area on the south side of Katella between Alamitos West Convalescent Hospital and Madera's restaurant (property owners appear opposed).

Site 6: Town Center

PROPOSED CHANGES

- Current: Retail Business & Professional Office (City) ---
1B | Suburban Residential (Rossmoor)
- Proposed: MU | Mixed Use (City); 1B | Suburban Residential (Rossmoor)

OPPORTUNITIES

- High exposure to traffic
- Relatively small number of landowners compared to size of properties
- Some existing uses are aging and may be suitable for redevelopment soon
- Create tree lighting area, connect southern and northern parts of the city
- Once one corner develops, others may reinvest (as was done in nearby Target Center and Shops at Rossmoor)

CONSTRAINTS

- Existing high levels of traffic at the intersection and south, east, and west
- Unless landowners are motivated, intensification will be needed to justify redevelopment
- Rossmoor and Los Alamitos residents may object to intensification

IMPACT ON EXISTING USES

- The existing uses would continue to be permitted

DISCUSSION

- 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 has long been involved in conversations concerning annexation. The Fish Company is one of the most successful business in the local area and it should be treated as a potential anchor business. While the apartment complex generates substantial cash flow from the 150 rental units, the complex will soon reach 50 years in age and the property owner will soon be faced with a choice between investing in major improvements and redeveloping the property. Given the value of the improvements, the owners and/or developers would need to construct a more intense project to justify the acquisition, demolition, and construction costs.
- The northeast corner (extending to Reagan Street) contains Los Alamitos Plaza, other assorted shops, office, quasi-public uses (including St. Isidore), and some residences. It is believed that the property owners receive an acceptable cash flow from commercial and office uses; however, some property owners could become interested in more intense development opportunities (which would be necessary as with the southwest corner). The City currently applies a Town Center Overlay Zone to the northeast corner (though it stops at 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 at 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).
- To date, no new development has occurred on the properties within the Town Center Overlay District. Some believe that the more intense development standards were either inappropriate or insufficient to stimulate change. The standards would actually be considered very flexible and enticing were the existing properties vacant or significantly underutilized. Instead it is more likely that the current property owners were not willing to take on the risks and costs of redeveloping an existing functional site that contains significant improvements and generates a decent revenue stream.

- 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 towards 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 if 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 present 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 walk able atmosphere that would have many of the businesses front onto the alleyway. The businesses are directly next to residential homes and expansion beyond the retail-designated parcels is unlikely in the future (as the cost of acquiring the homes would likely be cost prohibitive). Accordingly, future development and improvement options would likely revolve around internal streetscape design, a centralized parking feature, and the possible introduction of mixed-uses.
- An intensification of any single corner has both positive and negative implications for Rossmoor and Los Alamitos, regardless of whether the Rossmoor properties are annexed into the city. The likely negative implications include local opposition and traffic impacts. A large portion of Rossmoor and nearby Los Alamitos would be opposed to change and intensification of development around this intersection. The Los Alamitos Boulevard/Katella Avenue intersection is already heavily used and significant traffic mitigation measures might be needed depending upon the proposed changes (they may prove too costly and/or infeasible). Intensification of land uses may create some additional traffic impacts on the surrounding neighborhoods as well. For the southwest corner, the county's current zoning and development standards do not allow for the necessary intensification; either the zoning would need to change or the properties would need to be annexed into Los Alamitos. Considering the county's recent positions on Rossmoor, it is unlikely that it would support an increase in land use unless the land was annexed into the City.
- 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 of the medical center and downtown area. Some ideas explored for the northeast corner in the Commercial Corridors Plan could also work on the southwest corner, including 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. An intensification of the southwest corner could also increase exposure for the Fish

Company, which could expand under a new development and attract high quality restaurants. Some argue that Katella Avenue and its intersection with Los Alamitos Boulevard will be exposed to high volumes of traffic regardless of intensification and either Rossmoor or the city may be wise to maximize the value of the exposure to the passing traffic.

- Regardless of the opportunities, any planning should be supported by the property owners with special care given to the sensitive nature of the corner and thoughts of annexation. The mixed-use designation could be applied to one or more corner to explicitly define the core area of the City where intensification and mixing of uses is desired. The intensity and mix of uses would be similar to the Town Center Overlay District. Another option would be to apply the designation to the entire downtown area, however this was not selected as areas further north should continue to emphasize retail businesses and are unlikely to be of sufficient size to support intensification.

Site 7: Civic Center/Supermedia

PROPOSED CHANGES

- Current: Professional Office & Community & Institutional
- Proposed: Retail Business

OPPORTUNITIES

- High exposure to traffic along Katella Avenue and 605 freeway (through pole signage)
- Relatively small number of landowners (including the City) compared to size of properties
- Nearly 10-acre parcel owned by willing seller

CONSTRAINTS

- Adjacent to Oak Middle School
- 605 interchange may need to be redesigned depending upon development proposed

IMPACT ON EXISTING USES

- The existing uses would be replaced and civic uses would need to be relocated

DISCUSSION

- 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, and City Yard), other public and quasi-public buildings, and SuperMedia (on the western 10 acres), which has expressed a possible desire to sell its property.

- This site is not visible to those traveling along the 605 freeway due to the location and configuration of the on-and off-ramps. Potential commercial uses should not rely upon freeway exposure; those that would rely upon such exposure would likely request a large pole sign to gain exposure along the freeway.
- Private development interest, along with the City's willingness to relocate its own facilities, indicates that this area could support a variety of uses, including a theater, hotel, or senior housing. A mixed-use designation would be more flexible than a retail designation ---- potentially permitting uses such as senior housing to be integrated with commercial space. 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. For the traffic model, conventional retail was a desired assumption to evaluate the greatest potential traffic impact of new development on the nearby roadways.

Site 8: Flood Control Reuse

PROPOSED CHANGES

- Current: Open Area
- Proposed: Open Area

Site 9: Former Base Housing

PROPOSED CHANGES

- Current: Multi Family Residential 20-30 DU/Acre
- Proposed: Community & Institutional

OPPORTUNITIES

- Future Civic Uses

CONSTRAINTS

- Federal Ownership
- Potential remediation needed based on past use

IMPACT ON EXISTING USES

- None

Site 10: Arrowhead Products

PROPOSED CHANGES

- Current: Planned Industrial
- Proposed: Retail Business

OPPORTUNITIES

- High exposure to vehicles along Katella Avenue and nearby commercial centers in Cypress
- Large parcels under single ownership
- Current business could (theoretically) be moved to the rear parcels

CONSTRAINTS

- Current property owner/business has been in place for 50+ years
- Replacement of business would be cost prohibitive for any future development
- Potential soil remediation needed based on past use

IMPACT ON EXISTING USES

- The existing uses would continue to be permitted

DISCUSSION

- The Arrowhead Products property, at 28 acres, is one of the largest areas of land dedicated for private use in the City. Some view the property as an ideal site for new big box commercial development. The proximity to the new commercial development in Cypress does offer the attraction of a large sub regional draw.
- Unfortunately, there are a number of significant obstacles to redeveloping the site. Arrowhead Products has been operating at this location for decades and generates a large number of highly skilled, highly paid jobs. As is true for many of the aerospace companies still located in Southern California, their contracts require zero downtime (time when manufacturing activity is idle). Accordingly, it can be cost prohibitive to acquire the site, as one must often pay not only for the existing property, but also for the installation of new, highly specialized equipment at another location to minimize downtime. The cost of land acquisition could easily be tens of millions of dollars more than the similarly sized land located just down the street in Cypress.
- Additionally, it is not uncommon for aerospace properties to need significant soil remediation, which could add even more cost to the development of the site. Finally, the traffic sensitivity of the nearby residents has already been pushed by the development of the Cottonwood Church. Retail uses have a much larger traffic impact than either manufacturing or church uses and the neighborhoods adjacent to the site would likely oppose significant retail development.
- However, a mixed-use designation could be applied to the parcels directly fronting Katella Avenue to allow for retail uses to be built if deemed acceptable or desirable by the property owner at a later date. Alternatively, a retail overlay could be created instead, which could accommodate the same results without changing the underlying land use designation as directly. However, a retail overlay may conflict with the long term plans and image of the property owner as it relates to competing for current jobs and attracting/retaining high-skilled workers. Regardless, the parcels fronting Katella Avenue are not large enough to

accommodate and attract a big box retail tenant. These parcels would have to be developed with at least a portion of the larger parcels to the rear. Otherwise, subsequent retail development would be akin to strip commercial. Applying a mixed-use designation or retail overlay to the entire property would likely be met with resistance from the property owner.

The owners of the business and the property have provided written correspondence that they do not support this change.

The EIR has studied the option of Arrowhead remaining industrial. The EIR would not need to be amended if Arrowhead remained industrial.

Compliance with California Environmental Quality Act (CEQA)

Pursuant to the provisions of the California Environmental Quality Act (CEQA) a Draft Environmental Impact Report (DEIR) has been prepared. The purpose of an EIR is to identify potential significant effects on the environment of the project, to indicate the manner in which those potential significant effects can be avoided or reduced to levels less than significant, and to identify the significant effects that are unavoidable. A primary purpose of the EIR is to disclose and evaluate project impacts and inform decision makers about the project.

An EIR is the most comprehensive form of environmental documentation identified in CEQA and the CEQA Guidelines and provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

The Draft Environmental Impact Report (DEIR) addresses the environmental effects associated with the implementation of the proposed Los Alamitos General Plan Update. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects.

An EIR is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. This document focuses on those impacts determined to be potentially significant as discussed in the Initial Study completed for this project (see Appendix A). A DEIR has been prepared pursuant to the requirements of CEQA.

Data for the DEIR was obtained from on-site field observations, discussions with affected agencies, analysis of adopted plans and policies, review of available studies, reports, data and similar literature, and specialized environmental assessments (air

quality, biological resources, cultural resources, hazardous materials, hydrology and water quality, noise, transportation and traffic, and water supply).

A DEIR has been prepared pursuant to CEQA to assess the environmental effects associated with implementation of the proposed project, as well as anticipated future discretionary actions and approvals. The six main objectives of this document as established by CEQA are listed below:

1. To disclose to decision makers and the public the significant environmental effects of proposed activities.
2. To identify ways to avoid or reduce environmental damage.
3. To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. To disclose to the public reasons for agency approval of projects with significant environmental effects.
5. To foster interagency coordination in the review of projects.
6. To enhance public participation in the planning process.

EIR Format

The DEIR has been formatted as described below.

VOLUME 1

Section 1. Executive Summary: Summarizes the background and description of the proposed project, the format of this EIR, project alternatives, any critical issues remaining to be resolved, and the potential environmental impacts and mitigation measures identified for the project.

Section 2. Introduction: Describes the purpose of this EIR, background on the project, the Notice of Preparation, the use of incorporation by reference, and Final EIR certification.

Section 3. Project Description: A detailed description of the project, the objectives of the proposed project, the project area and location, approvals anticipated to be included as part of the project, the necessary environmental clearances for the project, and the intended uses of this EIR.

Section 4. Environmental Setting: A description of the physical environmental conditions in the vicinity of the project as they existed at the time the Notice of Preparation was published, from both a local and regional perspective. The environmental setting provides baseline physical conditions from which the lead agency determines the significance of environmental impacts resulting from the proposed project.

Section 5. Environmental Analysis: Provides, for each environmental parameter analyzed, a description of the thresholds used to determine if a

significant impact would occur; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures for the proposed project; the level of significance of the adverse impacts of the project after mitigation is incorporated and the potential cumulative impacts associated with the proposed project and other existing, approved, and proposed development in the area.

Section 6. Significant Unavoidable Adverse Impacts: Describes the significant unavoidable adverse impacts of the proposed project.

Section 7. Alternatives to the Proposed Project: Describes the impacts of the alternatives to the proposed project, including the No Project Alternative and a Reduced Intensity Alternative.

Section 8. Impacts Found Not to Be Significant: Briefly describes the potential impacts of the project that were determined not to be significant by the Initial Study and were therefore not discussed in detail in this EIR.

Section 9. Significant Irreversible Changes Due to the Proposed Project: Describes the significant irreversible environmental changes associated with the project.

Section 10. Growth-Inducing Impacts of the Project: Describes the ways in which the proposed project would cause increases in employment or population that could result in new physical or environmental impacts.

Section 11. Organizations and Persons Consulted: Lists the people and organizations that were contacted during the preparation of this EIR for the proposed project.

Section 12. Qualifications of Persons Preparing EIR: Lists the people who prepared this EIR for the proposed project.

Section 13. Bibliography: A bibliography of the technical reports and other documentation used in the preparation of this EIR for the proposed project.

VOLUME 2

Appendices. The appendices for this document (presented in PDF format on a CD attached to the front cover) contain the following supporting documents:

- Appendix A: Initial Study/Notice of Preparation
- Appendix B: Notice of Preparation Comments
- Appendix C: Air Quality and GHG Modeling
- Appendix D: Paleontological and Cultural Resources Report

- Appendix E: Noise Modeling
- Appendix F: Service Letter Responses
- Appendix G Transportation Study

VOLUME 3

Correspondence Received

A Final EIR (FEIR) has been prepared, which includes comments, the responses to comments on the DEIR, and revisions to the DEIR. The City of Los Alamitos is in receipt of correspondence from six (6) interested parties. Responses have been addressed in the Response to Comments section of the FEIR. The Comments have been provided by:

1. California Department of Transportation (CALTRANS) – impacts on the state highway system
2. City of Cypress – transportation and land use impacts on Cypress
3. Rossmoor Los Alamitos Area Sewer District – impacts to local sewer facilities
4. Orange County Sanitation District – impacts to regional sewer facilities
5. California Department of Forestry and Fire Protection – impacts to fire within local responsibility areas
6. Arrowhead Products – land use designations changes to the 28-acre site

The responses to comments were circulated to commentors for a 10-day agency review period on October 8th.

Impacts Considered Less Than Significant in the Initial Study

Five environmental impact categories were identified as not being significantly affected by, or affecting the proposed Los Alamitos General Plan Update project, and as such, are not discussed in detail in the DEIR. This determination was made by the City of Los Alamitos in its preparation of the Initial Study. The following topical issues are not addressed in the DEIR:

- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources

Potentially Significant Adverse Impacts in the Initial Study

Twelve environmental factors were identified as having potentially significant impacts in the Initial Study. These factors are discussed further in the DEIR:

- Aesthetics
- Air Quality
- Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials

- Land Use
- Noise
- Population and Housing
- Public Services
- Recreation
- Traffic and Transportation
- Utilities and Service Systems

Significant Unavoidable Impacts Identified in the DEIR

The DEIR identifies eight significant and unavoidable adverse impacts, as defined by CEQA, that would result from implementation of the proposed project. Unavoidable adverse impacts may be considered significant on a project-specific basis, cumulatively significant, and/or potentially significant. If the City, as the lead agency, determines that unavoidable significant adverse impacts will result from the project, the City must prepare a "Statement of Overriding Considerations" before it can approve the project. A Statement of Overriding Considerations states that the decision-making body has balanced the benefits of the proposed project against its unavoidable significant environmental effects and has determined that the benefits of the project outweigh the adverse effects and, therefore, the adverse effects are considered acceptable.

The impacts that were found in the DEIR to be significant and unavoidable, even with mitigation, are:

- Air Quality (AQMP consistency, construction and operation air pollutant emissions, localized air quality)
- Greenhouse Gas Emissions (consistency with GHG reduction plans)
- Noise (construction-related noise and vibration)
- Transportation (local segments and intersections)

Alternatives

Arrowhead Products Site Alternative

The EIR evaluated potential environmental impacts associated with conversion of the Arrowhead Products site from Planned Industrial to Retail Business. The EIR identified that buildout of the Land Use Plan would generate additional vehicle trips and associated transportation, air quality, greenhouse gas emissions, and noise impacts.

The EIR also evaluated a range of alternatives that would reduce potential environmental impacts. One of the alternatives evaluated in the EIR was the, Arrowhead Products Site Alternative. As identified in Chapter 7 of the DEIR, under this alternative, the Arrowhead Products site would remain Planned Industrial.

In the Arrowhead Products Site Alternative, the proposed General Plan Update would be the same except for the proposed redesignation of the 28-acre Arrowhead Products site from industrial to retail uses. The Arrowhead Products facility has been a fixture in Los Alamitos for decades and is a major employer in the City. However, the site's location along Katella Avenue, large size (28 acres), and proximity to regional retail in

Cypress positions the site as a good candidate for retail development. Consequently, under the proposed project this site could redevelop if Arrowhead Products decides to move locations or change its business. The owners Arrowhead have provided written correspondence that they do not support this change.

Under Arrowhead Products Site Alternative, the designation for Arrowhead Products site would remain Planned Industrial. Industrial land uses generate less traffic than retail uses, and no changes from existing conditions would occur for this parcel. Consequently, this alternative was included because it would reduce traffic, air quality, GHG emissions, and noise impacts of the proposed project. The remaining portions of the City and Rossmoor would be built out in accordance with the proposed project.

Buildout statistics for the proposed General Plan Update and the Arrowhead Products Site Alternative are compared in the table below.

Arrowhead Products Site Alternative Buildout Compared to the Proposed General Plan

Resource	Proposed Project	Arrowhead Products Site Alternative	Change	Percent Change
Dwelling Units	8,735	8,735	None	None
Population	23,003	23,003	None	None
Employment	18,430	18,010	-420	-2%
Jobs-to-Housing Ratio	2.11	2.06	-0.05	-2%

At buildout, the existing Planned Industrial use would generate 1,835 average daily trips while the Retail Business would generate 11,243 average daily trips. Consequently, this alternative would generate at least 9,000 fewer trips than the proposed Project. As identified in the DEIR, this alternative would have the same or slightly less environmental impacts compared to the proposed project evaluated in the DEIR. For these reasons, the Arrowhead Products Site Alternative was identified as the environmentally superior alternative.

Since the Arrowhead Products Site Alternative would generate at least 9,000 fewer trips and would reduce environmental impacts—including transportation, air quality, greenhouse gas emissions, and noise—below what was analyzed in the EIR, the City of Los Alamitos, if is so desired could adopt the proposed project with the requested change to the Arrowhead Products site to Planned Industrial without any additional environmental review.

Approval

Because there are significant impacts, approval of the General Plan Update requires that certain findings be made and that a Statement of Overriding Considerations be adopted.

Findings

There are a number of possible findings that can be made when there are significant impacts. These include:

- Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects;
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and the changes can and should be adopted by another agency;
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternative identified in the final EIR.

Briefly, mitigation measures have been incorporated wherever feasible to eliminate or reduce the level of significance. As stated above, even with mitigation, certain impacts remain significant and unavoidable. In most of these instances there are no changes, alterations or mitigation measures that would further reduce the impacts. In the case of the traffic impacts, the mitigation measures are infeasible due to the fact that the needed right-of-way would require the acquisition of property from existing businesses which would impede their operations.

The Arrowhead Property Alternative is environmentally superior to the proposed General Plan Update. However, even this alternative does not eliminate any of the significant impacts, it only reduces them. While this alternative is technically feasible, it is not actually feasible because it fails to satisfy one of the primary goals of the General Plan Update, which is to maximize retail opportunities along Katella Boulevard. However, if the City were to determine that retaining a major employer and employment opportunities for highly trained workers was more important, there could be a shift in the goals.

The findings are further detailed in Attachment A to the Resolution recommending approval of the EIR.

Statement of Overriding Considerations

A Statement of Overriding Considerations is a statement of the City's views on the ultimate balancing of the merits of approving a project despite its environmental impacts and explains why the impacts of the project outweigh the significant impacts. A lead agency adopts a Statement of Overriding Considerations when the agency decides to approve a project that will cause one or more significant environmental effects, which reflects the ultimate balancing of competing public objectives (including environmental, legal, technical, social, and economic factors).

A Statement of Overriding Considerations must be in writing and state specific reasons supporting agency action based on the final EIR or other substantial evidence in the record. Substantial Evidence includes facts, reasonable assumptions predicated upon facts, and expert opinions supported by facts. Substantial evidence is not argument, speculation, unsubstantiated opinion or narrative, evidence which is clearly inaccurate or erroneous, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment. The required Statement of Overriding Consideration is further detailed in Attachment A to the Resolution recommending approval of the EIR.

Noticing

The Notice of Availability (NOA) for the DEIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Los Alamitos, and published in the News Enterprise. The NOA was posted at the Orange County Clerk's office on August 7, 2014. Copies of the DEIR were made available for public review at the City of Los Alamitos and the Los Alamitos/Rossmoor Library. Public Hearing Notice was published in the News Enterprise on Wednesday October 1, 2014.

Tonight's Action

The Planning Commission is charged with taking testimony regarding the General Plan, make changes that are deemed appropriate by the Commissioners and provide a recommendation to the City Council.

Future Actions

The Planning Commission recommendations will be forwarded to the City Council. The City Council will take final action to Certify the EIR and to Approve the General Plan.

The Airport Land Use Commission will also be reviewing the General Plan on October 16, 2014. Subsequent action to change the zoning for the parcels will be conducted by the Planning Commission and the City Council. That future action will remove inconsistencies created by this approval.

Attachments:

1. Resolution No. 14-31 including:
 - Exhibit A Findings of Fact & Statement of Overriding Consideration*
 - Exhibit B Mitigation Monitoring and Reporting Program*
2. Resolution No. 14-32 including
 - Exhibit A Land Use Map*
 - Exhibit B Land Use Map – Alternative*
3. *Final Environmental Impact Report*
4. *Draft Environmental Impact Report*
5. *Draft General Plan*

RESOLUTION NO. PC 14-31

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF LOS ALAMITOS RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE LOS ALAMITOS GENERAL PLAN INCLUDING THE LAND USE CHANGES FOR VARIOUS PARCELS AND RELATED FINDINGS, ADOPTION OF ENVIRONMENTAL FINDINGS, A STATEMENT OF OVERRIDING CONSIDERATIONS AND A MITIGATION MONITORING AND REPORTING PLAN PURSUANT TO CALIFORNIA ENVIRONMENTAL QUALITY ACT.)

WHEREAS, the City of Los Alamitos (the "City") desires to comprehensively update the Los Alamitos General Plan to respond to changing conditions in the City, region and around the globe, as well as to revisit the long term sustainability of the City in the future (hereinafter sometimes referred to as either the "Project" or the "General Plan Update"); and,

WHEREAS, in the Fall of 2010, the City elected to update the City's General Plan in accordance with Government Code section 65300 *et seq.*; and

WHEREAS, in the June 2011, the City elected to retain the Planning Center/Place Works to initiate the public process to discuss, plan, and prepare an updated General Plan; and

WHEREAS, the City and Planning Center/Placeworks conducted an enhanced public outreach exercise that resulted in Los Alamitos residents communicating their vision for the City; reviewed the existing land uses in the City; identified areas that should be protected and areas that could upgrade over time; discussed needed citywide improvements; proposed various programs and measures to implement citywide goals; and recommended refreshed changes to the goals, policies, approaches and strategies contained in the 1990 Los Alamitos General Plan; and

WHEREAS, the City and Planning Center/Placeworks has been drafting a 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; and

WHEREAS, 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 General Plan Update effort and enabled 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; and

WHEREAS, a draft Los Alamitos General Plan Update 2014 was developed, a copy of which is on file in the office of the City Clerk and incorporated herein by this reference, has been prepared to address the seven mandated elements plus two additional elements: Economic Element and Growth Management Element; and

WHEREAS, pursuant to sections 21065 and 21067 of the Public Resources Code, and sections 15367 and 15378 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the proposed General Plan Update is a "project" and the City of Los Alamitos is the lead agency for the proposed General Plan Update; and

WHEREAS, as lead agency, the City of Los Alamitos also retained Planning Center/Place Works to prepare the necessary environmental documentation for the General Plan Update; and,

WHEREAS, the City of Los Alamitos caused an Initial Study of the Los Alamitos General Plan Update ("Project") to be prepared to evaluate the potential for adverse environmental impacts and based on the Initial Study concluded that a Program Environmental Impact Report (EIR) would be prepared for the Project; the Initial Study with a Notice of Preparation was mailed to the State Clearinghouse, responsible and trustee agencies and other interested parties; and

WHEREAS, on December 13, 2013, the City released a Notice of Preparation (NOP) of an EIR for the Project to city, county, and state agencies; other public agencies; and interested private organizations and individuals; and

WHEREAS, on January 6, 2014, a Public Scoping meeting before the Planning Commission was also conducted during the NOP period to solicit comments from the public and potentially affected property owners, i.e., those whose properties were recommended for a reclassification or change in allowable uses. A notice of the meeting was sent to 1,500 property owners and tenants within a 500 foot radius from the subject site sites. There were approximately fifteen (15) persons in attendance at this meeting. There were verbal comments received from persons in attendance at the Public Scoping meeting. These comments were provided to the City's environmental consultant who assisted with issues to be evaluated and alternatives for EIR analysis; and

WHEREAS, the City, as the Lead Agency, prepared a Draft Environmental Impact Report (Draft Program EIR) (SCH# 2013121055), a copy of which is on file in the office of the City Clerk and incorporated herein by this reference, in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines; and

WHEREAS, on August 7, 2014, a Notice of Availability (NOA?) and copies of the Draft Program EIR were delivered to the State Office of Planning and Research (OPR) (SCH No. 2013121055); and

WHEREAS, on August 7, 2014, the City posted a Notice of Availability (NOA) concerning the Draft Program EIR and published the NOA the Los Alamitos News Enterprise newspaper on August 5, 2014; and

WHEREAS, the Draft Program EIR was circulated for a duly noticed 45-day public review period that began on August 7, 2014 and ended on September 22, 2014; and

WHEREAS, the also City placed copies of the Draft EIR at the City of Los Alamitos Community Development counter and the Los Alamitos/Rossmoor public library; and

WHEREAS, during the forty-five (45) day Notice of Availability (NOA) review period, the City consulted with and requested comments from all responsible and trustee agencies, other regulatory agencies and others pursuant to State CEQA Guidelines section 15086;

WHEREAS, pursuant to Los Alamitos Local CEQA Guidelines, the City Council shall consider certification of the Final EIR and the Planning Commission shall make a recommendation regarding the Draft EIR to the City Council as an advisory board; and

WHEREAS, on October 13, 2014, the Planning Commission held a public hearing on this project, at which time staff presented the details of the proposed Project and the Planning Commission received oral and/or written testimony from the public regarding the applications and the Draft EIR; and

WHEREAS, the Planning Commission continued the October 13, 2014 public hearing to November 10, 2014 to continue its consideration of the Project and the Draft EIR; and

WHEREAS, prior to making a recommendation, the Planning Commission has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the Draft EIR and all oral and written evidence presented to it during all meetings and hearings.

NOW THEREFORE the Planning Commission of the City of Los Alamitos does hereby resolve as follows:

SECTION 1. The Final EIR consists of: the two volume Draft EIR dated August 2014 and a third volume dated October 2014 which includes the comments received on the DEIR, the responses to comments, and proposed revisions to the DEIR.

Together the three volumes constitute the Final Program EIR, which is referred to herein as the "EIR."

SECTION 2. The Planning Commission has independently reviewed and considered the contents of the EIR and it reflects the Planning Commission's independent judgment and analysis.

SECTION 3. The Planning Commission finds that the EIR complies with all of the requirements of CEQA, the State CEQA Guidelines, and the City's local CEQA Guidelines and has been prepared and circulated in the manner required by law.

SECTION 4. The Planning Commission finds that the Project will have less than a significant impact on Agriculture and Forestry Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, and Mineral Resources. The support for this finding can be found in the Initial Study, which is contained in Volume 2 of the DEIR.

SECTION 5. The Planning Commission finds that the Project will have less than significant impacts on the following categories and that no mitigation is required for these impact areas: aesthetics; greenhouse gas emissions, with regard to the amount of GHG emissions compared to existing conditions, hazards and hazardous materials, land use and planning; noise, with regard to long-term ambient noise levels, exposure of sensitive receptors to elevated noise levels, and increased noise exposure from operation of Los Alamitos JFTB; population and housing; public services; recreation; transportation and traffic; and utilities and service systems. These findings are further elaborated upon and supported by the information in Section IIC of the CEQA Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit A, as well as the referenced sections of the EIR and any applicable responses to comments.

SECTION 6. The Planning Commission finds that the Project will have significant impacts on the categories listed below, but that the impacts to these areas can be mitigated to a less than significant level based on the mitigation measures included in the Mitigation Monitoring and Reporting Program which is attached hereto as Exhibit B. The areas that can be mitigated below a level of significance are: air quality, with regard to placement of new sensitive receptors near major sources of toxic air contaminants as well as objectionable odors; and cultural resources. These findings and the related mitigation measures are expanded upon and supported by the information in Section IID of Exhibit A, as well as in the referenced sections of the EIR and any applicable responses to comments.

SECTION 7. The Planning Commission finds that the Project will have significant impacts on the following categories and that although mitigation measures can be imposed related to some of these impacts, there are no mitigation measures which will fully mitigate the impacts below a level of significance, leaving these impacts significant and unavoidable:

- Air quality, with respect to AQMP compliance in that projected buildout will be inconsistent with SCAQMD's AQMP. There are not mitigation measures that can be imposed for this impact.
- Air quality, with respect to construction activities generating a substantial increase in short-term criteria air pollutant emissions that exceed threshold criteria and cumulatively contribute to nonattainment designations of the Southern California air basin. While there are mitigation measures that can be imposed to reduce the impacts, they cannot be entirely eliminated.
- Air quality, with exposing people to substantial pollutant concentrations by placement of sensitive receptors near major sources of toxic air contaminants. While there are mitigation measures that can be imposed to reduce the impact, the impact cannot be entirely eliminated.
- Greenhouse gas emissions, with respect to the ability to meet reduction targets per Executive Order S-03-05. While there are mitigation measures that can be imposed to reduce the impact, the impact cannot be entirely eliminated.
- Noise, with respect to short-term ground borne vibration caused by construction activities. While there are mitigation measures that can be imposed to reduce the impact, the impact cannot be entirely eliminated.
- Noise, with respect to short-term increases in the vicinity of noise-sensitive land uses. While there are mitigation measures that can be imposed to reduce the impact, the impact cannot be entirely eliminated.
- Transportation and traffic, with respect to cumulative traffic impacts related to unacceptable levels of service at buildout. Given the roadway constraints, there are no feasible mitigation measures that can be imposed to reduce or eliminate the impact.

These findings and the related mitigation measures are expanded upon and supported by the information in Section IIE of Exhibit A, as well as in the referenced sections of the EIR and any applicable responses to comments. The Mitigation Measures that will be imposed are contained in Exhibit B attached hereto.

SECTION 8. In accordance with CEQA, the EIR analyzed a number of alternatives which are fully described in the EIR and are summarized in Section IIF of Exhibit A. The Arrowhead Products Site Alternative which leaves the 28 acre Arrowhead Parcel as Industrial instead of changing it to General Business is the environmentally superior alternative, although even this alternative has significant impacts.

Although the Arrowhead Parcel is environmentally superior, it does not reduce any of the significant impacts of the Project below a level of significance. Additionally, the alternative is not feasible as it fails to accomplish one of the important objectives of the General Plan Update, which is to increase retail opportunities along Katella Avenue.

OR

The EIR finds that this alternative has been adequately analyzed and no further CEQA review is necessary if that is the chosen alternative.

SECTION 9. Prior to approving a project for which an EIR was prepared and water suppliers were consulted pursuant to Section IV.B(4) of the City's Guidelines, the City shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy the demands of the proposed project, in addition to existing and planned future uses. The Planning Commission hereby finds that there will be sufficient water supplies for the General Plan Update.

SECTION 10. The Planning Commission finds that although there are unavoidable significant impacts, the benefits of the General Plan Update (or General Plan Update – Arrowhead Parcel Alternative) outweigh the impacts, as further set forth in Section III of Exhibit A.

SECTION 11. Recommendation of the Planning Commission: Pursuant to its obligations under 14 Cal. Code Regs. § 15025(c), the Planning Commission has reviewed and considered the Project and the Environmental Impact Report prepared for the General Plan Update and has considered the significant and unavoidable environmental impacts of the Project. The Los Alamitos Planning Commission, recommends that the City Council of the City of Los Alamitos certify the Environmental Impact Report prepared for the General Plan Update which consists of the three volumes identified in Section 1 above, adopt the Findings set forth in Section II of Attachment A, adopt a Statement of Overriding Considerations as set forth in Section III of Attachment A, and adopt the Mitigation Monitoring and Reporting Program for the Project as set forth in Attachment B.

SECTION 12. The recitals are true and correct and are incorporated by reference herein.

SECTION 13. The Planning Commission finds that all available documentation is available within the Community Development Department at the City of Los Alamitos 3191 Katella Avenue, Los Alamitos, CA 90720. The custodian of records is the Community Development Director.

SECTION 14. The Secretary of the Planning Commission shall forward a copy of this Resolution to the City Council, and to any person requesting a copy of the same.

PASSED AND APPROVED this 13th day of October 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Steven A. Mendoza, Secretary
LOS ALAMITOS PLANNING COMMISSION

CEQA FINDINGS OF FACT
AND STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
LOS ALAMITOS GENERAL PLAN UPDATE
STATE CLEARINGHOUSE NO. 2013121055

Exhibit A

I. BACKGROUND

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the project pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA and the specific reasons for considering the project acceptable even though the project has significant impacts that are infeasible to mitigate.

The lead agency is responsible for the adequacy and objectivity of the EIR. The City of Los Alamitos (City), as lead agency, has subjected the Draft EIR (DEIR) and Final EIR (FEIR) to the agency's own review and analysis.

A. PROJECT SUMMARY

The proposed project is an update to the City of Los Alamitos General Plan. The Los Alamitos General Plan Update is intended to provide guidance for long-term growth, maintenance, and preservation in the City over the next 20-plus years. The General Plan Update also includes the community of Rossmoor as part of the City's sphere of influence (SOI) to understand future demands for services and implications for growth in Rossmoor and the City. The Los Alamitos General Plan Update addresses the required elements and one optional element: Land Use; Economic Development; Open Space, Recreation, and Conservation; Mobility and Circulation; Housing; Public Facilities and Safety; and Growth Management. The Housing Element was recently updated for the 2014–2021 planning period and was adopted on February 3, 2014. The Housing Element remains a part of the Los Alamitos General Plan, but is not part of the comprehensive General Plan Update.

