



VILLAGE 605

EIR ADDENDUM

Lead Agency:

City of Los Alamitos
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Los Alamitos, California 90720

Project Sponsor:

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1. INTRODUCTION

1.1 SUMMARY OF CONCLUSIONS

This document states the basis for the City of Los Alamitos determination that the Katella 605 commercial project proposed by the Katella Property Owner, LLC falls within the scope of the previously-certified Los Alamitos General Plan Update Environmental Impact Report (SCH #2013121055) (“Program EIR”) and that no supplemental or subsequent EIR may be required pursuant to section 21166 of the Public Resources Code. While the project differs in some minor respects from the project description in the Program EIR, those changes will not result in any new or substantially more severe impacts than those that have already been analyzed. Further, no new or substantially more severe impacts will result from any changes in circumstances surrounding the proposed Village 605 project (“Proposed Project,” as further described herein), and there is no new information of substantial importance that was not known and could not have been known with the exercise of reasonable diligence at the time the Program EIR was certified that would affect the analysis of the potential significant effects, mitigation measures or alternatives of the project analyzed in the Program EIR. Therefore, as explained in greater detail below, no subsequent or supplemental environmental impact report is required because all potential effects of the Proposed Project have been analyzed in the Program EIR and this Addendum.

1.2 PURPOSE AND SCOPE

Katella Property Owner, LLC seeks City approval for a vesting tentative tract map, major conditional use permit and major site plan review to construct the “Proposed Project”, consisting of a commercial center up to 113,880 square feet on approximately 9.6 acres in the City of Los Alamitos, Orange County, California. This property (“Proposed Project Site” or “Project Site”) is currently developed with two, two-story office buildings totaling 150,342 square feet (SF).

The Program EIR assumed that the location of the Proposed Project, the “SuperMedia/Civic Center Site” (“Approved Project Site”), would be developed with a 163,000 square foot commercial center on approximately 13 acres (see Figure 1-1).

The Proposed Project is consistent with the scope and type of development analyzed on the Proposed Project Site as part of the Program EIR for the Los Alamitos General Plan Update (GPU). The purpose of the Program EIR was to analyze potential changes resulting from the GPU and the resulting environmental effects associated with the implementation of the Los Alamitos GPU.

The Program EIR analyzed development of the City in accordance with the GPU and incorporated mitigation measures for all participating projects subject to the GPU. The analysis included in the Program EIR identified environmental effects of development of the entire City pursuant to the GPU, including development of the Proposed Project Site with commercial uses.

On March 23, 2015, the Los Alamitos City Council adopted the General Plan and certified the Program EIR. Future buildout of the City will occur subject to mitigation measures identified in the Program EIR and the development regulations in the Zoning Code. The City filed a Notice of Determination of that approval and certification on March 24, 2015. No lawsuit was filed challenging the City’s approval of the project or the environmental analysis. Therefore, pursuant to section 21167.2 of the Public Resources Code, the Program EIR must be conclusively presumed

to be valid with regard to its use for later activities unless any of the circumstances requiring supplemental review exist. (Pub. Resources Code, § 21167.2; *Laurel Heights Improvement Ass'n v. Regents of the University of California* (1993) 6 Cal.4th 1112, 1130 (“[a]fter certification, the interests of finality are favored”); *Santa Teresa Citizen Action Group v. City of San Jose* (2003) 114 Cal. App. 4th 689, 705-706.)

This environmental checklist provides the basis for an Addendum to the previously certified Program EIR and serves as the environmental review of the Proposed Project, as required pursuant to the provisions of the California Environmental Quality Act (CEQA) and Public Resources Code Section 21000 et seq., the State CEQA Guidelines. This Addendum augments the analysis in the Program EIR as provided in CEQA Guidelines Sections 15162 and 15164 and provides the basis for the City’s determination that no supplemental or subsequent EIR is required to evaluate the Proposed Project. Environmental analysis and mitigation measures from the Program EIR have been incorporated into this Addendum and modified as necessary to address the site specific conditions of the Proposed Project. In cases where mitigation measures from the Program EIR have been satisfied by studies prepared for Addendum, it is so noted.

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the City of Los Alamitos is the Lead Agency, charged with the responsibility of deciding whether or not to approve the Proposed Project. As part of the decision-making process, the City is required to review and consider the potential environmental effects that could result from construction and operation of the Proposed Project. The analysis in this document discusses the adequacy of the Program EIR related to the approval of the Proposed Project. Any future development of the City Hall site would be subject a similar review pursuant to the provisions of CEQA and the State CEQA Guidelines.

The scope of the review for project-related impacts for this Addendum is limited to changes between the previously-certified Los Alamitos General Plan Update Environmental Impact Report (SCH #2013121055) (“Program EIR”) and the Proposed Project. The baseline condition analyzed in this Addendum compares the Proposed Project’s impacts to the GPU buildout conditions analyzed in the Program EIR, which assume that a commercial center with an FAR of 0.29 would be developed on the Proposed Project Site. The GPU buildout condition represents the cumulative condition, and already assumes full redevelopment of the Proposed Project Site and the Civic Center as commercial uses.

1.3 ENVIRONMENTAL PROCEDURES

Pursuant to CEQA and the State CEQA Guidelines and the City’s CEQA procedures, the City’s review of the proposed environmental checklist and Addendum will determine if approval of the requested discretionary actions and subsequent development could have a significant impact on the environment or cause a change in the conclusions of the Program EIR, and disclose any change in circumstances or new information of substantial importance that would substantially change the conclusions of the Program EIR. This environmental checklist and Addendum will provide the City of Los Alamitos with information to document potential impacts of the Proposed Project.



-  SuperMedia/Civic Center Site
13 acres
-  Modified Project Site
9.56 acres

FIGURE 1-1
Proposed Project Site

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Pursuant to Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines, when an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for the project unless the lead agency determines, on the basis of substantial evidence, that one or more of the following conditions are met:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration.
 - b) Significant effects previously examined will be substantially more severe than identified in the previous EIR.
 - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponent declines to adopt the mitigation measures or alternatives.
 - d) Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponent declines to adopt the mitigation measures or alternatives.

Section 15164 of the State CEQA Guidelines states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred."

This Addendum reviews the changes proposed by the Proposed Project and any changes to the existing conditions that have occurred since the Program EIR was certified. It also reviews any new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time that the Program EIR was certified. It further examines whether, as a result of any changes or any new information, a subsequent EIR may be required. This examination includes an analysis of the provisions of Section 21166 of CEQA and Section 15162 of the State CEQA Guidelines and their applicability to the Proposed Project. This Addendum relies on use of the Environmental Analysis provided herein, which addresses environmental checklist issues on a section-by-section basis.

An Environmental Checklist is included in Sections 4 and 5. The Environmental Checklist is marked with the findings of the Development Services Director as to the environmental effects of the Proposed Project in comparison with the findings of the Program EIR certified in 2015. The

Checklist has been prepared pursuant to Section 15168(c)(4) which states that “[w]here the subsequent activities involve site specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operation were covered in the program EIR.”

On the basis of the findings of the Program EIR and the provisions of the State CEQA Guidelines, the City of Los Alamitos, as the Lead Agency, determined that, as documented in this Addendum to the previously approved Program EIR, no supplemental or subsequent EIR is required to review the Proposed Project application.

1.4 PREVIOUS ENVIRONMENTAL DOCUMENTATION

As explained above, on March 23, 2015, the City Council of the City of Los Alamitos certified the Final Program EIR for the entire GPU, including the Approved Project, and adopted Findings and a Statement of Overriding Considerations for those environmental effects associated with implementation of the GPU project. The City’s certification of the Program EIR included adoption of findings for four areas of environmental impact that could not be avoided and were considered to be significant and adverse: (1) air quality; (2) greenhouse gas emissions; (3) noise; and (4) traffic. The Findings certifying the Program EIR also identified three environmental impact areas for which mitigation would reduce potential environmental impacts to a less than significant level: (1) air quality; (2) cultural; and (3) noise. The Proposed Project will implement applicable mitigation measures included in the Program EIR.

This Addendum incorporates by reference all or portions of the Program EIR and the technical documents that relate to the Proposed Project or provide additional information concerning the environmental setting of the Proposed Project. The information disclosed in this Addendum is based on the following technical studies and/or planning documents:

- City of Los Alamitos General Plan (2015) - http://cityoflosalamitos.org/?wpfb_dl=2289
- City of Los Alamitos Zoning Code (Title 17 of the Municipal Code) - <http://qcode.us/codes/losalamitos/>
- City of Los Alamitos Noise Ordinance (Chapter 17.24 of the Municipal Code)
- Katella + Los Alamitos Commercial Corridors Plan - http://cityoflosalamitos.org/?page_id=7351
- GPU Program EIR and certifying resolutions and findings
- Technical studies, personal communications and web sites listed in Section 6, References

In addition to the websites listed above, all documents are available for review at the Development Services Department, located at 3191 Katella Ave, Los Alamitos, CA 90720.

2. ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The Proposed Project Site is located in the City of Los Alamitos. The City is located in the northwestern boundary of Orange County and is surrounded by five jurisdictions. To the east are the cities of Cypress and Garden Grove. The City of Seal Beach and the unincorporated community of Rossmoor, which is within the City's Sphere of Influence (SOI) are adjacent to the southern and southwestern borders, respectively. To the west, across the county line, is the City of Long Beach in Los Angeles County. Figure 2-1, *Regional Map*, shows the Project in its regional context.

The Proposed Project Site is located in the western portion of the City of Los Alamitos, adjacent to the northern boundary of Rossmoor. It is bound on the east by Interstate 605 (I-605), on the south by Katella Avenue, on the north by Oak Middle School, and on the east by the Los Alamitos Civic Center. Figure 2-2, *Local Vicinity*, shows the Proposed Project in its local context.

2.2 EXISTING LAND USES

The Proposed Project Site is comprised of approximately 9.6 acres and is located at 3131 Katella Avenue, Los Alamitos. The site is developed with two, two-story office buildings, a surface parking lot at the rear of the site, and ornamental landscaping. See Figure 2-3, *Existing Land Uses*

The two office buildings, referred to as the "Main" and "Annex" buildings, have a total floor area of 150,342 SF. The larger Main building was completed in 1972 and the smaller Annex was completed in 1979. Surface parking with 521 parking spaces is provided along the north, east, and west perimeters of the buildings. Landscaping at the perimeter of the buildings lawn area, between 50 and 90 feet in width, along Katella, as well a variety of mature ornamental trees and groundcover exist throughout the parking lot and along the Proposed Project Site boundary.

Historically the subject property was used for beet cultivation until General Telephone bought the land from the middle school to the north. General Telephone was issued a permit for the larger Main building on the easterly side of the property in 1971 and it was completed in 1972. The smaller Annex building has the same address as the large building. The Annex was permitted for construction in 1978 and completed 1979. The buildings were in use and fully occupied by General Telephone for their yellow pages directories sales since construction. Katella Property Owner, LLC acquired the Proposed Project Site in 2014 and leased the buildings back to the seller until September 2015.

The office buildings are currently vacant in anticipation of development of the proposed commercial center. However, prior to September 2015, the office buildings were fully occupied for over 40 years.

2.3 SURROUNDING LAND USES

As shown in Figure 2-4, *Surrounding Land Uses*, Oak Middle School, a public school within the Los Alamitos Unified School District is located to the north. It serves students in grades six through eight. Its General Plan designation is “Community & Institutional” (C-F). See Figure 2-5, *General Plan Land Use Designation*.

The Los Alamitos Civic Center (“Civic Center”) is immediately to the east of the Proposed Project Site, and is home to a number of municipal and civic uses including City Hall, the Los Alamitos Police Department, Parks and Recreation Department and the Community Center. The Civic Center site is designated “Retail Business” (C-G). The Proposed Project Site and the Civic Center share a driveway on Katella Avenue.

Multi-family apartments and the Oak Retail Center are located at the northeast corner of Oak Street and Katella Avenue. The east side of Oak Street is designated as “Multi Family Residential” (R-3).

The I-605 on-ramp and Caltrans right-of-way border the Proposed Project Site to the west. Single-family residential uses are located to the south of the Proposed Project Site, across Katella Avenue, within the unincorporated community of Rossmoor. See Figure 2-4, *Surrounding Land Uses* and Figures 2-6a through 2-6c, *Site Photographs*.

The concrete-lined Coyote Creek is 1,000 feet west of the subject property and the concrete-lined San Gabriel River is 3,100 feet west of the subject property, draining in a southwesterly direction. The two features join together 4,500 feet southwest of the subject property.