The proposed land use plan would allow for up to a total of 23,003 residents, 18,430 jobs, 8,735 dwelling units, and 8,881,442 nonresidential square feet of development under the General Plan Update. 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 General Plan buildout. In addition, the proposed General Plan Update identifies the Los Alamitos Joint Forces Training Base (JFTB) as Community & Institutional/JFTB. However, it should be noted

that although the Los Alamitos JFTB is within the City's municipal boundary, the City has no jurisdiction or land use authority on this U.S. military installation.

B. PROJECT OBJECTIVES

The General Plan Update is guided by a set of community values and priorities developed by the Los Alamitos City Council and Commissions with input from the community in Los Alamitos and Rossmoor. The following objectives have been established for the Los Alamitos General Plan Update and will aid decision makers in their review of the project and associated environmental impacts:

- Maintain high levels of safety and service
- Create an attractive and pedestrian-friendly downtown
- Introduce pedestrian bridges
- Maximize retail opportunities along Katella Avenue
- Relocate City Hall
- Offer incentives to preserve and attract business
- Improve the look and identity of the City
- Provide consistent and effective code enforcement
- Maintain a good relationship with the Los Alamitos Unified School District
- Create more open space, parks, trails, community gardens, and recreation areas
- Evaluate annexation carefully
- Establish centralized parking options
- Enhance cultural uses and historical preservation

C. ENVIRONMENTAL REVIEW PROCESS

The FEIR includes the DEIR dated August 2014, written comments on the DEIR that were received during the public review period, and written responses to those comments and changes to the DEIR (hereinafter referred to collectively as the FEIR). In conformance with CEQA and the State CEQA Guidelines, the City of Los Alamitos conducted an extensive environmental review of the proposed project. The environmental review process has included:

- Completion of an Initial Study (IS)/Notice of Preparation (NOP) on December 18, 2013. The public review period extended from December 18, 2013, to January 17, 2014. The NOP was posted at the Orange County Clerk's office on December 18, 2013. Copies of the IS were made available for public review at the City of Los Alamitos and the Los Alamitos/Rossmoor Library.
- Completion of the scoping process where the public was invited by the City to participate in a scoping meeting held January 6, 2014 at City Hall. The notice of a public scoping meeting was included in the NOP.
- Preparation of a DEIR, which was made available for a 45-day public review period beginning August 7, 2014, and ending September 22, 2014. The scope of the DEIR was determined based on the City's Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City. Section 2.3, *Scope of this DEIR*, of the DEIR

describes the issues identified for analysis in the DEIR. The Notice of Availability (NOA) for the DEIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Los Alamitos, and published in the *News Enterprise*. The NOA was posted at the Orange County Clerk's office on August 7, 2014. Copies of the DEIR were made available for public review at the City of Los Alamitos and the Los Alamitos/Rossmoor Library

- Preparation of a Final EIR (FEIR), including comments, the responses to comments on the DEIR, and revisions to the DEIR. The FEIR was released for a 10-day agency review period prior to certification of the FEIR.
- Public hearings on the proposed project were held, including a Planning Commission hearing on October 13, 2014, and a City Council Hearing on November 17, 2014.

D. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the proposed project includes, but is not limited to, the following documents and other evidence:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the proposed project.
- The DEIR and the FEIR for the proposed project.
- All written comments submitted by agencies or members of the public during the public review comment period on the DEIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the DEIR.
- All written and verbal public testimony presented during a noticed public hearing for the proposed project.
- The Mitigation Monitoring and Reporting Program.
- The reports and technical memoranda included or referenced in the in the FEIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and FEIR.
- The Resolutions adopted by the City in connection with the proposed project, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.

E. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the project are at the City of Los Alamitos Community Development Department, 3191 Katella Avenue, Los Alamitos, CA 90720. The City's Community Development Director is the custodian of the administrative record for the project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Planning Division. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

II. FINDINGS AND FACTS

The City of Los Alamitos, as lead agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the DEIR and FEIR.

Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FEIR.
 2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.
- (b) The findings required by subsection (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.
- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The “changes or alterations” referred to in Section 15091(a)(1) may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

A. Format

This section summarizes the significant environmental impacts of the project, describes how these impacts are to be mitigated, and discusses various alternatives to the proposed project, which were developed in an effort to reduce the remaining significant environmental impacts. All impacts are considered potentially significant prior to mitigation unless otherwise stated in the findings.

This remainder of this section is divided into the following subsections:

Section B, Summary of Environmental Impacts, presents the summary of impacts of the proposed project.

Section C, Findings on Impacts Determined to Be Less Than Significant, presents the impacts of the proposed project that were determined in the EIR to be less than significant without the addition of mitigation measures and presents the rationales for these determinations.

Section D, Findings on Impacts Mitigated to Less Than Significant, presents significant impacts of the proposed project that were identified in the FEIR, the mitigation measures identified in the Mitigation Monitoring Program, and the rationales for the findings.

Section E, Findings on Significant Unavoidable Impacts, presents significant impacts of the proposed project that were identified in the FEIR, the mitigation measures identified in the Mitigation Monitoring Program, the findings for significant impacts, and the rationales for the findings.

Section F, Findings on Project Alternatives, presents alternatives to the project and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

B. Summary of Environmental Impacts

Based on the NOP and DEIR, the following is a summary of the environmental topics considered to have no impact, a less than significant impact, a less than significant impact with incorporation of mitigation measures, and a significant and unavoidable impact.

No Impact

- Agricultural and Forestry Resources
- Biological Resources
- Geology and Soils
- Hydrology and Water Quality
- Mineral Resources

Less Than Significant Impact

- Aesthetics
- Greenhouse Gas Emissions (GHG) emissions (amount of GHG emissions compared to existing conditions)
- Hazards and Hazardous Materials
- Land Use and Planning
- Noise (long-term ambient noise levels, exposure of sensitive receptors to elevated noise levels, and increased noise exposure from operation of Los Alamitos JFTB)
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic (cumulative impacts and inclusion of alternative transportation plans/programs)
- Utilities and Service Systems

Less Than Significant Impact with Mitigation Incorporated

- Air Quality (placement of new sensitive receptors near major sources of toxic air contaminants, objectionable odors)
- Cultural Resources

Significant and Unavoidable Impact

- Air Quality (air quality management plan compliance, air quality management district thresholds, operation and construction-related criteria air pollutants, and exposure of sensitive receptors to elevated concentrations of air pollutants)
- Greenhouse Gas Emissions (GHG reduction targets per Executive Order S-03-05)
- Noise (short-term groundborne vibration and increased construction noise levels near noise-sensitive land uses)
- Transportation and Traffic (cumulative traffic impacts related to unacceptable levels of service at buildout)

C. Findings on Impacts Determined to be Less Than Significant

Initial Study

An Initial Study was prepared by the City of Los Alamitos to identify the potential significant effects of the project. The Initial Study was completed and distributed with the NOP for the proposed project, dated December 18, 2013. The Initial Study determined that the proposed project would not have the potential to result in significant impacts to Agricultural and Forestry Resources, Biological Resources, Geology and Soils, Hydrology and Water Quality, and Mineral Resources. All other topical areas of evaluation in the Environmental Checklist were determined to require further assessment in an EIR.

Draft EIR

It was determined that several potential environmental effects would not result from the proposed project, or would result but would not have a significant impact on the environment. This determination was made based on the findings of the DEIR prepared for the project. The following summary briefly describes those environmental topics that were found not to be significant with implementation of existing regulations, as detailed in each respective topical section of Chapter 5.0 of the DEIR.

1. Aesthetics

Impact 5.1-1: Buildout in accordance with the proposed General Plan Update land use plan would alter the visual appearance of the plan area, but would not substantially degrade its existing visual character or quality.

Support for this environmental impact conclusion is fully discussed in Section 5.1, *Aesthetics* and in particular, starting on page 5.1-8 of the DEIR.

Because the General Plan Update is not a “growth oriented” plan and Los Alamitos is almost entirely built out, new policies, land uses changes, and other components of the proposed General Plan Update are not anticipated to dramatically alter the character or visual quality of the community. No substantial changes in land use or road network are proposed. Policies that would affect the visual environment are generally aimed at capitalizing on existing opportunities for redevelopment with minimal changes to the existing land use patterns. Furthermore, upon implementation of the General

Plan Update, the visual appearance of residential neighborhoods would remain largely unchanged, since few changes are proposed for those areas.

Impacts of Land Use Element

As mentioned above, the General Plan Update is not growth oriented; it does not propose substantial increases in allowed density or apply new land use designations to large swaths of the City (or SOI). However, some changes in existing land use would occur prior to General Plan buildout, including development of approximately 535 new housing units and 903,465 square feet of nonresidential space (commercial, industrial, and institutional). The proposed General Plan Update includes land use changes as part of the proposed Land Use Element. Nevertheless, the proposed Land Use Element's goals and policies would address aesthetic concerns. Goal 4 advocates "neighborhoods and buildings that are well maintained and demonstrate a sense of pride and identity." Policies 4.1 through 4.5 in particular address community character and context-sensitive development. Implementation of these policies would ensure that opportunities for development and redevelopment in Los Alamitos would also serve as opportunities for enhancement of the community's visual environment.

Impacts of Circulation Element

After changes in land use, the component of the proposed General Plan Update most likely to affect the visual character of Los Alamitos is the Mobility and Circulation Element. The vast majority of streets and roadways in the plan area for the Mobility and Circulation Element are not proposed to be redesigned during the lifespan of the proposed General Plan Update. The element focuses on targeted minor changes in select locations that would increase mobility, access, and safety in the City. These include new bicycle and pedestrian facilities, raised colored and textured intersections, traffic calming measures, and pedestrian bridges (pedestrian bridges are discussed under Subsection 9, Transportation and Traffic, Impact 5.11-3). Such improvements would generally have a minimal effect on the overall visual appearance of the community. To the contrary, intersection improvements and/or traffic calming measures (such as curb extensions and roundabouts) would break up the visual monotony of the City's wide streets, creating visual interest with new landscaping and material changes.

Conclusion

As discussed above, some land use and circulation changes would alter the visual appearance and character of Los Alamitos. However, these changes would likely occur incrementally prior to buildout and would generally result in beneficial aesthetic impacts. Proposed changes would create more visually cohesive neighborhoods along the City's major corridors while maintaining the current appearance and character of existing residential neighborhoods, including Rossmoor. Additionally, applying the concepts set forth in the Commercial Corridors Plan, new development can be guided to develop projects that would not degrade the environment. Therefore, Impact 5.1-1 would be less than significant.

Finding: Compliance with General Plan policies and design guidelines in the Commercial Corridors Plan would enhance and preserve the City's existing visual character and quality. Impacts related to visual appearance and character would be less than significant.

2. Greenhouse Gas Emissions

Impact 5.4-1 Buildout of the City of Los Alamitos pursuant to the General Plan Update would decrease GHG emissions compared to existing conditions as a result of federal and state GHG emissions regulations and would not generate GHG emissions that would have a significant impact on the environment.

Support for this environmental impact conclusion is fully discussed in Section 5.4, *Greenhouse Gas Emissions*, and particularly beginning on page 5.4-16 of the DEIR.

Development under the project would contribute to global climate change through direct and indirect emissions of GHGs from land uses in the City of Los Alamitos and Rossmoor. The change in GHG emissions is based on the difference between existing land uses and land uses associated with buildout of the General Plan Update. The community-wide GHG emissions inventory for the City of Los Alamitos and Rossmoor at buildout (post-2035) compared to existing conditions shows post-2035 changes, including reductions from federal and state measures identified in the California Air Resource Board's (CARB) Scoping Plan—i.e., Pavley fuel efficiency standards, Low Carbon Fuel Standard (LCFS) for fuel use (transportation and off-road), and state reductions for nontransportation measures. It is likely that new federal and state programs would be adopted, resulting in further GHG reductions post-2035.

Compared to the existing emissions inventory, the City of Los Alamitos and SOI would experience a decrease of 13,789 metric tons of carbon dioxide-equivalent (MTCO₂e) of GHG emissions at buildout as a result of regulations adopted to reduce GHG emissions and turnover of California's on-road vehicle fleets. As identified by the California Natural Resources Agency's "Final Statement of Reasons for Regulatory Action, Amendments to the State CEQA Guidelines Addressing Analysis and Mitigation of Greenhouse Gas Emissions Pursuant to Senate Bill 97" (CNRA 2009), the CEQA Guidelines do not establish a zero emissions threshold of significance because there is no "one molecule" rule in CEQA. Therefore, emissions generated by additional growth in the City and Rossmoor would be offset by a reduction in existing emissions from implementation of federal and state regulations. As a result, the City of Los Alamitos and Rossmoor would not experience an increase in GHG emissions at project buildout. GHG emissions in the City would be approximately 5 percent less than the City's 2013 community GHG emissions, even with additional growth. Consequently, impacts would be less than significant.

Finding: Buildout of the General Plan Update would lessen the amount of GHG emissions compared to existing conditions by approximately 5 percent and would have a less than significant impact.

3. Hazards and Hazardous Materials

Impact 5.5.1: Future construction and/or operational activities accommodated by the General Plan Update would involve the transport, use, and/or disposal of hazardous materials; however, existing federal, state, and local regulations would ensure risks are minimized.

Support for this environmental impact conclusion is fully discussed in Section 5.5, *Hazards and Hazardous Materials*, and in particular, beginning on page 5.5-22 of the DEIR.

Buildout of the General Plan Update would expand industrial uses, some of which would involve the transport, use, and/or disposal of hazardous materials and involve demolition of older buildings that contain asbestos-containing materials (ACM) or lead-based paint (LBP). Future development requiring demolition would be required to comply with the California Health & Safety Code, Occupational Safety and Health Administration, and South Coast Air Quality Management District Rule 1403 related to removal of ACMs and LBPs. Compliance would require the preparation of LBP and ACM surveys for any building demolitions and appropriate remediation measures for removal of these materials.

In addition, existing regulations address the transport of hazardous materials. Vehicles carrying hazardous materials are required to have placards that indicate at a glance the chemicals being carried and whether or not they are corrosive, inflammable, or explosive. The conductors are required to carry detailed material data sheets for each of the substances on board. These documents are designed to help emergency response personnel assess the situation immediately upon arrival at the scene of an accident and take the appropriate precautionary and mitigation measures. The California Highway Patrol is in charge of spills on or along freeways, with Caltrans, Orange County Transportation Authority (OCTA), Orange County Environmental Health Division, and local sheriffs providing additional resources as needed.

Existing regulations with respect to hazardous materials transportation, management, and disposal are designed to be protective of human health. The Resource Conservation and Recovery Act (RCRA), Emergency Planning and Community Right-to-Know Act, state regulations, provisions of the Los Alamitos Municipal Code, and policies in the General Plan Update all minimize potential hazardous material impacts. Therefore, no significant impacts to the public or environment through the routine transport, use, or disposal of hazardous waste/materials are anticipated as a result of the proposed project.

Finding: Compliance with existing federal, state, and local regulations, provisions of the Los Alamitos Municipal Code, and General Plan policies would minimize adverse impacts of hazardous materials to less than significant.

Impact 5.5-2: The City and Rossmoor are included on a list of hazardous materials sites; however, compliance with existing regulations would ensure hazards are remediated to the applicable state and federal standards.

Support for this environmental impact conclusion is fully discussed in Section 5.5, *Hazards and Hazardous Materials*, and in particular, starting on page 5.5-23 of the DEIR.

There are 71 GeoTracker sites in Los Alamitos and Rossmoor, including 18 open cases; 10 EnviroStor sites, including 8 open cases; and 86 hazardous materials generators listed on the RCRA database. Of the 18 open GeoTracker cases, 15 are either eligible for closure or are undergoing remediation or verification monitoring.

Because numerous sites are undergoing investigation and/or remediation within and adjacent to the City, impacts from hazardous substance at or adjacent to specific project developments in the City may occur. Future developments in the City in accordance with implementation of the General Plan Update may be impacted by hazardous substances remaining from historical operations, which may pose significant health risks. However, properties contaminated by hazardous substances are

regulated at the local, state, and federal levels and are subject to compliance with stringent laws and regulations for investigation and remediation. For example, compliance with the Comprehensive Environmental Response, Compensation, and Liability Act; the RCRA; California Code of Regulations Title 22; and related requirements would remedy any potential impacts caused by hazardous substance contamination. Therefore, buildout of the General Plan Update would result in a less than significant impact upon compliance with existing laws and regulations.

Finding: Compliance with existing federal, state, and local regulations would minimize adverse impacts of hazardous materials sites to less than significant levels.

Impact 5.5-3: Buildout of the General Plan Update would place additional development and residents in the vicinity of the Los Alamitos Army Airfield; however, land uses would be compatible with the Airport Environs Land Use Plan.

Support for this environmental impact conclusion is fully discussed in Section 5.5, *Hazards and Hazardous Materials*, and in particular, starting on page 5.5-23 of the DEIR.

The Los Alamitos JFTB, which includes Los Alamitos Army Airfield (AAF), occupies much of the southern part of the City. Approval and implementation of the General Plan Update would have no impact on land uses within the Los Alamitos JFTB Clear Zone, since the City of Los Alamitos does not have authority over land uses on the Los Alamitos JFTB. No impact regarding land-use regulation respecting airport-related hazards would occur.

The Los Alamitos JFTB Airport Environs Land Use Plan (AELUP) also establishes horizontal and three-dimensional airspace where obstructions to aircraft movement are prohibited. The entire City and Rossmore are within the height-restriction zone for the Los Alamitos JFTB (ALUC 2002). Building heights in the City are regulated under the City's Zoning Code (Municipal Code Title 17), not the General Plan; the General Plan Update does not propose changes to building-height standards in the Zoning Code. Furthermore, new land uses built pursuant to the General Plan Update would be required to comply with standards outlined in the AELUP. This would ensure that land uses allowed under the proposed General Plan Update would not encroach into areas required for the safe takeoff and landing of aircraft at the Los Alamitos AAF. Compliance with these policies and land-use restrictions included in the airport's AELUP would minimize potential safety hazards for people residing and working near the Los Alamitos AAF. Therefore, no significant impacts relating to airport hazards are anticipated.

Furthermore, on ~~October 16, 2014~~, the Airport Land Use Commission found that the General Plan Update was consistent with the AELUP.

Finding: Compliance with the City's Zoning Code and Los Alamitos JFTB's AELUP would ensure land use compatibility with the Los Alamitos AAF, and impacts are less than significant.

4. Land Use and Planning

Impact 5.6-1: Implementation of the General Plan Update would not conflict with applicable plans adopted for the purpose of avoiding or mitigating and environmental effect.

Support for this environmental impact conclusion is fully discussed in Section 5.6, *Land Use and Planning*, and in particular, starting on page 5.6-5 of the DEIR.

State Planning Law and California Complete Streets Act Consistency

The General Plan Update is consistent with California Government Code Section 65302 because it addresses the seven required elements. More specifically, the General Plan Update involves a revision to the land use map and reorganizes the current General Plan into seven elements. Throughout the various elements, the General Plan Update outlines development goals and policies and includes forecasts of long-term conditions; exhibits and diagrams; and objectives, principles, standards, and plan proposals. The proposed land-use plan and the goals and policies in the General Plan Update strive to preserve and ensure land-use compatibility throughout the City and Rossmoor.

Various elements of the General Plan Update contain policies that help the City implement AB 1358, the California Complete Streets Act. By implementing Complete Streets policies, the City would increase the number of trips made by alternative modes of travel (e.g., transit, bicycling, and walking), correspondingly reducing the number of vehicle trips and associated greenhouse gas emissions. An increase in transit trips, bicycling, and walking would thus help the City meet the transportation needs of all residents and visitors while reducing traffic congestion and helping meet the greenhouse gas reduction goals of Assembly Bill 32 (AB 32), the Global Warming Solutions Act, and Senate Bill 375 (SB 375), which are implemented through the Southern California Association of Governments' (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (SCAG 2012).

SCAG 2012–2035 RTP/SCS Consistency

The 2012–2035 RTP/SCS goals are directed to transit, transportation and mobility, and protection of the environmental and health of residents. The analysis in Table 5.6-1 of Section 5.6, *Land Use and Planning*, of the DEIR, concludes that the proposed project would be consistent with the applicable RTP/SCS goals. Therefore, implementation of the proposed project would not result in significant land-use impacts related to relevant RTP/SCS goals.

Airport Environs Land Use Plan Consistency

Approximately 50 percent of the City's total land area is occupied by the Los Alamitos JFTB. The City falls within the airport planning area of the JFTB; land uses within the airport planning-area boundaries are required to conform to safety, height, and noise restrictions established in the AELUP for the JFTB. Additionally, the entire City and Rossmoor fall within the height restriction zone for the JFTB, and portions of the City fall within the 60 and 65 decibel noise contours.

ALUC review is required for adoption of or amendments to a General Plan or Specific Plan; zoning ordinance; master plan for public use airports; and heliports within the airport influence area (Public Utilities Code Sections 21676(b), 21676(c), 21664.5, and 21661.5

Pursuant to California Public Utilities Code Section 21676, local governments are required to submit all general plan and zoning amendments that occur in the ALUC planning areas for consistency review by ALUC. On ~~October 16, 2014~~, the ALUC determined that the General Plan Update was consistent with the AELUP.

Potential Hazards to Aircrafts, People, and Property

The City has no land-use jurisdiction within the Los Alamitos JFTB boundaries or its Clear Zone. Additionally, no changes are proposed to the land-use designations of the Los Alamitos JFTB under the General Plan Update, and no development is forecast to occur that would affect airport operations.

The entire City and Rossmoor fall within the height restriction zone for the Los Alamitos JFTB, and as stated in Section 5.5 of the DEIR, building heights in the City are regulated under the City's Zoning Code (Municipal Code Title 17), and not the General Plan; the General Plan Update does not propose changes to building height standards in the Zoning Code. Additionally, new land uses built pursuant to the General Plan Update would be required to comply with standards outlined in the AELUP. Adherence to the AELUP would ensure that land use allowed under the proposed General Plan Update would not encroach into areas required for the safe takeoff and landing of aircraft. Therefore, no significant impacts relating to airport hazards are anticipated.

Potential Aircraft Noise Impacts

Sensitive land uses within the 60 and 65 dBA CNEL noise contour of the Los Alamitos JFTB include existing residential homes on the western and northern edges of the Los Alamitos JFTB. Approximately 30 single-family homes on the northeast site of the Los Alamitos JFTB and approximately 20 homes to the west of the Los Alamitos JFTB are exposed to noise levels above 65 dBA CNEL. Because this area is developed with single-family residential homes and the project would not change the land use designation at the residential areas surrounding the airport; the proposed project would not intensify the number of persons exposed to noise levels above 65 dBA CNEL. Therefore, implementation of the General Plan Update would not expose new noise-sensitive land uses to incompatible levels of aircraft noise.

Finding: Development in accordance with the General Plan Update would be consistent with California Government Code requirements for General Plans and for Complete Streets; the 2012– 2035 SCAG RTP/SCS; and the Airport Environs Land Use Plan. Compliance with existing regulations and the City's municipal code would reduce impacts to less than significant.

5. Noise

Impact 5.7-1 The General Plan Update would not result in a substantial long-term increase in ambient noise levels generated by vehicle traffic.

Support for this environmental impact conclusion is fully discussed in Section 5.7, *Noise*, and in particular, starting on page 5.7-18 of the DEIR.

Future development in accordance with the proposed General Plan Update would cause increases in traffic along local roadways. In community noise assessments, a 3 dBA (A-weighted decibel) increase is considered “barely perceptible,” and increases over 5 dBA are generally considered “readily perceptible” (Caltrans 2009). Noise-sensitive residential uses are considered normally acceptable under ambient noise conditions of 60 dBA community noise equivalent level (CNEL). Because the

expected ambient noise increase would occur over a long period—more than 20 years—as opposed to an immediate change, a significant impact would occur for roadways where buildout of the General Plan Update would result in a noise increase of 3 dB or more in an environment where the ambient noise level is 60 dBA CNEL.

Under the 2035 scenario, the ambient noise environment would be higher than 60 dBA CNEL along most of the study-area roadway segments. However, buildout of the proposed General Plan Update would only result in noise level increases up to 1.1 dB from existing conditions. These incremental increases would be below the levels that are considered barely perceptible and would be below the thresholds. Therefore, traffic-related noise impacts to offsite uses from implementation of the proposed General Plan Update would be less than significant.

Finding: Buildout of the proposed project would only result in an increase of up to 1.1 dB from existing conditions, which is considered barely perceptible and below thresholds. Impacts would be less than significant.

Impact 5.7-2: The General Plan Update would not expose sensitive receptors to elevated noise levels from traffic and stationary noise.

Support for this environmental impact conclusion is fully discussed in Section 5.7, *Noise*, and in particular, starting on page 5.7-19 of the DEIR.

Noise-sensitive land uses include residential, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas. Commercial and industrial areas are not considered noise sensitive and have much higher tolerances for exterior noise levels. Noise-sensitive land uses would be exposed to transportation sources, including vehicular traffic and aircraft overflights.

Traffic noise contours were calculated for long-range, 2035 conditions. According to the traffic noise contours, several portions of the City will be in areas exposed to noise levels above 60 dBA CNEL, which is the level considered normally compatible with the development of residential uses. For the purpose of assessing the compatibility of new development with the anticipated ambient noise, the City uses the Community Noise and Land Use Compatibility standards. The extent of the exposure to noise depends on site-specific conditions and location of buildings. Further review would be required as future development is proposed. New sensitive land uses would have to demonstrate compatibility with the ambient noise levels. Any siting of new noise-sensitive land uses within a noise environment that exceeds the normally acceptable land use compatibility criterion represents a potentially significant impact and would require a separate noise study through the development review process to determine the level of impacts and required mitigation. The City's Municipal Code includes several noise standards in Chapter 17.24 to control noise from stationary sources. In addition, the General Plan Update includes policies in the Public Facilities and Safety Element. Policies 4.1 through 4.6 would reduce noise impacts from transportation and stationary noise sources to sensitive uses by requiring an assessment of potential noise impacts and the implementation of mitigation measures to meet applicable standards; by coordinating with Caltrans and the Los Alamitos JFTB to minimize roadway and aircraft noise; and by controlling noise at the source at business operations.

Finding: With the noise standards in the City's Municipal Code and implementation of the General Plan Public Facilities and Safety Element policies related to noise, impacts from transportation and stationary noise sources would be less than significant.

Impact 5.7-5: Implementation of the General Plan Update would not result in increased noise exposure from operation of the Los Alamitos Joint Forces Training Base.

Support for this environmental impact conclusion is fully discussed in Section 5.7, *Noise*, and in particular, starting on page 5.7-28 of the DEIR.

As discussed above, the Los Alamitos JFTB is a military aviation facility, and operations at the Los Alamitos JFTB would continue to contribute to the ambient noise environment. The major sources of noise at the base are vehicular traffic on City roadways, major events at the base, and aircraft operations.

Aircraft Noise

The AELUP establishes standards for the compatibility between the Los Alamitos AAF and surrounding parcels. The standards identify land uses that are considered inconsistent with airport operations and areas where the greatest noise from aircraft is expected to occur, and establish height limits in select areas around the runway. Approximately 30 existing single-family homes to the northeast of the Los Alamitos JFTB and approximately 20 homes to the west of the JFTB are exposed to noise levels above 65 dBA CNEL. Because this area is developed with single-family residential and the project would not change the land use designation at the residential areas surrounding the airport, the proposed project would not intensify the number of persons exposed to noise levels above 65 dBA CNEL. Therefore, implementation of the General Plan Update would not expose new noise-sensitive land uses to incompatible levels of aircraft noise. Because the project would not introduce new sensitive receptors to areas that would be inconsistent with the AELUP, noise impacts from aircraft noise at the Los Alamitos JFTB related to the implementation of the General Plan would be less than significant.

Vehicular Traffic and Events

In addition to military operations, the Los Alamitos JFTB hosts community events such as the annual Race on the Base and the Wings, Wheels and Rotors Expo. The Los Alamitos JFTB also houses the Sunburst Youth Challenge Academy, Youth Baseball Fields, and Aquatic Center, all of which are used by civilians. On weekends and other select training periods, activities can increase substantially. The 2035 noise level contours for the segment of Lexington Drive between Katella Avenue and the Los Alamitos JFTB were calculated for a typical traffic condition, without events or military exercises. The 70 dBA CNEL noise level contour falls within the road right-of-way, and the

65 dBA CNEL contour falls within 30 feet of the road centerline. The nearest homes are approximately 45 feet from the road centerline, outside the 65 dBA CNEL of the road. Therefore, during normal traffic conditions, the residential areas along the road are compatible with traffic noise on Lexington Drive. The other access route to the Lexington Drive entrance is provided via Farquar Avenue, which is exposed to less noise than Lexington Drive.

According to the Los Alamitos JFTB staff, the base hosts major military training exercises approximately once a month, when there is an increase in vehicular activity due to military truck convoys accessing the base. These events would continue to be sporadic, causing noise increases due to truck passbys that occur for short periods of time. Finally, the project would not modify the land use plan for the areas in the vicinity of the base south of Katella Avenue and east of Los Alamitos Boulevard. Therefore, noise impacts would be less than significant.

Finding: The proposed project would not modify land use changes in the vicinity of the Los Alamitos JFTB; therefore, aside from sporadic noise increases from military training exercises and community events, noise impacts would be less than significant.

6. Population and Housing

Impact 5.8-1: The proposed project would result in an increase of 1,385 people and 3,770 employees in the City of Los Alamitos and Rossmoor; however, the General Plan Update accommodates future growth in the City by providing for infrastructure and public services to accommodate this projected growth.

Support for this environmental impact conclusion is fully discussed in Section 5.8, *Population and Housing*, and in particular, starting on page 5.8-8 of the DEIR.

Housing and Population Growth

The General Plan Update would permit development of a net increase of up to 532 residential units for a total of 8,735 units, which would result in a net increase of 1,385 people in the City and Rossmoor. At General Plan Update buildout, the estimated total population of the City and SOI would be 23,003, a 6.4 percent increase in population from existing conditions.

The forecast population of the City and Rossmoor at General Plan buildout would slightly exceed the existing regional population forecast for 2035 (22,653 persons) by 350 persons, or 1.5 percent. The estimated number of housing units in the City and Rossmoor at General Plan buildout would exceed the existing regional housing forecast for 2035 (8,150 units) by 585 units, or 7.2 percent. However, General Plan Update buildout could occur after the 2035 horizon. Thus, the increases in population and housing due to General Plan Update buildout compared to regional forecasts for 2035 would not be a substantial adverse impact.

Employment Growth

Buildout of the General Plan Update would entail an increase of 903,465 nonresidential square feet in the City and SOI for office, commercial, retail, industrial, and mixed uses. Consequently, the General Plan Update would accommodate 18,430 employees in the City and SOI. The General Plan Update would result in a net increase in employment of 3,770 employees, a 25.7 percent increase in employment compared to existing conditions, all of which would be in Los Alamitos except for 13 more employees in Rossmoor. General Plan Update buildout could occur over a longer buildout horizon than 2035. Therefore, the increase in employment due to General Plan Update buildout compared to regional forecasts for 2035 would not be a substantial adverse impact.

Jobs-Housing Balance

The jobs-housing balance in Los Alamitos and the SOI would be 2.11, an increase of 0.32 jobs per housing unit compared to 2013, which means the City of Los Alamitos would continue to draw a large daytime population due to the amount of employment-generating land uses in the City. SCAG policy aims to balance jobs and housing within the regions, not within specific cities or communities. Therefore, the analysis of impacts on jobs-housing balance is for comparison only; the impact would not be a significant impact under CEQA.

Finding: Implementation of the General Plan Update would directly induce population and employment growth in the area. However, the General Plan Update accommodates future growth in the City by providing for infrastructure and public services to accommodate this projected growth. Therefore, implementation of the proposed project would result in a less than significant impact relating to population and employment growth.

7. Public Services

Impact 5.9-1: **The proposed project would introduce new structures and residents into the Orange County Fire Authority service boundaries, thereby increasing the requirement for fire protection facilities and personnel. However, sufficient revenue would be available for necessary service improvements to provide for adequate fire protection (staffing and facilities) upon buildout of the General Plan Update.**

Support for this environmental impact conclusion is fully discussed in Section 5.9.1, *Public Services*, and in particular, starting on page 5.9-8 of the DEIR.

Under the General Plan Update, staffing levels for fire protection and emergency services in Los Alamitos would continue to be established by the Orange County Fire Authority (OCFA). Public safety in Los Alamitos and Rossmoor, including fire protection and emergency services provided by OCFA, is paid for with county revenue generated by property taxes. Although there is no direct fiscal mechanism that ensures that funding for fire and emergency services would grow exactly proportional to an increased need for services resulting from population growth in the City, property taxes would be expected to grow roughly proportionate to any increase in residential units and/or businesses in Los Alamitos and Rossmoor. OCFA would also maintain appropriate firefighter staffing to ensure compliance with the National Fire Protection Association standards for response time and coverage. Furthermore, policies and implementation programs in the proposed General Plan Update encourage maintaining staffing, facilities, and training activities to effectively respond to general and emergency public service calls.

Despite the predicted increase in population, OCFA does not currently foresee the need for additional fire stations within the next five years. Additionally, Fire Stations No. 17 and 48 have recently been rebuilt. New developments over 50 units would also be required to enter into a Secured Fire Protections Agreement to provide for fair-share funding of capital improvements (Hernandez 2014).

In addition, if construction impacts of development projects that would be accommodated by the General Plan Update necessitate the closure of roadways that serve a particular project, project applicants would be required to coordinate road closures and emergency access with OCFA and the City to ensure that adequate access for emergency vehicles is provided and that an adequate level of

fire protection services is maintained at the adopted service levels. Future development projects that would be accommodated by the General Plan Update would also be reviewed by the City of Los Alamitos and OCFA on an individual basis and would be required to comply with requirements in effect at the time building permits are issued. Development projects would also be required to comply with the most current adopted fire codes, building codes, and nationally recognized fire and life safety standards of Los Alamitos, Orange County, and the State of California.

Therefore, project implementation impacts on fire protection and emergency services and facilities are less than significant.

Finding: Compliance with existing City and OCFA regulations, including fire and building codes and life safety standards, as well as policies and implementation programs in the proposed General Plan Update would minimize adverse impacts to fire services to less than significant levels.

Impact 5.9-2: **The proposed project would introduce new structures, residents, and workers into the Los Alamitos Police Department's service boundaries, thereby increasing the requirement for police protection facilities and personnel. However, sufficient revenue would be available for necessary service improvements to provide for adequate police protection upon buildout of the General Plan Update.**

Support for this environmental impact conclusion is fully discussed in Section 5.9.2, *Public Services*, and in particular, starting on page 5.9-13 of the DEIR.

Buildout is anticipated to result in an approximate total of 1,385 new residents and 3,770 additional employees in the City and SOI compared to existing conditions. Additional police equipment, facilities, and personnel would be required to provide adequate response times, acceptable public service ratios, and other performance objectives for law enforcement services. Additionally, the Los Alamitos police station is experiencing some age-related infrastructure issues and lacks adequate space for efficient operations and workflow. Any significant increases in the Los Alamitos Police Department's staffing level could not be accommodated within the existing station (Mattern 2014).

Until Rossmoor is incorporated into the City of Los Alamitos, staffing levels for police services in Los Alamitos would continue to be established by the Los Alamitos Police Department, and staffing levels for police services in Rossmoor would continue to be established by the Sheriff's Department. If Rossmoor were incorporated into the City of Los Alamitos, the Los Alamitos Police Department would provide police services to Rossmoor. Consequently, additional staffing, equipment, and facilities in the Los Alamitos Police Department would be necessary to ensure the same level of service to the residents and businesses of the City and Rossmoor. Buildout of the General Plan Update includes buildout of the SOI, resulting in an increase in demand for police protection services within the City and SOI.

Public safety in Los Alamitos, including police protection services, is paid for from the City's General Fund. General Fund revenues are collected from property, sales, and utility users' taxes. There is no direct fiscal mechanism that ensures that funding for police services would grow exactly proportional to an increased need for police services resulting from population growth in the City. However, revenue sources that contribute to funding the City's General Fund would be expected to grow in rough proportion to any increase in residential units and/or businesses in Los Alamitos. The revenue

generated by existing land uses within the City and SOI (if incorporated) and new growth in the City and SOI would be used to supply the Los Alamitos Police Department with additional police officers, professional staff, equipment, etc., as they see fit.

As noted by the Los Alamitos Police Department, realistic changes in the current policing facilities and personnel are anticipated to occur more than five years into the future (Mattern 2014). Furthermore, policies and implementation programs in the proposed General Plan Update require that police protection services reflect the growing needs of residents. In particular, Policy 2.2 of the Public Facilities and Safety Element requires that the City prioritize enforcement activities to minimize existing and prevent future public safety hot spots.

The need for additional structures and personnel would be financed through the City's General Fund, and the impacts of General Plan Update on police services would be less than significant. Therefore, implementation of the General Plan Update would not result in adverse physical impacts on police services and facilities.

Finding: Implementation of policies and implementation programs in the proposed General Plan Update and additional funding financed through the City's General Fund would reduce impacts on police services to less than significant.

Impact 5.9-3: **The proposed project would generate approximately 373 new students who would impact the school enrollment capacities of area schools; however, payment of SB 50 development impact fees would provide funding for the financing of new school facilities.**

Support for this environmental impact conclusion is fully discussed in Section 5.9.3, *Public Services*, and in particular, starting on page 5.9-18 of the DEIR.

Buildout of the General Plan Update, which includes buildout of the SOI, would allow up to 532 additional dwelling units in Los Alamitos and Rossmoor. Los Alamitos Unified School District (LAUSD) assesses its needs based on a student generation factor of 0.7 student per dwelling unit.¹

The increase in the number of new residential units (8,735) that would be accommodated under the General Plan Update would result in 373 additional students in the City and Rossmoor. Future student population in Los Alamitos and Rossmoor at buildout of the General Plan Update would be approximately 10,288 students. LAUSD's current student enrollment is 9,915 students, of which 4,353 (44 percent) are in elementary school, 2,335 (24 percent) are in middle school, and 3,227 (32 percent) are in high school. Applying this same percentage breakdown, it is anticipated that of the 373 additional students, 164 would attend elementary school, 90 would attend middle school, and 119 would attend high school.

New development in the City and SOI in accordance with the General Plan Update would require payments in the form of development impact fees to LAUSD under Senate Bill 50 (SB 50) for the construction of new schools. Development impact fees currently charged by LAUSD are (Eclevia 2014):

¹ *The student generation rate of 0.7 students per unit (K-12) was based on the statewide average Student Yield Factors used by the California Department of Education, Office of Public School Construction (2008).*

- Residential: \$1.65/square foot
- Commercial: \$0.27/square foot

Impact fees levied by LAUSD are set within the limits of SB 50. This funding program was established by the legislature to constitute “full and complete mitigation of the impacts” on the provision of adequate school facilities (Government Code § 65995[h]). SB 50 establishes two potential limits for school districts, depending on the availability of new school construction funding from the state and the particular needs of the individual school districts. SB 50 also relieves jurisdictions from having the authority of denying approval of a legislative or adjudicative action under CEQA in reference to real estate development based on the inadequacy of school facilities.

Finding: Although project buildout would result in an increase of 373 students, payment of impact fees in compliance with SB 50 would reduce the impacts to an acceptable level. Therefore, impacts on school facilities and services resulting from buildout of the General Plan Update are less than significant.

Impact 5.9-4: The proposed project would generate additional demand for library services as a result of an increase in population in the City and Rossmoor, but would not significantly impact the service needs for the local libraries.

Support for this environmental impact conclusion is fully discussed in Section 5.9.4, *Public Services*, and in particular, starting on page 5.9-22 of the DEIR.

At buildout, Los Alamitos and Rossmoor are projected to have a population of approximately 23,003 residents, 1,385 residents over existing conditions. Using the Orange County Public Library’s (OCPL) standard service ratios (0.2 square foot per capita for library space, 1.3 volumes per capita for library collections, and a circulation per capita of 4.5), the additional 1,385 residents that would be generated under the General Plan Update would require 277 square feet of library space, 1,800 volumes of collection, and an annual circulation of 6,323 volumes (Cowell 2014). At buildout of the General Plan Update and based on the existing capacity and number of volumes, the Los Alamitos- Rossmoor Library would have in excess of 5,255 square feet of library space, 35,762 volumes of collection, and 67,327 volumes in circulation. Even with the potential population buildout, the Los Alamitos- Rossmoor Library would exceed OCPL’s standard of 0.2 square foot, 1.3 volumes per capita and 4.5 circulation per capita. Therefore, there would be no need for future library facilities with buildout of the General Plan Update.

Additionally, residents of Los Alamitos and Rossmoor, including future residents generated by land uses allowed under the proposed project, have access to all branches of the OCPL system, including those within the neighboring communities of Seal Beach, Cypress, and Garden Grove. Implementation of policies and implementation actions of the proposed General Plan Update would also ensure that the City and the OCPL provide library services that meet local needs.

Furthermore, current funding of new library facilities in the OCPL system requires the beneficiary municipality—in this case, the City of Los Alamitos and Rossmoor—to fund new or expanded facilities and requires preparation of a library funding/service plan for new library facilities to determine if OCPL has the ability to fund staffing, operation, and maintenance needs of the library facilities (Cowell 2014). Revenue sources that contribute to funding the City’s General Fund, including property and sales taxes, would be expected to grow in rough proportion to any increase in residential

units and/or businesses in Los Alamitos. These tax revenues could be used to fund future expansion of the Los Alamitos-Rossmoor Library and/or additional materials and resources, should they be needed.

Finding: The Los Alamitos-Rossmoor Library has adequate library facilities, volumes per capita, and circulations per capita for the project population at buildout of the General Plan Update. Impacts would be less than significant.

8. Recreation

Impact 5.10-1: The proposed project would generate demand for 61.86 acres of parkland under the City's current parkland standard; but future demand for parks would be met by existing park facilities under the City's parkland standard.

Support for this environmental impact conclusion is fully discussed in Section 5.10, *Recreation*, and in particular, starting on page 5.10-10 of the DEIR.

The City and Rossmoor currently provide 317.49 acres of park and recreation facilities in Los Alamitos and 35.05 acres of park and recreational facilities in Rossmoor, for a total of 389.02 acres of park and recreational facilities in the City and SOI. Of this, 18.03 acres of parkland and 26.93 acres of recreational space are in special use and school facilities that are owned, operated, or under contract by the City for public use. As part of the 317.49 acres in Los Alamitos, an additional 269.55 acres of recreational space (48.0 acres outside the golf course) is on land outside the City control or contract, but is available for public use.²

The current standard for providing local recreational facilities is 2.5 acres per 1,000 people (Los Alamitos Municipal Code Chapter 16.17). At General Plan buildout the demand in the City of Los Alamitos would be 54.05 acres of parkland and recreation facilities for Los Alamitos residents. If Rossmoor were to be annexed to the City of Los Alamitos, the resulting demand for park and recreational facilities would be 61.86 acres. Based on the City's existing park standard, the proposed project would generate demand for 7.05 additional parkland acres in the City and 0.77 additional parkland acres in Rossmoor, for a total increase in park demand of 7.82 acres. The City and Rossmoor have a total of 93.49 acres of parks and recreational facilities available, and total demand under the City's current standard is 61.86 acres. Therefore, the park needs of the additional growth identified by the General Plan Update would be accommodated by the existing parkland in the City and Rossmoor.

Furthermore, new development would be required to provide park facilities onsite or pay in-lieu fees to fund new park space and recreational facilities if it is tied to a subdivision in the City in accordance with the City's Municipal Code Chapter 16.17. The availability of these new facilities would prevent accelerated physical deterioration of existing facilities. There are also a number of other recreational amenities to serve proposed residents. Consequently, no significant impact would occur.

Finding: The City and Rossmoor would provide more acres of parks and recreational facilities than required under the current standard of 2.5 acres per 1,000 residents at buildout of the General Plan

² An additional 2.98 acres of recreational space is also provided through a private school (St. Hedwig) and typically reserved for its students and families; however, this is not included as part of the City's park and recreational facilities that serve the public.

Update. Further, compliance with the City's municipal code would ensure park facilities are provided if tied to a future subdivision. Thus, impacts would be less than significant.

Impact 5.10-2: Buildout of the General Plan Update would require the construction or expansion of recreational facilities, but no significant adverse physical effect on the environment would occur.

Support for this environmental impact conclusion is fully discussed in Section 5.10, *Recreation*, and in particular, starting on page 5.10-12 of the DEIR.

The General Plan Update guides growth and development within the City and is not a development project. New and/or expanded facilities may be constructed to satisfy the park dedication requirement per Municipal Code Chapter 16.17. Development and operation of new recreational facilities may have an adverse physical effect on the environment, including impacts relating to air quality, biological resources, lighting, noise, and traffic. Development of new recreational facilities and associated impacts are addressed throughout the EIR as part of the buildout analysis. Environmental impacts associated with construction and/or expansion of recreational facilities in accordance with the proposed Land Use Plan are addressed separately in the DEIR sections for air quality, greenhouse gas emissions, and noise. Existing parkland, the generation of parkland in-lieu fees from residential development resulting from subdivisions, and General Plan policies aimed at fulfilling local needs for recreational opportunities would together ensure that future residents of Los Alamitos would have adequate access to parks and recreational facilities under the proposed project. Goals, policies, and actions in the General Plan, along with existing federal, state, and local regulations, would mitigate potential adverse impacts to the environment that may result from the construction and/or expansion of parks, recreational facilities, and trails pursuant to buildout of the proposed Land Use Plan. Consequently, the General Plan Update would not result in significant impacts relating to new or expanded recreational facilities. Furthermore, buildout of the General Plan Update would not cause substantial physical deterioration of existing facilities. Impacts would be less than significant.

Finding: Compliance with existing federal, state, and local regulations, including the City's municipal code and policies in the General Plan Update, would ensure future park and recreational facilities do not significantly affect the environment. Impacts would be less than significant.

9. Transportation and Traffic

Impact 5.11-2: Project-related trip generation in combination with existing and proposed cumulative development would not result in designated road and/or highways exceeding the congestion management agency service standards.

Support for this environmental impact conclusion is fully discussed in Section 5.11, *Transportation and Traffic*, and in particular, starting on page 5.11-30 of the DEIR.

The Orange County Congestion Management Plan (CMP) designates standards at CMP intersections, and requires that all intersections operate at level of service (LOS) E or better. Katella Avenue at the I-605 northbound ramps falls under the jurisdiction of 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 has proposed a stricter

LOS requirement than the CMP (LOS D), the LOS standard for the City was used to evaluate all study locations, including the CMP intersection of Katella Avenue at the I-605 northbound ramps. As shown in Table 5.11-5 of the DEIR, the intersection of Katella Avenue and the I-605 northbound ramps is not projected to exceed the CMP threshold of LOS E at General Plan buildout.

Finding: The intersection of Katella Avenue and I-605 northbound ramps would not exceed the CMP threshold of LOS E or the City's threshold of LOS D at buildout of the General Plan Update. Therefore, impacts are less than significant.

Impact 5.11-3: The General Plan Update includes policies, plans, and programs for alternative transportation.

Support for this environmental impact conclusion is fully discussed in Section 5.11, *Transportation and Traffic*, and in particular, starting on page 5.11-37 of the DEIR.

The Mobility and Circulation Element policies support public transit, bicycle improvements, and improvements to the pedestrian facilities by closing gaps in the network, expanding the network, and coordinating with regional agencies. The element focuses on targeted minor changes in select locations that will increase mobility, access, and safety in the City. These include new bicycle and pedestrian facilities, raised colored and textured intersections, traffic-calming measures, and pedestrian bridges. A notable exception to the general lack of circulation changes under the General Plan Update is the redesign of Los Alamitos Boulevard. Consistent with concepts explored in the Commercial Corridors Plan, the Mobility and Circulation Element proposes that the roadway be narrowed to create a more walkable downtown environment. Policies in the General Plan 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 would be installed at intersections to reduce crossing distance. The complete streets network would accommodate all users of the system, and the City's complete streets network is based on the type of user. Specifically, Policies 1.1, 1.2, and 1.5 of the Mobility and Circulation Element address the needs of all users of the City's transportation network.

The City's network is broken into three types of facilities—pedestrian, bicycle, and public transit. The proposed General Plan Update would support plans and programs for alternative transportation, as follows:

Bicycle Routes

Future bike routes and bike lanes are proposed on major arterials and collectors throughout Los Alamitos, according to the OCTA Commuter Bikeways Strategic Plan. This plan identifies current bicycle facilities throughout the City and provides policy and implementation strategies for enhancing the networks. The plans are intended to be cohesive and integrated—a comprehensive pedestrian and bicycle system. The City proposes to enhance the bicycle network by providing additional on- and off-street bike lanes. In addition, several policies are included in the proposed General Plan to enhance bicycle connectivity (Policies 3.1, 3.2, 4.2, 4.3, 4.4, 4.5, 4.6, and 5.6).

Pedestrian Facilities

In order to reduce congestion at major intersections and increase safety and access for the community's schoolchildren, the Mobility and Circulation Element includes pedestrian bridges across

the City's major arterial roadways to connect schools with residential neighborhoods. The pedestrian bridges would increase safety and reduce congestion. In addition, Policies 4.2 through 4.6, 1.1 through 1.2, 3.1 through 3.3, and 4.1 enhance pedestrian connectivity.

Public Transit

Public transportation in the City of Los Alamitos consists of public bus service operated by OCTA. Implementation of the proposed General Plan Update would promote the use of alternative transportation modes. Policies 4.2, 4.7, and 4.8 promote the use of public transit.

Finding: Policies in the Mobility and Circulation Element would support public transit, bicycle improvements, and pedestrian facilities by closing gaps in the network, expanding the network, and coordinating with regional agencies. Additionally, these policies support implementation of complete streets, through a layered network approach, consistent with the state's Complete Streets Act. Therefore, they are consistent with the existing adopted policies, plans, and programs regarding public transit, bicycle, or pedestrian facilities. Impacts would be less than significant.

10. Utilities and Service Systems

Impact 5.12-1: Buildout of the General Plan Update would generate an increase in wastewater, but additional generation could be adequately treated by the Orange County Sanitation District's existing wastewater treatment facilities.

Support for this environmental impact conclusion is fully discussed in Section 5.12.1, *Utilities and Service Systems*, and in particular, starting on page 5.12-8 of the DEIR.

Assuming that 70 percent of water use is indoor use and that 100 percent of that water is discharged into sewers, wastewater generation in the City and Rossmoor at General Plan buildout would be approximately 2.4 million gallons per day. Wastewater generation would increase by 134,583 gallons per day compared to existing conditions.

Wastewater Treatment Capacity Impacts

The existing residual capacity at Orange County Sanitation District (OCSD) Reclamation Plant No. 2, which treats wastewater from the City and SOI, is about 65 million gallons per day, far greater than the forecast net increase in wastewater generation due to the General Plan Update buildout (OCSD 2013). Wastewater generation by the General Plan Update buildout would not require OCSD to build new or expanded wastewater treatment facilities, and impacts would be less than significant.

Sewer Impacts

Substantial intensification of land uses under the General Plan Update may require installation of new or expanded sewer laterals and installation of new or expanded sewer mains. Sewer mains are generally within roadways; thus, installation of new or expanded sewer mains would involve disturbance of soil that has been previously disturbed for construction of roadways and installation of existing utilities. Construction-related impacts from installation of sewer laterals and/or sewer mains would be part of the impacts of buildout of the entire General Plan Update analyzed throughout Chapter 5 of the DEIR. New development would be required to ensure that sufficient sewer capacity is available. No significant impacts would occur.

Finding: Buildout of the General Plan Update would not exceed existing wastewater treatment capacities and would not require new or expanded facilities. Impacts would be less than significant.

Impact 5.12-2: The General Plan Update would increase water demand by 192,262 gallons per day; however, the Golden State Water Company's water supply and delivery systems are adequate to meet the water demands of project in addition to its other service obligations.

Support for this environmental impact conclusion is fully discussed in Section 5.12.2, *Utilities and Service Systems*, and in particular, starting on page 5.12-19 of the DEIR.

Forecast Water Demand by General Plan Buildout

Water demand is estimated using the water demand Senate Bill 7 (SBX7-7) rates identified in Golden State Water Company's (GSWC) 2010 Urban Water Management Plan (UWMP). The General Plan Update would result in an increase in 192,262 gallons per day or 215 acre-feet per year (afy). The forecast net increase in water demands due to General Plan buildout is well within the forecast increase in GSWC water supplies from 2015 to 2035 (1,043 afy) (GSWC 2011). Though California currently faces very severe drought conditions, GSWC forecasts that it will have adequate water supplies to meet demands in single-dry-year and multiple-dry-year conditions from 2015 through 2035. Water demand due to General Plan buildout would not require GSWC to obtain new or increased water supplies, and impacts would be less than significant.

Water Treatment Facilities

The three water treatment facilities of the Metropolitan Water District of Southern California (MWD) that supply water to GSWC have total capacity of 1.79 billion gallons per day, vastly greater than the projected net increase in water demands due to General Plan Update buildout. Water demands resulting from General Plan Update buildout in addition to demand from growth within the GSWC service area would not require construction of new or expanded water treatment facilities even when other water users are taken into account, since the water treatment capacity is nearly 10,000 times the net increase in project water demands for Los Alamitos.

Water Conveyance

General Plan Update buildout would involve substantial land use intensification on only a handful of parcels. Substantial intensification of land uses would probably require installation of new or expanded water laterals and could require installation of new or expanded water mains. Water mains are generally within roadways; thus, installation of new or expanded water mains would involve disturbance of soil that has been previously disturbed for construction of roadways and installation of existing utilities. Construction-related impacts from installation of water laterals and/or water mains would be part of the impacts of buildout of the entire General Plan Update analyzed throughout Chapter 5 of the DEIR. New development would be required to ensure that sufficient water facilities are available to meet the City and Fire Code requirements. No significant impacts would occur.

Finding: Buildout of the General Plan Update would not exceed existing water treatment capacities. Any new or expanded water conveyance facilities would be required to meet City and Fire Code requirements. Impacts would be less than significant.

Impact 5.12-3: New development under the General Plan Update would be required to ensure that the storm drainage systems would retain any increase in stormwater flow onsite and would be adequate to serve the drainage requirements of the proposed project.

Support for this environmental impact conclusion is fully discussed in Section 5.12.3, *Utilities and Service Systems*, and in particular, starting on page 5.12-25 of the DEIR.

The General Plan Update would involve land use intensification on a handful of parcels, which could increase stormwater flow to the City's drainage system. Localized flooding has occurred at several locations throughout the City, including areas along Portal Drive, Cherry Street, and Serpentine Drive; at low points along Katella Avenue; and along Kempton Drive in the southern portion of the City. This flooding is due primarily to streets with limited slope and an insufficient number of catch basins and inlets. In addition, a significant portion of the existing storm drain system was designed and implemented under older, less stringent flood control design standards. Recent storms have resulted in minimal damage to property and no loss of life, indicating that the existing system provides a minimal level of protection. To upgrade the entire system to the current design standards is cost prohibitive, and improvements made after 1996 have incorporated the updated design standards and would continue to be implemented with County of Orange design standards. The General Plan Update includes policies under the Public Facilities and Safety Element to ensure that no significant impacts would occur (Policy 1.3 and 1.4).

Incremental intensification could occur through small projects (e.g., adding a second dwelling unit or expanding a storefront) in some locations in the City. The net increases in impervious areas and runoff would be minor compared to the total existing impervious area and amount of runoff. General Plan Update buildout could require replacement of undersized storm drain inlets in a few locations near parcels where land use would be substantially intensified. Replacement storm drain inlets would be installed in the sides of roadways or in parking lots. In addition, new development would be required to retain the increase in stormwater flows onsite to ensure that there would be no net increase in stormwater flows to the City's existing drainage system. No significant impact would occur.

Finding: Policies under the General Plan Update and existing regulations would ensure impacts to the City's existing drainage system are less than significant.

Impact 5.12-4: The General Plan Update would result in an increase in 3,723 tons per year of solid waste disposal; however, solid waste haulers and landfills would be able to accommodate project-generated solid waste while complying with related solid waste regulations.

Support for this environmental impact conclusion is fully discussed in Section 5.12.4, *Utilities and Service Systems*, and in particular, starting on page 5.12-33 of the DEIR.

Buildout of the General Plan Update would result in an increase of 3,723 tons of solid waste per year (approximately 10.2 tons per day). The two landfills accepting the great majority of landfilled solid waste from Los Alamitos have total remaining capacity of over 243,500,000 cubic yards—over 182,600,000 tons—and combined residual daily disposal capacity of over 9,400 tons per day (CalRecycle 2014a and 2014b). The estimated closing dates of the landfills are 2053 and 2021. The

County of Orange is required to maintain 15 years' identified disposal capacity, or have a plan to transform or divert its waste, pursuant to Assembly Bill 939. Thus, while General Plan buildout could occur after 2053, the County would be required to have 15 years' identified disposal capacity after that date. There is adequate landfill capacity in the region for solid waste that would be generated by the General Plan Update buildout, and impacts would be less than significant.

Furthermore, new development projects approved by the City of Los Alamitos pursuant to the General Plan Update would contain storage areas for recyclable materials in conformance with City Municipal Code Section 17.16.110 and California Public Resources Code Sections 42900 et seq. Solid waste diversion programs in the City would continue operating.

Finding: Solid waste generated at buildout of the proposed project would not exceed the capacities of landfills serving the City and SOI. Impacts would be less than significant.

Impact 5.12-5: The General Plan Update would result in an increase in natural gas use and electricity use; however, additional demand would be accommodated by Southern California Edison and the Southern California Gas Company.

Support for this environmental impact conclusion is fully discussed in Section 5.12.5, *Utilities and Service Systems*, and in particular, starting on page 5.12-37 of the DEIR.

Electricity

The General Plan Update buildout is estimated to result in an increase in electricity use of approximately 33.1 million kilowatt hours per year in the City and Rossmoor. Southern California Edison (SCE) is forecast to have adequate electricity supplies to meet demands resulting from General Plan Update buildout. Buildout of the General Plan Update would not require SCE to obtain additional electricity supplies beyond its currently forecast supplies.

Natural Gas

The General Plan Update buildout is estimated to result in an increase in natural gas use in the City and Rossmoor of approximately 569,928 therms per year. Existing Southern California Gas Company (SoCal Gas) supplies are vastly greater than the forecast net increase in natural gas demands resulting from General Plan Update buildout. SoCal Gas would have sufficient natural gas supplies to meet the net increase in natural gas demands due to General Plan Update buildout, and impacts would be less than significant.

Finding: Buildout of the proposed project would result in an increase in electricity and natural gas use, but will be accommodated by SCE and SoCal Gas. Impacts would be less than significant.

D. Findings on Impacts Mitigated to Less Than Significant

The following summary describes impacts of the proposed project that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the EIR, these impacts would be considered less than significant.

1. Air Quality

Impact 5.2-5: Placement of new sensitive receptors near major sources of toxic air contaminants in the City of Los Alamitos and Rossmoor could expose people to substantial pollutant concentrations.

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, and in particular, starting on page 5.2-24 of the DEIR.

Because placement of sensitive land uses falls outside the California Air Resource Board's (CARB) jurisdiction, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to address the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources. CARB's recommendations were based on a compilation of studies that evaluated data on the adverse health effects of proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risks from motor vehicle traffic: diesel particulate matter (diesel PM) from trucks and benzene and 1,3 butadiene from passenger vehicles. Potential sources of toxic air contaminants in the City of Los Alamitos and Rossmoor include stationary sources permitted by the South Coast Air Quality Management District (SCAQMD), located primarily in the northeastern portion of the City, and Interstates 605 and 405, which have more than 100,000 average daily traffic volumes and are within 1,000 feet of sensitive land uses in the City of Los Alamitos and Rossmoor.

Other near roadway pollutants include ultrafine particulates (UFPs), which are toxic and have health impacts. UFPs are emitted from almost every fuel combustion process, including diesel, gasoline, and jet engines, as well as external combustion processes such as wood burning. Consequently, there is growing concern that people living in close proximity to highly trafficked roadways and other sources of combustion-related pollutants (e.g., airports and rail yards) may be exposed to significant levels of UFPs and other air toxics. Implementation of Policy 4.2 in the Open Space, Recreation, and Conservation Element would ensure that review of air quality compatibility would be conducted when siting receptors near major sources. However, placement of sensitive receptors proximate to the sources above is considered a potentially significant impact of the project.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

- 2-3 Applicants for sensitive land uses within the following distances as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, from these facilities:
- Industrial facilities within 1000 feet
 - Distribution centers (40 or more trucks per day) within 1,000 feet

- High volume roadways (100,000 or more vehicles per day) within 1,000 feet
- Dry cleaners using perchloroethylene within 500 feet
- Gasoline dispensing facilities within 300 feet

Applicants shall submit a health risk assessment (HRA) to the City of Los Alamitos prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the applicable air quality management district. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones, unless it can be demonstrated to the City of Los Alamitos that there are operational limitations.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City of Los Alamitos.

Goals and policies are included in the project that would reduce concentrations of criteria air pollutant emissions and air toxics generated by new development. Mitigation Measure 2-3 would ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by SCAQMD, and impacts would be less than significant.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Impact 5.2-6: Industrial land uses associated with the project could create objectionable odors.

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, and in particular, starting on page 5.2-26 of the DEIR.

Nuisance odors from land uses in the South Coast Air Basin are regulated under SCAQMD Rule 402, Nuisance. Major sources of odors include wastewater treatment plants, chemical manufacturing facilities, food processing facilities, agricultural operations, and waste facilities (e.g., landfills, transfer stations, compost facilities).

There are two types of odor impacts: 1) siting sensitive receptors near nuisance odors, and 2) siting new sources of nuisance odors near sensitive receptors. The project designates residential areas and industrial areas of the City and SOI to prevent potential mixing of incompatible land use types. SCAQMD Rule 402, Nuisance, requires abatement of any nuisance generated by an odor complaint. Because existing sources of odors are required to comply with SCAQMD's Rule 402, impacts to siting of new sensitive land uses would be less than significant.

Future environmental review could be required for industrial projects listed in Rule 402 to ensure that sensitive land uses are not exposed to nuisance odors. SCAQMD Rule 402 requires abatement of any nuisance generating an odor complaint. Typical abatement includes passing air through a drying agent followed by two successive beds of activated carbon to generate odor-free air. Facilities listed in Rule 402 would need to consider measures to reduce odors as part of their CEQA review. Odor impacts could be significant for new projects that have the potential to generate odors within the odor screening distances.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

2-4 If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to City's regulations. Facilities that have the potential to generate nuisance odors include but are not limited to:

- Wastewater treatment plants
- Composting, greenwaste, or recycling facilities
- Fiberglass manufacturing facilities
- Painting/coating operations
- Large-capacity coffee roasters
- Food-processing facilities

If an odor management plan is determined to be required through CEQA review the City of Los Alamitos shall require the project applicant to submit the plan prior to approval to ensure compliance with the applicable Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall

be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

Implementation of Mitigation Measure 2-4 would ensure that odor impacts are minimized and facilities would comply with SCAQMD Rule 402. Impacts would be less than significant.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

2. Cultural Resources

Impact 5.3-1: Future development in the City that would be accommodated by the General Plan Update could impact historic resources.

Support for this environmental impact conclusion is fully discussed in Section 5.3, *Cultural Resources*, and in particular, starting on page 5.3-13 of the DEIR.

The following describes impacts to state and local historic resources within the City and Rossmoor. There are no historic resources in the City that are eligible for listing on the National Register.

State-Designated Historic Resources

Based on the cultural resources records search conducted for the General Plan Update, there are 2 state-designated historic sites and 30 state-designated historic buildings in the City and Rossmoor. All of these state-designated historic resources are on the Los Alamitos JFTB. The California State Historic Preservation Office has determined that the two state-designated historic sites and the 30 state-designated historic buildings are ineligible for listing (Status code 6Z) on the National Register of Historic Places (Cogstone 2014). The City has no jurisdiction or land use authority on this U.S. military installation. No changes are proposed to the land use designations of the Los Alamitos JFTB under the General Plan Update, and no development is forecast to occur that would affect these state-designated historic resources. Therefore, the 2 state-listed historic sites and 30 state-listed historic buildings on the Los Alamitos JFTB would not be affected by implementation of the General Plan Update.

Local Historic Resources

Based on the Los Alamitos Historical Society listings, there are nine local historic resources in the City limits. These may warrant special local planning consideration and may be eligible for Mills Act contracts, should the City establish a Mills Act property tax abatement program. Such a program would require the development of an ordinance establishing procedures for property owners to enter into an agreement with the City to preserve their historic properties.

Additionally, as noted above, no structures within the City have a local landmark designation per Chapter 17.22 (Local Landmarks) of the City's Municipal Code. Therefore, no such local landmarks occur within the City.

Conclusion

Historical resources are protected by a wide variety of state policies and regulations enumerated under the California Public Resources Code. The Open Space, Recreation, and Conservation Element of the General Plan Update also has policies that specifically address sensitive known and potential historical resources and their protection, including Policies 3.4 through 3.7. Known or future historic sites or resources listed in the national, California, or local registers maintained by the City would be protected through local ordinances, the General Plan Update policies, and state and federal regulations restricting alteration, relocation, and demolition of historical resources. Compliance with proposed General Plan Update policies and state and federal regulations would ensure that land use changes allowed under the General Plan Update would not result in adverse impacts to identified historic resources.

However, identified historic structures and sites that are potentially eligible for future historic resources listing may be vulnerable to development activities accompanying infill, redevelopment, or revitalization that would be accommodated by the General Plan Update. In addition, other buildings or structures that could meet the National Register of Historic Places criteria upon reaching 50 years of age might be impacted by development or redevelopment activity that would be accommodated by the General Plan Update. Therefore, significant impacts on historical resources could occur as a result of future development that would be accommodated by the General Plan Update.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

- 3-1 Applicants for future development projects with intact extant building(s) more than 45 years old shall provide a historic resource technical study to the City of Los Alamitos. The historic resources technical study shall be prepared by a qualified architectural historian meeting Secretary of the Interior Standards. The study shall evaluate the significance and data potential of the resource in accordance with these standards. If the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), mitigation shall be identified within the technical study that ensures the value of the historic resource is maintained.

Compliance with proposed General Plan Update policies and state and federal regulations restricting alteration, relocation, and demolition of historic resources and implementation of Mitigation Measure 3-1 would ensure that land use changes allowed under the General Plan Update would reduce the potential impacts to historic resources to a level that is less than significant.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Impact 5.3-2: Future development in the City that would be accommodated by the General Plan Update could impact known and unknown archeological and/or paleontological resources.

Support for this environmental impact conclusion is fully discussed in Section 5.3, *Cultural Resources*, and in particular, starting on page 5.3-15 of the DEIR.

Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological, paleontological, or Native American resources. Therefore, future development that would be accommodated by the General Plan Update could potentially unearth previously unrecorded resources.

The City is almost completely built out and is in a highly developed, urban area of Orange County; there are only three acres of vacant land in the City. Based on the paleontological and archeological records search, no known or significant paleontological or archeological resources have been identified within the boundaries of the City or Rossmoor (Cogstone 2014). However, such resources may occur, although the area of their distribution is not known. For example, the uppermost layers of the younger Quaternary deposits that comprise the City and Rossmoor typically do not contain significant vertebrate fossils; however, the older Quaternary deposits are known to bear significant vertebrate fossils. Additionally, fossil vertebrate localities near of the City and Rossmoor from the older Quaternary deposits have produced specimens including rays, sharks, bony fish, turtle, birds, sea otter, camels, dog, gopher, horse, and mammoth (Cogstone 2014). Further, six prehistoric shell midden sites are close to the City and Rossmoor.

Archaeological sites are protected by a wide variety of state policies and regulations, enumerated under the California Public Resources Code. Cultural and paleontological resources are also recognized as nonrenewable and therefore receive protection under the California Public Resources Code and CEQA. Review and protection of archaeological and paleontological resources are also afforded by CEQA for individual development projects that would be accommodated by the General Plan Update, subject to discretionary actions that are implemented in accordance with the land use plan of the General Plan Update.

Long-term implementation of the General Plan Update could allow development (e.g., infill development, redevelopment, and revitalization/restoration), including grading, of unknown sensitive areas. Grading and construction activities of undeveloped areas or redevelopment that requires more intensive soil excavation than in the past could potentially cause the disturbance of archeological or paleontological resources. Therefore, future development that would be accommodated by the General Plan Update could potentially unearth previously unknown/unrecorded archeological or paleontological resources.

Mitigation Measure:

The following mitigation measures were included in the DEIR and the FEIR and are applicable to the proposed project.