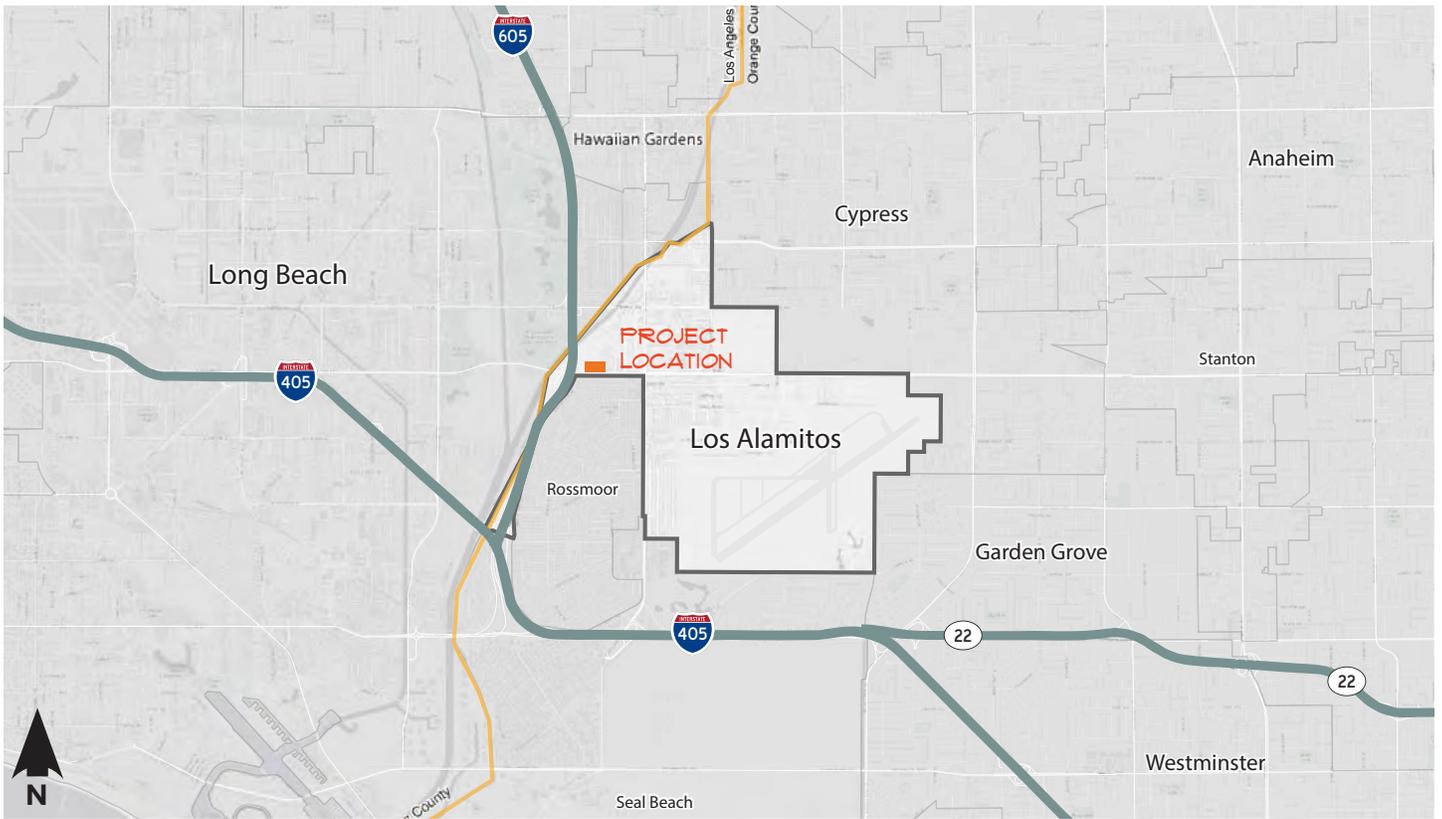


FIGURE 2-1
Regional Location Map

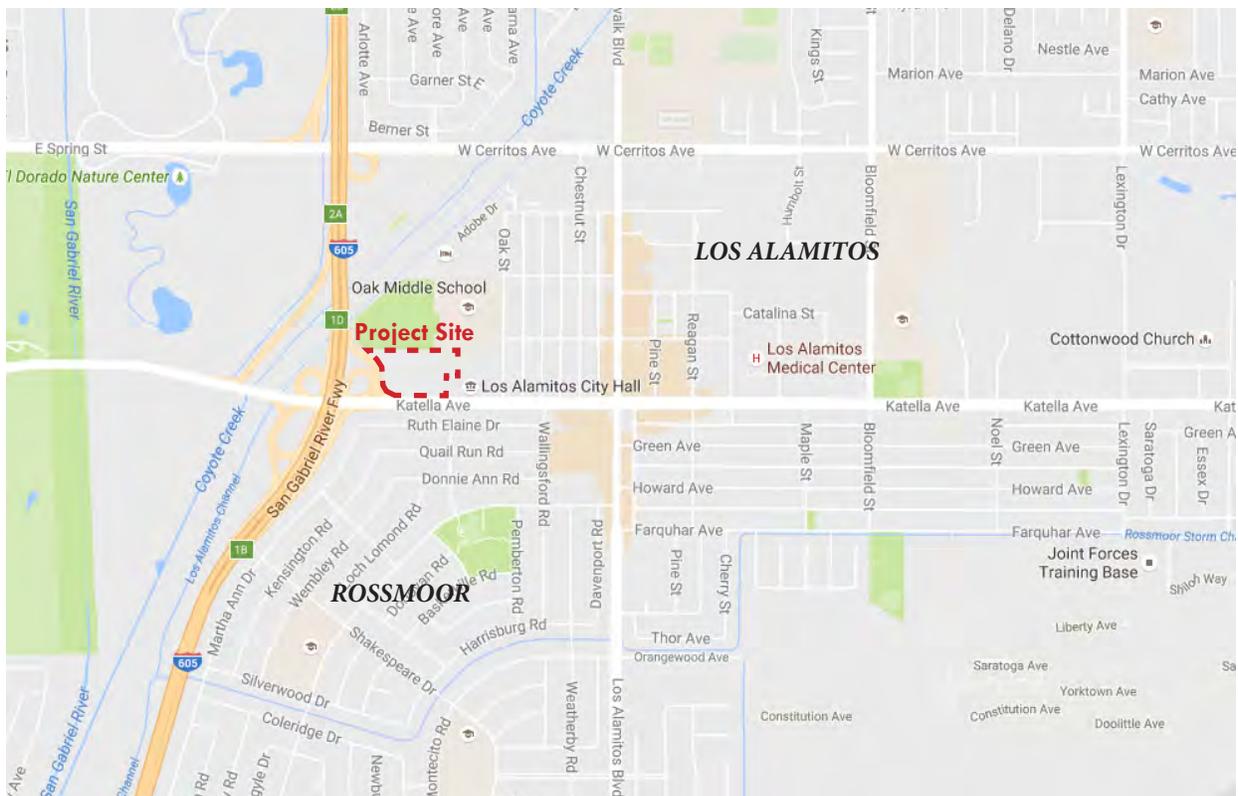


FIGURE 2-2
Local Vicinity Map

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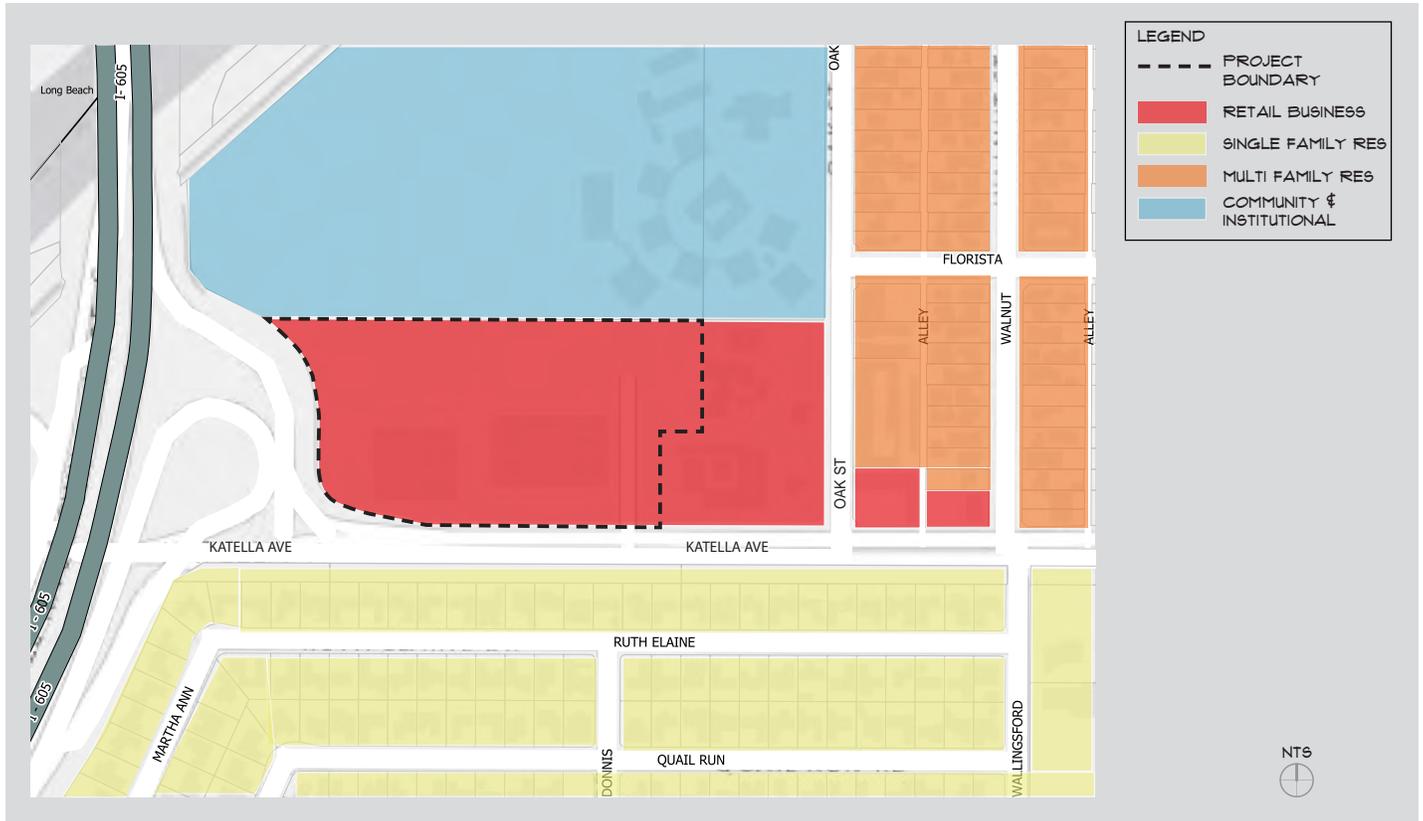
FIGURE 2-3
Existing Land Uses

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FIGURE 2-4
Surrounding Land Uses

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Source: Los Alamitos General Plan

FIGURE 2-5
General Plan Land Use Designations

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Figure 2-6a

The property as seen from the south side along Katella Avenue.



Figure 2-6b

Primary vehicular entrance from Katella Avenue along the east side of the Main Building.



Figure 2-6c

The north parking lot at the Main Building.

**FIGURE 2-6
Site Photographs**

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3. PROJECT DESCRIPTION

3.1 PROJECT BACKGROUND

On March 23, 2015, the Los Alamitos City Council adopted the Los Alamitos General Plan Update Environmental Impact Report (“Program EIR”). The Los Alamitos General Plan Update (GPU) was implemented to shape development in the City and the unincorporated community of Rossmoor (sphere of influence) over the next 20-plus years. The GPU reorganized the previous 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. Buildout of the GPU would result in a total of 8,735 residential units, a population of 23,003 people, 8,881,442 square feet of nonresidential development, and 18,430 jobs in the City and unincorporated community of Rossmoor.

3.2 APPROVED PROJECT

The City prepared the Program EIR in order to assess the potential environmental effects of the proposed land use changes, at a programmatic level. However, 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 the date of the Program EIR and General Plan buildout. Development of commercial uses on the “SuperMedia/Civic Center Site” (“Approved Project Site”) were analyzed in the Program EIR

The Program EIR found that the Approved Project Site fronting Katella Avenue just east of I-605 is seen as the largest viable site in the City for future retail. As described in the Program EIR, this site consists of just over 13 acres of land (City Hall, Police Department, City Yard, and the Community Center); other public and quasi-public buildings; and the SuperMedia office buildings on the western 9.6 acres. The Program EIR anticipated the sale of the SuperMedia site and stated that private development interest, along with the City’s willingness to relocate its own facilities, indicated that this 13 acre area could support a variety of retail and hospitality uses. Therefore, the GPU changed the designation of these parcels from Professional Office (PO) and Community and Institutional (C&I) to Retail Business (RB).

The Program EIR assumed that the SuperMedia/Civic Center Site would be developed with a 163,000 square foot commercial center over approximately 13 acres (see Figure 1-1). The Proposed Project proposes a commercial center up to 113,880 square feet on 9.6 acres, which encompasses the SuperMedia site only. The Civic Center would remain in place and is not part of the Proposed Project. The Program EIR assumed a 0.29 floor area ratio (FAR) for the 13 acre site. Proportionally, applying a 0.29 FAR, the 9.6 acre Proposed Project Site would have an allocation of approximately 121,000 SF. The Proposed Project is proposing up to 113,880 SF of commercial space with an FAR of 0.27. Therefore, the Proposed Project Site’s square footage is within the maximum FAR assumption made for SuperMedia/Civic Center Project Site in the Program EIR.

3.3 PROPOSED PROJECT

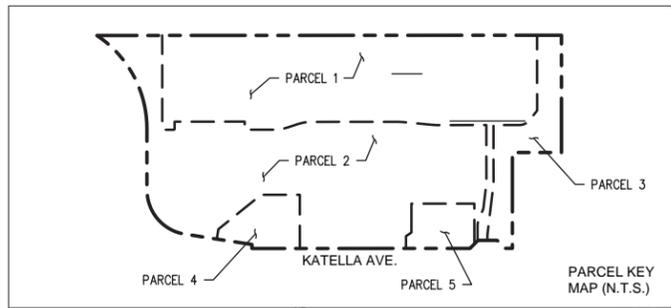
The Proposed Project would demolish the existing office buildings and construct a new neighborhood commercial shopping center. The Proposed Project consists of a retail/commercial center with seven proposed buildings totaling up to 113,880 SF of building area, as shown in Figure 3-1, *Site Plan*, as well as a traffic light improvement at the intersection of Civic Center Drive / Katella Avenue and other improvements identified in the Traffic Implementation Plan. The Site Plan shown in Figure 3-1 shows 105,880 square feet of development. An additional 8,000 square feet is analyzed in this Addendum to provide design flexibility.

The Proposed Project Site is anticipated to provide for a mix of retail, commercial and restaurant tenants, inclusive of a supermarket, personal services, and other retailers that offer a variety of products. Table 3-1, *Project Development Summary*, provides a breakdown of the proposed uses. The site plan shows the conceptual arrangement of buildings and parking areas, the size and location of the pedestrian spaces and landscaping, and how the features relate to one another. The five buildings of retail uses would be organized in a linear pattern along the northern edge of the property. Two additional pad buildings are proposed along Katella Avenue and would provide access for vehicles and pedestrian walkways, as well as adding massing variety to the streetscene. There would be outdoor patios or seating areas to provide a gathering place for visitors.

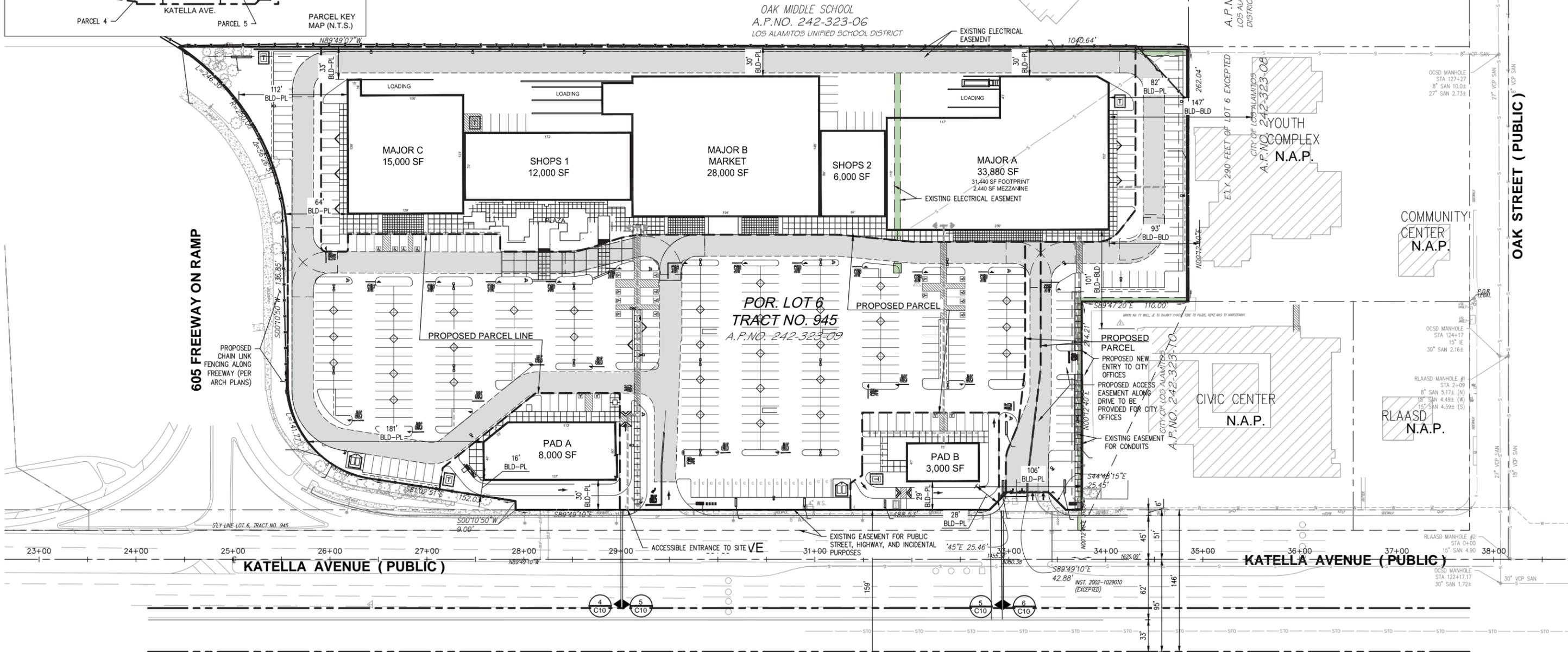
The Project entitlement proposed for approval by the review authority includes the ministerial substantial compliance design flexibility to determine individual building sizes in the final plans based on market conditions, provided the total square footage and vehicle trips generated by the project do not exceed 113,880 square feet and 10,479 average daily trips and complies with the zoning ordinance's minimum parking ratios, use limitations, setbacks, height limitations (or any approved variances thereto) applicable to developments in the General Commercial (C-G) zone. Accordingly, Table 3-1 includes 8,000 square feet of additional built area which may be added to structures on the site and remain within substantial compliance of the approved drawings, plans, statements in support of the application and conditions of approval without exceeding the proposed Project entitlement.

Table 3-1 Project Development Summary

Buildings	Proposed Use	Square Footage (SF)
Major A	Retail	15,000
Major B	Market (Whole Foods)	28,000
Major C	Retail	33,880
Shops 1	Retail and Food Uses	12,000
Shops 2	Retail and Food Uses	6,000
Pad A	Retail and Food Uses w/drive-thru	8,000
Pad B	Food Uses w/drive-thru	3,000
<i>Additional analyzed square footage to allow design flexibility</i>		8,000
Total Maximum Building Floor Area		113,880
Maximum Average Daily Trip Limit		10,479 ADT

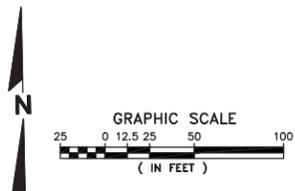


PROPOSED PARCEL SUMMARY			
PARCEL	AREA	FLOOR AREA	FAR
PARCEL 1	170,681 SF 3.92 AC	100,500 SF	0.59
PARCEL 2	183,924 SF 4.22 AC		
PARCEL 3	30,450 SF 0.70 AC		
PARCEL 4	17,149 SF 0.39 AC	8,000 SF	0.44
PARCEL 5	14,426 SF 0.33 AC	3,000 SF	0.21
TOTAL	416,630 SF 9.56 AC	111,500 SF	



PROPOSED PARKING SUMMARY		PROPOSED ANALYSIS	
ADA STALLS: (15 REGULAR, 7 VAN)	22	COMMERCIAL SHOPPING CENTER 1/250 GFA	
COMPACT:	17 (3.3%)	TOTAL GFA = 105,880	
MAX PROPOSED:	76 (15%)	TOTAL PARKING REQ'D = 424	
STANDARD STALLS:	466	STANDARD PARKING PROVIDED = 488 (ADA + NON-ADA, NON COMPACT)	
TOTAL PARKING: (STANDARD + COMPACT)	505		

SITE AREA	
EXISTING USE:	GENERAL OFFICE
PROPOSED USE:	RETAIL BUSINESS
TOTAL NET ACREAGE:	416,630 SF (9.56 AC)
SITE LANDSCAPE:	47,382 SF (1.09 AC)
PARKING LOT SHADING:	52%
GROSS BUILDING AREA	
MAJOR A:	33,880 SF
MAJOR B:	28,000 SF
MAJOR C:	15,000 SF
SHOPS 1:	12,000 SF
SHOPS 2:	6,000 SF
PAD A:	8,000 SF
PAD B:	3,000 SF
SITE STRUCTURES:	105,880 SF (2.43 AC) = 25.4% COVERAGE



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3.4 SITE PLAN AND CHARACTER

The architectural theme of the project would be similar to but distinctive from the blend of traditional and contemporary styles found in emerging shopping districts through the Southern California region. Simple building forms and an inviting scale compatible with the Los Alamitos lifestyle would be utilized. Exterior materials would primarily be a combination of concrete block, composite resin panels, stucco, and wood siding. Conceptual project elevations are provided in Figure 3-2, *Architectural Elevations*.

Throughout the project area, plazas and outdoor spaces would be incorporated to establish a sense of place and identity and provide spaces for outdoor dining, events, and street entertainment.

Parking, Access and Street Improvements

The Proposed Project Site is accessible via I-605 and the regional arterial Katella Avenue. Vehicular access to the Proposed Project Site would be provided from the signalized intersection of Katella Avenue at Civic Center Drive and a right-turn only driveway on Katella Avenue (see PDF 16-2).

The Proposed Project includes off-site roadway improvements to the intersection of Los Alamitos Boulevard and Cerritos Avenue as project design feature (see PDF 16-1), as follows:

- Restripe the eastbound right-turn lane along Cerritos Road to provide a shared through/right-turn lane. Restripe the eastbound departure and provide a third eastbound (receiving) through lane. On-street parking along the south side of Cerritos Avenue is currently prohibited where approximately 270 feet of red curb markings exist. Depending on final design, the restriping improvements will require up to 150 feet of additional red curb installation/parking restrictions, resulting in the loss of street parking by approximately 6 vehicles.
- Modify the existing traffic signal, pavement markings and signs per the City of Los Alamitos Standard Design Guidelines and/or CA Manual on Uniform Traffic Control Devices (MUTCD) to reflect the above roadway restriping. Implementation of this improvement will require the approval of the City of Los Alamitos.

The project applicant is requesting a reimbursement agreement for costs exceeding the fair-share allocation using traffic mitigation funds received from other development projects found to have an impact on this intersection.

Parking stalls would be equally and conveniently distributed in the center of the site. The site plan includes 506 parking spaces (488 standard and 18 compact spaces) and will meet the minimum parking ratios of the General Commercial Zone that require 456 standard spaces.