- 3-2 Applicants for future development projects that require grading of undisturbed soil in areas of known or inferred archaeological resources, prehistoric or historic, shall provide a

technical cultural resources assessment to the City of Los Alamitos prior to the issuance of grading permits. The cultural resources assessment shall be prepared by a qualified archaeologist to assess the cultural and historical significance of any known archaeological resources on or next to each respective development site, and to assess the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:

- a. An archaeologist shall be retained for the development project and shall be on call during grading and other significant ground-disturbing activities.
- b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
- c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University, Fullerton; and provide a comprehensive final report including appropriate records for the California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).

3-3

Applicants for future development projects that require excavation greater than five feet below the current ground surface in undisturbed sediments with a moderate or higher fossil yield potential shall provide a technical paleontological assessment prepared by a qualified paleontologist assessing the sensitivity of sites for buried paleontological resources to the City of Los Alamitos prior to issuance of grading permits. If resources are known or reasonably anticipated, the assessment shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:

- a. A paleontologist shall be retained for the project and shall be on call during grading and other significant ground-disturbing activities.
- b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources.
- c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State

University, Fullerton; and provide a comprehensive final report, including catalog with museum numbers.

Implementation of Mitigation Measures 3-2 and 3-3 would reduce the potential impacts to archeological and paleontological resources to a level that is less than significant

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measures above. The City of Los Alamitos hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

E. Findings on Significant Unavoidable Impacts

The following summary describes the unavoidable impacts of the proposed project where mitigation measures were found to be infeasible or would not lessen impacts to less than significant. The following impacts would remain significant and unavoidable:

1. Air Quality

Impact 5.2-1: Buildout of the project would generate slightly more growth than the existing General Plan; therefore, the project would be inconsistent with SCAQMD's air quality management plans.

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, and in particular, starting on page 5.2-16 of the DEIR.

CEQA requires that general plans be evaluated for consistency with the air quality management plan(s). A consistency determination plays an important role in local agency project review by linking local planning and individual projects to the air quality management plan(s).

SCAQMD considers a project consistent with the air quality management plan if it is consistent with the existing land use plan. Zoning changes, specific plans, general plan amendments, and similar land use plan changes that do not increase dwelling unit density, vehicle trips, or vehicle miles traveled are deemed to not exceed this threshold (SCAQMD 1993). The 2012 RTP/SCS is partially based on the existing General Plan land use designations in the County of Orange and the City of Los Alamitos. The horizon year for the 2012 RTP/SCS is 2035. Buildout of the project would result in less population but more employment for the City of Los Alamitos and Rossmoor than the Current General Plan, resulting in a slight increase in service population and VMT.

Although individual development projects would be consistent with the control measures/regulations identified in SCAQMD's 2012 Air Quality Management Plan (AQMP), the project would generate slightly more growth for the City of Los Alamitos and Rossmoor than the Current General Plan. Thus, the project would not be consistent with the AQMP because buildout of the City of Los Alamitos and Rossmoor under the project would exceed the forecasts in the air quality attainment plans. Consequently, the project would cumulatively contribute to the existing nonattainment designations in the South Coast Air Basin (SoCAB) because these emissions are not

included in the current regional emissions inventory for the SoCAB. The project would be considered inconsistent with the SCAQMD's AQMP, resulting in a significant impact in this regard.

Mitigation Measure:

Mitigation measures incorporated into future development projects and adherence to the project policies for operation and construction phases described under Impacts 5.2-2 and 5.2-3 and related GHG mitigation measures would reduce criteria air pollutant emissions associated with buildout of the project (i.e., Mitigation Measures 2-1 and 4-1). Goals and policies in the project would facilitate continued City participation/cooperation with SCAQMD and SCAG to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative transportation modes, and implement transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the AQMP due to the magnitude of growth and associated emissions that would be generated by the buildout of the City of Los Alamitos and SOI in accordance with the project.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measures above. The City of Los Alamitos hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.2-2: Construction activities associated with the project would generate a substantial increase in short-term criteria air pollutant emissions that exceeds the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB.

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, and in particular, starting on page 5.2-17 of the DEIR.

Construction activities associated with development that would be accommodated by the project would occur over the buildout horizon (post-2035) of the project and cause short-term emissions of criteria air pollutants. The primary source of oxides of nitrogen (NO_x), carbon monoxide (CO), and sulfur oxides (SO_x) emissions is the operation of construction equipment. The primary sources of particulate matter (PM₁₀ and PM_{2.5}) emissions are activities that disturb the soil, such as grading and excavation, road construction, building demolition and construction, and off-road vehicle exhaust.

The primary source of volatile organic carbon (VOC) emissions is the application of architectural coating and off-gas emissions associated with asphalt paving.

Information regarding specific development projects, soil types, and the locations of receptors would be needed in order to quantify the level of impact associated with construction activity. Due to the scale of development activity associated with theoretical buildout of the project, emissions would likely exceed the SCAQMD regional significance thresholds and therefore, in accordance with the SCAMQD methodology, would cumulatively contribute to the nonattainment designations of the SoCAB. The SoCAB is designated nonattainment for ozone (O₃) and fine inhalable particulate matter (PM_{2.5}) under the California and National Ambient Air Quality Standards (AAQS), nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for coarse inhalable particulate matter (PM₁₀) under the California AAQS (CARB 2014a).³ Emissions of VOC and NO_x are precursors to the formation of O₃. In addition, NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Therefore, the project would cumulatively contribute to the existing nonattainment designations of the SoCAB.

Air quality emissions related to construction must be addressed on a project-by-project basis. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of SCAQMD's short-term regional or localized construction emissions thresholds. In addition to regulatory measures (e.g., new source review, permit to operate, rules for fugitive dust control, and CARB's airborne toxic control measures), mitigation may include extension of construction schedules and/or use of special equipment.

Because of the likely scale and extent of construction activities pursuant to the future development that would be accommodated by the project, at least some projects would likely continue to exceed the relevant SCAQMD thresholds. Consequently, construction-related air quality impacts associated with development in accordance with the project are deemed significant.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

- 2-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of Los Alamitos shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include but are not limited to:
- Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower.

³ CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

- Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards.
- Limiting nonessential idling of construction equipment to no more than five consecutive minutes.
- Water all active construction areas at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- Pave, apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, parking areas, and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).

Construction activities associated with the buildout of the project would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB and to known health effects from poor air quality, including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; and increased respiratory symptoms. Goals and policies included in the project and Mitigation Measure 2-1 would reduce air pollutant emissions. However, due to the magnitude of emissions generated by future construction activities associated with the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other

considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.2-3: Long-term operation of the project would generate a substantial increase in criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB.

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, and in particular, starting on page 5.2-18 of the DEIR.

New development under the proposed project would increase air pollutant emissions in the City of Los Alamitos and Rossmoor and contribute to the overall emissions inventory in the SoCAB. The increase in criteria air pollutant emissions for the full buildout scenario is based on the difference between existing land uses and land uses associated with buildout of the project. Buildout of the project is not linked to any development time frame.

Buildout of the project would generate long-term emissions that exceed the daily SCAQMD thresholds for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. The SoCAB is designated nonattainment for O₃ and PM_{2.5} under the California and National AAQS, nonattainment for lead (Los Angeles County only) under the National AAQS, and nonattainment for PM₁₀ under the California AAQS.⁴ Emissions of VOC and NO_x are precursors to the formation of O₃. In addition, NO_x is a precursor to the formation of particulate matter (PM₁₀ and PM_{2.5}). Therefore, the project would cumulatively contribute to the existing nonattainment designations of the SoCAB.

Criteria air pollutants generated throughout the lifetime of the project would exceed the significance thresholds of SCAQMD and cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of project policies in the Open Space, Recreation, and Conservation Element; Mobility and Circulation Element; and Housing Element would reduce impacts to the extent feasible. However, because cumulative development within Los Alamitos and Rossmoor would exceed the regional significance thresholds, the project could contribute to an increase in health effects in the SoCAB until the attainment standards are met. Operational-related air quality impacts associated with future development that would be accommodated by the project are significant.

Mitigation Measure:

Goals and policies are included in the project that would reduce air pollutant emissions. In addition, mitigation measures identified for GHG emissions impacts would also reduce the proposed project's operational phase criteria air pollutant emissions impacts. However, due to the magnitude of

⁴ CARB approved the SCAQMD's request to redesignate the SoCAB from serious nonattainment for PM₁₀ to attainment for PM₁₀ under the national AAQS on March 25, 2010, because the SoCAB has not violated federal 24-hour PM₁₀ standards during the period from 2004 to 2007. In June 2013, the EPA approved the State of California's request to redesignate the South Coast PM₁₀ nonattainment area to attainment of the PM₁₀ National AAQS, effective on July 26, 2013.

emissions generated by the buildout of residential, office, commercial, industrial, and warehousing land uses in the City of Los Alamitos and Rossmoor, no mitigation measures are available that would reduce operational impacts below SCAQMD's thresholds.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measures above. The City of Los Alamitos hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.2-4: Buildout of the project could result in new source sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors.

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, and in particular, starting on page 5.2-22 of the DEIR.

Operation of new land uses, consistent with the land use plan of the project, would generate new sources of criteria air pollutants and toxic air contaminants (TACs).

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9.0 ppm. At the time of the 1993 SCAQMD Handbook, the SoCAB was designated nonattainment under the California AAQS and National AAQS for CO. With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations in the SoCAB and in the state have steadily declined. In 2007, the SCAQMD was designated in attainment for CO under both the California AAQS and National AAQS.⁵ Furthermore, under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact (BAAQMD 2011). Buildout of the General Plan Update would not produce

⁵ As identified in SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide, peak carbon monoxide concentrations in the SoCAB were the result of unusual meteorological and topographical conditions and not of congestion at a particular intersection.

the volume of traffic required to generate a CO hotspot. Therefore, impacts from CO hotspots are considered less than significant.

Localized Significance Thresholds

Due to the scale of development activity associated with theoretical buildout of the project, emissions could exceed the SCAQMD regional significance thresholds and therefore, in accordance with the SCAQMD methodology, may result in significant localized impacts. Air quality emissions would be addressed on a project-by-project basis. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of localized emissions thresholds and therefore contribute to health impacts. Nevertheless, because of the likely scale of future development that would be accommodated by the project, at least some projects would likely exceed the AAQS and associated health-based impacts, including worsening of bronchitis, asthma, and emphysema; decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; and increased respiratory symptoms.

Toxic Air Contaminants

Operation of new land uses, consistent with the project, could also generate new sources of TACs within the City of Los Alamitos and SOI from various industrial and commercial processes (e.g., manufacturing, dry cleaning). Land uses that have the potential to generate substantial stationary sources of emissions that would require a permit from SCAQMD include industrial land uses, such as chemical processing facilities, dry cleaners, and gasoline-dispensing facilities. In the City of Los Alamitos, operators of certain types of facilities must submit emissions inventories. The Air Toxics Program categorizes each facility as being high, intermediate, and low priority based on the potency, toxicity, quantity, and volume of its emissions. If the risks are above established levels, facilities are required to notify surrounding populations and to develop and implement a risk reduction plan.

In addition to stationary/area sources of TACs, truck operations could generate a substantial amount of diesel particulate matter emissions from off-road equipment use and truck idling. New land uses in the City of Los Alamitos that generate trucks trips (including trucks with transport refrigeration units) could generate an increase in diesel particulate matter that would contribute to cancer and noncancer health risks in the SoCAB. These new land uses could be near existing sensitive receptors within the City of Los Alamitos and Rossmoor.

Stationary sources of emissions would be controlled by SCAQMD through permitting and would be subject to further study and health risk assessment prior to the issuance of any necessary air quality permits under SCAQMD's New Source Review. Because the nature of those emissions cannot be determined at this time and they are subject to further regulation and permitting, they will not be addressed further in this analysis but are considered a potentially significant impact of the project. Furthermore, operation of new sources of emissions near existing or planned sensitive receptors is also considered a potentially significant impact of the project.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

New industrial or warehousing land uses that: 1) have the potential to generate 40 or more diesel trucks per day; and 2) are located within 1,000 feet of a sensitive land use (e.g. residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Los Alamitos prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the applicable air quality management district. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), particulate matter concentrations would exceed 2.5 µg/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.

Review of projects by SCAQMD for permitted sources of air toxics (e.g., industrial facilities, dry cleaners, and gasoline dispensing facilities) would ensure health risks are minimized. Mitigation Measure 2-2 would ensure mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Development of individual projects would be required to achieve the incremental risk thresholds established by SCAQMD, and TACs would be less than significant.

However, localized emissions of criteria air pollutants could exceed the SCAQMD significance thresholds because of the scale of development activity associated with buildout of the project. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects, including worsening of bronchitis, asthma, and emphysema; a decrease in lung function; premature death of people with heart or lung disease; nonfatal heart attacks; irregular heartbeat; and increased respiratory symptoms. Therefore, in accordance with the SCAQMD methodology, Impact 5.2-4 would remain Significant and Unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of

these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

2. Greenhouse Gas Emissions

Impact 5.4-2: Federal, state, and local GHG reduction plans are necessary to achieve the long-term GHG reduction targets of Executive Order S-03-05.

Support for this environmental impact conclusion is fully discussed in Section 5.4, *Greenhouse Gas Emissions*, and in particular, starting on page 5.4-17 of the DEIR.

The following plans have been adopted and are applicable for development in the City of Los Alamitos and Rossmoor.

CARB Scoping Plan

Since adoption of the 2008 Scoping Plan, state agencies have adopted GHG reduction programs and the legislature has passed additional legislation to achieve the GHG reduction targets. Statewide strategies to reduce GHG emissions include the Low Carbon Fuel Standard and changes in the corporate average fuel economy standards (e.g., Pavley I and 2017–2025 corporate average fuel economy standards). In addition, electricity use assumes projects in the City of Los Alamitos and Rossmoor would be required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32. Consequently, the proposed General Plan Update would not conflict with the adopted regulations or programs outlined in the Scoping Plan. However, for the purpose of this environmental assessment, the community GHG inventory and forecast for the City was also compared to the long-term GHG reduction goals of the state to provide a conservative assessment of the targets requested of local governments by CARB.

Buildout of the General Plan Update would result in fewer emissions than currently generated in the City; however, the overall goal in the state is to achieve an 80 percent reduction from 1990 levels by 2050. In 2014, CARB adopted an update to the Scoping Plan. As identified in the update, as California continues to build its climate policy framework, there is a need for local government climate action planning to adopt mid- and long-term reduction targets that are consistent with scientific assessments and the statewide goal of reducing emissions 80 percent below 1990 levels by 2050. CARB identifies that local government reduction targets should chart a reduction trajectory that is consistent with or exceeds the trajectory created by statewide goals (CARB 2014b).

Table 5.4-6, *Statewide Trajectory to Achieve Interim Goal under Executive Order S-03-05*, in the DEIR estimates a goal for 2035 that would place the state and Los Alamitos on track to achieve the long-term emissions reduction goals of Executive Order S-03-05. To place Los Alamitos on a similar trajectory, the City and SOI would need to reduce GHG emissions by 120,495 MTCO_{2e} to achieve 155,738 MTCO_{2e} in 2035. They would require assistance from additional federal and state programs and regulations to achieve the long-term GHG emissions goal. Due to the magnitude of emissions reductions required statewide to achieve an interim target consistent with Executive Order S-03-05,

such an achievement is unlikely for the majority of jurisdictions in California without additional federal and state programs and regulations. The Scoping Plan Update assessed programs to achieve the 2020 target for the state, but at this time, no additional GHG reductions programs are available that achieve the post-2020 target. The California Council on Science and Technology determined that the state cannot meet the 2050 goal without major advances in technology (CCST 2012). Impacts from GHG emissions in the City of Los Alamitos would be significant in the absence of federal, state, and local plans to achieve the long-term GHG reduction targets for the state.

SCAG's 2012–2035 RTP/SCS

SCAG's RTP/SCS is a regional growth management strategy that targets per capita GHG reduction from passenger vehicles and light duty trucks in the Southern California region. It incorporates the Orange County Transportation Authority's SCS. The 2012–2035 RTP/SCS also incorporates local land use projections and circulation networks in the cities' and counties' general plans. The projected regional development pattern—including the location of land uses and residential densities in local general plans—when integrated with the proposed regional transportation network in the 2012–2035 RTP/SCS, would reduce per capita vehicular travel-related GHG emissions and achieve the subregional GHG reduction per capita targets for the SCAG region, which are an 8 percent per capita reduction from 2005 GHG emission levels by 2020 and a 13 percent per capita reduction from 2005 GHG emission levels by 2035. According to a consistency analysis, the General Plan Update would not conflict with SCAG's 2012–2035 RTP/SCS or the Orange County subregional SCS plans adopted for the purpose of reducing GHG emissions. Consequently, the impacts from consistency with SCAG's 2012–2035 RTP/SCS and the Orange County subregional SCS are less than significant.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

- 4-1 The City of Los Alamitos shall include the following actions in the City's Implementation Plan to ensure that the City continues on a trajectory that aligns with the long-term state GHG reduction goals of Executive Order S-03-05.
- 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.
 - Conduct energy audits on all City facilities and incorporate cost-effective measures to increase energy efficiency.
 - Public education on energy conservation. Coordinate with local utilities to provide energy conservation information to the public.
 - 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.
 - Seek grants and other outside funding for energy efficiency improvements to public or private facilities and structures.

- 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 improved existing bicycle and pedestrian facilities to provide safe routes to schools.
- 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.
- Create and implement a pedestrian and bicycle master plan to identify improvements, timing, and funding mechanisms.
- 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.
- Coordinate with neighboring jurisdictions on improving connections to existing and planning future bicycle and pedestrian trails.
- Work with OCTA and local businesses to enhance bus stops in Los Alamitos and Rossmoor.
- Coordinate with OCTA on its Long Range Transportation Plan to design bus rapid transit service and stop locations along Katella Avenue.
- Explore the use of parking meters along public streets and on City-owned lots, especially in the downtown.
- 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.

Mitigation Measure 4-1 would ensure that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update. However, additional federal and state measures would be necessary to reduce GHG emissions to meet the long-term GHG reduction goals under Executive Order S-03-05, which identified a goal to reduce GHG emissions to 80 percent of 1990 levels by 2050. At this time, there is no plan past 2020 that achieves the long-term GHG reduction goal established under S-03-05. As identified by the California Council on Science and Technology, the state cannot meet the 2050 goal without major advances in technology (CCST 2012). Since no additional federal or state measures are currently available that would ensure that the City of Los Alamitos and Rossmoor could achieve an interim post-2020 target, Impact 5.4-2 would remain Significant and Unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

3. Noise

Impact 5.7-3: Construction activities associated with the proposed project could create a substantial short-term increase in groundborne vibration.

Support for this environmental impact conclusion is fully discussed in Section 5.7, *Noise*, and in particular, starting on page 5.7-25 of the DEIR.

Long-Term Operational Vibration Impacts

Caltrans has studied the effects of propagation of vehicle vibration on sensitive land uses and notes that “heavy trucks, and quite frequently buses, generate the highest earthborne vibrations of normal traffic.” Caltrans further notes that the highest traffic-generated vibrations are along freeways and state routes. Typically, trucks do not generate high levels of vibration because they travel on rubber wheels and do not have vertical movement, which generates ground vibration. Because there are no major transportation-related vibration sources in the City, such as commuter and freight rail, any potential for significant long-term vibration impacts is less than significant.

The use of heavy equipment associated with heavy industrial operations such as mining and concrete plants can create elevated vibration levels in their immediate proximity. Though land uses within the proposed Planned Industrial would likely permit the heaviest industrial operations, they would not be immediately adjacent to any sensitive uses. In addition, no major vibration sources, such as mining and blasting activities, would occur in these areas. Vibration from heavy machinery dissipates rapidly with distance; therefore, no significant operational vibration impacts to sensitive uses would occur.

Construction Vibration Impacts

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. The effect on buildings in the vicinity of the construction site varies depending on soil type, ground strata, and receptor building construction. Vibration from construction activities rarely reaches levels that can damage structures, but it can achieve the audible and perceptible ranges in buildings close to the construction site.

Vibration generated by construction equipment has the potential to be substantial. Vibration impacts may occur from construction equipment associated with development in accordance with the City of Los Alamitos General Plan Update. Depending on the use of equipment and distance to the nearest receptors, the use of heavy equipment during construction would have the potential to cause annoyance and architectural damage at nearby uses. This could be a potentially significant impact.

Construction related to projects with the implementation of the General Plan could result in a potentially significant vibration impact.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

- 7-1 Individual projects that involve vibration-intensive construction activities—such as blasting, pile drivers, jack hammers, and vibratory rollers—within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A study shall be conducted for individual projects where vibration-intensive impacts may occur. If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving).

The proposed project could create elevated levels of groundborne vibration and groundborne noise during construction activities. Mitigation Measure 7-1 would reduce these vibration impacts to the extent feasible. However, because of distance and other site conditions that may render its implementation infeasible or ineffective for future projects in the City, Mitigation Measure 7-1 would not guarantee that vibration impacts construction of projects would be reduced to less than significant levels. Consequently, Impact 5.7-3 would remain Significant and Unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

Impact 5.7-4: Construction activities associated with the proposed project could create a substantial short-term increase in noise levels in the vicinity of noise-sensitive land uses.

Support for this environmental impact conclusion is fully discussed in Section 5.7, *Noise*, and in particular, starting on page 5.7-26 of the DEIR.

Implementation of the General Plan Update would result in construction of new residential, commercial, and industrial uses throughout the City. Two types of short-term noise impacts could occur during construction. First, the transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads. The second type of short-term noise impact is related to demolition, site preparation, grading, and/or physical construction. Construction is performed in distinct steps, each of which has its own mix of equipment and, consequently, its own noise characteristics.

Construction equipment generates high levels of noise, with maximums ranging from 71 dBA to 101 dBA. Construction of individual developments associated with buildout of the proposed land use plan could temporarily increase the ambient noise environment and could have the potential to affect noise-sensitive land uses in the vicinity of a project. Pursuant to Los Alamitos Municipal Code, Section 17.24.020(D), construction-related activities between 7:00 AM to 8:00 PM, Monday through Saturday, are exempt from the stationary source noise standards of the City. Construction activities that occur outside of these permitted hours must comply with the stationary source noise standards.

Significant noise impacts may occur from operation of heavy earthmoving equipment and truck haul that would occur with construction of individual development projects. Construction noise levels are dependent upon the specific locations, site plans, and construction details of individual projects, which have not yet been developed. Construction would be localized and would occur intermittently for varying periods of time. Because specific project-level information is not available at this time, it is not possible to quantify the construction noise impacts at specific sensitive receptors. Construction of individual developments associated with implementation of the General Plan Update could temporarily increase the ambient noise environment in the vicinity of each individual project. Construction of future projects would be limited to between 7:00 AM to 8:00 PM, Monday through Saturday to comply with the City's Municipal Code Section 17.24.020(D), which exempts construction-related noise between these hours. Development projects would be subject to environmental review, and specific mitigation measures would be implemented to reduce noise impacts during construction. Even with the limitation in construction noise hours, construction of projects may have the potential to generate substantial noise increases for prolonged periods of time, causing disturbance and annoyance at nearby uses. Construction from projects related to implementation of the General Plan could result in a potentially significant noise impact.

Mitigation Measure:

The following mitigation measure was included in the DEIR and the FEIR and is applicable to the proposed project.

7-2 Applicants for new development projects within 500 feet of sensitive receptors shall implement the following best management practices to reduce construction noise levels:

- Require that construction vehicles and equipment (fixed or mobile) be equipped with properly operating and maintained mufflers.
- Restrict haul routes and construction-related traffic
- Place stock piling and/or vehicle-staging areas as far as practical from residential uses.

- Replace audible backup warning devices with strobe lights or other warning devices during evening construction activity to the extent permitted by the California Division of Occupational Safety and Health.
- Reduce nonessential idling of construction equipment to no more than five minutes
- Consider the installation of temporary sound barriers for construction activities that are adjacent to occupied noise-sensitive structures, depending on length of construction, type of equipment used, and proximity to noise-sensitive uses.

Construction activities would result in temporary noise increases in the vicinity of sensitive land uses. Mitigation Measure 7-2 would reduce noise impacts associated with construction activities to the extent feasible. However, because of distance, source to receiver geometry, and other site conditions that may render its implementation infeasible or ineffective for future projects in the City, Mitigation Measure 7-2 would not guarantee that construction noise impacts would be reduced to less than significant levels. Consequently, Impact 5.7-4 would remain Significant and Unavoidable.

Finding:

Changes or alterations have been required in, or incorporated into, the project that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Los Alamitos hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

4. Transportation and Traffic

Impact 5.11-1: Buildout of the City of Los Alamitos plus cumulative growth in the region would generate an increase in traffic volumes that would impact levels of service at local area intersections and roadway segments.

Support for this environmental impact conclusion is fully discussed in Section 5.11, *Transportation and Traffic*, and in particular, starting on page 5.11-25 of the DEIR.

The proposed roadway circulation network for the General Plan Update includes the following 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.

General Plan Buildout Intersection LOS

The LOS was calculated for key study intersections with the future intersection lane configurations to evaluate General Plan Update traffic conditions. LOS D is the maximum acceptable level of congestion at any intersection in the City of Los Alamitos.

The results of the intersection assessment indicate that three of the study intersections would not operate within acceptable LOS standards during at least one peak hour:

- Los Alamitos Boulevard at Katella Avenue: LOS E during the AM peak hour
- Bloomfield Street at Cerritos Avenue: LOS F in the AM peak hour and LOS E in the PM peak hour
- Wallingsford Road/ Walnut Street at Katella Avenue: LOS F in the AM peak hour

The proposed intersection improvements required to meet acceptable LOS standards would be difficult to achieve due to right-of-way constraints at the intersections of Los Alamitos Boulevard at Katella Avenue, Bloomfield Street at Cerritos Avenue, and Wallingsford Road/Walnut Street at Katella Avenue. Consequently, implementation of the General Plan and expected increases in regional traffic growth would result in a significant impact at these three intersections.

General Plan Buildout Roadway Segment LOS

The LOS was calculated for key roadway segments in the City's regional roadway system to evaluate General Plan Update traffic conditions. According to the City's recommended circulation policies, LOS D is the minimum acceptable level of congestion on a daily basis for any classified roadway.

The results of the roadway assessment indicate that all of the roadways in the City are forecast to operate at LOS D or better, with the exception of the following roadway segments:

- Katella Avenue
 - Between I-605 and Los Alamitos Boulevard: LOS F

- Between Los Alamitos Boulevard and Bloomfield Street: LOS F
 - Between Bloomfield Street and Lexington Drive: LOS E
 - Between Lexington Drive and Walker Street: LOS E
- Cerritos Avenue
 - Between I-605 and Los Alamitos Boulevard: LOS E

The improvements required to meet acceptable LOS standards on the roadway segments may be difficult to achieve due to right-of-way constraints along Katella Avenue and Cerritos Avenue. Consequently, implementation of the General Plan Update and expected increases in regional traffic growth would result in a significant impact to the roadway segments identified above.

Summary

Three intersections and two roadways in the City would exceed the City's LOS standards. The Mobility and Circulation Element includes Policies 1.4 (Level of service) and 1.7 (Fair share of improvements) to ensure efficient use of the City's circulation network. Policy 1.4 of the General Plan Update identifies these three intersections and two roadways as "exempt," but based on the current General Plan, the City's current standard of LOS D for these segments, and their elevated levels of congestion, impacts would be significant.

Mitigation Measure:

Intersections

The Transportation Study (see Appendix G to the DEIR) identifies several improvements to intersections. However, sufficient right-of-way is not available to implement the necessary mitigation. Furthermore, the General Plan Update identifies the need for a balanced multimodal transportation network that meets the needs of all users of streets. Policy 1.4 of the General Plan Update strives to strike a balance with all users of the transportation network. Given the policy desires of the City and constraints at these intersections, additional improvements are considered infeasible, and these improvements were considered but rejected.

For the intersection of Los Alamitos Boulevard and Katella Avenue to operate at an acceptable level, an additional eastbound through-lane along Katella Avenue would be needed. Given the right-of-way constraints at this location, the improvement is considered infeasible.

- For the intersection of Bloomfield Street and Cerritos Avenue to operate at an acceptable level, an additional westbound left-turn lane and westbound right-turn lane would be required along Cerritos Avenue. The improvements would require additional right-of-way along the School District property frontage. Given the right-of-way constraints at this location, the improvement is considered infeasible.
- For the intersection of Wallingsford Road/ Walnut Street and Katella Avenue to operate at an acceptable level, the northbound approach of Wallingsford Road would need to be widened, and an additional eastbound through-lane is required along Katella Avenue. However, given the right-of-way constraints on the northbound and eastbound approaches, these improvements are considered infeasible.

Roadway Segments

The Transportation Study (see Appendix G to the DEIR) identifies several improvements to the segments. Katella Avenue and Cerritos Avenue are built out, and the required right-of-way to achieve acceptable operations is not readily available. Given the constraints at these two roadways, additional improvements are considered infeasible, and these improvements were considered but rejected.

Policy 1.4 of the General Plan Update identifies these intersections and roadways as “exempt.” Once the General Plan Update is adopted, these intersections and roadways would be exempt from the City’s LOS D standard. However, based on the current General Plan and the City’s current standards for these intersections and roadways, Impact 5.11-1 would remain Significant and Unavoidable.

Finding:

Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the DEIR.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the alternatives identified in the EIR, as discussed in Section G of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the proposed project outweigh its significant effects on the environment.

F. Findings on Project Alternatives

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project. As discussed above, the EIR identified significant impacts in a number of categories. The following impacts could be mitigated below a level of significance: certain air impacts; cultural resources; and recreation. The following impacts cannot be mitigated below a level of significance: certain air impacts; greenhouse gas emissions; noise; transportation and traffic. Traffic impacts identified in Section 5.11, *Transportation and Traffic*, of the DEIR, are primarily associated with cumulative growth identified in the Orange County Transportation Analysis Model. Even without the additional growth identified in the General Plan, the three intersections and two roadways identified as failing in Impact 5.11-1 would continue to operate at a deficient level of service because the impact is related to cumulative growth rather than the proposed project. Likewise, the significant impact identified for GHG emissions under Impact 5.4-2 would continue to occur because the state has set a goal to reduce emissions to 80 percent below 1990 levels, which requires substantial changes in the sources of energy and new technologies that are not yet available.

With the exception of the Los Alamitos JFTB, over which the City has no land use authority, the City of Los Alamitos is primarily built out and there are relatively few remaining vacant parcels. Consequently, the land use changes associated with the proposed project focus on the three vacant

parcels and select parcels that have the potential for redevelopment. In the community of Rossmoor, there are no changes proposed to the current land use designations, and the increase in development potential in Rossmoor is based solely on the secondary units allowed by state law.

The EIR looked at three alternatives to the proposed project that could reduce some, if not all, of the impacts.

1. No Project/Current General Plan Alternative

In the No Project/ Current General Plan Alternative, the General Plan Update would not be implemented by the City. The current General Plan would remain in effect. Overall, land use designations are similar between the current General Plan and the proposed General Plan Update. However, the proposed land use plan would allow for more intense land uses along Katella through creation of a Mixed Use designation. Some additional retail employment would replace office and industrial employment through changes from Professional Office and Planned Industrial to Retail Business designations along Katella Avenue.

Additionally, the Mixed Use designation would create the opportunity for new residential on the upper floors of mixed use buildings around the intersection of Katella Avenue and Los Alamitos Boulevard. A few parcels designated for Planned Industrial near the intersection of Los Alamitos Boulevard and Cerritos Avenue would be converted to Multi Family Residential. The current General Plan, however, includes an assumption of roughly 850 housing units on the portion of the Los Alamitos JFTB designated for Multi-Family Residential. These housing units are not projected under the proposed General Plan Update.

Under the No Project/Current General Plan Alternative, these changes would not occur. As a result, the current General Plan allows for more residential growth and less employment growth.

Conclusion:

Impacts of this alternative would be similar to the proposed project for aesthetics, cultural resources, hazards and hazardous materials, land use and planning, noise, and utilities and service systems. Impacts of this alternative would be slightly reduced compared to those of the proposed project for air quality, GHG emissions, population and housing, and traffic. This alternative would slightly increase public services and recreational impacts compared to those of the proposed project because of the increased population and dwelling units. This alternative would not reduce any significant and unavoidable impacts of the proposed project to less than significant.

This alternative would not provide a comprehensive update to the City's General Plan consistent with California Government Code Sections 65300 et seq. This alternative would not revise the City's General Plan pursuant to various state requirements for General Plans—for instance, Assembly Bill 1358, the Complete Streets Act of 2008. In addition, while this alternative would meet some of the objectives, it would not meet the project objectives to the same extent as the proposed project. The proposed General Plan Update would change the roadway configuration of Los Alamitos north of Katella Avenue to create a more pedestrian-friendly downtown. Consequently, this alternative would not meet the project objectives to create an attractive pedestrian-friendly downtown, introduce pedestrian bridges, maximize retail opportunities along Katella Avenue, relocate City hall, or establish centralized parking options.

Finding:

This alternative is rejected because it would not accomplish the goals and it would not eliminate the significant impacts, even though it could slightly reduce them in areas relating to air and greenhouse gas impacts. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative identified in the FEIR.

2. Arrowhead Products Site Alternative

In the Arrowhead Products Site Alternative, the General Plan Update would be the same except for the 28-acre Arrowhead Products site would remain as industrial instead of being changed to retail uses. Industrial land uses generate less traffic than retail uses, and no changes from existing conditions would occur for this parcel. Consequently, this alternative would reduce traffic, air quality, GHG emissions, and noise impacts of the proposed project, although the impacts would still remain significant. This alternative was identified as the environmentally superior alternative.

Conclusion:

Impacts of this alternative would be similar to the proposed project for aesthetics, cultural resources, hazards and hazardous materials, land use and planning, public services, recreation, and utilities and service systems. Impacts of this alternative would be slightly reduced compared to those of the proposed project for air quality, GHG emissions, noise, population and housing, and traffic. This alternative would not reduce any significant and unavoidable impacts of the proposed project to less than significant.

This alternative would meet most of the project objectives but would not meet the objective to maximize retail opportunities along Katella Avenue to the same extent as the proposed project and thus fails to realize one of the primary objectives of the General Plan Update.

Finding:

This alternative is rejected because it would not accomplish a primary goal and it would not eliminate the significant impacts, even though it could slightly reduce them. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the FEIR. This alternative would not reduce any significant and unavoidable impacts of the project to a less than significant level and would not meet at least one of the basic objectives for the proposed project.

3. Increased Residential Land Use Alternative

In the Increased Residential Land Use Alternative, the General Plan Update would be the same except for 13 acres fronting Katella just east of Interstate 605 (I-605). Approximately 3 acres of the site are currently occupied by public use properties (City Hall, Police Department, City Yard, Chamber of Commerce, and the Community Center) and the western 10 acres are occupied by SuperMedia.

Under the proposed project, these parcels are proposed to be designated for commercial/retail land use. Under this alternative, the land use plan would designate this site for multifamily residential use (assumed 22 units per acre) to increase the amount of residential land uses and improve the job-

housing balance in the City. Improving the jobs-housing balance can reduce VMT and traffic congestion and associated traffic, air quality, and GHG emissions impacts of the proposed project.

Conclusion:

Impacts of this alternative would be similar to the proposed project for aesthetics, cultural resources, hazards and hazardous materials, land use and planning, noise, and utilities and service systems. Impacts of this alternative would be slightly reduced compared to those of the proposed project for air quality, GHG emissions, population and housing, and traffic. This alternative would slightly increase public services and recreational impacts compared to those of the proposed project. This alternative would not reduce any significant and unavoidable impacts of the proposed project to less than significant.

This alternative would meet the project objectives but would not meet the objective to maximize retail opportunities along Katella Avenue to the same extent as the proposed project.

Finding:

This alternative is rejected because it would not accomplish the goals and it would not eliminate the significant impacts, even though it could slightly reduce them. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible this project alternative for the reasons identified in the FEIR. This alternative would not reduce any significant and unavoidable impacts of the project to a less than significant level and would not meet at least one of the basic objectives for the proposed project.

III. STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081(b) and the Guidelines Section 15093, the City of Los Alamitos has balanced the benefits of the proposed project against the following unavoidable adverse impacts associated with the proposed project and has adopted all feasible mitigation measures with respect to these impacts: (1) air quality, (2) greenhouse gas emissions, (3) noise, and (4) transportation/traffic. The City also has examined alternatives to the proposed project, none of which both meets the project objectives and is environmentally preferable to the proposed project.

Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable." When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- (b) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

A. BACKGROUND

CEQA requires decision makers to balance the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered "acceptable" (State CEQA Guidelines § 15093[a]). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Such reasons must be based on substantial evidence in the FEIR or elsewhere in the administrative record (State CEQA Guidelines § 15093 [b]). The agency's statement is referred to as a Statement of Overriding Considerations.

The following sections provide a description of each of the project's significant and unavoidable adverse impacts and the justification for adopting a statement of overriding considerations.

B. SIGNIFICANT AND UNAVOIDABLE ADVERSE IMPACTS

The following adverse impacts of the proposed project are considered significant, unavoidable, and adverse based on the DEIR, FEIR, Mitigation Monitoring Program, and the findings discussed in Section II, *Findings and Facts*, of this document.

Air Quality

- **Impact 5.2-1.** Buildout of the project would generate less population but more employment growth and slightly more vehicle miles traveled than the Current General Plan; therefore, the project would be inconsistent with South Coast Air Quality Management District's (SCAQMD) 2012 Air Quality Management Plan (AQMP). Mitigation measures incorporated into future development projects and adherence to the project policies for operation and construction phases described in Impacts 5.2-2 and 5.2-3 would reduce criteria air pollutant emissions associated with buildout of the project. Goals and policies included in the project would facilitate continued City participation/cooperation with SCAQMD and Southern California Association of Governments to achieve regional air quality improvement goals, promote energy conservation design and development techniques, encourage alternative transportation modes, and implement transportation demand management strategies. However, no mitigation measures are available that would reduce impacts associated with inconsistency with the air quality management plan due to the magnitude of growth and associated emissions that would be generated by the buildout of the City of Los Alamitos and Rossmoor in accordance with the project. Impact 5.2-1 would remain significant and unavoidable.
- **Impact 5.2-2.** Construction activities associated with the buildout of the project would generate criteria air pollutant emissions that would exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by future construction activities associated with the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.2-2 would remain significant and unavoidable.
- **Impact 5.2-3.** Buildout of the proposed land use plan would generate additional vehicle trips and area sources of criteria air pollutant emissions that exceed SCAQMD's regional significance thresholds and would contribute to the nonattainment designations of the SoCAB. Goals and policies are included in the project that would reduce air pollutant emissions. However, due to the magnitude of emissions generated by the buildout of the project, no mitigation measures are available that would reduce impacts below SCAQMD's thresholds. Impact 5.2-3 would remain significant and unavoidable.
- **Impact 5.2-4.** Localized emissions of criteria air pollutants could exceed the SCAQMD regional significance thresholds because of the scale of development activity associated with theoretical buildout of the project. For this broad-based General Plan Update, it is not possible to determine whether the scale and phasing of individual projects would result in the exceedance of localized emissions thresholds. Therefore, in accordance with the SCAQMD methodology, Impact 5.244 would remain significant and unavoidable.

Greenhouse Gas Emissions

- **Impact 5.4-2.** Although the 2014 Scoping Plan Update assessed programs to achieve the 2020 targets for the state, no additional GHG reductions programs have been outlined that get the state to the post-2020 targets identified in Executive Order S-03-05, which are an 80 percent reduction in 1990 emissions by 2050. Mitigation Measure 4-1 would ensure that the City continues

to implement actions that reduce GHG emissions from buildout of the General Plan. However, additional federal and state measures would be necessary to reduce GHG emissions to meet the long-term goals under Executive Order S-03-05. According to the California Council on Science and Technology, the state cannot meet the 2050 goal without major advance in technology (CCST 2012). Since no additional federal or state measures are currently available for post-2020 that would ensure that the City of Los Alamitos and Rossmoor could achieve an interim target, Impact 5.4-2 would remain significant and unavoidable.

Noise

- **Impact 5.7-3.** The proposed project could create elevated levels of groundborne vibration and groundborne noise during construction activities. Mitigation Measure 7-1 would reduce vibration impacts associated with construction activities to the extent feasible. However, distance and other site conditions may render implementation of the mitigation measure infeasible or ineffective for future projects, and Mitigation Measure 7-1 would not guarantee that vibration impacts construction of projects would be reduced to less than significant levels. Impact 5.7-3 would remain significant and unavoidable.
- **Impact 5.7-4.** Construction activities would result in temporary noise increases in the vicinity of sensitive land uses. Mitigation Measure 7-2 would reduce noise impacts associated with construction activities to the extent feasible. However, distance, source to receiver geometry, and other site conditions may render implementation of the mitigation measure infeasible or ineffective for future projects, and Mitigation Measure 7-2 would not guarantee that construction noise impacts would be reduced to less than significant levels. Impact 5.7-4 would be significant and unavoidable.

Transportation and Traffic

- **Impact 5.11-1.** Three intersections and two roadways in the City would exceed the City's LOS standards, and mitigation measures are considered infeasible due to right-of-way constraints. Policy 1.4 of the General Plan Update identifies these intersections and roadways as "exempt." Once the General Plan Update is adopted, these intersections and roadways would be exempt from the City's LOS D standard. However, based on the current General Plan and the City's current standards for these intersections and roadways, Impact 5.11-1 would be significant and unavoidable.

C. CONSIDERATIONS IN SUPPORT OF THE STATEMENT OF OVERRIDING CONSIDERATIONS

After balancing the specific economic, legal, social, technological, and other benefits of the proposed project, the City of Los Alamitos has determined that the unavoidable, adverse environmental impacts identified above are considered "acceptable" due to the following specific considerations, which outweigh the unavoidable, adverse environmental impacts of the proposed project.

Implements the Objectives Established for the Project

The proposed project implements the follow objectives:

- Maintain high levels of safety and service
- Create an attractive and pedestrian-friendly downtown
- Introduce pedestrian bridges
- Maximize retail opportunities along Katella Avenue
- Relocate City Hall
- Offer incentives to preserve and attract business
- Improve the look and identity of the City
- Provide consistent and effective code enforcement
- Maintain a good relationship with the Los Alamitos Unified School District
- Create more open space, parks, trails, community gardens, and recreation areas
- Evaluate annexation carefully
- Establish centralized parking options
- Enhance cultural uses and historical preservation

Implements AB 1358, the California Complete Streets Act

Various elements of the General Plan Update contain policies that help the City implement AB 1358, the California Complete Streets Act, including

- **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 1.6 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 multi-modal transportation network.
- **Policy 2.1 Traffic calming** - Discourage cut-through traffic in residential neighborhoods through the application of traffic calming measures.
- **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.
- **Policy 4.1 Walkable downtown** - Create pedestrian-friendly business districts by expanding and improving spaces for walking along and crossing business districts.
- **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, alleyways, 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.
- **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.
- **Policy 5.7 Motorcycle and scooter parking** - Encourage businesses to provide parking spaces specifically designed for motorcycles and motorized scooters.

Achieves Consistency with SCAG's 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Goals

In addition to the transportation policies above, the following General Plan Update goals and policies are directed toward enhancing and implementing SCAG's RTP/SCS goals related to transit, transportation and mobility, and environmental health:

Land Use Element

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

Open Space, Recreation, and Conservation Element

- **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 towncenter.
- **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 4.5 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 4.9 Renewable Energy** - Promote the use of renewable energy sources to serve public and private sector development.

Mobility and Circulation Element

- **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.

Growth Management Element

- **Policy 1.3 Governmental collaboration** - Proactively collaborate with adjacent jurisdictions to ensure that infrastructure and public services are provided in a timely and high-quality manner.
- **Policy 1.4 Joint Forces Training Base** - Maintain proactive communications with the Joint Forces Training Base (JFTB) regarding processes, operations, or projects in the City or at the JFTB that have the potential to impact the City of Los Alamitos, its residents, its businesses, or base operations.
- **Policy 2.2 New development** - New development shall pay its share of the costs associated with local and regional traffic mitigation.

- **Policy 2.4 Orange County Congestion Management Plan** - Maintain consistency with the County of Orange Congestion Management Plan and Master Plan of Arterial Highways pursuant to the requirement of state law to continue to receive its share of State gasoline sales tax revenues.

Promotes the City's Economic Vision

The General Plan Update addresses the location, timing, and type of development within the City, Rossmoor, and areas adjacent to the City to ensure that the City's economic vision can be accomplished, which is:

We envision our local economy as a valued resource that provides a stable and resilient tax base to support the public facilities and services that contribute positively to the quality of life in Los Alamitos. We recognize and capitalize on our city's role as a jobs engine in the regional economy. We implement public policies and invest public resources to maintain Los Alamitos's appeal as a business location and to attract continued private investment, but we do not sacrifice our quality of life for the sake of economic growth.

The General Plan Update supports the City's economic vision by including economic strategies that reflect the changing condition, including development of strategic plans. Policies from the Economic Development Element of the proposed General Plan that support the City's economic vision include:

- **Policy 1.1 Fiscal decision making** - Incorporate short-term and long-term economic and fiscal implications of proposed actions into decision-making.
- **Policy 1.2 Fiscal disclosures** - Identify and disclose potential fiscal impacts, including direct and indirect costs, as part of land use or development applications requiring City Council action.
- **Policy 1.3 Ongoing funding** - Identify and disclose if and how a program or project will be continued upon cessation of city funding or support when the City establishes, renews, or funds a program or project lasting more than one fiscal year
- **Policy 1.4 Retail and lodging amendments** - General plan amendments changing from a land use designation that permits retail uses or lodging uses to a land use designation that does not allow retail or lodging uses should consider use of a development agreement or other legally enforceable obligation on the property owner(s) that requires the subject property generate the same or better fiscal balance for the city as it would have generated with a retail or lodging use.
- **Policy 1.5 Office and industrial amendments** - General plan amendments changing from a land use designation that permits office or industrial uses to a designation that does not permit office or industrial land uses should consider use of a development agreement or other legally enforceable obligation on the property owner(s) that requires the subject property generate the same or better fiscal balance for the city as it would have generated with an office or industrial use.

- **Policy 1.6 Fiscal mitigation** - Require a fiscal impact analysis and mitigation of any negative fiscal impacts for any requested general plan amendment.
- **Policy 1.7 Budgeting** - Require City departments to submit an annual budget request free from reliance on one-time revenues (except for specific grant-funded projects) and unsustainable revenue and deficit spending.
- **Policy 2.1 Employment-generating uses** - Maintain the integrity of office, industrial, and medical overlay areas and protect these areas from encroachment by other uses.
- **Policy 2.2 Effective land use regulation** - Ensure that development standards, use regulations, and the permitting process (especially discretionary permitting), are streamlined and effective, yet maintain protections for the community's quality of life.
- **Policy 2.3 Promote well-paying jobs** - Prioritize municipal decisions, initiatives, investments, and development approvals that support the retention and expansion of well-paying jobs in Los Alamitos.
- **Policy 2.4 Workforce development.** Help existing businesses communicate their workforce needs to the Orange County Workforce Investment Board, the North Orange County Community College District, the Los Alamitos Unified School District, and other educational and workforce development organizations.
- **Policy 2.5 Economic development marketing** - Collaborate with regional economic development partners, such as the Los Alamitos Chamber of Commerce and the Orange County Business Council, to market Los Alamitos to potential new businesses.
- **Policy 2.6 Medical services** - Capitalize on the City's role as a regional medical services hub by promoting and encouraging the intensification of medical offices in areas assigned with the Medical Overlay designation.
- **Policy 3.1 Town center** - Prioritize municipal decisions, initiatives, investments, and development approvals that contribute to the vision of a town center as an amenity-rich, multi-modal, and mixed-use district that is a unique regional destination and that emphasizes experience-oriented shopping.
- **Policy 3.2 Business development** - Collaborate with the Chamber of Commerce, the Orange County Small Business Development Center, and other economic development partners to improve access by Los Alamitos small businesses and independent retailers to business development services.
- **Policy 3.3 Quality retail environments** - Require new, redeveloped, and revitalized retail centers to provide street furniture, shading, pedestrian circulation, and gathering spaces that enhance the experience of shopping.

- **Policy 3.4 Parking districts** - Support voluntary efforts by commercial property owners to establish parking management districts (or other tools) to facilitate shared parking solutions and encourage pedestrian-oriented mixed-use buildings.
- **Policy 3.5 Public-private partnerships** - Prioritize municipal initiatives and investments in areas in which private sector businesses and property owners are voluntarily providing private funding through special financing districts (such as assessment districts and business improvement districts).
- **Policy 3.6 Diversification** - Prioritize municipal initiatives, investments, and development approvals that bring businesses in economic sectors not currently represented in Los Alamitos.
- **Policy 4.1 Economic development responsibility** - Promote an ethos in which economic development is the responsibility of each elected official, appointed official, and City employee.
- **Policy 4.2 Economic development training** - As financial resources are available, invest in economic development training for staff, elected and appointed officials, and key community stakeholders.
- **Policy 4.3 Business visitation** - Establish and maintain an annual business visitation program that engages the owners and managers of businesses operating in Los Alamitos.
- **Policy 4.4 Economic development strategy** - Adopt and regularly update a comprehensive economic development strategy, either as a stand-alone plan or as part of a broader City-wide strategic plan.
- **Policy 4.5 Economic development partners** - Collaborate effectively with regional economic development partners to achieve specific measurable goals for Los Alamitos.

Redevelops Los Alamitos Boulevard/Katella Avenue Area into a Pedestrian-Friendly Downtown

The proposed General Plan Update would change the roadway configuration of Los Alamitos north of Katella Avenue to create a more pedestrian-friendly downtown by introducing pedestrian bridges, maximizing retail opportunities along Katella Avenue, relocating City Hall, and establishing centralized parking options.

Improves Quality of Life and Physical Environment

Although development in Los Alamitos would have significant impacts on the environment (such as those on air quality, greenhouse gas emissions, noise, and transportation), a number of the policies found in the General Plan would reduce these impacts on the environment and promote more environmentally sustainable development in Los Alamitos. These types of policies include those that:

- Create attractive, safe, and walkable communities
 - **Policy LU 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 LU 1.2 – Public investment.** Invest in public improvements to transform Los Alamitos Boulevard into an attractive and pedestrian-friendly street.
- **Policy LU 1.5 – Outdoor dining.** Encourage existing and new restaurants to incorporate outdoor dining along Los Alamitos Boulevard.
- **Policy LU 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.
- **Policy LU 3.3 – Pedestrian improvements.** Upgrade rights-of-way in areas designated as Limited Industrial and Medical Overlay to create safe and attractive pedestrian environments.
- **Policy MC 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 MC 2.1 – Traffic calming.** Discourage cut-through traffic in residential neighborhoods through the application of traffic-calming measures.
- **Policy MC 3.3 – Pedestrian bridges.** Invest in the construction of pedestrian bridges at key intersections near schools to enhance safety and reduce congestion.
- **Policy MC 4.1 – Walkable business districts.** Create pedestrian-friendly business districts by expanding and improving spaces for walking along and crossing business corridors.
- Promote efficient energy use
 - **Policy OSRC 4.9 – Renewable Energy.** Promote the use of renewable energy sources to serve public and private sector development.
- Encourage the wise use of water
 - **Policy OSRC 4.6 – Irrigation.** Encourage the use of water-efficient irrigation systems and reclaimed water for irrigation.
 - **Policy PFS 1.1 – Water quality and supply.** Work with Golden State Water Company to maintain high water quality and ensure adequate water supply for personal use, landscaping, and fire protection.
 - **Policy PFS 1.2 – Sewer system.** Work with the Rossmoor Los Alamitos Sewer District to maintain adequate and efficient sewage waste disposal services.
- Improve air quality and reduce greenhouse gas emissions
 - **Policy OSRC 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 OSRC 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 OSRC 4. – Regional air quality.** Support regional efforts to reduce particulate matter and collaborate with other agencies to improve air quality at the emission source.
- Manage the roadway network and encourage use of alternative transportation
 - **Policy OSRC 4.4 – Low and zero emission vehicles.** Support development of private and public parking infrastructure facilitating the use of alternative fuel vehicles.
 - **Policy MC 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 MC 1.5 – Multimodal LOS.** Monitor the evolution of multimodal level of service (MMLOS) standards. The City may adopt MMLOS standards when appropriate.
 - **Policy MC 4.6 – Bicycle and pedestrian wayfinding.** Provide bicycle and pedestrian network wayfinding and information through signs, street markings, or other technologies.
 - **Policy MC 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 MC 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.
- Ensure noise compatibility for noise-sensitive uses
 - **Policy PFS 4.1 – Land use compatibility.** Approve development and require mitigation measures to ensure existing and future land use compatibility as shown in the City’s Noise Ordinance, the Land Use and Noise Compatibility Matrix, the State Interior and Exterior Noise Standards, and the Airport Environs Land Use Plan for the JFTB.
 - **Policy PFS 4.2 – New residential.** When new residential development is proposed adjacent to land designated for industrial or commercial uses, require the proposed development to assess potential noise impacts and fund feasible noise-related mitigation measures.
 - **Policy PFS 4.3 – Control sound at the source.** Prioritize noise mitigation measures to control sound at the source over buffers, soundwalls, and other perimeter measures.
 - **Policy PFS 4.4 – Noise impacts.** Minimize or eliminate persistent, periodic, or impulsive noise impacts of business operations.
 - **Policy PFS 4.6 – Aircraft noise.** Work with the JFTB and Long Beach Airport to minimize the noise impact of small aircraft and helicopters on residential neighborhoods.

- Facilitate the preservation of open space and critical habitats for endangered resources and natural communities
 - **Policy OSRC 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 OSRC 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 OSRC 4.8 – Stormwater management.** Encourage the use of low impact development techniques that retain or mimic natural features for stormwater management.
- Preserve natural, historic, and cultural resources as key features of Los Alamitos
 - **Policy OSRC 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 OSRC 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 OSRC 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 OSRC 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 OSRC 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.

Other Considerations

There are unavoidable, significant impacts in four categories: air, greenhouse gas, noise, and traffic.

- If the City does not update the General Plan there are still significant impacts relating to air, greenhouse gas, construction noise and traffic. Even without any growth in the City, which is not a realistic scenario, the significant impacts relating to greenhouse gas and traffic will occur simply due to regional growth.
- Impacts relating to construction noise are temporary in nature.

D. CONCLUSION

The City Council of Los Alamitos has balanced the project's benefits against the project's significant unavoidable impacts. The City Council finds that the project's benefits of updating the current General Plan (which was adopted in 1990 with some significant updates in 2000) outweigh the project's significant unavoidable impacts; and those impacts, therefore, are considered acceptable in light of the project's benefits. The City Council finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the project notwithstanding the project's significant unavoidable impacts. The City Council additionally finds that the fact that these significant impact would occur, even under the existing General Plan, further weighs in favor of adopting an updated General Plan that better meets the City's needs and complies with legal requirements.

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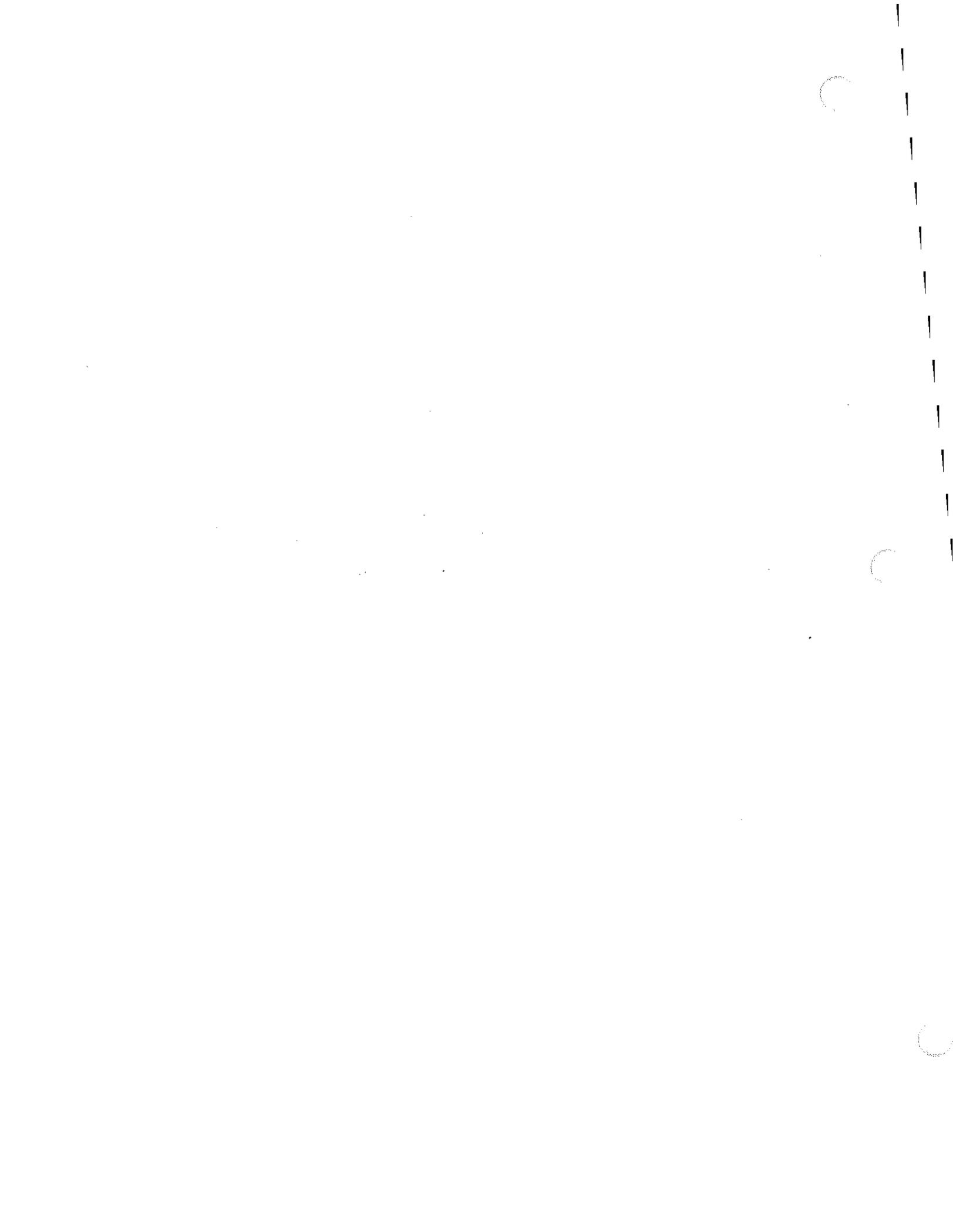


EXHIBIT B

October 2014 | Mitigation Monitoring and Reporting Program

LOS ALAMITOS GENERAL PLAN UPDATE

for City of Los Alamitos

Prepared for:

City of Los Alamitos

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING PROGRAM

This Mitigation Monitoring Program has been developed to provide a vehicle by which to monitor mitigation measures and conditions of approval outlined in the Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2013121055. The Mitigation Monitoring Program has been prepared in conformance with Section 21081.6 of the Public Resources Code and the City of Los Alamitos Monitoring Requirements. Section 21081.6 states:

- (a) When making findings required by paragraph (1) of subdivision (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:
 - (1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead or responsible agency, prepare and submit a proposed reporting or monitoring program.
 - (2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

1.2 PROJECT LOCATION

The City of Los Alamitos is on the northwestern boundary of Orange County, approximately 23 miles (driving distance) south of downtown Los Angeles. The City is surrounded by highly urbanized areas of Orange and Los Angeles Counties and abuts or is near the cities of Long Beach, Seal Beach, Hawaiian Gardens, Cypress, and Garden Grove. Interstate 605 (I-605) runs north-south along the City's western boundary. No other interstate or state route crosses the City's boundaries. However, I-405 travels northwest to southeast around the City's southern boundary, and State Route 22 (SR-22) travels east-west approximately 0.4 miles south of the City, providing regional access to Los Alamitos. The City's sphere of influence (SOI) encompasses the unincorporated community of Rossmoor on the southwest side of the City.

1. Introduction

The City encompasses approximately 2,619 acres, and its SOI extends to the 982-acre unincorporated community of Rossmoor. Approximately 50 percent of the City's total land area is occupied by the Los Alamitos Joint Forces Training Base (JFTB), and the remaining area is developed with urban uses. Part of the Coyote Creek and Carbon Creek channels, approximately 45 acres, flow through the City and into the San Gabriel River farther south along the City's western boundary.

1.3 PROJECT DESCRIPTION

The proposed project is an update to the City of Los Alamitos General Plan. The Los Alamitos General Plan Update is intended to provide guidance for long term growth, maintenance, and preservation in the City over the next 20-plus years. As stated above, the General Plan Update also includes the community of Rossmoor as part of the City's SOI to understand future demands for services and implications for growth in Rossmoor and the City. The Los Alamitos General Plan Update addresses the required elements and one optional element: Land Use; Economic Development; Open Space, Recreation, and Conservation; Mobility and Circulation; Housing; Public Facilities and Safety; and Growth Management.

The proposed land use plan would allow for up to a total of 23,003 residents, 18,430 jobs, 8,735 dwelling units, and 8,881,442 nonresidential square feet of development under the General Plan Update. 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 General Plan buildout. In addition, the proposed General Plan Update identifies the Los Alamitos JFTB as Community & Institutional/JFTB. However, it should be noted that while the Los Alamitos JFTB is within the City's municipal boundary, the City has no jurisdiction or land use authority on this U.S. military installation.

1.4 ENVIRONMENTAL IMPACTS

1.4.1 Impacts Considered Less Than Significant

Impacts to the following resources were identified as less than significant. Impacts to resources marked with an asterisk (*) were identified in the Initial Study; the remainder were identified in the DEIR.

- Aesthetics
- Agricultural and Forest Resources*
- Biological Resources *
- Geology and Soils*
- Hazards and Hazardous Materials
- Hydrology and Water Quality*
- Land Use and Planning

1. Introduction

- Mineral Resources *
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

1.4.2 Potentially Significant Adverse Impacts That Can Be Mitigated, Avoided, or Substantially Lessened

The DEIR concluded that the proposed project could result in one or more potentially significant impacts in the following topic areas:

- Cultural Resources

However, the DEIR also found that these impacts would be reduced, avoided, or substantially lessened through the implementation of mitigation measures, which are listed in Table 3-1.

1.4.3 Unavoidable Significant Adverse Impacts

The following impacts would remain significant and unavoidable after implementation of required mitigation, as identified in the DEIR:

- Air Quality
- Greenhouse Gas Emissions
- Noise
- Transportation and Traffic

1. Introduction

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2. Mitigation Monitoring Requirements

2.1 CATEGORIZED MITIGATION MEASURES/MATRIX

Project-specific mitigation measures have been categorized in matrix format, as shown in Table 2-1. The matrix identifies the environmental factor, specific mitigation measures, schedule, and responsible monitor. The mitigation matrix will serve as the basis for scheduling the implementation of, and compliance with, all mitigation measures.

2. Mitigation Monitoring Requirements

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2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.2 AIR QUALITY				
<p>2-1 If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the South Coast Air Quality Management District (SCAQMD) adopted thresholds of significance, the City of Los Alamitos shall require that applicants for new development projects incorporate mitigation measures as identified in the CEQA document prepared for the project to reduce air pollutant emissions during construction activities. Mitigation measures that may be identified during the environmental review include but are not limited to:</p> <ul style="list-style-type: none"> • Using construction equipment rated by the United States Environmental Protection Agency as having Tier 3 (model year 2006 or newer) or Tier 4 (model year 2008 or newer) emission limits, applicable for engines between 50 and 750 horsepower. • Ensuring construction equipment is properly serviced and maintained to the manufacturer's standards. • Limiting nonessential idling of construction equipment to no more than five consecutive minutes. • Water all active construction areas at least three times daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. • Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer). • Pave, apply water three times daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. 	<p>City of Los Alamitos Community Development Director and applicants for new development projects</p>	<p>During subsequent project- level environmental review</p>	<p>City of Los Alamitos Planning Division</p>	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Sweep daily (with water sweepers using reclaimed water if possible), or as often as needed, all paved access roads, parking areas, and staging areas at the construction site to control dust. • Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material. • Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. • Enclose, cover, water three times daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). 				
<p>2-2 New industrial or warehousing land uses that: 1) have the potential to generate 40 or more diesel trucks per day and 2) are located within 1,000 feet of a sensitive land use (e.g. residential, schools, hospitals, nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use, shall submit a health risk assessment (HRA) to the City of Los Alamitos prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment and the applicable air quality management district. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E 06), particulate matter concentrations would exceed 2.5 µg/m³, or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs) are capable of reducing potential cancer and noncancer risks to an acceptable level, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, restricting idling onsite or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the project.</p>	<p>Project applicants of new industrial or warehousing land uses</p>	<p>Prior to future discretionary project approval for industrial/warehousing</p>	<p>City of Los Alamitos Planning Division</p>	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

	Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
2-3	<p>Applicants for sensitive land uses within the following distances as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, from these facilities:</p> <ul style="list-style-type: none"> • Industrial facilities within 1000 feet • Distribution centers (40 or more trucks per day) within 1,000 feet • Major transportation projects (50,000 or more vehicles per day) within 1,000 feet • Dry cleaners using perchloroethylene within 500 feet • Gasoline dispensing facilities within 300 feet <p>Applicants shall submit a health risk assessment (HRA) to the City of Los Alamitos prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the state Office of Environmental Health Hazard Assessment (OEHHA) and the applicable Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 6 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E 06) or the appropriate noncancer hazard index exceeds 1.0, the applicant will be required to identify that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:</p> <ul style="list-style-type: none"> • Air intakes located away from high volume roadways and/or truck loading zones, unless it can be demonstrated to the City of Los Alamitos that there are operational limitations. • Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized maximum efficiency rating value (MERV) filters. • Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the 	Project applicants of sensitive land uses	Prior to future discretionary project approval	City of Los Alamitos Planning Division	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>project. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City of Los Alamitos.</p>				
<p>2-4 If it is determined during project-level environmental review that a project has the potential to emit nuisance odors beyond the property line, an odor management plan may be required, subject to City's regulations. Facilities that have the potential to generate nuisance odors include but are not limited to:</p> <ul style="list-style-type: none"> • Wastewater treatment plants • Composting, greenwaste, or recycling facilities • Fiberglass manufacturing facilities • Painting/coating operations • Large-capacity coffee roasters • Food-processing facilities <p>If an odor management plan is determined to be required through CEQA review, the City of Los Alamitos shall require the project applicant to submit the plan prior to approval to ensure compliance with the applicable Air Quality Management District's Rule 402, for nuisance odors. If applicable, the Odor Management Plan shall identify the Best Available Control Technologies for Toxics (T-BACTs) that will be utilized to reduce potential odors to acceptable levels, including appropriate enforcement mechanisms. T-BACTs may include, but are not limited to, scrubbers (e.g., air pollution control devices) at the industrial facility. T-BACTs identified in the odor management plan shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.</p>	<p>Project applicants of projects with potential to emit nuisance odors</p>	<p>Prior to future discretionary project approval</p>	<p>City of Los Alamitos Planning Division</p>	
5.3 CULTURAL RESOURCES				
<p>3-1 Applicants for future development projects with intact extant building(s) more than 45 years old shall provide a historic resource technical study to the City of Los Alamitos. The historic resources technical study shall be prepared by a qualified architectural historian meeting Secretary of the Interior Standards. The study shall evaluate the significance and data potential of the resource in accordance with</p>	<p>Project applicants of projects with intact extant building(s) more than 45 years old, and qualified architectural historian</p>	<p>Prior to future discretionary project approval</p>	<p>City of Los Alamitos Planning Division</p>	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
these standards. If the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 4852), mitigation shall be identified within the technical study that ensures the value of the historic resource is maintained.				
<p>3-2 Applicants for future development projects that require grading of undisturbed soil in areas of known or inferred archaeological resources, prehistoric or historic, shall provide a technical cultural resources assessment to the City of Los Alamitos prior to the issuance of grading permits. The cultural resources assessment shall be prepared by a qualified archaeologist to assess the cultural and historical significance of any known archaeological resources on or next to each respective development site, and assessing the sensitivity of sites for buried archaeological resources. On properties where resources are identified, or that are determined to be moderately to highly sensitive for buried archaeological resources, such studies shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified cultural preservation expert. The mitigation plan shall include the following requirements:</p> <ul style="list-style-type: none"> a. An archaeologist shall be retained for the development project and shall be on call during grading and other significant ground-disturbing activities. b. Should any cultural/scientific resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources. c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Archaeologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University, Fullerton; and provide a comprehensive final report including appropriate records for the 	Project applicants of development projects in areas of known or inferred archaeological resources, and qualified archaeologists retained by those projects	Prior to future discretionary project approval	City of Los Alamitos Planning Division	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
California Department of Parks and Recreation (Building, Structure, and Object Record; Archaeological Site Record; or District Record, as applicable).				
<p>3-3 Applicants for future development projects that require excavation greater than five feet below the current ground surface in undisturbed sediments with a moderate or higher fossil yield potential shall provide a technical paleontological assessment prepared by a qualified paleontologist assessing the sensitivity of sites for buried paleontological resources to the City of Los Alamitos prior to issuance of grading permits. If resources are known or reasonably anticipated, the assessment shall provide a detailed mitigation plan, including a monitoring program and recovery and/or in situ preservation plan, based on the recommendations of a qualified paleontologist. The mitigation plan shall include the following requirements:</p> <ul style="list-style-type: none"> a. A paleontologist shall be retained for the project and shall be on call during grading and other significant ground-disturbing activities. b. Should any potentially significant fossil resources be discovered, no further grading shall occur in the area of the discovery until the Community Development Director concurs in writing that adequate provisions are in place to protect these resources. c. Unanticipated discoveries shall be evaluated for significance by an Orange County Certified Professional Paleontologist. If significance criteria are met, then the project shall be required to perform data recovery, professional identification, radiocarbon dates as applicable, and other special studies; submit materials to the California State University, Fullerton; and provide a comprehensive final report, including catalog with museum numbers. 	Project applicants of development projects that require excavation as specified in Mitigation Measure 3-3 and qualified paleontologist retained by those projects	Prior to future discretionary project approval	City of Los Alamitos Planning Division	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
5.4 GREENHOUSE GAS EMISSIONS				
<p>4-1 The City of Los Alamitos shall include the following actions in the City's Implementation Plan to ensure that the City continues on a trajectory that aligns with the long-term State GHG reduction goals of Executive Order S 03 05.</p> <ul style="list-style-type: none"> • 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. • Conduct energy audits on all City facilities and incorporate cost-effective measures to increase energy efficiency. • Public education on energy conservation. Coordinate with local utilities to provide energy conservation information to the public. • 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. • Seek grants and other outside funding for energy efficiency improvements to public or private facilities and structures. • 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 improved existing bicycle and pedestrian facilities to provide safe routes to schools. • 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. • Create and implement a pedestrian and bicycle master plan to identify improvements, timing, and funding mechanisms. • 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 	<p>City of Los Alamitos Community Development/Public Works Director</p>	<p>During update of City's Implementation Plan</p>	<p>City of Los Alamitos Community Development/Public Works Department</p>	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<p>to schools and the downtown. Bicycle signage should be consistent with signs of neighboring jurisdictions, yet distinct for Los Alamitos.</p> <ul style="list-style-type: none"> • Coordinate with neighboring jurisdictions on improving connections to existing and planning future bicycle and pedestrian trails. • Work with OCTA and local businesses to enhance bus stops in Los Alamitos and Rossmoor. • Coordinate with OCTA on its Long Range Transportation Plan to design bus rapid transit service and stop locations along Katella Avenue • Explore the use of parking meters along public streets and on City-owned lots, especially in the downtown. • 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. 				
5.7 NOISE				
<p>7-1 Individual projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors shall be evaluated for potential vibration impacts. A study shall be conducted for individual projects where vibration-intensive impacts may occur. If construction-related vibration is determined to be perceptible at vibration-sensitive uses, additional requirements, such as use of less-vibration-intensive equipment or construction techniques, shall be implemented during construction (e.g., nonexplosive blasting methods, drilled piles as opposed to pile driving, etc.).</p>	<p>Project applicants of development projects that involve vibration-intensive construction activities, such as blasting, pile drivers, jack hammers, and vibratory rollers, within 200 feet of sensitive receptors; and noise consultants for those projects</p>	<p>Prior to future discretionary approvals and during construction</p>	<p>City of Los Alamitos Planning Division</p>	
<p>7-2 Applicants for new development projects within 500 feet of sensitive receptors shall implement the following best management practices to reduce construction noise levels:</p> <ul style="list-style-type: none"> • Require that construction vehicles and equipment (fixed or mobile) be equipped with properly operating and maintained mufflers. • Restrict haul routes and construction-related traffic 	<p>Project applicants for projects within 500 feet of sensitive receptors</p>	<p>Prior and during construction of future projects</p>	<p>City of Los Alamitos Planning Division</p>	

2. Mitigation Monitoring Requirements

Table 2-1 Mitigation Monitoring Requirements

Mitigation Measure	Responsibility for Implementation	Timing	Responsibility for Monitoring	Monitor (Signature Required) (Date of Compliance)
<ul style="list-style-type: none"> • Place stock piling and/or vehicle-staging areas as far as practical from residential homes. • Replace backup audible warning devices with backup strobe lights or other warning devices during evening construction activity to the extent permitted by the California Division of Occupational Safety and Health. • Reduce nonessential idling of construction equipment to no more than five minutes • Consider the installation of temporary sound barriers for construction activities that occur adjacent to occupied noise-sensitive structures, depending on length of construction, type of equipment used, and proximity to noise-sensitive uses. 				