Pedestrian access would be from sidewalks along Katella Avenue, which connect to a system of on-site walkways. Two walkways would cross the parking area in order to provide a direct pedestrian connection from the sidewalk to the main row of businesses with a minimum of interference from vehicles.

The Proposed Project would include bicycle parking areas in compliance with the California Green Building Standards Code. Bicyclists would have access to a Class I bike path on the south

side of Katella Avenue, which connects to a broader system of bicycle routes across Los Alamitos and in neighboring cities.

Public transportation to the site would be provided by Orange County Transportation Authority bus service (Route 50) on Katella Avenue.

Sign Program

The Proposed Project includes a sign program, referred to as the Village 605 Sign Program, and subject to review and approval by the City. Signage is designed to ensure freeway visibility, as is typical for commercial developments, and to serve as a landmark gateway announcing entry into and raising the visibility of the City of Los Alamitos. Signage tall enough to be seen from the freeway is being proposed as part of the Proposed Project. Due to the elevation drop (approximately 50 feet) and distance from the I-605, freeway pylon sign is proposed at the northwest corner of the site to provide the visibility to travelers on the freeway. As shown in Figure 3-3, *Freeway Pylon Sign*, the sign is up to 120-feet tall, up to 50-feet wide, with a maximum sign area of 3,050 SF. The Freeway Pylon Sign includes a digital commercial center identification sign with a maximum of 555 SF (per side).

In addition, five tenant and entry monument signs, up to 15 feet in height, and an entry tenant wall, up to 12 feet in height, are proposed along Katella Avenue. Various tenant identification and other signs would be located within the site.

Lighting

The Proposed Project proposes a comprehensive lighting plan, including pole-mounted LED parking lot lights, security lighting, sign lighting, halo façade lighting, lit wooden bollards along pedestrian paths, and up-lighting for trees. Lighting would be compliant with the Lighting Performance Standards of the Los Alamitos Municipal Code (Chapter 8.48).

Fencing and Walls

Fencing and walls are anticipated to be constructed between new development and the school along the site's northern boundary. These walls would function as privacy and security and would be constructed to match or be complementary to the Proposed Project's architectural style. The wall along the school would be a 6-foot-tall concrete block wall.

Landscaping & Stormwater Management

The character of the Proposed Project would be expressed through the planting design of the interior streetscapes, monumentation and road enhancements where applicable, wall treatments and amenities. Figure 3-4, *Overall Conceptual Landscape Plan*, provides a detailed rendered view of the overall Proposed Project Site and all proposed landscaping and vegetation. In order to promote efficient water use management, the majority of plant material would be of low supplemental water requirements. This would serve both to enhance the natural feel of the community landscape as well as to conserve water.

Stormwater would be managed onsite via a system of vegetated swales located along Katella Avenue and I-605.



Overall South Elevation (View From Katella Avenue)



Enlargements of Typical South Elevation Views



Typical Elevations of Pad Structures

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*EXAMPLE ONLY
Final design may be adjusted
to fit in max sizes noted.

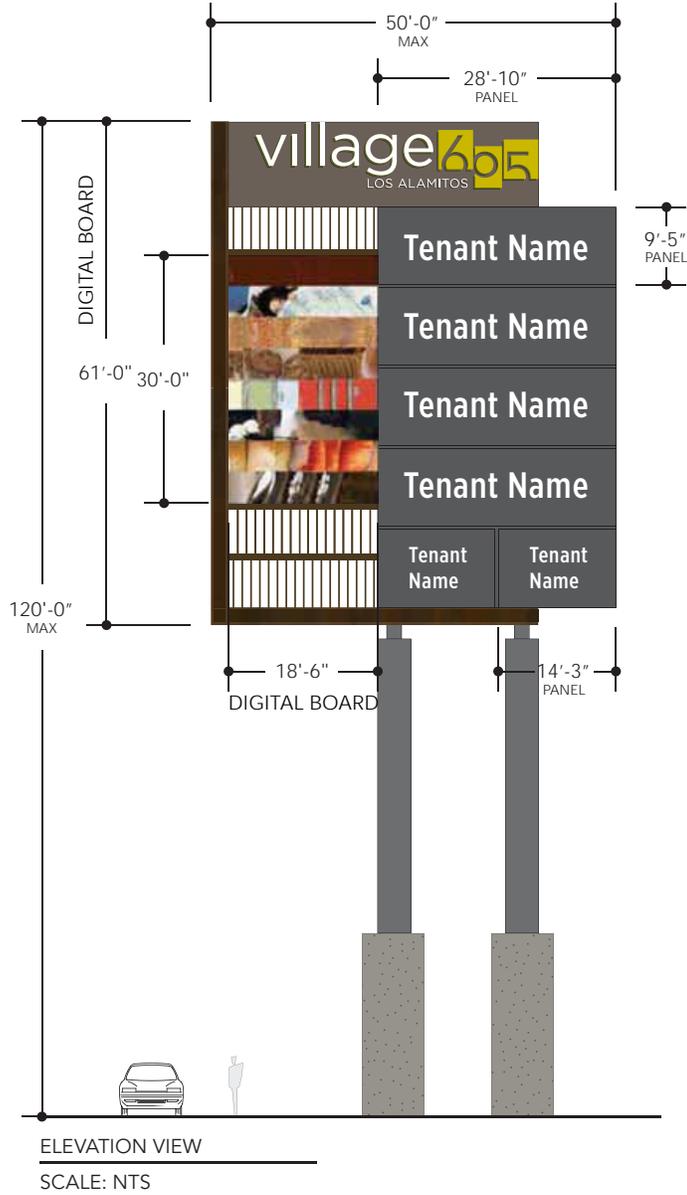
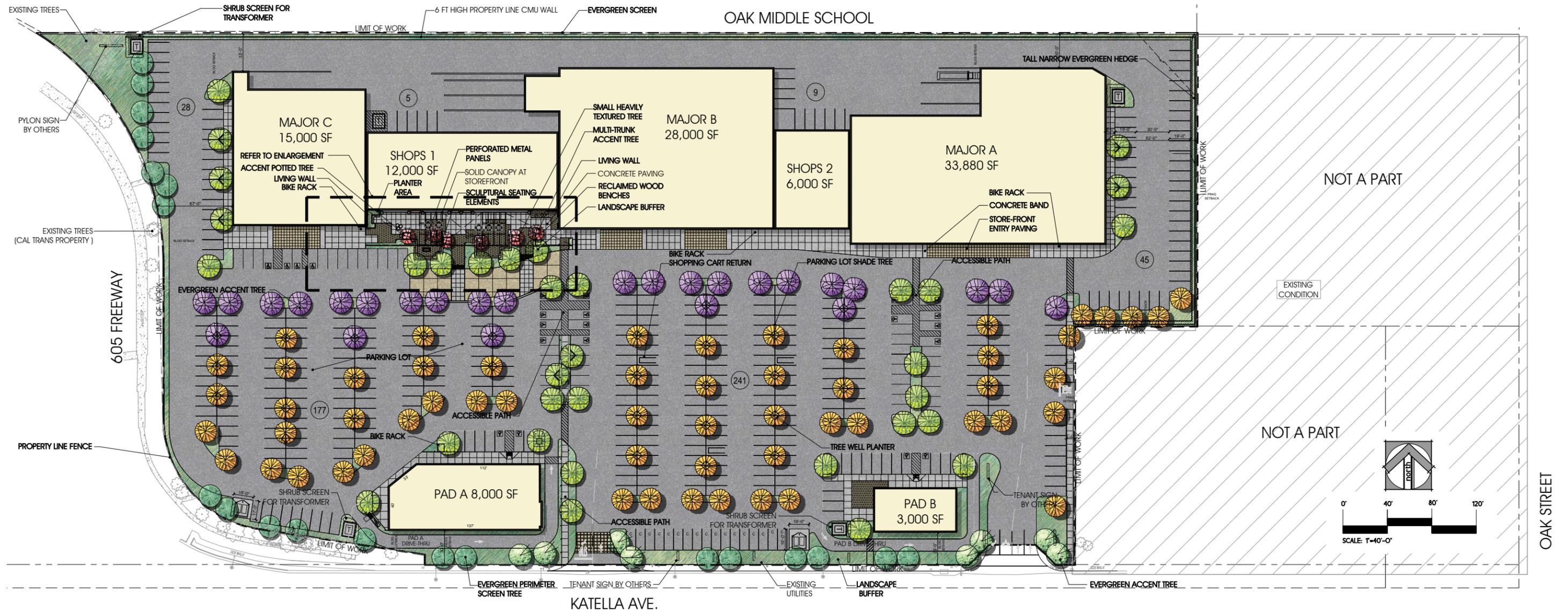


FIGURE 3-3
Freeway Pylon Sign

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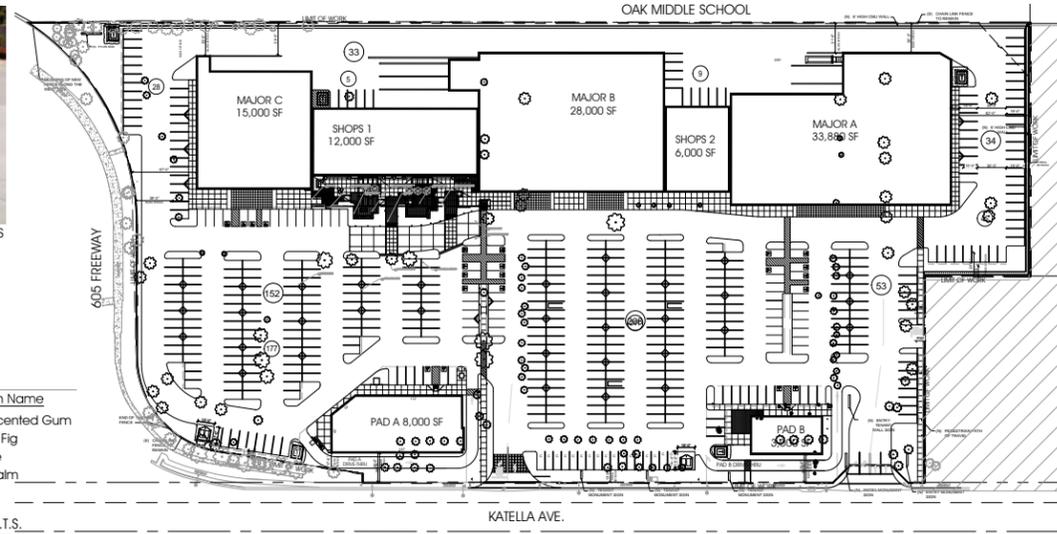


BIKE RACKS (REFER TO THE PLAN ABOVE FOR LOCATIONS THROUGHOUT SITE)

PLANT PALETTE
EXISTING TREES TO BE REMOVED

Symbols	Botanical Name	Common Name
	<i>Eucalyptus citriodora</i>	Lemon-Scented Gum
	<i>Ficus benjamina</i>	Weeping Fig
	<i>Olea europaea</i>	Olive Tree
	<i>Syagrus romanzoffianum</i>	Queen Palm

EXISTING TREE PLAN N.T.S.



PLANT PALETTE

TREES	Symbol	Botanical Name	Common Name	Min. Size	Qty.	WUCOLS Region 3
		<i>Agonis flexuosa</i> 'After Dark'	Peppermint Tree	24" Box	31	Low
		<i>Gleditsia t. inermis</i> 'Shademaster'	Honeylocust	24" Box	55	Mod
		<i>Olea europaea</i> 'Wilson'	Fruitless Olive	60" Box	8	Low
		<i>Parkinsonia</i> 'Desert Museum'	Desert Museum Palo Verde	36" Box	35	Very Low
		<i>Pinus eldarica</i> 'Afghan Pine'	Afghan Pine	24" Box	20	Very Low
		<i>Aloe barberae</i>	Tree Aloe	24" Box	2	Low

GENERAL NOTES:
PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY OF LOS ALAMITOS.
ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY OF IRVINE DESIGN GUIDELINES, CODES AND REGULATIONS.
ALL LANDSCAPE AREAS SHALL RECEIVE AN AUTOMATIC IRRIGATION SYSTEM
ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.

LANDSCAPE TABULATION:
PROJECT SITE: 416,639 S.F. (9.56 ACRES) PARKING LOT SHADING: 56%
SITE LANDSCAPE: 44,303 S.F. 14.4%

SHRUBS / GROUNDCOVER/ SUCCULENTS

Symbol	Botanical Name	Common Name	Min. Size	Spacing	WUCOLS Region 3
	<i>Agave attenuata</i>	Foxtail Agave	5 Gallon	3' o.c.	Low
	<i>Aloe arborescens</i>	Torch Aloe	5 Gallon	3' o.c.	Low
	<i>Aloe barberae</i>	Tree Aloe	15 Gallon	per plan	Low
	<i>Aloe striata</i>	Coral Aloe	5 Gallon	18" o.c.	Low
	<i>Arctostaphylos</i> 'Pacific Mist'	Pacific Mist Manzanita	5 Gallon	4' o.c.	Low
	<i>Baccharis pilularis</i> 'Twin Peaks'	Dwarf Coyote Bush	5 Gallon	3' o.c.	Low
	<i>Bougainvillea</i> 'La Jolla'	Bougainvillea	5 Gallon	4' o.c.	Low
	<i>Callistemon v. 'Little John'</i>	Dwarf Bottlebrush	5 Gallon	4' o.c.	Low
	<i>Carex flacca</i>	Blue Sedge	1 Gallon	18" o.c.	Low
	<i>Carissa m. 'Green Carpet'</i>	Dwarf Natal Plum	5 Gallon	3' o.c.	Low
	<i>Crassula 'Campfire'</i>	Campfire Crassula	1 Gallon	18" o.c.	Low
	<i>Dalea greggii</i>	Trailing Indigo Bush	5 Gallon	30" o.c.	Low
	<i>Echeveria 'Afterglow'</i>	Afterglow Echeveria	1 Gallon	12" o.c.	Low
	<i>Festuca californica</i>	California Fescue	1 Gallon	18" o.c.	Low
	<i>Grevillea 'Coastal Gem'</i>	Coastal Gem Grevillea	5 Gallon	3' o.c.	Low
	<i>Kalanchoe thyrsiflora</i>	Paddle Plant	1 Gallon	18" o.c.	Low
	<i>Lantana 'Gold Rush'</i>	Gold Rush Lantana	5 Gallon	3' o.c.	Low
	<i>Leonotus leonurus</i>	Lion's Tail	5 Gallon	3' o.c.	Low
	<i>Leucophyllum f. 'Compacta'</i>	Texas Ranger	5 Gallon	4' o.c.	Low
	<i>Muhlenbergia rigens</i>	Deer Grass	5 Gallon	3' o.c.	Low
	<i>Myrtus c. 'Compacta'</i>	Dwarf Myrtus	5 Gallon	3' o.c.	Low
	<i>Phormium 'Bronze Baby'</i>	New Zealand Flax	5 Gallon	3' o.c.	Low
	<i>Salvia greggii 'Flame'</i>	Furman's Red Autumn Sage	5 Gallon	3' o.c.	Low
	<i>Senecio serpens</i>	Blue Chalk Sticks	1 Gallon	18" o.c.	Low
	<i>Westringia fruticosa 'Mundi'</i>	Coast Rosemary	5 Gallon	3' o.c.	Low
	<i>Xylosma c. 'Compacta'</i>	Shiny Compact Xylosma	15 Gallon	6' o.c.	Low

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Utilities

The Proposed Project Site has existing water, wastewater, telephone, cable television, and natural gas service connections from Katella Avenue. The Proposed Project would obtain service connections from new or existing laterals connecting to this street.

3.5 PHASING AND CONSTRUCTION

The total construction period is expected to be approximately 18 months. The phasing of the Proposed Project construction is projected to be as follows:

Table 3-2 Project Phasing

Activity	No. of Months
Demolition and Site Preparation	3 months
Grading	1 month
Building Construction	11 months
Paving	1 month
Architectural Coatings	1 month

3.6 GENERAL PLAN AND ZONING

The City's Updated General Plan (March 2015) designates the Proposed Project Site as "Retail Business." The Proposed Project Site is zoned as General Commercial (C-G). The C-G zoning district is established to provide for the development of general commercial and highway-related uses. The C-G zoning district is consistent with the "Retail Business" land use designation of the General Plan. The maximum height allowed in this zoning district is three-stories or 40-feet.

The Proposed Project would be consistent with the existing General Plan and zoning land use designations for the site. The Los Alamitos General Plan Update assumed development of up to 121,000 SF of retail/commercial floor area on the Proposed Project Site in place of the existing office buildings.

3.7 DISCRETIONARY ACTION REQUESTED

The Proposed Project may require a number of local, state and federal permits and approvals from various agencies with jurisdiction over the project. These include, but many not be limited to the permits and approvals described below.

As part of the Proposed Project, the following discretionary actions are being requested by the project applicant:

- Approval of a Vesting Tentative Tract Map for 5 separate parcels
- Approval of a Site Plan Review

- Issuance for Conditional Use Permits for drive-through restaurants with 24 hour operations, outdoor seating areas, off-site alcohol sales and alcohol tastings at the proposed marked
- Approval of Planned Sign Program
- Approval of Variance for freeway pylon sign height and area
- Reimbursement Agreement relating to PDF 16-1

In addition, project development will require a number of ministerial approvals, including the following:

- Issuance of sign permits
- Issuance of demolition permit
- Issuance of construction permits, including buildings, streets, utilities, grading, etc.
- Issuance of construction permits for offsite roadway improvements

As part of the Proposed Project, approvals by other agencies are anticipated to include, but are not limited to:

- Santa Ana Regional Water Quality Control Board: National Pollution Discharge Elimination System (NPDES) permit; issuance of waste discharge requirements; construction stormwater runoff permit.
- Orange County Fire Authority: Plan check for building plan review and emergency access
- California Department of Transportation (Caltrans)

4. ENVIRONMENTAL CHECKLIST

4.1 BACKGROUND

Date: October 17, 2016
Project Title: Village 605 Commercial Center
Lead Agency: City of Los Alamitos 3191 Katella Avenue Los Alamitos, California 90720
Lead Agency Contact: Steven Mendoza, Community Development Director 562.431.3538
Project Location: Proposed Project Site is a 9.6 acre parcel at Katella Avenue and Interstate 605 (I-605) onramp; 3131 Katella Avenue, Los Alamitos, Orange County
Project Sponsor's Name and Address: Katella Property Owner, LLC. c/o Lincoln Property Company 114 Pacifica, Suite 370 Irvine, CA 9266092618
General Plan and Zoning Designation: City's General Plan is "Retail Business" and is zoned as General Commercial (C-G).
Project Description: The Proposed Project includes the development of a retail/commercial center with a total proposed square footage of up to 113,880 SF, including 7 buildings. A more detailed description of the Proposed Project is provided in Section 3, <i>Project Description</i> .
Surrounding Land Uses and Setting: The Proposed Project Site is bound on the west by I-605, on the south by Katella Avenue and unincorporated community of Rossmoor, on the north by Oak Middle School, and on the east by the Los Alamitos Civic Center.
Other Public Agencies Whose Approval is Required: Santa Ana Regional Water Quality Control Board; Orange County Fire Authority; Caltrans

4.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

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

4.3 DETERMINATION:

On the basis of this initial evaluation

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.

- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3) such as one or more significant effects not discussed in the previous EIR. Therefore, a SUBSEQUENT EIR is required.

Signature

Date

Printed Name and Title

City of Los Alamitos

4.4 EVALUATION OF ENVIRONMENTAL IMPACTS

This section is intended to provide evidence to substantiate the conclusions set forth in the Environmental Checklist. The section briefly summarizes conclusions in the Program EIR, and discusses the consistency of the Katella 605 Proposed Project with the findings contained in the Program EIR. Mitigation measures referenced are from the Mitigation Monitoring Program adopted as part of the Program EIR.

In Sections 4 and 5, the Environmental Checklist identifies the environmental effects of the Proposed Project in comparison with the development contemplated in the Program EIR that was approved on March 24, 2015. This comparative analysis has been undertaken, pursuant to the provisions of the CEQA, to provide the factual basis for determining whether any changes in the Proposed Project, any changes in the circumstances, or any new information requires additional environmental review or preparation of a subsequent or supplemental EIR. Some changes and additions to the Program EIR and related Findings and Statement of Overriding Considerations are required for the Proposed Project, but such changes and additions do not involve new significant environmental impacts, a substantial increase in severity of significant impacts previously identified, substantial changes to the circumstances under which the Proposed Project is undertaken involving such new impacts or such a substantial increase in the severity of significant impacts, or new information of substantial importance as meant by CEQA Guidelines Section 15162. As such this Addendum is the appropriate means to document these textual changes. The basis for the findings listed in the Environmental Checklist are explained in Section 5, *Environmental Analysis*.

4.4.1 Terminology Used in the Checklist

For each question listed in the Environmental Checklist, a determination of the level of significance of the impact is provided. Impacts are categorized in the following categories:

Substantial Change in Project or Circumstances Resulting in New Significant Effects. A Subsequent EIR is required when 1) substantial project changes are proposed or substantial changes to the circumstances under which the project is undertaken, and 2) those changes result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects, and 3) project changes require major revisions of the EIR.¹

New Information Showing Greater Significant Effects than Previous EIR. A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified, shows 1) the project will have one or more significant effects not discussed in the EIR; or 2) significant effects previously examined will be substantially more severe than shown in the EIR.²

New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined. A Subsequent EIR is required if new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the EIR was certified shows 1) mitigation measures or alternatives previously found not to be feasible would in fact be feasible (or new mitigation measures or alternatives are considerably

¹ CEQA Guidelines. California Code of Regulations (CCR), Title 14, Division 6, Chapter 3, § 15162, as amended.

² CEQA Guidelines. § 15162.

different) and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.³

With regard to the foregoing three categories, a Supplement to an EIR can be prepared if the criterion for a Subsequent EIR is met, and only minor additions or changes would be necessary to make the EIR adequately apply to the Proposed Project.⁴

Minor Technical Changes or Additions. An Addendum to the EIR is required if only minor technical changes or additions are necessary and none of the criteria for a subsequent EIR is met.⁵

No Impact. A designation of *no impact* is given when the Proposed Project would have no changes in the environment as compared to the original project analyzed in the EIR.

³ CEQA Guidelines. § 15162.

⁴ CEQA Guidelines. § 15163.

⁵ CEQA Guidelines. § 15164.

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5. ENVIRONMENTAL ANALYSIS

This section provides evidence to substantiate the conclusions in the environmental checklist. The section will briefly summarize the conclusions of the Program EIR, and then discuss whether or not the Proposed Project is consistent with the findings contained in the Program EIR, or if further analysis is required in a subsequent EIR. Mitigation measures referenced herein are from the Program EIR.

5.1 AESTHETICS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Have a substantial adverse effect on a scenic vista?

Summary of Impacts Identified in the Program EIR

The Program EIR stated that the City's setting in the Santa Ana River Basin and flat topography affords scenic views of the San Gabriel, San Bernardino, and San Jacinto Mountains. The City is in a highly urbanized area of Orange County and is generally surrounded by other built-out cities.

The Program EIR concluded that the approved GPU would not have a substantial adverse effect on any scenic vista because the land use changes were limited to urbanized areas of the City, and therefore infill and redevelopment would not impact any major scenic vistas in the region. This impact was considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed with two, two-story office buildings and is located in a highly urbanized area. The overall setting is best characterized as developed with

buildings, parking lots and a landscaped area of mature ornamental trees on maintained turf grass.

The General Plan does not designate any scenic vistas or protected viewsheds within the City. Expansive views of the San Gabriel, San Bernardino, the San Jacinto Mountains, or any other scenic resource in the City are not available from any public vantage points in the Proposed Project area, including from adjacent streets or from the segment of I-605 nearest to the Proposed Project Site. The Proposed Project Site does not contain any unique topography or other protected views.

The Proposed Project would demolish the existing two-story office buildings, which total 150,342 SF of floor area, and construct seven one-story buildings totaling no more than 113,880 SF. In addition, a freestanding pylon center identification sign is proposed along the Proposed Project Site's boundary adjacent to the I-605. Compared to the Approved Project, the proposed one-story commercial buildings, which form the major component of the Proposed Project, would have a similar or lesser visual impact on long-distance views from adjacent roadways and I-605 as the existing two-story buildings. The identification sign would be at a similar height as existing trees and I-605 freeway signage; therefore, the identification sign would not have a significant effect on long distance views.

The Proposed Project would not result in an adverse effect on a scenic vista and no mitigation would be required. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR. The Proposed Project would result in similar visual changes to those previously analyzed.

b) Substantially damage scenic resources, including, trees, rock outcroppings, and historic buildings within a state scenic highway?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, concluded that the GPU would not damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway. Los Alamitos does not contain an officially designated State Scenic Highway, County Scenic Highway, or State Scenic Highway. Development in accordance with the General Plan Update was considered to have no impact.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed with two-story office buildings, a surface parking lot, and ornamental landscaping. The City of Los Alamitos does not contain an officially designated State Scenic Highway, County Scenic Highway, or eligible State Scenic Highway. The replacement of the two office buildings on the site with a neighborhood shopping center would not create impacts to scenic resources within a state scenic highway, as no such designated highway is present in the site vicinity. Therefore, the Proposed Project would not damage scenic resources within a state scenic highway and there would be no impacts.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the

impacts identified in Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Summary of Impacts Identified in the Program EIR

The Program EIR stated that although the majority of the City is built-out, future development pursuant to the GPU had the potential to impact the overall visual character of Los Alamitos and its surroundings through infill and redevelopment of underutilized parcels. The Program EIR concluded that buildout in accordance with the GPU land use plan would alter the visual appearance of the plan area, but would not substantially degrade its existing visual character or quality. The changes were to be incremental, and would generally result in beneficial aesthetic impacts. No substantial changes in land use or road network were proposed, and General Plan policies were aimed at capitalizing on existing opportunities for redevelopment with minimal changes to the existing land use patterns, and the visual appearance of residential neighborhoods was determined to remain largely unchanged.

Development of commercial uses on the Proposed Project Site were analyzed in the Program EIR, including the Aesthetics section. The site was identified as the “SuperMedia/Civic Center Site.” The Program EIR stated that the land fronting Katella Avenue just east of I-605 is seen as the largest viable site in the City for future retail. Collectively, this site was identified as just over 13 acres of land (City Hall, Police Department, City Yard, and the Community Center); other public and quasi-public buildings; and the two SuperMedia office buildings (i.e., Proposed Project Site). The Program EIR anticipated the sale of the SuperMedia office buildings and stated that private development interest, along with the City’s willingness to relocate its own facilities, indicated that this area could support a variety of retail and hospitality uses. Therefore, the GPU changed the designation of these parcels from Professional Office (PO) and Community and Institutional (C&I) to Retail Business (RB).

The Program EIR concluded that redevelopment of SuperMedia/Civic Center Site would substantially alter the visual appearance of a major gateway to Los Alamitos because the site is highly visible to motorists traveling through the City on Katella Avenue and existing northbound I-605. The Program EIR’s analysis states that the existing buildings would likely be replaced with numerous buildings in a different layout and featuring a different architectural style. The Program EIR reasoned that since the SuperMedia/Civic Center Site is entirely within the plan area of the City’s Commercial Corridors Plan, the design guidelines within that plan would apply to all future uses on the site. The analysis concluded that compliance with those guidelines would ensure that development on the SuperMedia/Civic Center Site is sensitive to its surrounding context and is of high-quality design.

The Program EIR further concluded that the 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. Compliance with General Plan policies related to design quality and design guidelines in the Commercial Corridors Plan would ensure that new development pursuant to the GPU would not degrade the community’s existing visual character or quality. Impacts related to development of the Proposed Project Site were determined to be less than significant and no mitigation measures were necessary.

Impacts Associated with the Proposed Project

Minor Technical Changes or Additions. The following regulatory standards are applicable to any future development at the Proposed Project Site, and would ensure the preservation of visual character and quality through architecture, landscaping, and site planning:

City of Los Alamitos Municipal Code

The City of Los Alamitos Municipal Code identifies land use categories, development standards, and other general provisions that ensure consistency between the General Plan and proposed development projects. The following provisions from the Municipal Code are intended to minimize adverse aesthetic impacts associated with new development projects and are relevant to the Proposed Project. Chapters beginning with a prefix of “17” are part of the City’s Zoning Code.

- **Architectural Review Committee (Chapter 2.52).** This Chapter of the Municipal Code establishes the City’s architectural review committee (ARC), which consists of members of the Planning Commission. The ARC is tasked with the goal to “recognize the interdependence of land values and aesthetics, provide a method by which the city may implement this interdependence to its benefit, and to the benefit of its individual citizens.” All applications for permits for the construction of any nonresidential building, structure, physical improvement, addition, extension, exterior change, or signage are subject to the committee’s review, unless the committee certifies that the project is minor or incidental and need not be reviewed. In addition to establishing procedures for the ARC, Chapter 2.52 of the code requires the City to adopt standards and guidelines for use by the ARC when reviewing applications. Despite these provisions of the code, the City’s ARC has not been active over the past few years.
- **Lighting Performance Standards (Chapter 8.48).** Among other considerations related to outdoor illumination, Chapter 8.48 addresses the visual impacts of exterior lighting on adjacent property owners and neighborhoods. The Chapter outlines guidelines for the design, scale, location, and illumination level of lighting fixtures. The guidelines aim to reduce light trespass and prevent glare.
- **Standards of Design (Chapter 16.12).** This Chapter of the Municipal Code outlines requirements for the design of roadways, infrastructure, slopes, landscaping, and other elements of the built environment in Los Alamitos. Although the requirements largely focus on consistency with other local plans and state regulations, they address several aesthetic concerns. Provisions that directly relate to the visual environment of the City include the requirement that new development place utility lines underground, and provisions related to adequate landscaping and screening.
- **Signs (Chapter 17.28).** Among other goals, this Chapter aims to “provide a balance between the city’s economic needs and protecting the visual appearance of the community’s character.” The Chapter regulates the location, size, type, illumination, and number of signs in Los Alamitos.
- **General Performance Standards (Chapter 17.14).** The purpose of this Chapter is to provide uniform performance standards, which are designed to minimize and mitigate the potential impacts of development in the City and promote compatibility with surrounding areas and land uses. Sections 17.14.040, Light and Glare, and 17.14.070, Property Maintenance, address aesthetics concerns. Light and glare provisions require shielding of light sources to

reduce impacts on surrounding land uses. Property maintenance provisions are related to the mitigation of public nuisances, which includes abatement of visual nuisances such as overgrown vegetation, accumulation of debris, and general neglect of property.

- **Landscaping (Chapter 17.20).** Chapter 17.20 establishes landscape standards to “mitigate the effects of urbanization on the environment and to provide for an aesthetically pleasing urban setting.” Provisions establish a measure of uniformity in landscaping in existing developments when improvements are proposed. It is also the intent of this chapter to encourage optimum drought-tolerant plant materials (xeriscape) in conjunction with water-conserving automatic irrigation systems.

Katella and Los Alamitos Commercial Corridors Plan

In 2010, the City of Los Alamitos, along with SCAG, prepared a corridor plan for Katella Avenue and Los Alamitos Boulevard. Although not formally adopted, this plan still represents the City’s vision for this area and the design standards can be utilized by the City when reviewing new projects in this area. The plan has the following six goals:

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

Because land use changes proposed under the Proposed Project are adjacent to Katella Avenue, the vision in the Commercial Corridors Plan is particularly relevant to implementation of the Proposed Project.

The plan explores design concepts and strategies for improving the two transportation corridors themselves. However, it also establishes design guidelines for commercial development and redevelopment along the corridors. These include provisions that address building massing and form, materials, signage, site design, and parking. The guidelines do not prescribe the application of specific architectural styles along Katella and Los Alamitos. Instead, they advocate buildings that are context sensitive and of high quality, regardless of style. Special attention is given to the orientation of new buildings to the public realm.

Analysis

The Proposed Project is for the development of a shopping center on 9.6 acres, located within the 13 acre site identified in the General Plan as SuperMedia/Civic Center. The Program EIR noted

that the SuperMedia/Civic Center Site is a major gateway to Los Alamitos, and anticipated redevelopment of the Proposed Project Site. The site is covered by the City's Commercial Corridors Plan. The Program EIR further states that planned redevelopment of the Proposed Project Site would substantially alter its visual appearance by replacing the existing buildings "with numerous buildings in a different layout and featuring a different architectural style." (p. 5.1-10) The Program EIR concludes that compliance with the Commercial Corridors Plan would avoid any significant negative impacts relative to a substantial degradation of the existing visual character or quality of the site and its surroundings.

As detailed in Table 5-10.1 in Section 5.10, Land Use, the Proposed Project is consistent with the guidelines in the Corridors Plan, and would enhance the visual character of the site through the addition of highly detailed and distinctive architecture, contemporary lighting, new landscaping, and appropriately scaled signage. Table 5-1 describes the Proposed Project's compliance with the Corridors Plan's design guidelines, covering the topics of building massing and form, building structure, façade components, cornice/roof elements, transitional elements, building materials, streetscape, building signage, storefront display, building/parking location, and urban open space. Design guidelines related to upper story facades and storefront display are not applicable to the Proposed Project.

The Proposed Project includes a freeway pylon sign. A detailed description of this sign is provided in the Proposed Project's sign program, which describes the sign and illustrates it to be up to 120 feet in height and 50 feet in width. The sign would also include a digital board component. The proposed height, which exceeds the City's Zoning Code standard for pole signs in the Commercial General zone and requires approval of a variance, is incorporated into the Proposed Project due to site-specific conditions. Additional analysis describing the project's compliance with the City's Variance permit findings are included in the Land Use Section of this Addendum. Unique to this site, the grade level of the site is approximately 50 feet lower than that of I-605. This creates a need for signage to be elevated above ground level in order to be visible from the highway. While this sign is taller than the proposed structures on the Proposed Project Site, the presence of one freeway pylon sign and its location along a major urban highway, where such signage is commonplace, lessens its visual impact.

As shown in the simulations in Figures 5-1 and 5-2, View Simulations, the proposed sign would be noticeable alongside the freeway, but would not overwhelm or stand out dramatically against a backdrop of large, mature trees, powerlines, and existing urban development. The sign would be at a similar height as existing freeway signage and below the tops of trees that are along the freeway. The sign would also have a negligible impact on long-distance views of mountains because the mountains are not visible in the background as they are already largely obscured by intervening landscaping and urban development.

The sign would match the architecture of the proposed neighborhood commercial center, and would create the opportunity for a major gateway or landmark feature at the western entrance to Los Alamitos on Katella Avenue. In addition, as encouraged by the Corridors Plan (Building Massing and Form – Towers guideline), the use of a "tower" element within projects is encouraged to create an "exclamation point" that punctuates the streetscape." The pylon sign serves this role by providing a unique tower element that is architecturally complementary to the site. The sign program's detailed specifications ensure the maintenance and quality of the sign as businesses in the center change over many years. This type of sign is common along freeway corridors in the region.