2. Mitigation Monitoring Requirements

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3. Report Preparation

3.1 LIST OF PREPARERS

City of Los Alamitos

Steven Mendoza, Community Development Director

PlaceWorks

Nicole Vermilion, Associate Principal

Frances Ho, Project Planner

RESOLUTION NO. PC 14-32

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
LOS ALAMITOS RECOMMENDING TO THE CITY COUNCIL
ADOPTION OF THE 2014 GENERAL PLAN UPDATE, INCLUDING
LAND USE DESIGNATION CHANGES**

WHEREAS, the City of Los Alamitos (the "City") desires to comprehensively update the Los Alamitos General Plan to respond to changing conditions in the City, region and around the globe, as well as to revisit the long term sustainability of the City in the future (hereinafter sometimes referred to as either the "Project" or the "General Plan Update"); and,

WHEREAS, in the Fall of 2010, the City elected to update the City's General Plan in accordance with Government Code Section 65300 *et seq.*; and

WHEREAS, in the June 2011, the City elected to retain the Planning Center/Place Works to initiate the public process to discuss, plan, and prepare an updated General Plan; and

WHEREAS, the City and Planning Center/Placeworks conducted an enhanced public outreach exercise that resulted in Los Alamitos residents communicating their vision for the City; reviewed the existing land uses in the City; identified areas that should be protected and areas that could upgrade over time; discussed needed citywide improvements; proposed various programs and measures to implement citywide goals; and recommended refreshed changes to the goals, policies, approaches and strategies contained in the 1990 Los Alamitos General Plan; and

WHEREAS, the City and Planning Center/Placeworks has been drafting a 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; and

WHEREAS, 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 General Plan 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; and

WHEREAS, a draft Los Alamitos General Plan Update 2014 was developed, a copy of which is on file in the office of the City Clerk and incorporated herein by this reference, has been prepared to address the seven mandated elements plus two additional elements: Economic Element and Growth Management Element; and

WHEREAS, the 2014 General Plan is intended to guide growth and development in the City through 2035, which includes the City, its sphere of influence (SOI), and

WHEREAS, the 2014 General Plan revises the current land use map and updates the following General Plan elements:

- Land Use Element
- Circulation and Transportation Element
- Open Space and Recreation Element
- Conservation Element
- Safety Element
- Noise Element
- Housing Element (updated in 2013, not included in General Plan Update)
- Economic Development Element
- Growth Management Element

WHEREAS, the 2014 General Plan will guide growth and development (e.g., infill development, redevelopment, and revitalization/restoration) in the Plan Area by designating land uses in the proposed land use map and through implementation of updated goals and policies; and

WHEREAS, the Planning Commission held a noticed public hearing on October 13, 2014, to consider the 2014 General Plan Update; and

WHEREAS, the Planning Commission reviewed the record of proceedings, including the staff reports and other written records presented to, or otherwise made available to, the Planning Commission on this matter, and considered all oral comments made during the public hearing; and

WHEREAS, prior to taking action, the Planning Commission has heard, been presented with, reviewed and considered all of the information and data in the administrative record, including the Draft General Plan and all oral and written evidence presented to it during all meetings and hearings.

NOW THEREFORE BE IT RESOLVED by the Planning Commission of the City of Los Alamitos as follows:

SECTION 1. That on October 13, 2014, the Planning Commission held a public hearing on this General Plan Update Project, at which time staff presented the details of the proposed Project and the Planning Commission received oral and/or written testimony from the public regarding the applications and the Draft EIR; and

SECTION 2. Prior to adopting this Resolution, pursuant to sections 21065 and 21067 of the Public Resources Code, and sections 15367 and 15378 of the State CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 et seq.), the Commission, adopted Resolution No. 14-31 recommending that the Los Alamitos City Council adopt the Program Environmental Impact Report No 2013121055, as well as the findings and statement of overriding considerations required by CEQA, and the Mitigation Monitoring and Reporting Program.

SECTION 3. Based on the Draft General Plan, public comments and the entire record before the Planning Commission, the Planning Commission hereby recommends to the City Council of the City of Los Alamitos the approval of the General Plan Update. This Project includes the following changes to the land use designation as represented on the attached map attached hereto as Exhibit A:

Site 1- Changing Industrial to Multi Family Residential

Common Name	Parcel Number	Address
Cottonwood Church Site	242-222-13	3311 Sausalito Street
Monte Collins Backhoe	242-222-11	3342 Cerritos Avenue
Douglass Family LLC	242-222-06	3370 Cerritos Avenue

Site 2A - Expanded Commercial Recreation in Industrial Zone

Owner	Parcel Number	Address
Cohen	242-243-04	3620 Briggeman Drive
Severson Group	242-245-02	3601 Serpentine Drive
Cherry Avenue Holdings	242-242-68	10712 Reagan Street
Cherry Avenue Holdings	242-242-67	10712 Reagan Street
Cherry Avenue Holdings	242-242-69	10714 Reagan Street
Ganahl Lumber	242-244-13	10722 Reagan Street
Ganahl Lumber	242-244-14	10742 Reagan Street

Site 2B- Post Office/LAUSD Yard - Change from Industrial to Community & Institutional

Common Name	Parcel Number	Address
U.S. Post Office	242-242-65	10650 Reagan Street
Los Alamitos Unified School District	242-242-80	10652 Reagan Street

Site 4 - Old Town East - Expanding to permit Live Work within the Units

Owner	Parcel Number	Address
Wayman	242-182-25	10782 Pine Street
Bacon	242-182-01	10772 Pine Street
De Leon	242-182-03	10792 Pine Street
Avalos	242-182-04	10802 Pine Street
Estanislao Aguilar	242-182-05	10812 Pine Street
Low	242-182-07	10834 Pine Street

Angelita Mariscal	242-182-20	10842 Pine Street
Angelita Marisca	242-182-19	10852 Pine Street
Ninh	242-182-18	10771 Reagan Street
Senanayake	242-182-17	10781 Reagan Street
McHugh	242-182-16	10791 Reagan Street
Holder	242-182-24	10801 Reagan Street
Cato	242-182-14	10811 Reagan Street
Cato	242-182-13	10813 Reagan Street
Chen	242-182-22	10821 Reagan Street
Wang	242-182-21	10831 Reagan Street
Mikami	242-182-23	10841 Reagan Street
Cheng	242-182-09	10851 Reagan Street
Ho	242-183-20	10772 Reagan Street
Flores	242-183-02	10792 Reagan Street
Narahara	242-183-03	10700 Reagan Street
Regec	242-183-04	10812 Reagan Street
Wanikian	242-183-05	10822 Reagan Street
Najera	242-183-06	10832 Reagan Street
Martinez	242-183-07	10842 Reagan Street
Homeres	242-183-08	3661 Florista Street
Drucker	242-183-19	3692 Catalina Street
Hernandez	242-183-18	10781 Cherry Street
Jetton/Miller Properties	242-183-24	10791 Cherry Street
Jetton/Miller Properties	242-183-23	10801 Cherry Street
Jetton/Miller Properties	242-183-25	10821 Cherry Street
Cherry Trust	242-183-11	10832 Cherry Street
Tran	242-183-10	10845 Cherry Street
Jun	242-183-09	3693 Florista Street

Site 5 - Permitting Expanded Medical Uses in Industrial Zone Via an Overlay

Owner	Parcel Number	Address
Don Wilson Staples LLC	242-163-04	3722 Catalina Street
Broberson	242-163-03	3762 Catalina Street
Golden State Water	242-163-05	
Don Wilson Staples LLC	242-161-04	3721 Catalina Street
Don Wilson Staples LLC	242-161-03	3751 Catalina Street
Durnin	242-161-02	3781 Catalina Street
Don Wilson Staples LLC	242-161-05	3821 Catalina Street
Don Wilson Staples LLC	242-161-06	3801 Catalina Street
Solt Catalina LLC	242-151-18	3831 Catalina Street
Solt Catalina LLC	242-151-17	3841 Catalina Street
Kyle Street	242-151-16	Kyle Street
Lewis	242-151-15	10842 Kyle Street
Twomey	242-151-22	10852 Kyle Street
Wavel	242-151-02	10831 Bloomfield Street

Leek	242-151-03	10841 Bloomfield Street
Twomey	242-151-04	10851 Bloomfield Street
Rose	242-151-05	10861 Bloomfield Street
Nieto	242-151-21	10871 Bloomfield Street
Weese	242-151-08	10911 Bloomfield Street
Thurber LLC	242-152-11	10941 Bloomfield Street
Frt Holdings LLC	242-152-18	10961 Bloomfield Street

Site 5 - Changing from Professional Office to Retail Business

Owner	Parcel Number	Address
Crown	222-101-01	3662 Katella Avenue
Wallis	222-101-02	3682 Katella Avenue
Duwong	222-101-03	3692 Katella Avenue
Bertran	222-101-33	3700 Katella Avenue
LeMara Group	222-101-05	3720 Katella Avenue
BWC Properties	222-101-39	3742 Katella Avenue
King	222-101-08	3772 Katella Avenue
Katella LLC	222-101-09	3810 Katella Avenue
3810 Katella LLC	222-101-32	3812 Katella Avenue
DeDola Family	222-101-11	3822 Katella Avenue
Ghazarian	222-101-12	3842 Katella Avenue
Martin	222-101-13	3862 Katella Avenue
KTLA Properties	222-041-14	3902 Katella Avenue
KTLA Properties	222-041-15	3952 Katella Avenue
Rothman	222-111-44	4012 Katella Avenue
Strohmeier	222-111-40	4022 Katella Avenue

Site 6 - Town Center Area - Adding Mixed Use Overlay

Owner	Parcel Number	Address
Poe	242-203-01	10862 Chestnut Street
?	242-203-02	10876 Chestnut Street
Ernandez	242-203-07	10909 Los Alamitos Blvd.
NW Katella LLC	242-203-08	3401 Katella Avenue
Nikolau	242-203-26	10861 Los Alamitos Blvd.
Ernandez	242-203-28	10877 Los Alamitos Blvd.
Nikolau	242-203-23	10931 Los Alamitos Blvd.
Tesora	242-203-09	10961 Los Alamitos Blvd.
Afshani NSPS LTD	242-171-08	10900 Los Alamitos Blvd.
Ying	242-171-02	10956 Los Alamitos Blvd.
Afshani NSPS LTD	242-172-01	10900 Pine Street
CIF	242-172-03	10932 Pine Street
CIF	242-172-04	10932 Pine Street
U.S. Bank	242-172-16	10942 Pine Street
Dentist	242-172-14	3612 Florista Street
Precious Life	242-172-15	3622 Florista Street

Precious Life	242-172-13	10811 Reagan Street
Precious Life	242-172-12	10895 Reagan Street
Urbina	242-172-11	10901 Reagan Street
Casa	242-172-17	10911 Reagan Street
Lee	242-172-09	10935 Reagan Street
St. Isidore	242-172-08	10941 Reagan Street
Chase	222-091-22	3502 Katella Avenue
Quan	222-091-05	3532 Katella Avenue
McDonalds	222-091-20	3562 Katella Avenue
Gerschultz	222-091-21	3636 Katella Avenue
Gerschultz	222-091-01	11021 Reagan Street
Museum	222-091-07	11062 Los Alamitos Blvd.
Imperial Jewelry	222-091-08	11072 Los Alamitos Blvd.
Quan	222-091-09	3531 Green Avenue
2 Brothers LLC	222-092-09	11102 Los Alamitos
Crown Lotus	222-092-10	11110 Los Alamitos
Olde Las Bldg	222-092-11	11122 Los Alamitos
Perez	222-092-12	11142 Los Alamitos
Crown Lotus	222-092-07	3532 Green Avenue
Old Las Bldg	222-092-24	11122 Los Alamitos
3611 Farquhar Investments	222-092-23	3552 Green Avenue
Perez	222-092-13	11130 Los Alamitos Blvd.
Benfanti	222-092-14	3561 Howard Avenue
Howard Street Partners	222-093-24	3532 Howard Avenue
Shabtai	222-093-14	3535 Farquhar
Farquhar Investment Group	222-093-15	3551 Farquhar

Site 7 Supermedia Site/City Hall/Sewer District to Retail Business

Owner	Parcel Number	Address
Supermedia Site	242-212-09	3131 Katella Avenue
Rossmoor/Los Alamitos Area Sewer District	242-212-13 & 12	3231 Katella Avenue

SECTION 4. The Planning Commission reviewed the proposed alternatives to the proposed Project that were considered which are fully described in the EIR, including the Arrowhead Products Site Alternative which leaves the 28 acre Arrowhead Parcel as Industrial instead of changing it to Retail Business. The Planning Commission also recognizes that the owners of the Arrowhead site have requested that the City retain the land use designation of Planned Industrial. After fully considering the matter, the Planning Commission further recommends that the City Council change the land use designation of the Arrowhead Parcel as represented on the map attached hereto as Exhibit B:

Site 10 - Arrowhead Products changing from Industrial to Retail Business

Owner	Parcel Number	Address
Arrowhead	241-241-09	4411 Katella Avenue
Arrowhead	241-241-10	4411 Katella Avenue
Arrowhead	241-241-11	4411 Katella Avenue
Arrowhead	241-241-08	4411 Katella Avenue

The Planning Commission's recommendation is based upon the importance of expanding retail development along Katella Boulevard. **OR**

SECTION 4. The Planning Commission reviewed the proposed alternatives to the proposed Project that were considered which are fully described in the EIR, including the Arrowhead Products Site Alternative which leaves the 28 acre Arrowhead Parcel as Industrial instead of changing it to Retail Business. The Planning Commission also recognizes that the owners of the Arrowhead site have requested that the City retain the land use designation of Planned Industrial. After fully considering the matter, the Planning Commission further recommends that the City Council retain the existing land use designation of Planned Industrial for this area. This recommendation is based upon several factors including: the Arrowhead Products Alternative is the environmentally superior alternative and although it would not eliminate the significant impacts, it would lead to a reduction in such impacts; it is important to protect the City's Industrial base and Arrowhead Products is one of the top employers in the City and has been a presence in the City for more than 60 years.

SECTION 5. Prior to approving a project for which an EIR was prepared and water suppliers were consulted pursuant to Section IV.B(4) of the City's Guidelines, the City shall determine, based on the entire record, whether projected water supplies will be sufficient to satisfy the demands of the proposed project, in addition to existing and planned future uses. The Planning Commission hereby finds that there will be sufficient water supplies for the General Plan Update.

SECTION 6. The Planning Commission finds that the recommendations set forth in Sections 4 and 5 above are not detrimental to, and are in the best interest of, the public health, safety, and welfare of the community.

SECTION 7. The recitals are true and correct and are incorporated by reference herein.

SECTION 8. The Planning Commission hereby directs that these recommendations be immediately transmitted to the City Council for consideration.

SECTION 9. The Planning Commission finds that all available documentation is available within the Community Development Department at the City of Los Alamitos 3191 Katella Avenue, Los Alamitos, CA 90720. The custodian of records is the Community Development Director.

SECTION 10. The Secretary of the Planning Commission shall forward a copy of this Resolution to the City Council, and to any person requesting a copy of the same.

PASSED AND APPROVED this 13th day of October 2014, by the following vote:

AYES:

NOES:

ABSENT:

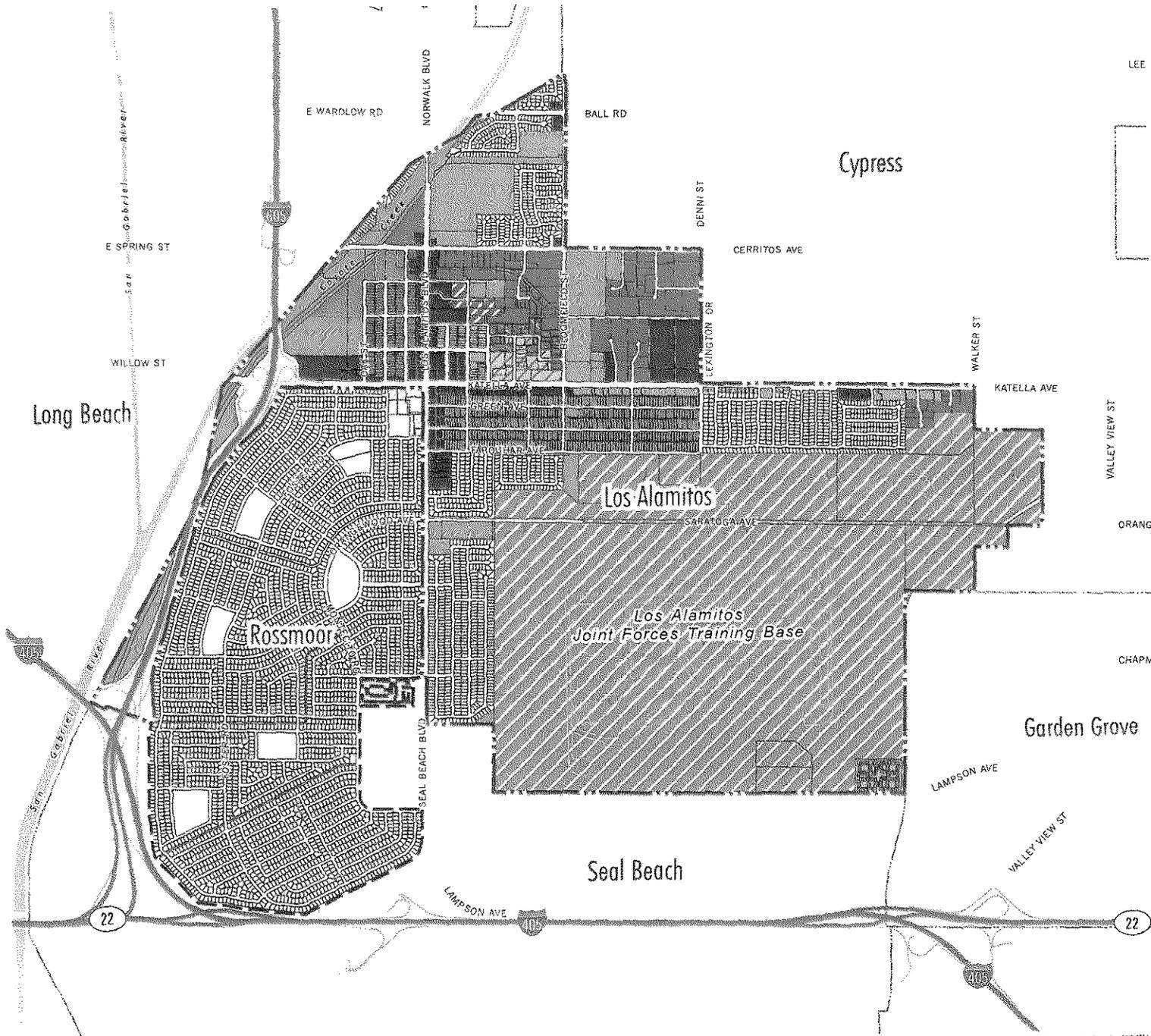
ABSTAIN:

ATTEST:

Steven A. Mendoza, Secretary
LOS ALAMITOS PLANNING COMMISSION

EXHIBIT A

Proposed 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

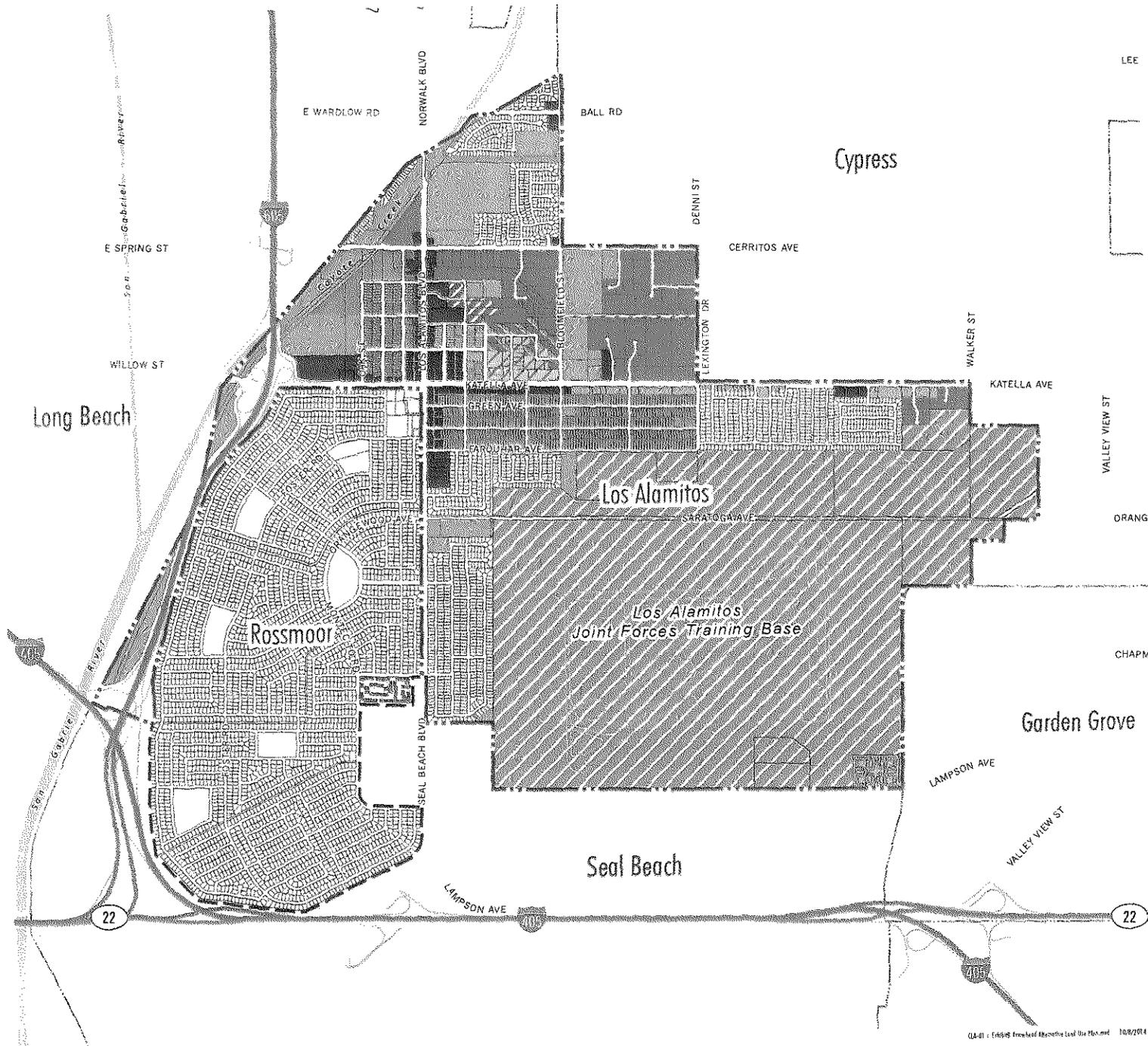
- Mixed Use
- Specific Plan
- Community & Institutional
- Community & Institutional/IFTB
- Open Area
- Easement Overlay

Rossmoor

- Suburban Residential
- City Boundary
- Sphere of Influence
- Other City Boundaries

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.

Arrowhead Products Site Alternative Land Use Plan



- Residential**
- Single Family Res. 1-4 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/I/FTB
 - Open Area
 - Easement Overlay

- Rossmoor**
- Suburban Residential
 - City Boundary
 - Sphere of Influence
 - Other City Boundaries

Note:
Rossmoor is within the City's SOT 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.

ATTACHMENT 3

October 2014 | Final Environmental Impact Report

LOS ALAMITOS GENERAL PLAN UPDATE

City of Los Alamitos

State Clearinghouse No. 2013121055

Prepared for:

City of Los Alamitos

Contact: Steven Mendoza, Community Development Director
3191 Katella Avenue
Los Alamitos, California 90720
562.431.3538

Prepared by:

PlaceWorks

Contacts: William Halligan, Esq., Principal Environmental Services
Nicole Vermilion, Associate Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
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1. Introduction

1.1 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Administrative Code Section 15000 et seq.).

According to CEQA Guidelines, Section 15132, the FEIR shall consist of:

- (a) The Draft Environmental Impact Report (DEIR) or a revision of the Draft;
- (b) Comments and recommendations received on the DEIR either verbatim or in summary;
- (c) A list of persons, organizations, and public agencies comments on the DEIR;
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process; and
- (e) Any other information added by the Lead Agency.

This document contains responses to comments received on the DEIR for the Los Alamitos General Plan Update during the public review period, which began August 7, 2014, and closed September 22, 2014. Additionally, responses to comments received after the close of the public review period are also included in this FEIR. This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency. This document and the circulated DEIR comprise the FEIR, in accordance with CEQA Guidelines, Section 15132.

1.2 FORMAT OF THE FEIR

This document is organized as follows:

Section 1, Introduction. This section describes CEQA requirements and content of this FEIR.

Section 2, Response to Comments. This section provides a list of agencies and interested persons commenting on the DEIR; copies of comment letters received during the public review period, and individual responses to written comments. To facilitate review of the responses, each comment letter has been reproduced and assigned a number (A1 through A7 for letters received from agencies and organizations, and P1 for the letter received from the property owner). Individual comments have been numbered for each letter and the letter is followed by responses with references to the corresponding comment number.

1. Introduction

Section 3. Revisions to the Draft EIR. This section contains revisions to the DEIR text and figures as a result of the comments received by agencies and interested persons as described in Section 2, and/or errors and omissions discovered subsequent to release of the DEIR for public review.

The responses to comments contain material and revisions that will be added to the text of the FEIR. City of Los Alamitos staff has reviewed this material and determined that none of this material constitutes the type of significant new information that requires recirculation of the DEIR for further public comment under CEQA Guidelines Section 15088.5. None of this new material indicates that the project will result in a significant new environmental impact not previously disclosed in the DEIR. Additionally, none of this material indicates that there would be a substantial increase in the severity of a previously identified environmental impact that will not be mitigated, or that there would be any of the other circumstances requiring recirculation described in Section 15088.5.

1.3 CEQA REQUIREMENTS REGARDING COMMENTS AND RESPONSES

CEQA Guidelines Section 15204 (a) outlines parameters for submitting comments, and reminds persons and public agencies that the focus of review and comment of DEIRs should be “on the sufficiency of the document in identifying and analyzing possible impacts on the environment and ways in which significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible. ...CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.”

CEQA Guidelines Section 15204 (c) further advises, “Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.” Section 15204 (d) also states, “Each responsible agency and trustee agency shall focus its comments on environmental information germane to that agency’s statutory responsibility.” Section 15204 (e) states, “This section shall not be used to restrict the ability of reviewers to comment on the general adequacy of a document or of the lead agency to reject comments not focused as recommended by this section.”

In accordance with CEQA, Public Resources Code Section 21092.5, copies of the written responses to public agencies will be forwarded to those agencies at least 10 days prior to certifying the environmental impact report. The responses will be forwarded with copies of this FEIR, as permitted by CEQA, and will conform to the legal standards established for response to comments on DEIRs.

2. Response to Comments

Section 15088 of the CEQA Guidelines requires the Lead Agency (City of Los Alamitos) to evaluate comments on environmental issues received from public agencies and interested parties who reviewed the DEIR and prepare written responses.

This section provides all written responses received on the DEIR and the City of Los Alamitos' responses to each comment.

Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the DEIR are excerpted in this document, the sections are shown indented. Changes to the DEIR text are shown in underlined text for additions and ~~strikeout~~ for deletions.

The following is a list of agencies and persons that submitted comments on the DEIR during the public review period.

Number Reference	Commenting Person/Agency	Date Received	Page No.
Agencies & Organizations			
A1	Maureen El Harake, California Department of Transportation	September 22, 2014	2-3
A2	Douglas Hawkins, City of Cypress	September 22, 2014	2-7
A3	Harvey R. Gobas, PSOMAS, on behalf of the Rossmoor/Los Alamitos Area Sewer District	September 22, 2014	2-19
A4	Daisy Covarrubias, Orange County Sanitation District	September 23, 2014	2-23
A5	Michelle Hernandez, Orange County Fire Authority responding to a request from the California Department of Forestry Fire Protection	Error! Reference source not found. 25, 2014	2-27
A6	Scott Morgan, Governor's Office of Planning and Research	Error! Reference source not found. 25, 2014	2-31
A7	Laree Brommer, Orange County Public Works	September 30, 2014	2-35
Property Owners			
P1	James Benenson III and Clement Benenson, Arrowhead Products	September 22, 2014	2-39

2. Response to Comments

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2. Response to Comments

LETTER A1 – California Department of Transportation (1 page)

STATE OF CALIFORNIA – CALIFORNIA STATE TRANSPORTATION AGENCY	EDMUND G. BROWN Jr., Governor
DEPARTMENT OF TRANSPORTATION	
DISTRICT 12 3347 MICHELSON DRIVE, SUITE 100 IRVINE, CA 92612-8894 PHONE (949) 724-2000 FAX (949) 724-2019 TTY 711 www.dot.ca.gov	<i>Serious drought Help save water!</i>
September 15, 2014	
Steven Mendoza City of Los Alamitos 3191 Katella Avenue Los Alamitos, Ca 90720	File: IGR/CEQA SCH#: 2013121055 Log #: 3604B SR-22
Dear Mr. Mendoza:	
Thank you for the opportunity to review and comment on the Los Alamitos General Plan Update . The General Plan Update is intended to provide guidance for long term growth, maintenance, and preservation in the City and Rossmoor over the next 20-plus years. The Los Alamitos General Plan Update would result in a potential buildout total of 8,735 residential units, 23,003 people 8,881,442 square feet of nonresidential development, and 18,430 jobs in the City and unincorporated community of Rossmoor. The nearest State route to the project site is SR-22.	A1-1
The Department of Transportation (Department) is a commenting agency on this project and has no comment at this time. However, in the event of any activity in the Department's right-of-way, an encroachment permit will be required.	
Please continue to keep us informed of this project and any future developments that could potentially impact State transportation facilities. If you have any questions or need to contact us, please do not hesitate to call Miya Edmonson at (949) 724-2228.	
Sincerely,	
	
MAUREEN EL HARAKE Branch Chief, Regional-Community-Transit Planning District 12	
C: Scott Morgan, Office of Planning and Research Eduardo Amezcua, P.E., T.E., MSCE, MSFA	
<i>"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"</i>	

2. Response to Comments

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2. Response to Comments

A1. Response to Comments from Maureen El Harake, Branch Chief, Regional-Community-Transit Planning, District 12, California Department of Transportation, dated September 15, 2014, received September 22, 2014.