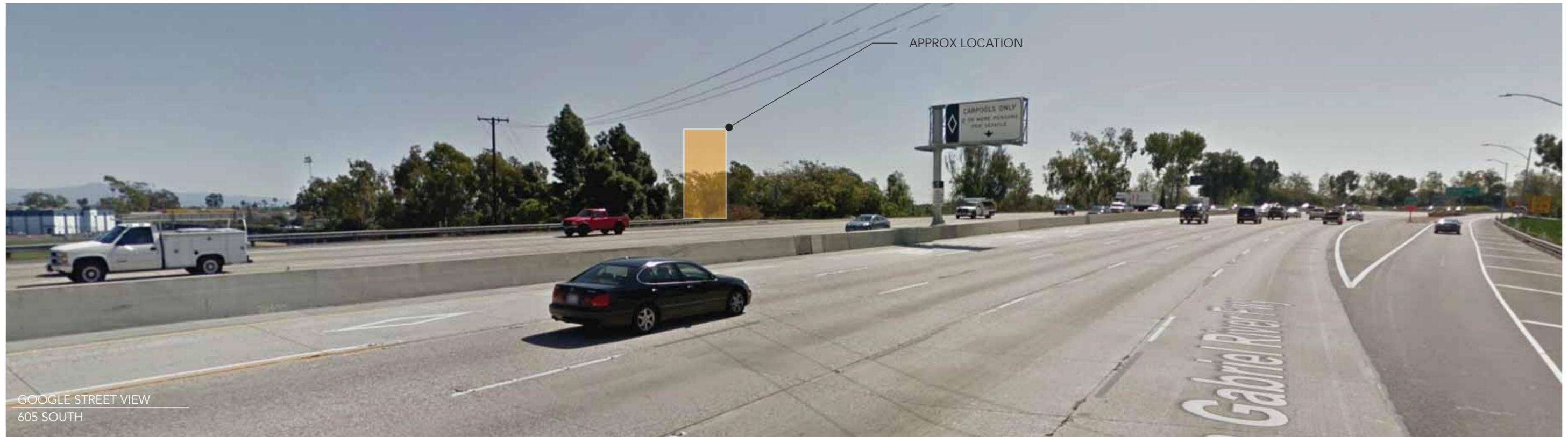
GOOGLE STREET VIEW
605 NORTH



3D RENDERING
605 NORTH

Source: JB3D

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GOOGLE STREET VIEW
605 SOUTH



3D RENDERING
605 SOUTH

Source: JB3D

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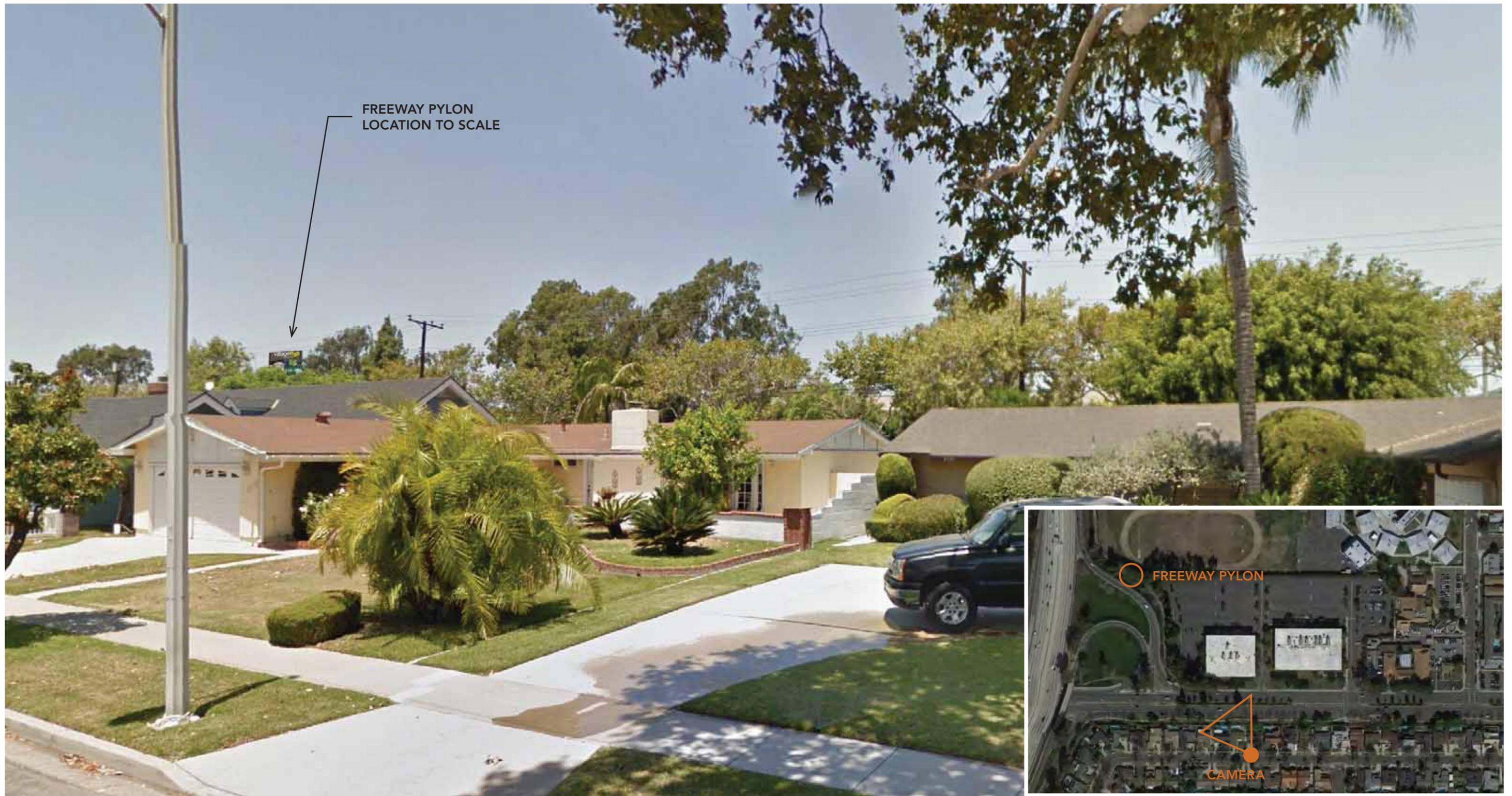


3D RENDERING
CITY HALL - OAK & KATELLA

SITE OVERVIEW
CAMERA LOCATION

Source: JB3D

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3D RENDERING
HOUSES ACROSS KATELLA

SITE OVERVIEW
CAMERA LOCATION

Source: JB3D

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In addition to being visible to drivers along I-605, the pylon sign would also be visible to drivers and pedestrians along portions of Katella Avenue at certain points when the sign is not obscured from the mature trees along Katella Avenue (see Figure 5-3). The top of the sign may be visible to pedestrians along limited portions of Ruth Elaine Drive, when looking north, above the rooflines of the one-story single-family on the north side of the street, when not obscured by intervening large, mature trees. The pylon sign is proposed to be located at the far northwest corner of the Proposed Project Site, and would be set back from Katella Avenue by approximately 470 feet. Views from Katella Avenue of the lower portion of the sign structure would be partially blocked by the northbound onramp to I-605.

The pylon sign is set back more than 600 feet from the nearest single-family home backing up to the south side of Katella Avenue. The pylon sign is expected to be visible from certain points along Ruth Elaine Drive and in the back yards of the single-family homes on Ruth Elaine Drive that back up to Katella Avenue (see Figure 5-4). However, these views would be limited and impeded by existing trees and residences. From the backyards, vantage points would also be limited as a result of an existing 6-foot block wall along Katella Avenue and because the homes are at least two feet lower than the grade of Katella. Private views of the Proposed Project Site would be obscured by the existing 6-foot block wall and large, mature trees.

Conclusion

For the above reasons, the visual impact of the sign, and of the Proposed Project, would not degrade the existing visual character or quality of the site and its surroundings when compared to the Approved Project. Through compliance with the Commercial Corridors Plan and the City standards identified above, impacts would be less than significant.

The Proposed Project is consistent with the Program EIR and would not substantially degrade the existing visual character or quality compared to the commercial center proposed for the SuperMedia/Civic Center in the Program EIR.

Through compliance with the Commercial Corridors Plan and the City standards identified above, no new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Summary of Impacts Identified in the Program EIR

The Initial Study for the Program EIR concluded that the GPU would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The Program EIR states that future development in accordance with the GPU would allow for development of currently undeveloped parcels and alteration, intensification, and redistribution of existing land uses, potentially introducing new sources of light and glare. The Program EIR stated that the City is nearly built out, and a significant amount of ambient light already exists from surrounding cities and its own urban areas. Areas proposed for land use intensification, including the Proposed Project Site, are within existing, developed areas of the City and are not adjacent to open space or natural areas. The Program EIR reasoned that existing regulatory requirements

per the City's Municipal Code, Section 8.48.010 (Outdoor Lighting Performance Standards)—including general outdoor lighting standards, parking lot lighting standards, and outdoor lighting (spotlighting and floodlighting)—would assure that lighting impacts associated with development pursuant to the GPU would be less than significant. The Program EIR concluded that no further analysis was required and no mitigation measures were necessary.

Impacts Associated with the Proposed Project

Minor Technical Changes or Additions. The Proposed Project would demolish the existing two-story office buildings, 150,342 SF of floor area, and construct seven buildings totaling no more than 113,880 SF. As disclosed in the Program EIR, development of the Proposed Project Site would introduce new sources of nighttime light and glare into the area from street lighting, parking lot lighting, and outdoor lighting from commercial and other project-related uses. The Proposed Project is located in an urbanized area and is developed with office uses. The addition of commercial lighting similar to that proposed by the project was anticipated for the Proposed Project Site by the Program EIR. Spill of light onto surrounding properties and “night glow” would be reduced by using hoods and other design features on the light fixtures used within the Proposed Project. Existing regulatory requirements per the City's Municipal Code, Section 8.48.010 (Outdoor Lighting Performance Standards)—including general outdoor lighting standards, parking lot lighting standards, and outdoor lighting (spotlighting and floodlighting)—ensure that impacts related to light and glare remain less than significant.

Potential impacts resulting from street lighting, parking lot lighting, and outdoor lighting related to commercial activities are therefore considered less than significant.

The Proposed Project would involve construction of an electronic project identification sign, covering a maximum of 3,050 SF (each side), along I-605. This freeway pylon sign would be visible from the freeway and is designed to allow for periodic changes in display. The light associated with the electronic sign would not result in significant lighting impacts because the brightness of the sign would adjust to changes in ambient lighting levels and because comparable levels of lighting will exist in the surrounding area due to the headlights associated with cars driving along the freeway and street, freeway and other urban light sources. Therefore, through compliance with the Sign Program, all signs will be designed to prevent light spillage on to adjacent uses.

Generally, the capability of electronic signs to present changing images raises concerns regarding the effect of such signage on traffic safety, including effects on driver attention and the potential for such signage to produce light of such intensity or direction that it could interfere with the drivers' vision.

The Federal Highway Administration (FHWA) has addressed signage issues in general, and digital signs in particular. As part of its agreement with various states pursuant to the Highway Beautification Act (23 U.S.C. §131), for example, it has confirmed that no sign is allowed that imitates or resembles any official traffic sign, and that signs may not be installed in such a manner as to obstruct, or otherwise physically interfere with, an official traffic sign, signal, or device, or to obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting traffic. These provisions may be enforced by the FHWA, but the agreement with the State of California also requires Caltrans to enforce these provisions.

The segment of I-605 adjacent to the Proposed Project Site is identified by Caltrans as a “classified landscaped freeway,” meaning it meets the criteria of State Outdoor Advertising Regulations, California Business & Professions Code Sections 2500-2513. As such, installation of signage (whether electronic or stationary) for off-premise displays (that is, advertising for a business not located at the same site as the sign) is prohibited. However, Caltrans does not regulate on-premise displays. The proposed signage at the Proposed Project Site is limited to on-premise displays.

On September 25, 2007, the FHWA issued a Memorandum on the subject of off-premises changeable electronic variable message signs. The Memorandum identified “ranges of acceptability” relating to such signage, as follows:

- Duration of message: Duration of display is generally between 4 and 10 seconds; 8 seconds is recommended;
- Transition time: Transition between messages is generally between 1 and 4 seconds; 1 to 2 seconds is recommended;
- Brightness: The sign brightness should be adjusted to respond to changes in light levels;
- Spacing: Spacing between the signs should be not less than the minimum specified for other billboards, or greater if deemed required for safety; and
- Locations: Location criteria are the same as for other signage, unless it is determined that specific locations are inappropriate.

To minimize the potential for lighting and glare impacts from the electronic project identification sign, the project proponent has incorporated FHWA’s recommended design and operational criteria as elements of the Proposed Project. These design features are specified in PDF 1-1.

The proposed building materials and proposed commercial uses are typical of those found in the surrounding areas and are not anticipated to create unusual or isolated glare effects. The proposed commercial buildings have limited glass features facing Katella Avenue. The proposed one-story commercial buildings would not be visible from the single-family homes backing up to Katella Avenue. In addition, the use of extensive landscaping along project boundaries, and light shielding required by Municipal Code, Section 8.48.010, would prevent direct views of light sources and reduce the potential for glare. The Proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting onsite and in the surrounding urban environment. Impacts would be less than significant and no mitigation is required.

The Proposed Project is consistent with the impacts identified in Program EIR for a commercial center on the Proposed Project Site and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

Project Design Features

PDF 1-1 [Electronic Project Identification Sign]. The Proposed Project includes a sign program, in which the applicant will operate the electronic message board in accordance with the following standards for operation:

- Duration of Message: The duration of each display will be a minimum of 4 seconds.
- Transition Time: The transition time between messages will be no more than 4seconds.
- Brightness: Brightness of the sign must adjust to changes in ambient lighting levels.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding aesthetics. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe aesthetic impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for aesthetics and visual quality. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.2 AGRICULTURE AND FOREST RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</p>					
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that the approved GPU and development of the Project Site would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. In the City of Los Alamitos, there are approximately 190 acres identified as Prime Farmland on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Department of Conservation (DLRP 2011), but these farmlands are located on the southern and northeastern corners of the Los Alamitos Joint Forces Training Base (JFTB), property on which the City has no land use authority. This impact was considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Project Site is located approximately 2 miles northwest of the JFTB. The Project Site is developed with two, two-story commercial buildings, a surface parking lot, and is located within a developed urban area in the City of Los Alamitos. There are currently no farmland or agricultural activities in the project area. The Project Site itself is not used for agricultural production and is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance in the California Important Farmland Finder or the Los Angeles County Important Farmland map. As shown in the Project Description, Figures 2-4 and 2-6, the Proposed Project Site and its surroundings are developed and in an urbanized area of the City. Development of the Proposed Project would not create any impacts pertaining to agricultural resources.

Additionally, the Project Site was identified as the “SuperMedia/Civic Center Site” in the Program EIR. Collectively, this site was identified as consisting of just over 13 acres of Civic Center (City Hall, Police Department, City Yard, and the Community Center); other public and quasi-public buildings; and SuperMedia office buildings. The 9.6 acre Proposed Project Site is within the boundary of the 13 acre site analyzed in the Program EIR. Therefore, development of the Proposed Project would not have a significant impact on farmlands. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

Summary of Impacts Identified in the Program EIR

The certified Program EIR concluded that future development in accordance with the GPU would not result in the conversion of areas zoned for agriculture uses to nonagricultural use because no land within the City is designated for agricultural uses. Additionally, no areas in the City were under Williamson Act contracts. Development and redevelopment of the City in accordance with the GPU was considered to have no impact.

Impacts Associated with the Proposed Project

No New Impact. The Project Site is not designated or zoned for agricultural use, used for agriculture, or subject to a Williamson Act contract. Therefore, redevelopment of the Proposed Project from office to commercial uses would not have a significant impact on agricultural resources. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that it would not cause impacts to forest land or timberland because Los Alamitos does not have any areas designated forest land or timberland for production or resource management. Development in accordance with the GPU was considered to have no impact.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed and located in an urbanized area of the City; there is no forest land or resources on or in proximity to the Proposed Project Site. Additionally, the Proposed Project Site is not designated or zoned for forest or timber land or used for foresting. The Proposed Project does not create any new impacts pertaining to forest resources and is consistent with the conclusions of the Program EIR. Therefore, development of the Proposed Project would not have a significant impact on forest land or resources. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

d) Result in the loss of forest land or conversion of forest land to non-forest use?**Summary of Impacts Identified in the Program EIR**

The Initial Study for the Program EIR concluded that because there are no forest lands in Los Alamitos, it would not convert forest land to non-forest use. This was considered to have no impact.

Impacts Associated with the Proposed Project

No New Impact. The Approved Project concluded that the City and the SOI do not have agricultural or significant forest resources. Development of the Proposed Project would not cause loss of forest land or convert forest land to non-forest use. No new impact would occur and the Proposed Project would not require any changes to the Program EIR related to forest land or timberlands. The level of impact (no impact) remains unchanged from that cited in the Program EIR.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?**Summary of Impacts Identified in the Program EIR**

The Program EIR concluded that the City and the SOI do not have agricultural or significant forest resources. Therefore, development in accordance with the GPU was considered to have no impact.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project includes the demolition of the existing office buildings and the construction of new commercial/retail buildings on the same site. Development of the Project Site would not convert farmland or forest land. There is no forest land, mapped farmland, or agricultural production onsite or adjacent to the site. Based on the site location and its urban nature, the Proposed Project would not cause conversion of farmland or forest land. No new impact would occur and the Proposed Project would not require any changes to the certified Program EIR related to forest land or timberlands. The level of impact (no impact) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding agriculture and forest resources. There have not been 1) changes to the project that require major revisions of the previous Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the previous Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe agriculture and forest resources impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for agriculture and forest resources. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.3 AIR QUALITY	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?**Impacts Identified in the Program EIR**

The Program EIR concluded that buildout of the GPU would generate slightly more growth than the existing General Plan, and therefore the GPU would be inconsistent with South Coast Air Quality Management District (SCAQMD) 2012 Air Quality Management Plan (AQMP). This impact was considered a Potentially Significant Impact, and was assessed in the Program EIR. The Program EIR determined that after mitigation, impacts were Significant and Unavoidable.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is within the jurisdiction of the SCAQMD. The applicable air quality plan is the 2012 Air Quality Management Plan (AQMP), adopted by SCAQMD in December 2012. Criteria for determining consistency with the AQMP are defined in Chapter 12, Sections 12.2 and 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). An Air Quality Impact Analysis (AQIA), dated July 2016, was prepared by Urban Crossroads for the Proposed Project. The AQIA determined that the Proposed Project would be consistent with the AQMP because it would not result in or cause California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) violations. The Proposed Project would also be consistent with land use and development assumptions reflected in the City's General Plan. The Program EIR assumed that the SuperMedia/Civic Center Site would be developed with a 163,000 SF commercial center over approximately 13 acres. The Proposed Project proposes up to 113,880 square feet of commercial space on 9.6 acres (the SuperMedia portion of the site only; the Civic Center remaining in place and not part of the Proposed Project). The Program EIR assumed a 0.29 floor area ratio (FAR) for the 13 acre site. Proportionally, applying a 0.29 FAR, the 9.6 acre Proposed Project Site would have an allocation of approximately 121,000 SF. The Proposed Project is proposing a maximum 113,880 SF commercial center with an FAR of 0.27. Therefore, the Proposed Project Site's square footage is within the maximum FAR assumption made for SuperMedia/Civic Center Project Site in the Program EIR.

As substantiated by the AQIA (Appendix A herein), demolition of the existing office buildings and development of the proposed **commercial** center would not exceed the applicable SCAQMD regional or daily emissions thresholds. The Proposed Project is therefore considered to be consistent with the AQMP.

The Proposed Project would not require any changes to the certified Program EIR related to the AQMP. The Proposed Project would be consistent with the AQMP by providing additional shopping opportunities near existing residential neighborhoods thereby reducing vehicle miles travelled (VMT), and would have fewer impacts compared to the level of impact (significant and unavoidable) cited in the Program EIR.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?**Summary of Impacts Identified in the Program EIR**

The Program EIR concluded that construction activities associated with the GPU would generate a substantial increase in short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB; that long-term

operation of the GPU 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. This was considered a potentially significant impact to air quality, and was assessed in the Program EIR. The Program EIR determined that the level of significance after mitigation was Significant and Unavoidable.

Mitigation Measures Adopted by the Program EIR

MM 2-1

If, during subsequent project-level environmental review, construction-related criteria air pollutants are determined to have the potential to exceed the 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.
- 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.)

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project includes the demolition of the existing commercial office buildings and the construction of seven new commercial/retail buildings.

Construction

SCAQMD Rules that are currently applicable during construction activity for the Proposed Project include but are not limited to: Rule 1403 (Asbestos); Rule 1113 (Architectural Coatings); Rule 431.2 (Low Sulfur Fuel) (16); Rule 403 (Fugitive Dust) (17); and Rule 1186 / 1186.1 (Street Sweepers) (18). It should be noted that Best Available Control Measures (BACMs) are not mitigation as they are standard regulatory requirements. As such, credit for Rule 403 and Rule 1113 have been taken. The Proposed Project is also subject to Program EIR MM 2-1. The estimated maximum daily construction emissions with Mitigation are summarized on Table 5.3-1. Detailed construction model outputs are presented in the AQAI (see Appendix A). Implementation of Program EIR MM 2-1 would further reduce construction-source emissions to less than significant levels. Therefore, a less than significant impact would occur, with and without implementation of MM 2-1.

Table 5.3-1 Emissions Summary of Construction

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM10	PM2.5
2017*	2.83	33.71	42.46	0.07	9.22	5.07
2018	39.90	37.20	55.18	0.10	4.88	2.75
Maximum Daily Emissions	39.90	37.20	55.18	0.10	9.22	5.07
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

*Includes crushing activities

Operation

The estimated operational-source emissions associated with the Proposed Project and the Approved Project for the 2019 and 2035 operating years are summarized and compared on Tables 5.3-3 and 5.3-4, respectively. As shown, the proposed Project would result in fewer emissions VOCs, NO_x, CO, SO_x, PM10, and PM2.5 emissions as compared to the Approved Project for both the 2019 and 2035 operating years. As such, the Proposed Project would not result in any additional impacts from what was already disclosed in the Program EIR. Furthermore, the Proposed Project would not exceed the applicable SCAQMD thresholds.

Table 5.3-3 Operational Emissions Summary (2019 Analysis Year)

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Approved Project Emissions	43.38	52.71	260.33	0.68	47.35	13.19
Proposed Project Emissions	41.92	51.15	252.62	0.66	45.75	12.75
Difference	-1.46	-1.56	-7.71	-0.02	-1.60	-0.44
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded for Proposed Project?	NO	NO	NO	NO	NO	NO
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Approved Project Emissions	45.79	55.22	273.96	0.65	47.35	13.19
Proposed Project Emissions	44.28	53.57	266.11	0.63	45.76	12.75
Difference	-1.51	-1.65	-7.85	-0.02	-1.59	-0.44
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded for Proposed Project?	NO	NO	NO	NO	NO	NO

Table 5.3-4 Operational Emissions Summary (2035 Analysis Year)

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Approved Project Emissions	31.99	31.94	173.88	0.65	45.90	12.84
Proposed Project Emissions	30.53	30.73	163.43	0.68	45.89	12.83
Difference	-1.46	-1.21	-10.45	-0.03	-0.01	-0.01
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded for Proposed Project?	NO	NO	NO	NO	NO	NO
Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Approved Project Emissions	32.58	32.88	178.93	0.67	47.50	13.28
Proposed Project Emissions	31.99	31.94	173.88	0.65	45.90	12.84
Difference	-0.59	-0.94	-5.05	-0.02	-1.60	-0.44
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded for Proposed Project?	NO	NO	NO	NO	NO	NO

No new impact would occur and the Proposed Project would not require any changes to the certified Program EIR. The Proposed Project would have fewer impacts compared to the level of impact (significant and unavoidable) cited in the Program EIR.

- c) **Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality**

standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that construction activities associated with buildout of the GPU would generate a substantial increase in short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB, and that long-term operation pursuant to the GPU 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. This was considered a potentially significant impact to air quality, and was assessed in the Program EIR. The Program EIR determined that the Level of Significance after Mitigation was Significant and Unavoidable.

Mitigation Measures Adopted by the Program EIR

See MM 2-1 above. Also, it was determined that no mitigation measures were available that would reduce operational impacts below SCAQMD's thresholds.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project includes the demolition of the existing commercial buildings and the construction of new commercial/retail buildings on the same site. SCAQMD's policy on addressing cumulatively considerable impacts is provided in a report titled, *White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution*. In this report, the SCAQMD states (Page D-3):

"...the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR...."

...Projects that exceed the project-specific significance thresholds are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant."

Therefore, individual projects that do not generate operational or construction emissions that exceed the SCAQMD's daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact.

The AQIA (see Appendix A) analyzed construction- and operational-period emissions compared to regional thresholds and LSTs and concluded the increases in emissions would not exceed the SCAQMD thresholds of significance. Therefore, the Proposed Project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) from those already analyzed by the Program EIR.

None of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

d) Expose sensitive receptors to substantial pollutant concentrations?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that construction activities associated with the Proposed Project would generate a substantial increase in short-term criteria air pollutant emissions that exceed the threshold criteria and would cumulatively contribute to the nonattainment designations of the SoCAB [**Impact 5.2-2**], which was considered a potentially significant impact to air quality and was further assessed in the Program EIR.

The Program EIR concluded that buildout of the SuperMedia/Civic Center commercial project could result in new source sources of criteria air pollutant emissions and/or toxic air contaminants proximate to existing or planned sensitive receptors [**Impact 5.2-4**], which was considered a potentially significant impact to air quality and was further assessed in the Program EIR.

The Program EIR concluded that 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 [**Impact 5.2-5**], which was considered a potentially significant impact to air quality and was further assessed in the Program EIR. The Program EIR determined that the Level of Significance after Mitigation was Significant and Unavoidable with respect to Impact 5.2-2 and Impact 5.2-4, and Less Than Significant with respect to Impact 5.2-5.

Mitigation Measures Adopted by the Program EIR

Impact 5.2-2: See MM 2-1 above.

Impact 5.2-4: MM 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 (IOE 06), particulate matter concentrations would exceed $2.5\mu/m^3$, 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 documents and/or incorporated into the site development plan as a component of the project.

Impact 5.2-5: MM 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 land, from these facilities:

- 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

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 non-cancer 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.

[Note: No HRA is required for the Proposed Project since it is not considered a sensitive land use.]

Impacts Associated with the Proposed Project

No New Impact. Some people are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather to exercise are defined as “sensitive receptors.” Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors.

To analyze localized emissions impacts that would affect sensitive receptors, SCAQMD recommends use of localized significance thresholds (LSTs), which represent the maximum emissions

from a project that would avoid an exceedance of the most stringent applicable air quality standard at the nearest residence or other sensitive receptor. The nearest sensitive receptor is Oak Middle School located immediately adjacent north of the Proposed Project Site. Notwithstanding, the methodology for analyzing LSTs explicitly states that “Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters (25).” Therefore, LSTs for receptors located at 25 meters were utilized in this AQIA.

The AQIA analyzed construction- and operational-period emissions from the Proposed Project compared to LSTs (Sections 3.6 and 3.7 of the AQIA), and found that compared to the Approved Project, the Proposed Project would not generate emissions above the established thresholds.

Table 5.3-5 identifies the localized impacts at the nearest receptor location in the vicinity of the Proposed Project. Compliance with Program EIR MM 2-1 (Tier 3 equipment) would reduce the severity of the impacts, as shown in Table 5.3-5 below.

Table 5.3-5 Localized Significance Summary- Construction (mitigated)

Demolition Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	21.97	29.59	3.32	1.44
SCAQMD Localized Threshold	81	485	4	3
Threshold Exceeded?	NO	NO	NO	NO
Site Preparation Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	27.16	30.44	8.90	4.99
SCAQMD Localized Threshold	149	984	10	6
Threshold Exceeded?	NO	NO	NO	NO
Grading Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	33.63	41.46	4.33	2.72
SCAQMD Localized Threshold	160	1,074	11	6
Threshold Exceeded?	NO	NO	NO	NO

With implementation of MM 2-1, emissions during construction activity would not exceed the SCAQMD’s localized significance thresholds for any criteria pollutant and a less than significant impact expected to occur. Therefore, sensitive receptors would not be subject to a significant air quality impact during Proposed Project construction.

According to the SCAQMD LST methodology, LSTs would apply to the operational phase of a Proposed Project, if the Proposed Project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The Proposed Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed.

The AQIA also concluded no CO hotspot would be created with operation of the Proposed Project (Section 3.8) compared to the Approved Project.

The Proposed Project would not involve a greater exposure of sensitive receptors to substantial pollutant concentrations from that already analyzed Program EIR. None of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate project impacts or mitigation measures exist regarding exposure of sensitive receptors to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that industrial land uses associated with buildout pursuant to the GPU could create objectionable odors [**Impact 5.2-6**]. This was considered a potentially significant impact to air quality, and was assessed in the Program EIR. The Program EIR determined that the level of significance after mitigation for **Impact 5.2-6** was less than significant.

Mitigation Measures Adopted by the Program EIR

Impact 5.2-6: MM 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.

Impacts Associated with the Proposed Project

No New Impact. The AQIA assessed the potential for the Proposed Project to generate objectionable odors. The Proposed Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural

coatings during construction activities. During operations, potential odor sources include fast-food restaurants using char-broilers and other cooking facilities, as well as the temporary storage of typical solid waste (refuse) associated with the Proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The Proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.

Therefore, odor impacts associated with the Proposed Project's construction and operations would not be significant compared to the Approved Project.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding air quality. There have not been 1) changes to the project that require major revisions of the previous Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the previous Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe air quality impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for air quality. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.4 BIOLOGICAL RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Wildlife or U.S. Fish and Wildlife Service?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR concluded that the California Natural Diversity Database (CDFW 2013) identified a number of sensitive plant and animal species at sites around Los Alamitos, and most of them are associated with aquatic and wetland habitats at the mouth of the San Gabriel River and the open grassland habitats in the Los Alamitos Joint Forces Training Base (JFTB). Excluding the Los Alamitos JFTB, the City of Los Alamitos is urbanized, and the

existing vegetation is largely ornamental, and the plants and animals found there are typical of urbanized areas of the region. The Program EIR concluded that compliance with existing regulations regarding the protection of sensitive species and their habitat would ensure no significant impacts would occur, and therefore, the topic was considered to have a less than significant impact without the need for mitigation.

Impacts Associated with the Proposed Project

No New Impact. As shown in Figures 2-4 and 2-6, the Project Site is fully developed and located in an urbanized area of the City. The Project Site is located approximately 2 miles northwest of the JFTB. The Project Site is bordered by a public school to the north, the Los Alamitos Civic Center to the east, the 605 freeway on-ramp and Caltrans right-of-way border the Project Site to the west, and single-family residential uses are located to the south, across Katella Avenue. No natural biological resources or communities or wildlife movement corridors existed on the Project Site in 2014 when the GPU and Project Site were analyzed under the Program EIR and no such resources exist at the present time, since site conditions have not changed. The Project Site is developed with two office buildings, a surface parking lot and ornamental landscaping. This ornamental landscaping consists of a landscape strip, between 50 and 90 feet in width, along Katella Avenue, as well parking lot and perimeter trees. No natural biological resources or communities exist onsite or in the vicinity of the Project Site. The disturbed and maintained condition of the Project Site is generally not suitable to support special-status species.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, concluded that the City of Los Alamitos and SOI did not contain any riparian or other sensitive natural communities. Coyote Creek and Carbon Creek provide seasonal water flows, but lack riparian habitat, so would not be affected by the development in accordance with the GPU. The topic was considered to have a less than significant impact before mitigation.

Impacts Associated with the Proposed Project

No New Impact. The Project Site is fully developed and is in a heavily developed urban area with no natural habitats onsite and no connectivity to natural habitats. The Project Site is not located within any United States Fish and Wildlife Service (USFWS) designated critical habitat areas. Therefore, no significant impacts related to riparian habitat or other sensitive natural communities identified in local or regional plans would result from Proposed Project implementation, and no mitigation is required. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?**

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR concluded that the sections of Coyote Creek and Carbon Creek that pass through the City of Los Alamitos would be considered jurisdictional waters, but not wetlands. Wetlands may occur in the JFTB, however, the City has no jurisdiction or land use authority on this military base. The GPU did not propose any changes within the base, and would have no impact on wetlands that could occur there. This topic was considered to have a less than significant impact.

Impacts Associated with the Proposed Project

No New Impact. No natural hydrologic features or federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA) occur onsite, and the Proposed Project Site does not meet the Army Corps of Engineers (ACOE) criteria for wetlands and waters of the U.S. Therefore, no direct removal, filling, or hydrological interruption of a wetland area would occur with development of the Project Site. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that the City is urbanized and surrounded by urbanized cities, and that although Coyote Creek and Carbon Creek provide aquatic connectivity upstream and downstream of the City, these concrete channels provide limited wildlife habitat. The San Gabriel River lies outside of the City's boundaries. Development in accordance with the GPU was considered to have no impact wildlife movement or native wildlife nurseries.

Impacts Associated with the Proposed Project

No New Impact. There are no wildlife corridors or nursing sites on the Proposed Project Site. Due to the presence of trees and shrubs on the Proposed Project Site, there is a potential for birds protected by the Federal Migratory Bird Treaty Act (MBTA) to nest at the Project Site. The MBTA makes it illegal to take, possess, buy, sell, purchase, or barter any migratory bird listed in the Code of Federal Regulations (Title 50, Part 10), including feathers, nests, eggs, or other avian products. This includes the active nests of all bird species, including common species. Existing trees and other vegetation on the Project Site would be removed during the demolition phase of Proposed Project construction. These activities have the potential to disturb nesting birds and destroy their eggs and/or nests. As with any development project, implementation of the Proposed Project would be subject to the provisions of the MBTA, which prohibits disturbing or destroying active nests. In addition, nests and eggs are also protected under California Fish and Game Code Section 3503. Compliance with the MBTA is required by existing regulation and is enforced as a standard condition of approval by the City of Los Alamitos.

The Proposed Project would include a freeway pylon sign in the northwest corner of the site to provide visibility to freeway travelers. The sign would be up to 120-feet tall, and 50-feet wide, with a maximum sign area of 3,050 SF (each side), and would feature a digital commercial center identification sign with a maximum of 555 SF (each side). Further avoidance of direct impacts to birds such as bird strike would be achieved by using building materials that would be perceived as solid obstructions to deter bird strikes. The sign would not include large flat windows, reflective glass, or transparent corners which could result in bird collisions. The Proposed Project also would not include buildings with substantial glass façades; proposed exterior materials include a combination of concrete block, composite resin panels, stucco, and wood siding.

Upon implementation of existing regulations, no impact would occur compared to the Approved Project, and no mitigation is required. Compared to the Program EIR, the Proposed Project is consistent with the impacts previously identified and no new impacts would occur.

e) Conflict with any local policies or ordinances protecting biological resources?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that the City is urbanized and lacks natural habitats. The City does not have any local policies or ordinances regarding biological resources, but the Municipal Code has a number of measures to protect trees on public lands and rights of ways, to contribute to the City's property values, and aesthetics. The GPU was found to not conflict with any of the tree protection measures, so this topic was considered to have no impact.

Impacts Associated with the Proposed Project

No New Impact. Development of the Proposed Project would require the removal of a number of mature nonnative ornamental trees onsite. As stated in the Program EIR, the City does not have any local policies or ordinances regarding biological resources. The City does, however, require a tree removal permit for development activities on City-owned properties (Chapter 12.24 [City Parkway Trees] of the City's Municipal Code). Since the Proposed Project Site is adjacent to the Civic Center and City Hall, the provisions of Chapter 12.24 would apply to the Proposed Project.

The project applicant would be required to adhere to the provisions of Chapter 12.24, which would be ensured through the City development review and building plan check process. The Proposed Project would comply with City requirements and would not conflict with any of the City's tree protection measures. Consistent with the conclusions of the Program EIR, the Proposed Project would not conflict with any local policies protecting biological resources, including trees. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, concluded that although the Los Cerritos Wetlands at the mouth of the San Gabriel River in the nearby cities of Seal Beach and Long

Beach identified by the Rivers and Mountains Conservancy (RMC) and the California Coastal Conservancy (CCC) as sensitive habitats in need of protection, however, the wetlands are not within the City of Los Alamitos. Therefore, the implementation of the GPU was determined to not conflict with provisions of any Los Cerritos Wetlands conservation plans, and there are no other Habitat Conservation Plans (HCP) or Natural Community Conservation Plans (NCCP) in the City. The topic was considered to have no impact.

Impacts Associated with the Proposed Project

The Proposed Project Site is not within a NCCP or HCP, or any other habitat conservation plan. Therefore, the Proposed Project would not result in any impact related to local ordinances and or an adopted NCCP or HCP, and no mitigation is required.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding biological resources. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe biological resources impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for biological resources. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.5 CULTURAL RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Disturb a tribal cultural resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that although there are no sites in Los Alamitos listed in the state or federal registers of historic places, the City has a number of structures that are of local significance. Rancho Los Alamitos and Rancho Los Cerritos are in the neighboring City of Long Beach, and are listed on the National Register of Historic Places. It was determined that since other historic resources could also exist within the City or SOI, changes to policies and land use designations in the GPU may impact these and other historical resources. A historical records search was conducted, and analysis of potential impacts to historic resources was included in the Program EIR.