A1-1 The California Department of Transportation (Caltrans) is a commenting agency for the General Plan Update. Future projects that occur within the Caltrans right-of-way would be required to coordinate with Caltrans for the required encroachment permits. Per Caltrans' request, the City will notify Caltrans of future development projects that could potentially impact State transportation facilities.

2. Response to Comments

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2. Response to Comments

LETTER A2 – City of Cypress (4 pages)



CITY of CYPRESS

5275 Orange Avenue, Cypress, California 90630
Phone 714-229-6700 www.ci.cypress.ca.us

September 22, 2014

Mr. Steve Mendoza
Community Development Director
City of Los Alamitos
3191 Katella Avenue
Los Alamitos, CA 90720-5600

Subject: Response to Draft Environmental Impact Report (DEIR) for the
Los Alamitos 2014 General Plan Update

Dear Mr. Mendoza:

The City of Cypress appreciates the opportunity to review and comment on the Notice of Availability for the Los Alamitos 2014 General Plan Update and Draft EIR. The following comments identify the City's concerns and recommendations regarding the proposed General Plan and DEIR.

A2-1

General Plan Land Use Element:

1. The proposed land use plan would allow for more intense land uses along Katella Avenue due to the creation of a Mixed Use designation and additional area designated for retail uses. The additional retail employment would replace office and industrial employment through changes from Professional Office and Planned Industrial to Retail Business designations along Katella Avenue. However, the potential impacts on the City of Cypress, from the additional retail and multi-family residential uses, is not addressed in the DEIR. A discussion of the anticipated impacts on the City of Cypress, from the new retail development should be added to both the Mobility and Circulation and Land Use Elements of the DEIR.

A2-2

2. The DEIR does not mention the potential future re-use of the Joint Forces Training Base (JFTB). It is recommended that text be added to the General Plan that in the event the JFTB ever ceases to operate as a military installation, the future development of the property be subject to review by surrounding cities.

A2-3

General Plan Mobility and Circulation Element:

1. Pages 2 and 12, and Figure 5 – The text and graphics indicate that Ball Road, Bloomfield Street, and Cerritos Avenue are all currently designated as truck routes. However, these streets are not currently shown in the Los Alamitos General Plan as existing truck routes.

A2-4

Leroy Mills, Mayor

Rob Johnson, Mayor Pro Tem
Prakash Narain, M.D., Council Member

Doug Bailey, Council Member
Mariellen Yarc, Council Member

2. Response to Comments

Mr. Steve Mendoza
September 22, 2014
Page 2

2. Page 20, Table 2 – The daily traffic volume thresholds are indicated for Major, Primary, and Secondary street classifications. Why weren't the thresholds for Smart Streets included? A2-5
3. Page 23, Table 4 – The table excludes the Lexington Drive roadway segment between Katella Avenue and Cerritos Avenue. The City of Cypress believes that this roadway segment should be included in the table. A2-6
4. Page 24, Forecast Roadway Performance Section - The last paragraph indicates that the degradation of performance at key intersections is due primarily to growth in regional traffic and that the localized growth of Rossmoor and the City associated with the General Plan build-out will not significantly contribute to the performance failure of the intersections and roadways. The City of Cypress believes that growth associated with build-out of the General Plan in both Los Alamitos and Rossmoor would contribute to the further degradation of the key intersections and should be noted as such in the General Plan. A2-7
5. Page 2 – The paragraph at the top of the page states that modeling Los Alamitos Boulevard as a four-lane street north of Katella Avenue improved the performance of the intersection at Los Alamitos Boulevard and Katella Avenue because as a four-lane facility it would not attract as much regional traffic as a six-lane facility. The City of Cypress believes that reducing the number of lanes would not result in increased performance or a reduction in regional traffic for that street segment. An explanation should be provided which clarifies how performance would increase and regional traffic would decrease from the reduction in the number of lanes from six lanes to four lanes. A2-8
6. Page 29 – The first paragraph indicates that traffic volumes on Los Alamitos Boulevard decrease to 24-30,000 trips per day north of Katella Avenue. Is there current traffic volume documentation which indicates this number of daily trips or is this an estimate? In addition, at the end of the same paragraph it states that the projected volume in 2035 is not expected to exceed 26-30,000 trips per day. This suggests that "regional" traffic would have no impact on this street segment over the next 20 years, which seems unlikely. A2-9
7. Page 29 – The third paragraph states that vehicles on Los Alamitos Boulevard "travel much faster than the posted speed limit of 35 miles per hour". This would suggest that the speed limit for the street is lower than the 85th percentile and should be increased to reflect actual speeds for that street section. A2-10
8. Page 35 – At the end of the second paragraph under the heading of Proposed Class 1 Bike Paths, it discusses the potential use of drainage channels, including the Carbon Creek Channel, for a Class 1 bike path. This issue has been previously discussed with the County and Cypress residents who expressed their A2-11

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strong opposition to the addition of a bike lane along the existing channel. The objections were due to the current elevation of the access roadway located on both sides of the channel and the privacy impacts which would occur for those properties which are adjacent to the channel. Therefore, Cypress does not see the Carbon Creek Channel as a viable option for a Class 1 bike lane.

A2-11
cont'd

9. Page 39 – The third paragraph discusses the option of a Pedestrian Scramble as an intersection improvement at Los Alamitos Boulevard and Katella Avenue. Due to its potential impact on signal timing on Katella Avenue, it is suggested that this option be deleted.

A2-12

10. Page 44 – Action item 1.4 states that signal coordination on arterials should be improved, where feasible, in conjunction with neighboring jurisdictions. It is suggested that "where feasible" be removed from this section.

A2-13

11. Page 45 – Under the section titled "Implementation", Action item 2.1, Road Diets, indicates that roadway widths should be minimized on local streets to discourage through traffic. However, it does not indicate where these Road Diets would be utilized or implemented.

A2-14

12. Page 47 – Under the section titled "Implementation", Action item 4.4 includes Pedestrian Scrambles, as a new design option for crossing large intersections. As indicated in comment No. 9 above, it is suggested that this option be deleted.

A2-15

13. The Level of Service (LOS) intersection calculations noted at several locations within the document were taken from four different traffic studies conducted over a six year period (2008-2013). Therefore, the calculations do not represent an accurate depiction of existing traffic levels and updated calculations should be conducted.

A2-16

14. The Level of Service (LOS) roadway segment calculations noted at several locations within the document were taken from three different traffic studies which were conducted over a three year period (2010-2012). These studies do not represent an accurate depiction of existing traffic levels and updated calculations should be conducted.

A2-17

DEIR – Transportation and Traffic

1. The DEIR exempts intersection/roadway segments that need improvements due to existing right-of-way constraints. Has the City of Los Alamitos explored modifications to any of those intersections or street sections with the current property owners?

A2-18

2. Page 5.11-6 – In the last line of the last paragraph, "Cerritos Avenue" should be changed to "Ball Road".

A2-19

2. Response to Comments

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Page 4

3. Page 5.11-9 – The dates of the traffic studies referenced in the second paragraph under Existing Traffic Conditions are not consistent with what is referenced in the tables contained in the General Plan. A2-20

4. Page 5.11-28 – Table 5.11-6 indicates that traffic volume on Los Alamitos Boulevard, between Katella Avenue and Cerritos Avenue, will only increase by three vehicles over the next 20 years. This seems highly unlikely given the potential for an increase in regional traffic over the next 20 years. What factors were considered to reach this conclusion? A2-21

The City would like to thank you again for the opportunity to review the DEIR. If you have any questions regarding this letter, you may contact me at (714) 229-6727, or for questions related to traffic please contact the City's traffic engineer, Keith Carter, at (714) 229-6750. A2-22

On a side note, the City of Cypress is interested in working with the City of Los Alamitos in the near future to address access issues for those properties located adjacent to Katella Avenue. A2-23

Sincerely,



Douglas Hawkins
Planning Manager
Community Development Department

cc: City Council
Peter Grant, City Manager
Doug Danes, P.E., Director of Public Works/City Engineer and Acting Director
of Community Development

2. Response to Comments

A2. Response to Comments Douglas Hawkins, Planning Manager, Community Development Department, City of Cypress, dated September 22, 2014, received September 22, 2014.

A2-1 Responses to comments provided by the City of Cypress are identified in Comments A2-2 through A2-21 below.

A2-2 As discussed in Section 4.4 of the DEIR, in most cases, the potential for cumulative impacts is contiguous with the City and sphere of influence (SOI) boundary. Cumulative impacts that have the potential for impacts beyond the City boundary (e.g., traffic, air quality, noise) have been addressed through cumulative growth in the City and region. Regional growth outside Los Alamitos has accounted for traffic, air quality, and noise impacts through use of the Orange County Transportation Authority's (OCTA) countywide travel demand model, which is a model that uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area are used for the cumulative impact analyses of this DEIR. The area of potential affect for each environmental topic is described in the Chapter 5 subsections of the EIR. Some environmental topical areas such as cultural resources, aesthetics, geology and soils, etc. are more localized and would not have impacts outside the City boundaries. However, other environmental topic areas, such as traffic, air quality, greenhouse gas emissions, etc., could have an area of affect that extends beyond the City's boundaries. Where necessary, the DEIR evaluates potential environmental impacts that may occur outside of the City's boundary, as discussed below.

For population and housing impacts, growth from General Plan buildout and overall growth in the North Orange County region, including the City of Cypress, is discussed in DEIR Section 5.12, *Population and Housing*. Land use decisions outside of the City of Los Alamitos are under the control of other jurisdictions: Orange County and the cities of Seal Beach, Cypress, Anaheim, Stanton, and Westminster. Likewise, impacts to public services and utilities and service systems are based on the public agency's affected area of service (e.g., Los Alamitos Unified School District, Orange County Fire Authority, Los Alamitos Police Department, etc.).

Cumulative growth outside the City is considered for traffic, air quality, and greenhouse gas emissions through use of the countywide Orange County Traffic Analysis Model (OCTAM) (see also Section 5.11, *Transportation and Traffic*).

Air quality impacts extend significantly further than the City of Los Alamitos' boundaries and are based on emissions within the South Coast Air Basin (SoCAB). Likewise, greenhouse gas emissions impacts are based on impacts generated within the State of California.

Traffic impacts are based on the traffic study area boundary as detailed on page 5.11-25. As identified above, traffic impacts are based on OCTAM's regional transportation model, which includes regional growth and growth from neighboring jurisdictions. In

2. Response to Comments

addition, four intersections were evaluated within the traffic study area that share a boundary with the City of Cypress including, Bloomfield Street at Ball Road, Bloomfield Street at Cerritos Avenue, Lexington Drive at Katella Avenue and Walker Street and Katella Avenue. Katella Avenue is designated on the Orange County Transportation Authority's (OCTA) Congestion Management Program (CMP) as an Arterial Highway. Development projects that trigger the CMP threshold are required to prepare a traffic study and would be required to evaluate impacts based on the respective jurisdictions LOS standards. The City of Los Alamitos requires, as a Standard Condition of approval, that development projects that require a traffic study mitigate their fair share of impacts, including impacts in the City of Cypress. Furthermore, one of the required elements of OCTA's CMP is a program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. It should be noted that on Katella Avenue traffic volumes generated by the proposed project represent an increasingly smaller proportion of total traffic farther east of Katella Avenue. Given that no significant intersections impacts were identified east of the intersection of Katella Avenue and Los Alamitos Boulevard, it can generally be ascertained that the proposed project would not cumulatively contribute to deficient intersections within the City of Cypress on Katella Avenue.

Noise impacts from stationary sources and from construction activities are generally confined to the localized area of impact where the sources originate. However, traffic-related noise generated by an increase in vehicle trips contributes to the ambient noise environment. The DEIR did not identify a significant long-term traffic noise impact. In general traffic volumes would need to double in order to generate an audible increase (3 decibels [dBA]) in noise levels. Similar to traffic, City of Los Alamitos related traffic; and as such, traffic-related noise, represents an increasingly smaller proportion of total traffic farther east of Katella Avenue and given the magnitude of traffic on Katella would not represent an audible increase in noise levels.

Furthermore, CEQA Guidelines Section 15130(b)(1)(B) identifies that environmental effects of a general plan project are inherently cumulative in nature. Consequently, the EIR appropriately evaluates environmental impacts based on the applicable area of affect boundary.

A2-3 The General Plan identifies the Los Alamitos JFTB and "Community & Institutional/JFTB." As described in Chapter 3, *Project Description*, the City has no jurisdiction or land use authority on the Los Alamitos Joint Forces Training Base (JFTB). Furthermore, the Los Alamitos JFTB is not currently on the base closure list.

It should be noted that base closure is regulated under the Defense Base Closure and Realignment Act of 1990 and the Federal Property and Administrative Services Act of 1949 regulate the transfer and disposal of US military installation closed during the base

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realignment and closure (BRAC) process. If the military installation is deemed “surplus” to the needs of the federal government the redevelopment planning process includes formation of a local redevelopment authority to create a local redevelopment plan. The local redevelopment authority includes various interested representatives of the community affected by the BRAC actions.

- A2-4 Truck routes are identified through City Resolution 1496. The General Plan Update circulated with the EIR and posted on the City’s website during the DEIR public review period currently identifies these segments as “Designated Truck Routes” in the text but incorrectly identifies them on General Plan Mobility and Circulation Element, Figure 5, *Truck Routes*. Figure 5 shows Bloomfield Street between Cerritos Avenue and Ball Road as a truck route. This is not a truck route and Figure 5 will be revised in the General Plan.
- A2-5 Requested revisions to the General Plan Mobility and Circulation Element, Table 2, *Maximum Daily Roadway Capacities*, will be reviewed and will be modified in the General Plan, as necessary. However, the General Plan Update circulated with the EIR and posted on the City’s website during the DEIR public review period currently shows a level of service (LOS) E threshold for 6 lane divided roadways as 60,000 vehicles per day and a LOS E threshold for 8 lane divided roadways as 72,000 vehicles per day. Therefore, no revisions to the General Plan are necessary.
- A2-6 Table 4, *Existing (2013) Roadway Segment Volume and Level of Service*, in the Mobility and Circulation Element doesn’t currently reference a volume to capacity (V/C) ratio for Lexington drive between Katella Avenue and Cerritos Avenue. However, the OCTAM model was used to evaluate impacts of the proposed project and includes data for this segment. The raw OCTAM travel demand forecasts estimates that daily traffic volumes with the General Plan would accommodate 7,000 average daily trips (ADT) on Lexington Drive between Katella Avenue and Cerritos Avenue. Currently, this segment of Lexington Drive is a two-lane facility. However, Lexington Drive is classified as a Secondary Arterial in the General Plan (see Chapter 3, *Revisions to the Draft EIR*, and also Appendix B, which shows revised Figure 5.11-1 and Figure 5.11-5 in the EIR, which correctly identifies Lexington Drive as a Secondary Arterial). Secondary Arterials are planned as a four-lane roadway and can accommodate up to 22,000 vehicles per day and still maintain an LOS D, which is substantially lower than the estimated 7,000 ADT at General Plan buildout along this segment. If the Arrowhead Products site is redeveloped as retail, the City would require the Applicant to dedicate the right-of-way required to ensure buildout of this roadway under the City’s roadway classification as a Secondary Arterial in order to accommodate two travel lanes in each direction on Lexington Drive. Consequently, this segment would operate at LOS A with implementation of the General Plan.

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- A2-7 During the development of the General Plan Update, Fehr & Peers completed a select link assessment utilizing the OCTAM model. A select link shows the models estimate of where traffic origins and destinations are for traffic on a select roadway segment. Appendix B identifies the select link assessment that was completed on Los Alamitos Boulevard, just north of Katella Avenue. The results show that, although some trips are destined for Los Alamitos and/or Rossmoor, most of the trips on this segment of roadway are due to regional traffic. Based on the low percentage of City traffic growth compared to regional traffic growth, the traffic study has identified that City traffic represent a small proportion of impacts. Consequently, the comment identified in the General Plan is representative of traffic operations in the area.
- A2-8 See also response to Comment A2-7, the select link assessment modeled with OCTAM provided in Appendix B identifies that a substantial portion of the traffic on Los Alamitos Boulevard is due to regional traffic. The General Plan Update identifies Los Alamitos Boulevard north of Katella Avenue as a Primary Arterial. Consequently, the City proposes to maintain the roadway as a four lane facility and implement streetscape improvements to provide better pedestrian and bicycle accessibility to this area, which would have the effect of reducing travel speeds. The OCTAM is sensitive to the number of travel lanes as well as travel speeds. Consequently, retaining Los Alamitos Boulevard as a four lane roadway will not attract as many trips as if Los Alamitos would designate this segment as a six-lane roadway. Additionally, the Orange County Transportation Authority (OCTA) and Metro are planning improvements to the freeway system in this area, including Interstate 605 (I-605) and Interstate 405 (I-405). The corresponding results of slowing speeds on Los Alamitos Boulevard and regional improvements would decrease demand and would improve operations in this area.
- A2-9 The traffic volumes summarized by the Commenter are consistent with the traffic volumes in Tables 4 and 6 of the General Plan Mobility and Circulation Element which are based on forecasting from the OCTAM travel demand model. See also response to Comment A2-8 regarding why increases in regional traffic in this area will not substantially increase travel on this facility.
- A2-10 The General Plan states that the extra-wide roadway width encourages cars and trucks to travel much faster than the posted speed limit of 35 miles per hour. This statement was included in the General Plan Mobility and Circulation Element based on public input received during the General Plan process. The Commenter refers to a threshold of 85th percentile, however, this requires a speed study to ascertain, which was not conducted as part of the General Plan. In addition, the General Plan does not state that the average speed is in excess of the speed limit. Since, the language could be interpreted to imply that, the text is revised as follows in the General Plan, "In addition to a daunting

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crossing distance, the extra-wide roadway encourages cars and trucks to travel faster.” This statement is supported directly by the Institute of Transportation Engineers (ITE).¹

- A2-11 The proposed Class I facility identified in the General Plan Mobility and Circulation Element would run between and connect the Coyote Creek bicycle path and an existing Class II bicycle facility along Bloomfield Street. This alignment runs along the Los Alamitos High School and facilitates connections to McAuliffe Middle School and Los Alamitos Elementary School. The City strives to reduce the reliance on vehicles for children to safely travel to schools. The proposed facility would only run within the City of Los Alamitos and would not extend into Cypress or any unincorporated County areas.
- A2-12 As stated in the Element, Pedestrian Scramble phases can be a solution to improve bicycle and pedestrian connectivity, but can be detrimental to auto travel along corridors as it can disrupt signal timing. If the City were to consider this type of improvement, a detailed assessment would be completed to evaluate the potential impacts associated with the improvement.
- A2-13 Action items have been removed from the General Plan. Should they be implemented as projects, they would be analyzed.
- A2-14 Action items have been removed from the General Plan. Should they be implemented as projects, they would be analyzed.
- A2-15 Action items have been removed from the General Plan. Should they be implemented as projects, they would be analyzed.
- A2-16 In many cities throughout California, traffic counts remained consistent or declined with the economic downturn between 2008 and 2012. This is reflected when reviewing the Orange County CMP and the monitoring that occurs at the only CMP-designated intersection in the City, the I-605 northbound ramps at Katella Avenue. In 2009, the volume-to-capacity (V/C) ratio was reported at 0.44 in the AM peak hour and 0.65 in the PM peak hour. For the 2013 CMP monitoring, the same intersection was reported to have a V/C ratio of 0.35 and 0.54 during the AM and PM peak hours, respectively. This supports the fact that congestion has generally remained the same or declined during the economic recession and use of the referenced traffic counts for this long-range planning effort are appropriate.
- A2-17 See response to Comment A2-16, congestion has generally remained the same or declined during the economic recession and use of the referenced traffic counts for this long-range planning effort are appropriate.

¹ Bellalite, Lynda, Ph.D., 2013, January. A Model for Setting Credible Speed Limits in Urban Areas. Institute of Transportation Engineers (ITE) Journal, Volume 83.

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A2-18 The General Plan Mobility and Circulation Element reflects the policies of the City of Los Alamitos. The City's Mobility and Circulation Element policies balance the City's transportation desires with the fiscal impacts of maintaining the City's transportation system. The City's Mobility and Circulation Element also integrates policies for Complete Streets in accordance with Assembly Bill 1358, the Complete Streets Act (2008), which requires that the City's transportation system meet the needs of all users/modes of travel including walking biking, car travel, and transit. Mobility and Circulation Element Policy 1.4 identifies that there are certain conditions, which if met, would indicate that it is more desirable for to allow for congested traffic conditions. These conditions include (A.) a desire to prioritize pedestrians and/or bicyclists over vehicles, (B.) if insufficient right-of-way (ROW) exists, and/or (C.) if the intersection or roadway is considered built out. Policy 1.4 identifies the following roadways and intersections that are exempt from LOS D:

- 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)

The intersections above meet one or all three of these conditions; and therefore, are identified in Policy 1.4 as being exempt from the LOS D standard. In each of these cases the ROW abuts the property line. Along each of the four legs there are either buildings and/or parking adjacent to the curb. Therefore, to maintain LOS D would require demolition of existing structures and/or elimination of parking. While it may be possible to acquire additional ROW in the future at the time development is proposed, no discussions with the potentially affected property owners have occurred at this time. From a general plan policy perspective, it is not desirable to have the City require dedication of the necessary ROW and loss of property to decrease automobile delay (to reduce the amount of time a person has to sit in a car at an intersection), while increasing the maintenance costs for these facilities. It should be noted that Senate Bill 743 (2013) requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under OPR's current proposal, delay would no longer be classified as an impact on the environment. While this General Plan Update is moving forward prior to the revisions to the CEQA Guidelines that will redefine traffic impacts, SB 743 highlights that the other transportation priorities, including alternative modes of travel to the automobile and fiscal constraints can be weighted more heavily when rejecting transportation improvements that would only benefit one mode of travel at the expense of other policy considerations of the City.

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- A2-19 The Commenter is referring to previous Comment A2-4 where the General Plan showed a figure that the truck route extended from Katella Avenue to Ball Street. While the figure was incorrect in the General Plan Mobility and Circulation Element, the text was correct (see response to Comment A2-4). The text in the DEIR thus also correctly describes the truck route along Bloomfield Street, which extends only to Cerritos Avenue, per the City's Resolution 1496. Consequently, the statement in the DEIR that Bloomfield Street is a designated truck route between Katella Avenue and Cerritos Avenue does not require any modifications.
- A2-20 The dates cited in the DEIR are the correct dates cited in the May 15, 2014 traffic study. The existing intersection traffic counts were compiled from a variety of sources, including: traffic counts conducted by Fehr and Peers in September 2012, the June 2011 Los Alamitos Boulevard Corridor Traffic Study, the June 2010 Los Alamitos Medical Center Specific Plan Traffic Impact Analysis, and the 2013 Orange County CMP. The General Plan Mobility and Circulation Element will be revised to reflect the correct reference dates.
- A2-21 See response to Comment A2-8 and 2-9 regarding why increases in regional traffic in this area will not substantially increase travel on this facility.
- A2-22 The City will coordinate with the City of Cypress and the City's traffic engineer if questions regarding the City of Cypress's comments arise.
- A2-23 The City of Los Alamitos will coordinate with the City of Cypress on future projects adjacent to Katella Avenue.

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2. Response to Comments

LETTER A3– Rossmoor/Los Alamitos Area Sewer District (1 page)

From: Harvey Gobas [<mailto:hgobas@psomas.com>]
Sent: Monday, September 22, 2014 4:10 PM
To: Steven Mendoza
Cc: Susan Bell (sewerdistrict@aql.com); Maira Torres; Mike Swan
Subject: RLAASD Comments on DEIR for the City's General Plan Update

Good Afternoon Mr. Mendoza

As District Engineer for the Rossmoor Los Alamitos Area Sewer District (RLAASD) Draft Environmental Impact Report (DEIR) for the City of Los Alamitos Gen particular focus on Section 5.12.1 (Wastewater Treatment and Collection), follows:

1. The information presented for the RLAASD appears to be generally A3-1
2. The information presented for the Orange County Sanitation District (OCSD) trunk lines and Westside Lift Station serving RLAASD also appears generally accurate; however, any information pertaining to OCSD should be confirmed directly with that agency. Information regarding OCSD's treatment system should also be confirmed directly with OCSD. A3-2
3. Page 5-12.2 makes reference to three adjacent sewer systems (El Dorado Park Estates East and Bungalows, Country Square and Parkwood). For clarity, you may wish to consider depicting these three areas on Figure 5.12-2 Sewer Plan A3-3
4. Figure 5.12-2 refers to "Parcels Server by Long Beach Water District." Please note there is a typo in the spelling of "server" (it should be "served"). Please also note, the reference should be to Long Beach Water "Department" (not "District"). A3-4
5. While not a part of the DEIR, it should also be noted that the Draft General Plan Update dated July 2014 incorrectly states the name of the RLAASD as "Rossmoor/Los Alamitos Sewer District" (the word "Area" is missing). Similarly, there are a number of misstated acronyms throughout that document (RLASD instead of the correct reference to RLAASD). A3-5

Thank you for the opportunity to review this DEIR and please do not hesitate to contact me if you have any questions.

Harvey R. Gobas, PE, ENV SP
PSOMAS | Balancing the Natural and Built Environment
Vice President
Water and Wastewater Infrastructure
714.481.7892 | cell 562.618.3181
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2. Response to Comments

- A3. **Response to Comments from Harvey R. Gobas, PE, ENV SP, PSOMAS, on behalf of the Rossmoor/Los Alamitos Area Sewer District, dated September 22, 2014, received September 22, 2014.**
- A3-1 The Rossmoor/Los Alamitos Area Sewer District (R/LAASD) has identified that the information in the DEIR is generally accurate and no response is necessary.
- A3-2 Future development projects within the City will be required to coordinate with the Orange County Sanitation District (OCSD) regarding OCSD's facilities. OCSD has separately commented on the DEIR (see responses to Comment A4-1).
- A3-3 At the request of the Commenter, Figure 5.12-2 has been amended in the FEIR to show the El Dorado Park Estates East and Bungalows, the County Square, and the Parkwood sewer system locations (see Chapter 3, *Revisions to the Draft EIR*).
- A3-4 At the request of the Commenter Figure 5.12-2 has been revised to state "Parcels Served by the Long Beach Water Department" (see Chapter 3, *Revisions to the Draft EIR*).
- A3-5 The R/LAASD comments on the General Plan Element regarding the R/LAASD acronym and name are noted and will be corrected in the finalized General Plan.

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2. Response to Comments

LETTER A4 – Orange County Sanitation District (1 page)

Serving:

- Anaheim
- Area
- Buena Park
- Cypress
- Fountain Valley
- Fullerton
- Garden Grove
- Huntington Beach
- Irvine
- La Habra
- La Palma
- Los Alamitos
- Newport Beach
- Orange
- Pico Rivera
- Santa Ana
- Seal Beach
- Stanton
- Tustin
- Villa Park
- Yorba Linda
- County of Orange
- Costa Mesa Sanitary District
- Midway City Sanitary District
- Irvine Ranch Water District



Orange County Sanitation District

10844 Ellis Avenue, Fountain Valley, CA 92708
(714) 962-2411 www.ocsewers.com

September 23, 2014

Steven Mendoza, Community Development Director
City of Los Alamitos
3191 Katella Avenue
Los Alamitos, CA 90720

SUBJECT: Draft Environmental Impact Report for the Los Alamitos General Plan Update

Orange County Sanitation District (OCSD) has reviewed the Draft Environmental Impact Report (DEIR) for the Los Alamitos General Plan Update. The proposed project intends to provide guidance for long-term growth, maintenance, and preservation in Los Alamitos (City).

Please note the following comments in the Final EIR for the project:

Per OCSD Strategic Plan Update (2006) and Facilities Master Plan (2009), a portion of the Los Alamitos Sub-trunk Sewer located in Denni Street and Westside Relief Interceptor located in Katella Avenue is capacity deficient and has been identified as a future project. The project is in the initial scoping phase; however, in addition to the increased pipeline capacity, the project will most likely also consist of rehabilitation of the Western Relief Interceptor as mentioned in section 5.12.1.1. Future developments may impact the capacity issue so please ensure OCSD is kept informed of that type of activity, so we can accurately upsize our trunk lines.

Coordinating efforts between the City and OCSD is imperative to ensure the success of our projects. Please contact me for any questions or additional information needed. I can be reached at 714-593-7119 or via e-mail at dcovarrubias@ocsd.com

Thank you for the opportunity to review the subject document.

Daisy Covarrubias
Daisy Covarrubias, MPA
Senior Staff Analyst

DC:sa
EDMS: 003997177/1.8g

We protect public health and the environment by providing effective wastewater collection, treatment, and recycling.

A4-1

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A4. Response to Comments from Daisy Covarrubias, MPA, Senior Staff Analyst, Orange County Sanitation District, dated September 23, 2014, received September 23, 2014.

A4-1 The Orange County Sanitation District's (OCSD) comment regarding the current deficiency for the OCSD facility within Katella Avenue and plans to increase the pipeline capacity are noted. Individual projects that have the potential to impact OCSD facilities are required to pay Capital Facilities Fee Charges to OCSD to fund regional sewer improvements. Future development projects that have the potential to impact OCSD's facilities will be required to coordinate with OCSD to ensure sufficient sewer capacity and payment of Capital Facilities Fee Charges.

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LETTER A5 – California Department of Forestry Fire Protection/Orange County Fire Authority (1 page)

STATE OF CALIFORNIA— NATURAL RESOURCES AGENCY

EDMUND G. BROWN, Jr., Governor

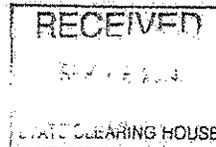


DEPARTMENT OF FORESTRY AND FIRE PROTECTION

P.O. Box 944246
SACRAMENTO, CA 94244-2460
Website: www.fire.ca.gov
(916) 653-4395
FAX: (916) 653-8957



*clear
9/27/14
P*



August 12, 2014

Orange County Fire Authority
Attn: Michele Hernandez, Environmental Coordinator
P.O. Box 57115
Irvine, CA 92619-7115

The following environmental document was submitted to CAL FIRE Headquarters, Environmental Protection for review under the California Environmental Quality Act (CEQA) or the National Environmental Policy Act (NEPA). The proposed project, located within your Unit/Program Area, may have an impact upon CAL FIRE's fire protection and/or natural resource protection and management responsibilities or require a CAL FIRE permit or approval. Your determination of the appropriate level of CAL FIRE involvement with this project is needed. Please review the attached document and address your comments, if any, to the lead agency prior to the due date. Your input at this time can be of great value in shaping the project. If your Department's Environmental Coordinator is not available, please pass on to another staff member in order to meet the mandated deadline.

Please submit comments directly to the lead agency before the mandated due date with a copy to the State Clearing House (P.O. Box 3044, Sacramento, CA 95812-3044).

A5-1

Project name: Los Alamitos General Plan Update
SCH #: 2013121055
Document Type: Draft Environmental Impact Report (DEIR)
Potential Area(s) of Concern: Fire Protection?

MANDATED DUE DATE: 9/22/2014

No Comment – Explain briefly on the lines below:
*Land use plan. No major impact to fire service. LRA - No
wildland or urban interface*

Name and Title of Reviewer: *Michele Hernandez, Management Analyst*
Phone: *707-573-6199* Email: *michele.hernandez@ocfa.org*

Note: Please complete this form and return it, with a copy of any comments, for CAL FIRE's records to Chris Browder, Deputy Chief, Environmental Protection, or Ken Nehoda, P.O. Box 944246, Sacramento, CA 94244-2460. If you have already reviewed and/or commented on this project, please send a copy to the address above.

CONSERVATION IS WISE-KEEP CALIFORNIA GREEN AND GOLDEN

PLEASE REMEMBER TO CONSERVE ENERGY. FOR TIPS AND INFORMATION, VISIT "FLEX YOUR POWER" AT WWW.CA.GOV.

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2. Response to Comments

A5. Response to Comments from Michelle Hernandez, Management Analyst, Orange County Fire Authority, submitted to the California Department of Forestry Fire Protection, dated on August 12, 2014, received September 25, 2014.

A5-1 The California Fire Authority (OCFA) has responded to a request from the California Department of Forestry Fire Protection (CAL FIRE) on determining the appropriate level of CAL FIRE involvement. According to OCFA there are no major impacts to fire service. The City of Los Alamitos is not within a local responsibility area (LRA) with wildlands or an urban interface.

2. Response to Comments

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2. Response to Comments

LETTER A6 – Governor's Office of Planning and Research (2 pages)

STATE OF CALIFORNIA
GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

September 23, 2014

Steven Mendoza
City of Los Alamitos
3191 Katella Avenue
Los Alamitos, CA 90720

Subject: Los Alamitos General Plan Update
SCH#: 2013121055

Dear Steven Mendoza:

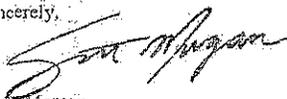
The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 22, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(e) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.oprc.ca.gov

A6-1

2. Response to Comments

Document Details Report State Clearinghouse Data Base

SCH# 2013121055
Project Title Los Alamitos General Plan Update
Lead Agency Los Alamitos, City of

Type EIR Draft EIR

Description The proposed project is an update to the City of Los Alamitos General Plan. The Los Alamitos General Plan Update is intended to shape development in the City and the unincorporated community of Rossmore over the next 20-plus years. The Los Alamitos General Plan Update involves reorganization of the current General Plan into the following six required and two optional elements: Land Use Element, Circulation and Transportation Element, Open Space and Recreation Element, Conservation Element, Safety Element, Noise Element, Economic Development Element, and Growth Management Element. The General Plan Update would result in a total of 8,735 residential units, a population of 23,003 people, 8,881,442 sf of non-residential development, and 18,430 jobs in the City and unincorporated community of Rossmore.