The Program EIR concluded that compliance with proposed GPU 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 GPU would reduce the potential impacts to historic resources to a level that is less than significant.

Mitigation Measures Adopted by the Program EIR

MM 3-1 [Historic Resources]. 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.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed with two, two-story office buildings. The Proposed Project would demolish the existing office buildings and construct seven one-story commercial buildings totaling up to 113,880 SF.

The Proposed Project Site was not identified as a State-designated or local historic resource. The two office buildings, referred to as the “Main” and “Annex” buildings, have a total floor area of 150,342 SF. The larger Main building was completed in 1972 and the smaller Annex was completed in 1979; the main building is considered historic-age (45 years or older). Therefore, Mitigation Measure 3-1 adopted by the Program EIR is applicable to the Proposed Project.

In compliance with Mitigation Measure 3-2, a Historic Resources Assessment (see Appendix B-1) was prepared for the Proposed Project Site (Cogstone 2016). The assessment determined no historic resources exist onsite. The report concluded that the existing building located on the Proposed Project Site is not recommended as eligible for listing on the California Register of Historical Places as it does not meet any of the four CRHR criteria.

Therefore, there would be no impacts related to historic resources compared to the Approved Project. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact reduced from that cited in the Program EIR. No mitigation is necessary and Mitigation Measure 3-1 is not applicable to the Proposed Project.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?**
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

Summary of Impacts Identified in the Program EIR

The Program EIR stated that long-term implementation of the GPU land use plan could allow development (e.g., new development, infill development, redevelopment, and revitalization/restoration), including grading, of known and 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, paleontological, or Native American resources. Therefore, future development that would be accommodated by the GPU could potentially unearth previously unknown/unrecorded archeological or paleontological resources.

In accordance with SB 18 requirements and in response to the Tribal Consultation Request form the City submitted to the NAHC, the NAHC sent a list of Native American contacts (eight total) with traditional lands or cultural places associated with the City and Rossmoor. The City sent invitation letters to representatives of the eight Native American contacts on December 9, 2014, formally inviting them to consult with the City during the development of the City’s GPU. None of

the tribes submitted formal requests for consultation. Additionally, a Sacred Lands File search was requested from NAHC as a part of the Paleontological and Cultural Resources Assessment. As stated in the assessment, NAHC replied that there were no known Native American cultural resources within the City or its SOI. However, NAHC provided a list of thirteen Native American tribes or individuals to contact for further information. Letters requesting information on any heritage sites and containing maps and project information were sent to the thirteen Native American contacts. Only one response was provided; Alfred Cruz of the Juaneño Band of Mission Indians responded that the undeveloped areas within the army airfield are sensitive for prehistoric resources. The City has no jurisdiction or land use authority on this U.S. military installation. The Program EIR stated that no changes were proposed to the land use designations of the Los Alamitos JFTB under the GPU.

The Program EIR concluded that implementation of Mitigation Measure 3-2 and 3-3 would reduce the potential impacts to archeological, paleontological, and cultural resources to a level that is less than significant.

Mitigation Measures Adopted by the Program EIR

MM 3-2 [Archaeological Resources]. 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).

MM 3-3 [Paleontological Resources]. 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.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project would demolish the existing office buildings and construct seven buildings totaling up to 113,880 SF. Fill material extending to approximately 2.3 to 6.5 feet or more in thickness was encountered during the Geotechnical Investigation (GeoDesign Inc., 2016). Earthmoving activities, including grading and trenching activities, would have the potential to disturb previously unknown archaeological and/or paleontological resources if earthmoving activities occur at substantial depths. Therefore, Mitigation Measures 3-2 and 3-3 adopted by the Program EIR are applicable to the Proposed Project.

In compliance with Mitigation Measures 3-2 and 3-3, an archaeological resources and paleontological resources assessment (see Appendix B-2) was prepared for the Proposed Project (Material Culture Consulting 2016). No visible archaeological or paleontological resources were found onsite. Based on the results of the literature review, records search, and survey completed, previously disturbed areas and areas mapped as Quaternary alluvium have no and low potential, respectively, for paleontological resources on the Proposed Project Site. With respect to cultural resources, the Proposed Project Site and surrounding area is entirely developed and therefore is considered to have a low sensitivity for the presence of significant prehistoric or historical archaeological deposits or features.

The archaeological resources and paleontological resources assessment indicated that the Proposed Project Site has a low sensitivity for cultural and paleontological resources. Compliance with the procedures defined in Mitigation Measures 3-2 and 3-3 would reduce any potential impacts to previously undiscovered archaeological, paleontological, or tribal cultural resources to a less than significant level.

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native

American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum. Therefore, no changes to the Program EIR related to tribal cultural resources are necessary.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, concluded that although soil-disturbing activities associated with development in accordance with the GPU could result in the discovery of human remains, compliance with existing law would ensure that significant impacts to human remains would not occur. This topic was determined to have a less than significant impact.

Impacts Associated with the Proposed Project

No New Impact. As discussed in Section 5c above, the Proposed Project Site is not in an area known of having, or suspected of having, cultural or tribal resources. The probability that construction of the Proposed Project would impact any human remains is low, given the degree of past disturbance of the site, as it is previously graded and developed with the office buildings and paved surface parking lot, in a developed urban area. In the unlikely event that human remains are encountered during earth removal or disturbance activities, the California Health and Safety Code Section 7050.5 requires that disturbance of the site shall halt until the coroner has conducted an investigation into the circumstances, manner, and cause of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation or to his or her authorized representative. The Coroner would also be contacted pursuant to Sections 5097.98 and 5097.99 of the Public Resources Code relative to Native American remains. Should the Coroner determine the human remains to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would then be required to contact the most likely descendant of the deceased Native American, who would then serve as a consultant on how to proceed with the remains. Compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) would reduce potential impacts involving disturbance to human remains would be less than significant.

Assembly Bill (AB) 52 (Chapter 532, Statutes of 2014) establishes a formal consultation process for California tribes as part of the CEQA process and equates significant impacts on “tribal cultural resources” with significant environmental impacts (Public Resources Code [PRC] § 21084.2). AB 52 requires that lead agencies undertaking CEQA review evaluate, just as they do for other historical and archeological resources, a project’s potential impact to a tribal cultural resource. In addition, AB 52 requires that lead agencies, upon request of a California Native American tribe, begin consultation prior to the release of a negative declaration, mitigated negative declaration, or EIR for a project. AB 52 does not apply to a Notice of Exemption or Addendum. Therefore, no changes to the Program EIR related to tribal cultural resources are necessary.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Proposed Project impacts or mitigation measures exist regarding cultural resources. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe cultural resources impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for cultural resources. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.6 GEOLOGY AND SOILS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5.6 GEOLOGY AND SOILS	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

Summary of Impacts Identified in the Program EIR

The Initial Study for the Program EIR concluded that although Los Alamitos is in a high seismic risk zone subject to seismic activity from various faults, including the Los Alamitos, Norwalk, Newport-Inglewood-Rose Canyon, El Modena, Elysian Park, and Whittier-Elsinore faults, none of these faults are zoned under the guidelines of the Alquist-Priolo Earthquake Fault Zoning Act. Since there are no Alquist-Priolo fault zones within the vicinity of the City, this was considered to have no impact on geology and soils.

Impacts Associated with the Proposed Project

No New Impact. As stated in the Program EIR and confirmed in the Preliminary Geotechnical Investigation conducted by GeoDesign, Inc. for the Proposed Project Site (see Appendix C), the Project Site is not within a currently established Alquist-Priolo Earthquake Fault Zone. Because the Project Site is in a seismically active region of southern California, occasional seismic ground

shaking is likely to occur within the lifetime of the Proposed Project. The potential for surface rupture of a fault onsite is considered very low.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

ii. Strong seismic ground shaking?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that the nearby fault zones mentioned above could cause seismic ground shaking in Los Alamitos regardless of whether new development is built in the City and its SOI, and that Los Alamitos is not any more susceptible than neighboring cities to seismic ground shaking, since much of the southern California region is susceptible to seismic ground shaking. New development must adhere to applicable California Building Code (CBC) regulations to minimize ground shaking impacts, and CBC Part 2 standards of the City's Municipal Code, Section 15.04.010 (Construction Codes Adopted), that includes building design standards for the construction of new buildings and specific seismic engineering design and construction measures to avoid the potential for adverse ground shaking impacts. Impacts were considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Project Site is also not at a greater risk of seismic activity or impacts than other sites in southern California. Seismic shaking is a risk throughout southern California. Additionally, the state regulates development in California through a variety of tools that reduce hazards from earthquakes and other geologic hazards. The CBC, adopted by reference by the City's Municipal Code, contains provisions to safeguard against major structural failures or loss of life caused by earthquakes or other geologic hazards. The CBC contains provisions for earthquake safety based on factors including occupancy type, the types of soil and rock onsite, and the strength of ground motion with specified probability of occurring at the site. As with the commercial project that was considered for the Project Site in the Program EIR, the Proposed Project would be required to adhere to the provisions of the most current CBC, which are imposed on project developments by the City during the building plan check and development review process. Compliance with the requirements of the CBC for structural safety during a seismic event would reduce hazards from fault ruptures and strong seismic ground shaking and fault ruptures. The Proposed Project will also incorporate the recommendations provided in the Preliminary Geotechnical Investigation (see Appendix B), which would further reduce hazards from strong seismic ground shaking.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

iii. Seismic-related ground failure, including liquefaction?

Summary of Impacts Identified in the Program EIR

The Initial Study for the Program EIR found that although the City is zoned as an area of historical liquefaction or where local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacements, all new development would be required to conduct site-specific geotechnical studies and hazards assessments on a project-by-project basis to determine site-specific soil properties and potential for ground failure, and compliance with standards in the CBC requires implementation of design features to mitigate any potential ground failure hazards. Impacts were considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. As outlined in the Preliminary Geotechnical (see Appendix B), the site is within a designated liquefaction hazard zone. The results of the liquefaction analysis indicate liquefaction-induced settlement may occur at a depth of 44 to 48 feet below ground surface (BGS). Approximately 44 feet BGS, is sufficiently thick enough to preclude surface manifestation of the deeper settlement. Therefore, the Proposed Project Site is subject to liquefaction-induced settlement; however, the magnitude of settlement computed does not preclude the use of conventional shallow foundations for the proposed buildings.

Grading and soil compaction require the preparation of grading plans and construction-level geotechnical reports (which must address liquefaction, subsidence, and other potential soil stability hazards), in accordance with Chapter 15.40 (Grading) and Chapter 15.04 (Building Code), respectively, of the City's Municipal Code. The technical plans/studies are required to be submitted to and reviewed and approved by the City prior to the commencement of any grading activities. Submittal of these technical plans and studies would ensure that hazards arising from liquefaction and other seismic ground failure would not occur, since they would be prepared in accordance with current grading and engineering standards outlined in the most current CBC.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

iv. Landslides?

Summary of Impacts Identified in the Program EIR

The Initial Study for the Program EIR concluded that although the GPU involved the alteration, intensification, and redistribution of land uses in Los Alamitos, the City and its SOI have very low potential for landslide, mudslide, or rockfall events induced by seismic activity or excessive rainfall because Los Alamitos is primarily on flat land and has less than a 2 percent slope.

Impacts Associated with the Proposed Project

No New Impact. The ground surface level at the site is generally flat with a very gentle slope downward to the south and ranges from approximately Elevation 24 to approximately Elevation 21 from north to south. No landslides are known to exist within or adjacent to the Project Site. No impact would occur.

No new or substantially greater impacts would occur with implementation of the Proposed Project

when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

b) Result in soil erosion or the loss of topsoil?

Summary of Impacts Identified in the Program EIR

The Initial Study for the Program EIR concluded that by adhering to the federal and local regulations, development in accordance to the GPU would not result in significant impacts relating to soil erosion or the loss of topsoil. Los Alamitos and its SOI are primarily on flat land, are largely built out, and do not have substantial undeveloped areas where new development would disturb topsoil. Soil erosion would therefore not be an issue, and new developments on sites larger than an acre are also required to comply with the National Pollution Discharge Elimination System (NPDES) program's General Construction Permit (GCP) requirements. Also, prior to construction and grading permit issuance, the City Municipal Code, Section 8.44.060 requires developers to implement best management practices (BMPs) to ensure that the discharge of pollutants from project sites is reduced so it would not cause or contribute to an exceedance of water quality standards. Impacts were determined to be less than significant.

Impacts Associated with the Proposed Project

No New Impact. As with the commercial development that was considered for the Project Site in the Program EIR the Proposed Project would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. Common means of soil erosion from construction sites include water, wind, and being tracked offsite by vehicles. However, development of the Project Site is subject to local and state codes and requirements for erosion control and grading during construction. As with the commercial development that was considered for the Project Site, the Proposed Project would be required to comply with existing standard regulations, including South Coast Air Quality Management District Rules 402 and 403, which would reduce construction erosion impacts. Rule 403 requires that fugitive dust be controlled with best available control measures so that it does not remain visible in the atmosphere beyond the property line of the emissions source. Rule 402 requires dust suppression techniques be implemented to prevent dust and soil erosion from creating a nuisance offsite.

Project development, including any offsite improvements, would also be subject to local and state building codes and requirements for erosion control and grading. For example, the Proposed Project would be required to comply with the City's grading standards and erosion control measures, as provided in Chapter 15.40 (Grading) of the City's Municipal Code. Additionally, as noted above, grading plans and construction-level geotechnical reports are required to be submitted to and reviewed and approved by the City prior to the commencement of any grading activities.

The Construction General Permit (CGP; Order No. 2012-0006-DWQ) issued by the State Water Resources Control Board (SWRCB), effective July 17, 2012, regulates construction activities to minimize water pollution, including sediment. The proposed improvements at the Project Site would be subject to National Pollution Discharge Elimination System (NPDES) permitting regulations, including the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is further discussed in Section 5.9, *Hydrology and Water Quality*. The Proposed

Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. After project completion, the Proposed Project Site would be developed with commercial uses, new paved parking lot, and landscape improvements, and would not contain exposed soil. Upon project completion, the potential for soil erosion or the loss of topsoil would be expected to be extremely low.

Construction of the Proposed Project would have a less than significant impact related to soil erosion. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?**

Summary of Impacts Identified in the Program EIR

See response to Section (a), above. Although the City is near the Los Alamitos Fault within a zone of liquefaction potential, all new development is required to comply with CBC standards for construction design and earthwork and foundation preparations to ensure soil and site stability, so adherence to CBC standards on a project-by-project basis would ensure maximum protection against the unstable soils and geologic units.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is generally flat, with a zero- to one-percent slope across the site. As stated in the Preliminary Geotechnical Investigation, provided rough grading is performed in accordance with the recommendations provided in the geotechnical investigation and based on the anticipated foundation loads, total settlement for the proposed structures was calculated to be on the order of three-fourths inch or less and differential settlement across the footprint of the buildings to be on the order of one-half inch or less due to static loading. When considering additional liquefaction-induced settlement, the total static- and liquefaction induced settlement for the 475-year recurrence interval would also be three-fourths inch and the differential settlement would be one-half inch or less. When considering additional liquefaction-induced settlement, the total static- and liquefaction induced settlement for the 2,475-year recurrence interval would also be one-inch and the differential settlement would be three-fourths inch or less. In each case, the total settlement is tolerable for spread and continuous footings.

Volumetric changes in earth quantities could occur when excavated onsite soil materials are replaced with properly compacted fill. Based on the findings in Preliminary Geotechnical Investigation, subsidence from scarification and recompaction of exposed native fine-grained soil is expected to be negligible. The expansion potential of near-surface soils is low.

The Proposed Project would be required to adhere to existing local and state building and grading codes. These codes contain provisions for soil preparation to minimize hazards from unstable soils. For example, the Proposed Project would be required to comply with the City's grading standards and erosion control measures, as provided in Chapter 15.40 (Grading) of the

City's Municipal Code. Additionally, grading and soil compaction requires the preparation of grading plans and construction level geotechnical reports (which must address unstable soil hazards), in accordance with Chapter 15.40 (Grading) and Chapter 15.04 (Building Code), respectively, of the City's Municipal Code. The technical plans/studies are required to be submitted to and reviewed and approved by the City prior to the commencement of any grading activities. Submittal of these technical plans and studies would ensure that hazards arising from unstable soils would not occur, since they would be prepared in accordance with current grading and engineering standards outlined in the most current CBC.

Furthermore, project development would be required to incorporate the recommendations provided in the Preliminary Geotechnical Investigation. Implementation of the recommendations provided in the preliminary geotechnical investigation would be ensured through the City's development review and building plan check process, and would be added as a condition of approval to the resolutions of approval.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

d) Be located on expansive soil, as defined in in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Summary of Impacts Identified in the Program EIR

The Initial Study for the Program EIR concluded that building can occur in Los Alamitos successfully on potentially expansive soils with proper site- and project-specific mitigation to offset the vertical and horizontal forces of the soil type. The soils in the City and SOI include clays silts, and sand, most likely from alluvial and floodplain deposits from the San Gabriel River. More specifically, soils include Drained Bolsa Silt/Silty Loam, Drained Hueneme Fine Sandy Loam, Metz Loamy Sand, and San Emigdio Fine Sandy/Moderately Sandy Loam, which are considered suitable for urban development and have low shrink-swell potential and limited susceptibility to expansion. Also, Municipal Code Section 16.08.070 requires tentative maps for all new developments to include a preliminary soils report based on adequate test borings, and if expansive soils are found, soil investigations of each potentially affected parcel may be required.

Additionally, the Program EIR states that CBC Section 1802.2.2 also requires soils testing to identify expansive characteristics and appropriate remediation measures. Treatments that eliminate expansion of soils include, but are not limited to, grouting (cementing the soil particles together), recompaction (watering and compressing the soils), and replacement with a nonexpansive material (excavation of unsuitable soil and filling with suitable material).

Although the City is near the Los Alamitos Fault within a zone of liquefaction potential, all new development is required to comply with CBC standards for construction design and earthwork and foundation preparations to ensure soil and site stability, so adherence to CBC standards on a project-by-project basis would ensure maximum protection against the unstable soils and geologic units. Impacts were considered less than significant after complying with CBC and City requirements, and not further analyzed in the Program EIR.