Lead Agency Contact

Name Steven Mendoza
Agency City of Los Alamitos
Phone (562) 431-3538 x300
email
Address 3191 Katella Avenue
City Los Alamitos
State CA **Zip** 90720
Fax

Project Location

County Orange
City Los Alamitos
Region
Lat / Long 33° 48' 11" N / 118° 4' 21" W
Cross Streets Citywide
Parcel No. Various
Township

Range	Section	Base

Proximity to:

Highways Hwy 22
Airports Long Beach, Los Al. AAF
Railways UPRR
Waterways San Gabriel River, Coyote Creek
Schools Various
Land Use Various

Project Issues Air Quality; Archaeologic-Historic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Supply; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 12; Department of Housing and Community Development; Air Resources Board; Regional Water Quality Control Board, Region 8; Native American Heritage Commission; Public Utilities Commission

Date Received 08/07/2014 **Start of Review** 08/07/2014 **End of Review** 09/22/2014

2. Response to Comments

A6. Response to Comments from Scott Morgan, Director, Governor's Officer of Planning and Research, State Clearinghouse and Planning Unit, dated September 23, 2014, received September 25, 2014.

A6-1 The comment states that the City of Los Alamitos has complied with State Clearinghouse requirements for public review of the DEIR for the proposed project. The attachment is the listing of the DEIR in the State Clearinghouse data base. No response is needed.

2. Response to Comments

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2. Response to Comments

LETTER A7 – Orange County Public Works (1 page)



NCL 14-025

September 18, 2014

Mr. Steven Mendoza, Community Development Director
City of Los Alamitos
3191 Katella Avenue
Los Alamitos, California 90720

SUBJECT: Notice of Availability of a Draft Environmental Impact Report for the City of Los Alamitos General Plan Update:

Dear Mr. Mendoza:

The County of Orange has reviewed the Notice of Availability of a Draft Environmental Impact Report for the City of Los Alamitos General Plan Update located in City of Los Alamitos and has no comments at this time. We would like to be advised of any further developments on the project. Please continue to keep us on the distribution list for future notifications related to this project.

A7-1

Sincerely,

Laree Brommer, Manager
OC Public Works Service Area/Planning Services
300 North Flower Street
Santa Ana, California 92702-4048
Laree.brommer@ocpw.ocgov.com

LB/yj

300 N. Flower Street, Santa Ana, CA 92703
P.O. Box 4048, Santa Ana, CA 92702-4048

www.ocpublicworks.com
714.667.8800 | info@OCPW.ocgov.com

2. Response to Comments

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2. Response to Comments

A7. Response to Comments from Laree Brommer, Manager, Orange County Public Works Service Area/Planning Services, dated September 18, 2014, received September 30, 2014.

A7-1 The Orange County Public Works has been placed on the City's distribution list and will be advised of future developments regarding the General Plan Update.

2. Response to Comments

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2. Response to Comments

LETTER P1 – James Benenson III and Clement Benenson (1 page)

Benenson Family Office
8223 Brecksville Road, Suite 100
Brecksville, Ohio 44141-1361
+1.440.838.4700 Fax +1.440.838.4702

September 22, 2014

Steven Mendoza
City of Los Alamitos
3191 Katella Avenue
Los Alamitos, CA 90720

Re: **Comments on the General Plan Update and Draft Environmental Impact Report**

Dear Mr. Mendoza:

Our family controls Arrowhead Products located at 4411 Katella Avenue and the 28 acres ("Property") on which it is situated. The City's current General Plan designates our Property for Industrial use. As described in the Draft Land Use Element of the proposed General Plan, Arrowhead Products is a manufacturing business for the aerospace industry and "the City supports its continued operation and success." Arrowhead has been operating in the City for a number of years, and our plans are to continue our operations at our Property.

The Draft Land Use Element proposes to designate the Property for Retail Business which could be developed if, as the Draft states, "the company ever decides to move locations or change its business." While we appreciate the City's interest in anticipating a land use that would take advantage of our location along Katella Avenue, at this time, we would like to request that the City retain an industrial land use designation for our Property. We are supportive of the City's goals to maximize retail along Katella (see Goal 2, Policy 2.3 at Land Use Element page 23). Retail may be considered in the future, but at this time, retaining the industrial land use designation would be more appropriate for Arrowhead's operations.

The purpose of this letter is to request that as you finalize the Draft Land Use Element, the land use designation for our Property be changed to "Planned Industrial" in the final draft of the Land Use Element that is presented to the City Planning Commission and City Council for approval. The Planned Industrial land use designation will allow us to continue our operations consistent with the General Plan.

We support the City's efforts to update its General Plan and the opportunity provide these comments and our requested change to you for your consideration.


James Benenson III


Clement Benenson

P1-1

2. Response to Comments

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2. Response to Comments

P1. Response to Comments from James Benenson III and Clement Benenson, Benenson Family Office, dated September 22, 2014, received September 22, 2014.

P1-1 The 28-acre Arrowhead Products site is located at 4411 Katella Avenue. The EIR evaluated potential environmental impacts associated with conversion of the Arrowhead Products site from Planned Industrial to Retail Business. The DEIR identified that buildout of the Land Use Plan would generate additional vehicle trips and associated transportation, air quality, greenhouse gas emissions, and noise impacts.

The DEIR evaluated a range of alternatives that would reduce potential environmental impacts. One of the alternatives evaluated in the DEIR was the Arrowhead Products Site Alternative. As identified in Chapter 7 of the DEIR, under this alternative, the Arrowhead Products site would remain Planned Industrial. As stated in Chapter 7, "Industrial land uses generate less traffic than retail uses, and no changes from existing conditions would occur for this parcel. Consequently, this alternative was chosen because it would reduce traffic, air quality, GHG emissions, and noise impacts of the proposed project." Fehr and Peers, the traffic engineer for the proposed project conducted a trip evaluation for the Planned Industrial and the Retail Business uses on the 28-acre site using standard Institute of Transportation Engineer's (ITE) trip generation rates. At buildout, the existing Planned Industrial use would generate 1,835 average daily trips while the Retail Business would generate 11,243 average daily trips.² Consequently, this alternative would generate at least 9,000 fewer trips than the proposed Project. As identified in the DEIR, this alternative would have the same or slightly less environmental impacts compared to the proposed project evaluated in the DEIR. For these reasons, the Arrowhead Products Site Alternative was identified as the environmentally superior alternative.

Since the Arrowhead Products Site Alternative would generate at least 9,000 fewer trips and would reduce environmental impacts, including transportation, air quality, greenhouse gas emissions, and noise, below what was analyzed in the EIR, the City of Los Alamitos, if is so desired, could adopt the proposed project with the requested change to the Arrowhead Products site to Planned Industrial without any additional environmental review.

Arrowhead Products request to remain Planned Industrial will be forwarded to decision-makers for their consideration.

² Buildout assumptions for the Arrowhead Products site are based on the Current General Plan Alternative, which identified a 10 percent increase in building square footage on the 28-acre site. The buildout assumptions for the Retail Business are based on the proposed project, which assumes the site will be primarily retail.

2. Response to Comments

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3. Revisions to the Draft EIR

3.1 INTRODUCTION

This section contains revisions to the DEIR based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of DEIR publication; and/or (3) typographical errors. This section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the DEIR.

None of the revisions to the DEIR require recirculation of the document. Recirculation is only required when significant new information is added. Information is not significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect or a feasible way to mitigate or avoid such an effect. Recirculation is not required where the new information merely clarifies, amplifies, or makes insignificant modifications. (CEQA Guidelines § 15088.5.) As explained below, none of the changes adds any new significant information and recirculation is not required.

Changes made to the DEIR are identified here in ~~strikeout text~~ to indicate deletions and in underlined text to signify additions.

3.2 DEIR REVISIONS IN RESPONSE TO WRITTEN COMMENTS AND TECHNICAL REVISIONS

The following text has been revised in response to comments received on the DEIR.

Page 3-23, Chapter 3, *Project Description*, Table 3-4, *Proposed City of Los Alamitos General Plan Policies*. The following minor technical correction has been made to the EIR to reflect changes to Economic Development Element Policy 1.4 and Policy 1.5.

3. Revisions to the Draft EIR

Table 3-4 Proposed City of Los Alamitos General Plan Policies

Number	Policy
ECONOMIC DEVELOPMENT ELEMENT	
Policy 1.4	Retail and lodging amendments. General plan amendments changing from a land use designation that permits retail uses or lodging uses to a land use designation that does not allow retail or lodging uses should <u>consider use of only be approved in conjunction with</u> a development agreement or other legally enforceable obligation on the property owner(s) that requires the subject property generate the same or better fiscal balance for the city as it would have generated with a retail or lodging use.
Policy 1.5	Office and industrial amendments. General plan amendments changing from a land use designation that permits office or industrial uses to a designation that does not permit office or industrial land uses should <u>consider use of only be approved in conjunction with</u> a development agreement or other legally enforceable obligation on the property owner(s) that requires the subject property generate the same or better fiscal balance for the city as it would have generated with an office or industrial use.

Page 5.1-10, Section 5.1, *Aesthetics*. The following minor technical correction has been made to the EIR to reflect how the City applies the Commercial Corridors Plan.

... Because the site is entirely within the plan area of the City's Commercial Corridors Plan, the City would review plans with the design guidelines in that plan would apply to future uses on the Arrowhead Products site. Compliance with those guidelines would to ensure that development on the site is sensitive to its surrounding content and is of high-quality design.

Page 5.1-10, Section 5.1, *Aesthetics*. The following minor technical correction has been made to the EIR to reflect how the City applies the Commercial Corridors Plan.

The existing buildings would likely be replaced with numerous buildings in a different layout and featuring a different architectural style. However, the site is entirely within the plan area of the City's Commercial Corridors Plan. Design guidelines and that plan would apply to all future uses on the site. Compliance with those guidelines Applying the concepts found in this Plan would ensure that development on the site is sensitive to its surrounding context and is of high-quality design.

Page 5.1-12, Section 5.1, *Aesthetics*. The following minor technical correction has been made to the EIR to reflect how the City applies the Commercial Corridors Plan.

The City currently maintains four small monument signs at the ends of both corridors that welcome people into Los Alamitos. In addition to increasing safety and reducing congestion, pedestrian bridges would offer opportunities for larger, elevated signage to mark a clear transition into and out of the City. Consistent with the Commercial Corridors Plan, Ffuture pedestrian bridges and accompanying signage constructed pursuant to the General Plan Update would be reviewed with the design guidelines within the Commercial Corridors Plan to ensure that the design required to be designed to reflects the character of the City and the neighborhoods they connect.

3. Revisions to the Draft EIR

Page 5.1-13, Section 5.1, *Aesthetics*. The following minor technical correction has been made to the EIR to reflect the changes identified above in how the City applies the Commercial Corridors Plan.

As discussed above, some land use and circulation changes would alter the visual appearance and character of Los Alamitos. However, these changes would likely occur incrementally prior to buildout and would generally result in beneficial aesthetic impacts. Proposed changes would create more visually cohesive neighborhoods along the City's major corridors while maintaining the current appearance and character of existing residential neighborhoods, including Rossmoor. ~~Furthermore, compliance with proposed General Plan policies related to design quality and design guidelines in the Commercial Corridors Plan would ensure that new development pursuant to the General Plan Update would not degrade the community's existing visual character or quality. Additionally, applying the concepts set forth in the Commercial Corridors Plan, new development can be guided to develop projects that would not degrade the environment.~~ Therefore, Impact 5.1-1 would be less than significant.

Page 5.2-31, Section 5.2, *Air Quality*. The following minor technical correction has been made to the EIR to reflect that Mitigation Measures specified in Section 5.4, Greenhouse Gas Emissions, also reduce criteria air pollutant impacts of the project.

Mitigation measures incorporated into future development projects and adherence to the project policies for operation and construction phases described under Impacts 5.2-2 and 5.2-3 below and related GHG mitigation measures would reduce criteria air pollutant emissions associated with buildout of the project (i.e., Mitigation Measure 2-1 and 4-1)...

Page 5.9-13, Section 5.9, *Public Services*. The following minor technical correction has been made to the EIR to reflect the correct increase in population and employment analyzed in the EIR.

Buildout is anticipated to result in an approximate total of ~~4,395~~ 1,385 new residents and ~~3,722~~ 3,770 additional employees in the City and SOI compared to existing conditions.

Page 5.10-2, Section 5.10, *Recreation*. The following minor technical corrections have been made to Table 5.10, *Existing Parks and Recreational Facilities*, to reflect corrected information per the City of Los Alamitos Recreation and Community Services Director.

Los Alamitos Community Center and Youth Center	Special Use Facility	1.69	<ul style="list-style-type: none"> • 11,000+ sf of meeting and activity rooms, as well as kitchen facilities • Gymnasium
Oak Middle School	School Field	11.90	<ul style="list-style-type: none"> • Subject to long-term facilities/joint-use agreement between the City and LAUSD³ • Grass area, lighted playing fields, lighted outdoor basketball courts, <u>lighted track</u>, restrooms

3. Revisions to the Draft EIR

Page 5.10-7, Section 5.10, *Recreation*. The following minor technical correction has been made to provide clarifications per the City of Los Alamitos Recreation and Community Services Director.

School Facilities

Another source of recreational open space within the City of Los Alamitos is the playgrounds and athletic fields at public schools. Schools are accessible to residential neighborhoods and are generally improved with recreational facilities for school-aged children. Schools provide play fields and playground equipment that neighborhood residents may use during off-school hours. School facilities with joint-use agreements can be rented by the hour. In addition, non-joint use facilities can be rented by the hour through the District.

The City also participates in the sharing of recreational areas through a joint-use agreement between the City of Los Alamitos and the Los Alamitos Unified School District (LAUSD).³ These agreements are secured for public use for the specified time periods:

- ~~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 Middle School field: September 14, 1978, to September 13, 2003
- Oak Middle School gymnasium: February 28, 1974, in perpetuity
- McAuliffe Middle School field: April 23, 2001, to June 30, 2011

The City also has a joint-use agreement with the Los Alamitos JFTB for the USA Water Polo National Training Center, which is secured for public use from November 19, 1998, to February 29, 2016.

Page 5.10-9, Section 5.10, *Recreation*. The following minor technical correction has been made to provide clarifications per the City of Los Alamitos Recreation and Community Services Director.

Recreation Programs

The City's Recreation and Community Services Department offers a variety of recreation programs, activities, and classes to local residents, listed below. The *Los Alamitos Recreation & Community Services Activities Guide* is a quarterly publication of the City ~~and the Los Alamitos Area Chamber of Commerce~~ that contains the schedule of all classes, tours, trips, and activities offered through the Recreation and Community Services Department, as well as news about Los Alamitos events, activities, and businesses. These programs, events, and classes are offered in Los Alamitos:

- **Youth and Adult Classes.** These classes include a variety of dance, physical fitness, and personal enrichment activities, are self-supported through user fees, and are offered to meet the needs and interests of Los Alamitos residents.

³ The agreement with LAUSD is currently in negotiations, and new individual joint-use agreements are anticipated be in place by the end of 2014. These agreements would cover the McAuliffe Middle School field and the Oak Middle School field, gymnasium, restrooms, and bike path.

3. Revisions to the Draft EIR

- **Senior Programs and Excursions.** ~~These Programs include low impact fitness classes and activities to encourage socialization between older adults. include dDay and overnight trips are coordinated by the Los Alamitos Senior Club, which occasionally. The Recreation Division also partners with travel providers to offer extended trips.~~
- **Low-Cost Summer-Day Camp.** Camp is offered for ten weeks each summer, two weeks during schools' Winter Break and one week during schools' Spring Break, and provides the opportunity for full-week or single-day enrollment.
- **Summer-Aquatic Programs.** Swim lessons for youth and adults are offered from beginning to advanced levels at the Los Alamitos ~~Community Center pool, which is located at the Los Alamitos JFTB.~~
- **Youth Sports Leagues and Excursions.** Youth sports leagues vary from season to season, but include summer youth basketball and baseball and fall youth basketball; ~~youth excursions to local attractions and beaches are offered in the summer.~~
- **Park and Field Use.** Use of City parks and school athletic fields by individuals and by local nonprofit organizations are coordinated by the Community Services Department.
- **Facility Rentals.** Facility rentals for banquets and meetings are available at four separate facilities.

The City also has a joint-use agreement with the Los Alamitos JFTB for the USA Water Polo National Training Center, which is secured for public use from November 19, 1998, to February 29, 2016.

Page 5.10-7, Section 5.10, *Recreation*. The following minor technical correction has been made to provide clarifications.

The City and Rossmoor currently provide 317.49 acres of park and recreation facilities in Los Alamitos and 35.05 acres of park and recreational facilities in Rossmoor, for a total of 389.02 acres of park and recreational facilities in the City and SOI. Of this, 18.03 acres of parkland and 26.93 acres of recreational space are in special use and school facilities that are owned, operated, or under contract by the City for public use. As part of the 317.49 acres in Los Alamitos, ~~a~~An additional 269.55 acres of recreational space (48.0 acres outside the golf course) is on land outside the City control or contract, but is available for public use.

Pages 5.11-7 and 5.11-31, Section 5.11, *Transportation and Traffic*, Figure 5.11-1, *Current General Plan Roadway Classifications*, and Figure 5.11-5, *Proposed General Plan Roadway Classifications*, respectively. Minor technical corrections have been made to Figure 5.11-1 and Figure 5.11-2 5 to identify Lexington Drive, north of Katella Avenue, as a Secondary Arterial to correctly reflect the ultimate right-of-way for this segment.

See Appendix A for revisions to Figure 5.11-1 and Figure 5.11-5

3. Revisions to the Draft EIR

Page 5.12-5, Section 5.12, *Utilities and Service Systems*, Figure 5.12-2, *Sewer Plan*. Minor technical corrections have been made to Figure 5.12-2 based on comments made by the Rossmoor/Los Alamitos Area Sewer District (see Response to Comment A3-3 and A3-4).

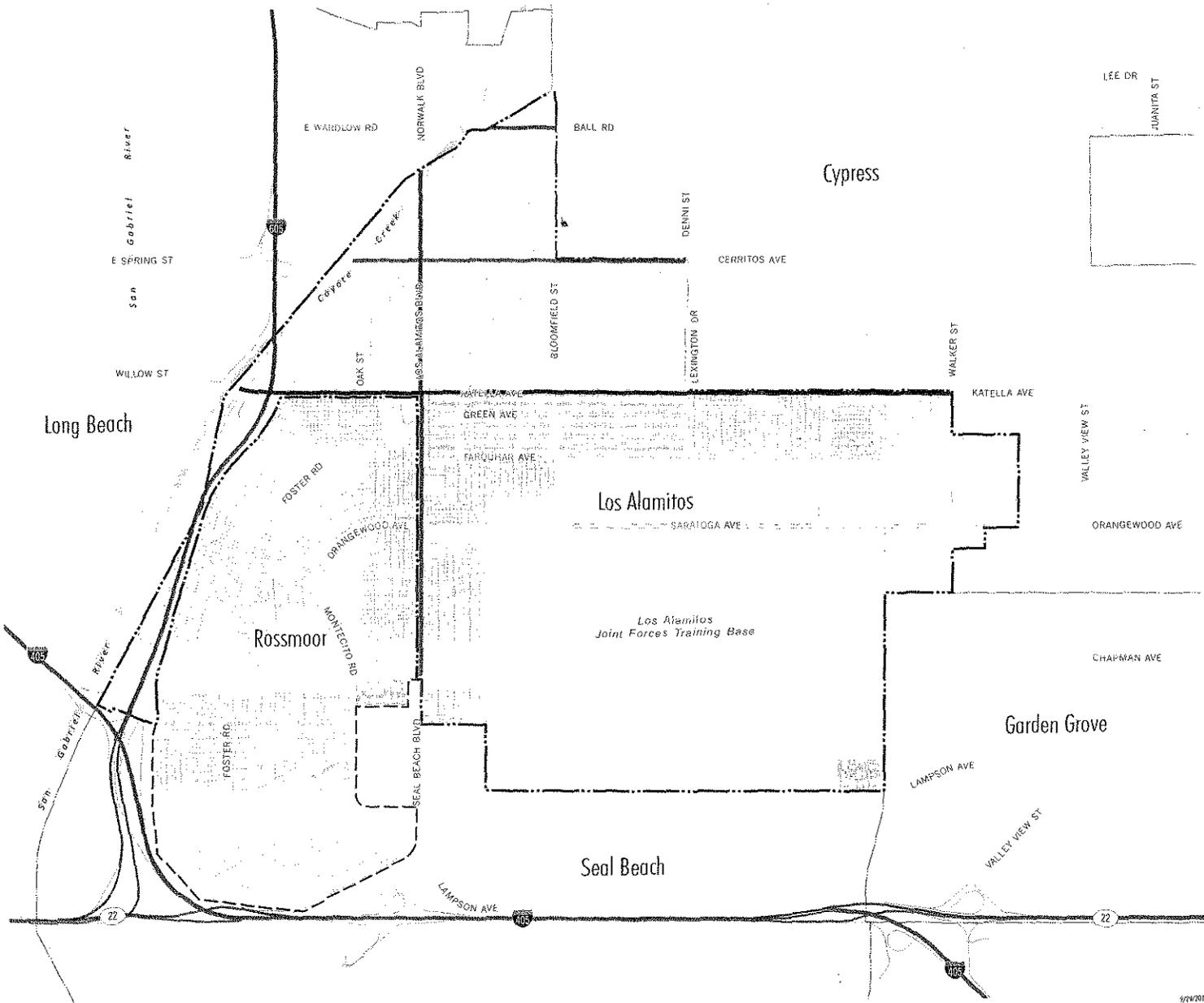
See Appendix A for revisions to Figure 5.12-2

Appendix A. Revised DEIR Figures

Appendix

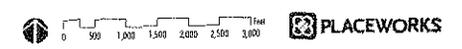
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Figure 5.11-1 Current General Plan Roadway Classifications



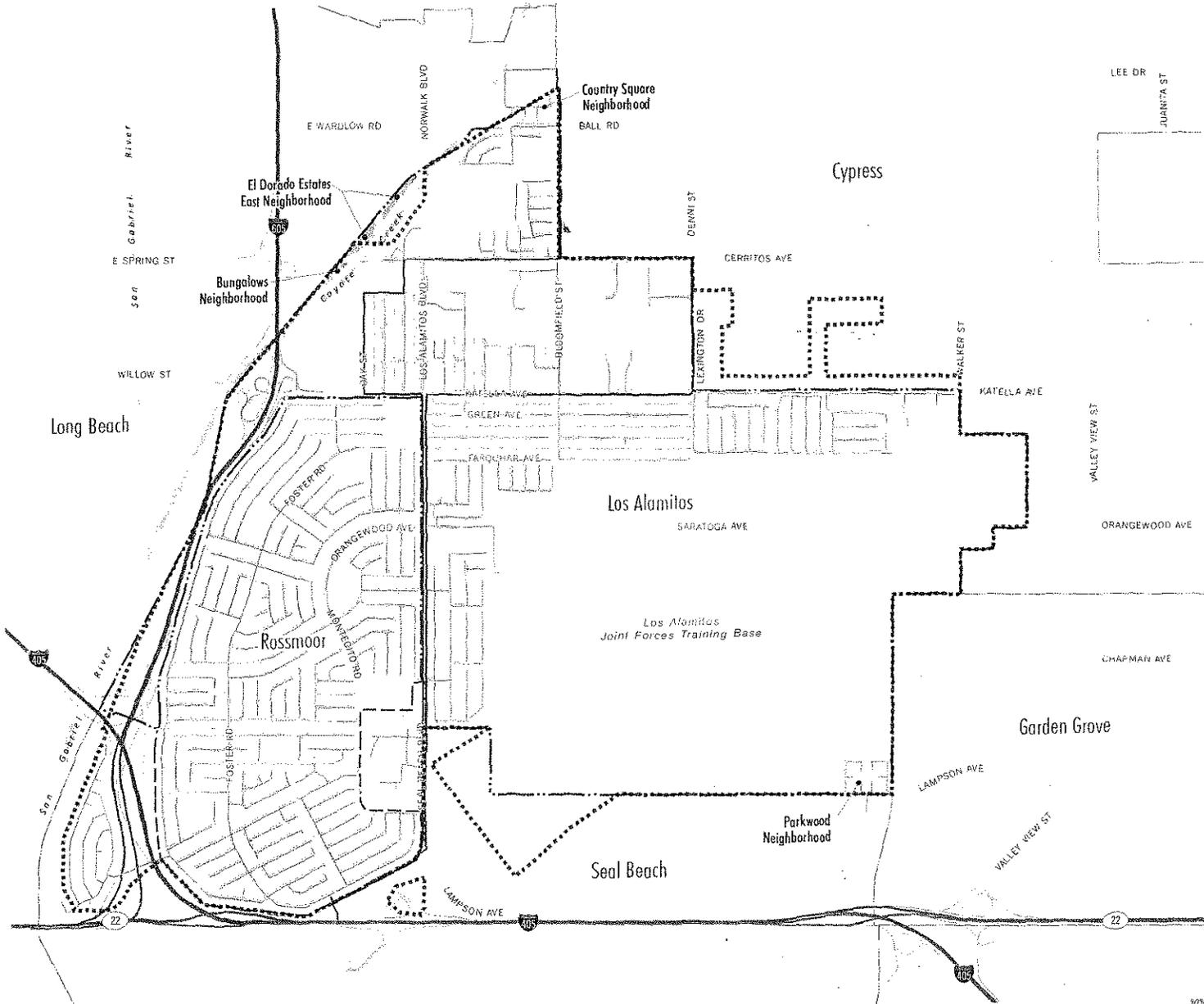
- City Boundary
 - Sphere of Influence
 - Other City Boundaries
- Classification**
- Smart Street, 6 Lane (122 ft. ROW)
 - Major Arterial (120 ft. ROW)
 - Primary Arterial (100 - 120 ft. ROW)
 - Secondary Arterial (80 ft. ROW)

LOS ALAMITOS
GENERAL PLAN
 Draft Environmental Impact Report



Source: File E-Plan, 2014

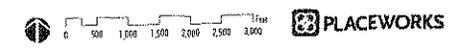
Figure 5.12-2 Sewer Plan



- R/LAASD Boundary
- Sewer Lines**
- OCSD Trunk
- R/LAASD Sewer
- ~~~~~ Parcels served by Long Beach Water Department
- ▭ City Boundary
- ▭ Sphere of Influence
- Other City Boundaries

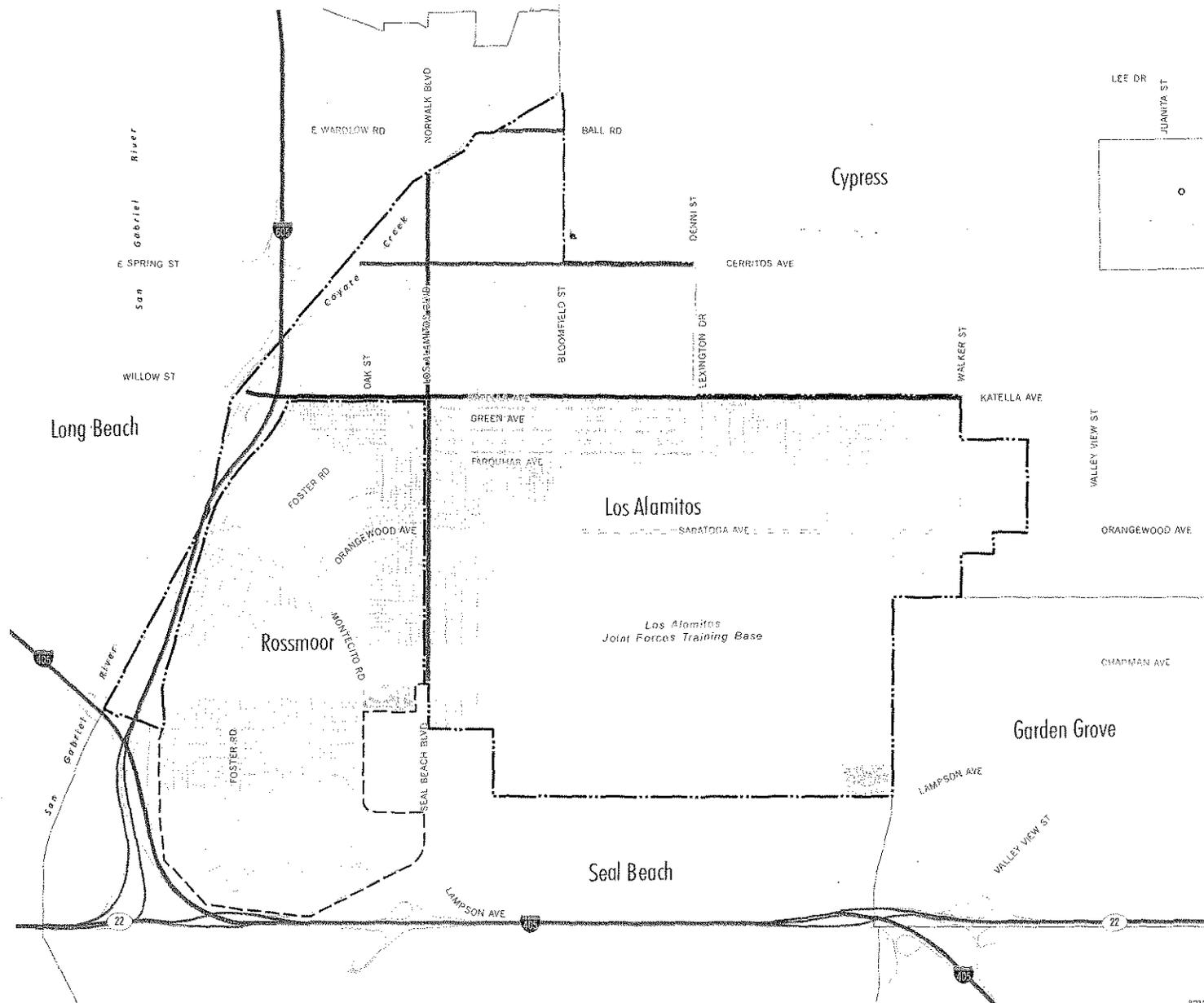
LOS ALAMITOS
GENERAL PLAN

Draft Environmental Impact Report



Source: City of Los Alamitos, 2013

Figure 5.11-5 Proposed General Plan Roadway Classifications



- City Boundary
 - Sphere of Influence
 - Other City Boundaries
- Classification**
- 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)



Source: Esri & Pacer, 2014

9/29/2014

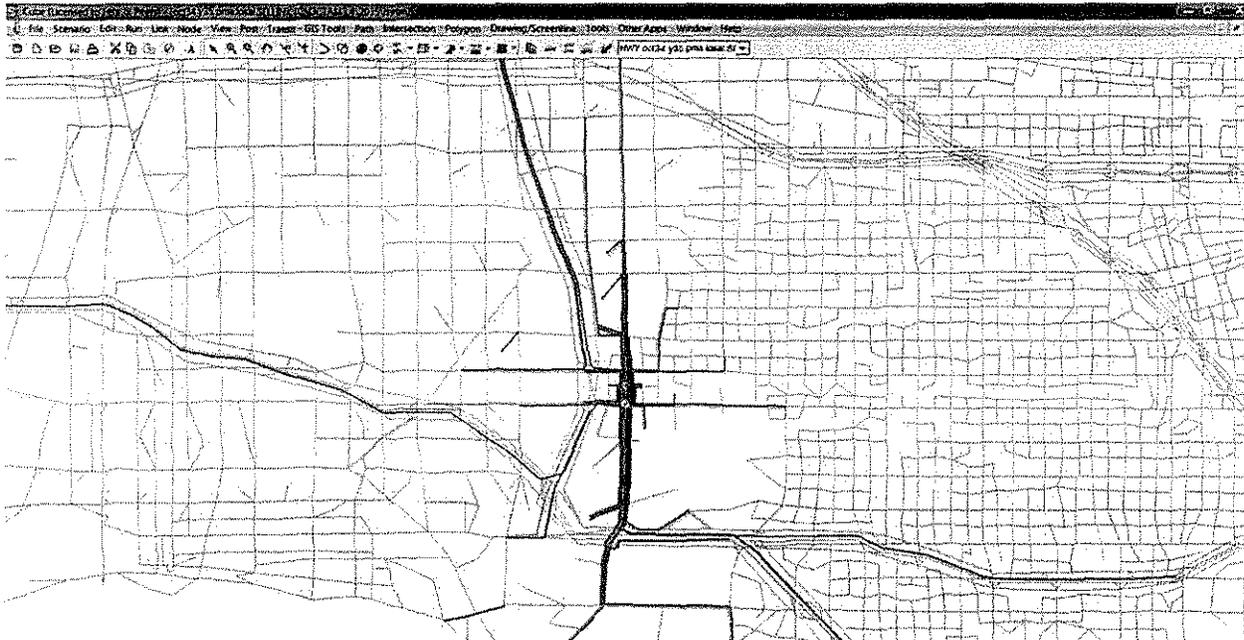
Appendix B. Fehr & Peers Select Link Analysis

Appendix

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Select Link Analysis – Los Alamitos Boulevard, North of Katella Avenue.

A select link analysis was conducted by Fehr & Peers using the Orange County Transportation Authority's (OCTA) Orange County Traffic Analysis Model (OCTAM) for Los Alamitos Boulevard, just north of Katella Avenue. The purpose of the assessment was to see where traffic on the link travels to and the direction of travel. The thicker the red and blue lines, the heavier the traffic volume; with the thickest line being on the study segment itself (e.g. 100 percent of the traffic from that segment is on that segment). The graphic is particularly useful in determining how traffic disperses from this segment and can be tracked to its origin and destination. This graphic shows that many of the trips along the Los Alamitos Boulevard segment are destined for locations outside of the City of Los Alamitos, and that the segment is a bypass route from Interstate 605 (I-605) to the north to Interstate 405 (I-405) to the east or Seal Beach Boulevard to the south. This is likely due to congestion at the I-605/I-405 interchange and poor travel speeds associated with that congestion. Never-the-less, this does show that many trips on segments of roadway in the City of Los Alamitos are currently regional in nature.



Blue = Northbound. Red = Southbound.

Appendix

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To view Attachments

4 or 5

Please visit:

Losalgeneralplan.org