Impacts Associated with the Proposed Project

No New Impact. See response to Section 5.6(c), above.

- e) **Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

Summary of Impacts Identified in the Program EIR

The Initial Study for the Program EIR concluded that wastewater services are provided by the Rossmoor/Los Alamitos Sewer District and the Orange County Sanitation District (OCSD). The City and the SOI does not use any septic tanks. There was no impact on septic tank or alternative wastewater disposal systems in Los Alamitos.

Impacts Associated with the Proposed Project

The Proposed Project would connect existing OCSD sewer lines on Oak Street. No septic tanks are proposed. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding geology and soils. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe geology and soils impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for geology and soils. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.7 GREENHOUSE GAS EMISSIONS	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that buildout of the City of Los Alamitos pursuant to the GPU would generate a decrease in greenhouse gas (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 [Impact 5.4-1]. Development under the GPU was determined to contribute to global climate change through direct and indirect emissions of GHG from land uses within the City of Los Alamitos and Rossmoor. As shown on Table 5.4-5 in the Program EIR, total GHG emissions associated with implementation of the GPU were estimated to be 262,443 MTCO_{2e}. However, the Program EIR found that compared to the existing emissions inventory, the City of Los Alamitos and SOI would experience a decrease of 13,789 MTCO_{2e} of GHG emissions at buildout because of regulations adopted to reduce GHG emissions and turnover of California’s on-road vehicle fleets. Because 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, the City of Los Alamitos and Rossmoor would not experience an increase in GHG emissions at project buildout. GHG emissions in the City were found to be approximately 5 percent less than the City’s 2013 community GHG emissions, even with additional growth. Therefore, this was considered to have a less than significant impact on greenhouse gas emissions, and the Program EIR did not require mitigation measures.

Impacts Associated with the Proposed Project

No New Impact. GHG emissions resulting from project implementation are analyzed in the Greenhouse Gas Analysis (GGA), dated October 11, 2016, prepared by Urban Crossroads (see Appendix A). The GGA analyzed emissions of GHGs from the following sources:

- Construction Emissions – emissions from construction activities amortized over an assumed 30-year project life
- Area Source Emissions – landscape maintenance equipment
- Energy Source Emissions – combustion emissions associated with natural gas and electricity
- Mobile Source Emissions – vehicle travel
- Solid Waste – landfill disposal
- Water Supply, Treatment and Distribution – production of electricity to convey, treat, and distribute water and wastewater

The City of Los Alamitos has not adopted its own numeric threshold of significance for determining impacts with respect to GHG emissions. A screening threshold of 3,000 MTCO_{2e} per year to determine if additional analysis is required is an acceptable approach for small projects. This approach is a widely accepted screening threshold used by numerous cities in the South Coast Air Basin and is based on the South Coast Air Quality Management District (SCAQMD) staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). The SCAQMD Interim GHG Threshold identifies a screening threshold to determine whether additional analysis is required.

As shown on Table 5.4-5 in the Program EIR, total GHG emissions associated with implementation of the GPU were estimated to be 262,443 MTCO_{2e}. However, the Program EIR found that compared to the existing emissions inventory of 276,233 MTCO_{2e}, the City of Los Alamitos and SOI would experience a decrease of 13,789 MTCO_{2e} of GHG emissions at buildout because of regulations adopted to reduce GHG emissions and turnover of California's on-road vehicle fleets. Because 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, the City of Los Alamitos and Rossmoor would not experience an increase in GHG emissions at project buildout. The operational GHG emissions associated with the Proposed Project and the Approved Project for the 2019 and 2035 operating years, which were included in the total city-wide GHG emissions identified in the Program EIR, are summarized and compared in Table 5.7-1. As shown, the Proposed Project would result in fewer greenhouse gas emissions versus the Approved Project. As such, the Proposed Project would not result in any additional impacts from what was already disclosed in the Program EIR.

Table 5.7-1 Operational Greenhouse Gas Emissions Comparison

2019 Analysis Year	Emissions (metric tons per year)			
	CO2	CH4	N2O	Total CO2E
Approved Project Emissions	7,545.53	6.25	0.02	7,684.28
Proposed Project Emissions	7,291.69	6.14	0.02	7,427.86
Difference (All Sources)	-256.42			
SCAQMD Threshold	3,000			
Threshold Exceeded for Proposed Project?	NO			
2035 Analysis Year	Emissions (metric tons per year)			
	CO2	CH4	N2O	Total CO2E
Approved Project Emissions	6,928.55	6.16	0.02	7,065.46
Proposed Project Emissions	6,696.57	6.05	0.02	6,830.97
Difference (All Sources)	-234.49			
SCAQMD Threshold	3,000			
Threshold Exceeded for Proposed Project?	NO			

As required by Title 24 Energy Efficiency Standards for Nonresidential buildings, the Proposed Project would incorporate the following features:

- High performance windows, sensors and controls that allow buildings to use "daylighting"
- Efficient process equipment in supermarkets and commercial kitchens
- Advanced lighting controls to synchronize light levels with daylight and building occupancy, and provide demand response capability
- Solar-ready roofs to allow businesses to add solar photovoltaic panels at a future date
- Cool roof technologies

As shown in Table 5.7-1, because the Proposed Project generates emissions below the screening threshold, the Proposed Project would not result in significant impacts related to GHG emissions compared to the Approved Project. The Proposed Project's incremental contribution to GHG emissions impacts would therefore not be cumulatively considerable.

The Proposed Project does not require an amendment of the City's General Plan or zoning ordinance/zoning maps, since the proposed use is permitted under the existing General Plan land use and zoning designations of the site. Moreover, the Proposed Project's land uses are consistent with those anticipated under City's General Plan for the Proposed Project Site, and with those considered in and analyzed in the Program EIR

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the

impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that federal, state, and local GHG reduction plans are necessary to achieve the long-term GHG reduction targets of Executive Order S-03-05 [**Impact 5.4-2**]. The CARB Scoping Plan and SCAG's 2012 RTP/SCS were adopted and are applicable for development in the City of Los Alamitos and Rossmoor. Without mitigation, this was considered to have a potentially significant impact on greenhouse gas emissions.

Mitigation Measures Adopted by the Program EIR

MM 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.

Program EIR Level of Significance After Mitigation

Significant and Unavoidable. Mitigation Measure 4-1 ensures that the City continues to implement actions that reduce GHG emissions from buildout of the General Plan Update, but 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. Currently, 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 advancements 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, the Program EIR concluded that impacts would remain significant and unavoidable.

Impacts Associated with the Proposed Project

No New Impact. The Program EIR identifies Executive Order S-03-05, Assembly Bill 32, and Senate Bill 375 as being the primary sources of State guidance and goals for reductions in GHG emissions.

The Program EIR identified the following plans as being applicable to greenhouse gas reductions in the City of Los Alamitos:

- CARB Scoping Plan
- Southern California Association of Governments 2012 Regional Transportation Plan/Sustainable Communities Plan

The Program EIR also identified a range of General Plan policies that are supportive of GHG emissions reductions through measures related to efficient land uses, open space/conservation, energy efficiency, and circulation systems.

The Proposed Project is consistent with the General Plan and would not impair or prevent the implementation of any policies intended to reduce GHG emissions. The Proposed Project incorporates project-level features delineated in MM 4-1, and does not contain any features that would prevent implementation of broader actions within the purview of the City or other agencies. Consistent with MM 4-1, the Proposed Project would implement the following:

- The Proposed Project would contain new buildings that are designed to current energy efficiency standards, which are significantly higher than the standards used for the existing facilities on the Proposed Project Site.
- The Proposed Project would comply with State regulations related to solar-ready buildings and parking for fuel-efficient vehicles.
- The Proposed Project would place commercial land uses along a corridor that contains public transportation services and bicycle and pedestrian facilities. Katella Avenue is identified as being within a High Quality Transit Area in Figure 4-1 of the Program EIR. Bus stops are within comfortable walking distance of the site.
- The Proposed Project would provide onsite pedestrian pathways, bicycle parking facilities to accommodate and encourage non-vehicular transportation.
- The Proposed Project would install recharging stations at to support electric vehicle use by employees and customers.

As discussed, the Program EIR concluded that, despite the implementation of Mitigation Measure 4-1, there would be a significant and unavoidable impact resulting from the lack of measures on the State and federal level that would allow the City of Los Alamitos to comply with the GHG reduction goals of Executive Order S-03-05, which includes a target GHG emissions level of 80 percent below 1990 levels by 2050. As substantiated in the GGA, the Proposed Project would be in concert with AB 32 and international efforts to address global climate change and would reflect specific local requirements that would substantially lessen cumulative GHG emissions impacts. As the Proposed Project would not impede compliance with Mitigation Measure 4-1, and would not otherwise prevent the implementation of plans to reduce GHG emissions, the Proposed Project would be consistent with impacts identified in the Program EIR.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (significant and unavoidable) would be reduced from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding greenhouse gas emissions. There have not been 1) changes to the project that require major revisions of the

Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts or substantially more severe greenhouse gas emissions impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures with respect to greenhouse gas emissions impacts are required. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.8 HAZARDS AND HAZARDOUS MATERIALS	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5.8 HAZARDS AND HAZARDOUS MATERIALS	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Summary of Impacts Identified in the Program EIR

The Program EIR stated that routine transport, use, and disposal of hazardous materials would be associated with new development, redevelopment, and demolition activities in accordance with the GPU. Implementation of the GPU would increase the number of businesses and residents in the City, thereby increasing the amount of hazardous materials being transported, stored, and manufactured and the number of people being exposed to these materials. The Program EIR concluded that, existing federal, state, and local regulations would ensure risks are minimized.

While businesses/users are required by federal, state, and local regulations to properly transport, use, and dispose of hazardous materials, it is possible that upset or accidental conditions may arise that result in the release of hazardous materials into the environment. Existing regulations address the transport of hazardous materials through the community to and from outside locations. 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, flammable, 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 that occur in or along freeways, with Caltrans, Orange County Transportation Authority, Orange County Environmental Health Division (Orange County EHD), 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 RCRA, EPCRA, state regulations, provisions of the Los Alamitos Municipal Code, and policies in the GPU all minimize potential hazardous material impacts.

The Program EIR found that although redevelopment under the General Plan could involve demolition of older buildings that contain asbestos-containing materials (ACM) or lead-based paint (LBP), it would be required to comply with the California Health & Safety Code, California Occupational Safety and Health Administration (OSHA), and South Coast Air Quality Management District Rule (SCAQMD) 1403 related to removal of ACMs and LBPs, involving the preparation of LBP and ACM surveys for any building demolitions and appropriate remediation measures for removal of these materials during demolition activities. Therefore, it was determined that impacts were less than significant and no mitigation measures were required.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project's demolition phase would require demolition of structures constructed in the 1970's. In 2014, a Phase I Environmental Site Assessment (ESA) was conducted by Centec Engineering for the Proposed Project Site (see Appendix D). The ESA indicated the two structures likely contain ACMs and possibly LBP, which require special handling and disposal, as they may be hazardous to demolition workers and could pose an environmental hazard if disposed of improperly. Compliance with SCAQMD Rule 1403, which is required as a standard condition prior to issuance of a demolition permit, would reduce impacts related to ACMs to less than significant.

Compliance with the OSHA Lead in Construction Standard, located in Title 8, California Code of Regulations 1532.1, is mandated for all construction/demolition projects. This standard requires construction crews to evaluate lead hazards prior to initiation of demolition activities, and incorporate appropriate control and evaluation measures, including employee training, air monitoring, dust control, and recordkeeping. Any debris or soil containing lead-based paint or coatings would be disposed of at landfills that meet acceptance criteria specific to the type the waste. Compliance with this standard condition would reduce impacts related to LBPs to less than significant.

Construction of the commercial retail shopping center would require the use and disposal of construction materials and substances such as cleaning products, fertilizers, pesticides, standard office supplies, etc. Once operational, the Proposed Project's buildings are to be used for commercial/retail shopping uses under the existing General Commercial (C-G) zoning designation. This zoning classification allows certain land uses which might use hazardous materials. Such uses would be subject to standard Orange County EHD, California Department of Toxic Substances Control, Regional Water Quality Control Board, and OCFA policies and permitting procedures. Therefore, impacts related to hazards resulting from the routine transport, use, or disposal of hazardous materials are considered less than significant.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Summary of Impacts Identified in the Program EIR

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 risk are minimized [**Impact 5.5.1**]. Pursuant to the analysis summarized in 8(a) above, this was considered to have a less than significant impact on the public or environment through the reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and no mitigation measures were required.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed with two office buildings; one constructed in 1971 and completed in 1972, and one constructed in 1978 and completed in 1979. The buildings were used by General Telephone for their “yellow pages” directories sales since construction. A Phase I ESA was completed for the Program EIR, with the purpose to identify, to the extent feasible pursuant to the processes prescribed in ASTM International (ASTM) E1527-05, recognized environmental conditions (RECs) and other known or suspect environmental conditions in connection with the Proposed Project Site (Centec 2014). RECs are defined by ASTM as any hazardous substances or petroleum product under conditions that indicate an existing, past, or material threat of release into the structures, ground, groundwater, or surface water at the site.

According to the ESA, there has never been any manufacturing or printing at the subject property, and it has always been for sales and administration. No information suggested the current or former presence of underground or aboveground storage tanks at the subject property or any significant use of hazardous materials at the property. No records of incidents were located for the subject property. No adjacent properties or offsite sources of contamination are deemed likely to present an imminent risk of impairment to the subject property. No RECs were identified in connection with the property (Centec 2014).

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

c) Emit hazardous emissions or handle hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Summary of Impacts Identified in the Program EIR

Pursuant to the analysis summarized in 5.8(a) above, the Program EIR considered the GPU to have a less than significant impact regarding emitting hazardous emissions or involving the handling of hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. No mitigation measures were required.

Impacts Associated with the Proposed Project

No New Impact. The playfields for Oak Middle School are located along the Proposed Project Site’s northern boundary. Classroom and administrative buildings associated with the school are located to the northeast. As discussed above in Section 5.8(a), there is a potential for hazards to

the public or the environment, which would include nearby schools, arising from the routine use, transport, or storage of hazardous materials during project construction and operation phases to occur. As discussed in Sections 5.8(a) and 5.8(b) above, compliance with existing policies and permitting procedures would ensure that related to hazardous materials within the vicinity of Oak Middle School are minimized and would be less than significant.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Summary of Impacts Identified in the Program EIR

The City and Rossmore 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 [**Impact 5.5-2**]. There are numerous sites undergoing investigation and/or remediation within the City and adjacent to the City in Rossmore. The Program EIR determined that because of this, impacts from hazardous substances at or adjacent to specific project developments in the City could occur. Additionally, future development could be impacted by hazardous substances remaining from historical operations, which could 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. Therefore, the Program EIR determined that buildout of the General Plan Update would result in a less than significant impact upon compliance with existing laws and regulations, and no mitigation measures would be required.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, nor are any of the adjacent properties. Government Code Section 65962.5 specifies lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated.

Granada Cleaners, located at 3391 Katella Avenue, 0.2 mile east from the Proposed Project Site, is the nearest hazardous materials site. That site has been a dry cleaning operation since approximately 1970 and it is considered highly possible that leakage or spillage of dry cleaning solvent has occurred. The Granada Cleaners site is an active voluntary cleanup site, and is not listed on the National Priorities List. (See Envirostor Database, California Department of Toxic Substances Control).

The Phase I ESA conducted for the Proposed Project Site included a review of federal, state, and local regulatory databases to evaluate the Proposed Project Site and known or suspected sites of environmental contamination pursuant to ASTM Standard E 1527-05. As concluded in the ESA, the

Proposed Project Site was not listed on any federal, state, or local regulatory databases (Centec 2014).

- e) **For a project within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?**

Summary of Impacts Identified in the Program EIR

The Program EIR stated that the closest public airports to Los Alamitos are the Long Beach Airport, approximately 3 miles west of the City, and the Fullerton Municipal Airport, approximately 6 miles northeast of the City. However, the Airport Land Use Plans for these airports do not extend into the City or its SOI.

According to the Program EIR, approximately 50 percent of the City's total land area is occupied by the Los Alamitos Joint Forces Training Base (JFTB). The Program EIR stated that buildout of the GPU would place additional development and residents in the vicinity of the Los Alamitos Army Airfield (AAF) located within the JFTB. The Los Alamitos JFTB is within the oversight of the Orange County Airport Land Use Commission (ALUC), which is required to prepare and adopt an airport land use plan for each of the airports within its jurisdiction. The Airport Environs Land Use Plan (AELUP) for the Los Alamitos JFTB was issued by ALUC in 2002. The Program EIR stated that new development built pursuant to the GPU would be required to comply with standards outlined in the AELUP to ensure that they 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, the Program EIR determined that there were less than significant impacts relating to airport hazards and land-use regulation regarding airport hazards.

Impacts Associated with the Proposed Project

No New Impact. The Fullerton Municipal Airport is 7.37 miles northeast of the Proposed Project Site and Long Beach Airport is 3.3 miles to the west. The AAF for the JFTB is 1.2 miles to the southeast. The Proposed Project Site is not within the AELUP for JFTB (see Program EIR Figure 3-2, *Citywide Aerial*) and would not encroach into areas required for the safe takeoff and landing of aircraft at the Los Alamitos AAF. The Proposed Project would be subject to the noticing requirements established by Federal Aviation Regulations (FAR) Part 77 (Objects Affecting Navigable Air Space). Therefore, development of the Proposed Project would not create a significant hazard to the public or environment and there would be no impact when compared to the Approved Project.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact remains unchanged from that cited in the Program EIR.

- f) **For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?**

Summary of Impacts Identified in the Program EIR

See summary in Section 5.8(e).

Impacts Associated with the Proposed Project

See impact discussion in Section 5.8(e).

g) Impair implementation of an adopted emergency response plan or emergency evacuation plan?**Summary of Impacts Identified in the Program EIR**

The Initial Study, incorporated by the Program EIR, stated that buildout of the GPU would involve the alteration, intensification, and redistribution of land uses in Los Alamitos, but concluded that the City and its SOI is generally built out, and the GPU land use changes would not result in substantial changes to the circulation patterns or emergency access routes. Therefore, impacts to emergency response plans were considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed with office uses and is adjacent to the Los Alamitos Civic Center, which houses City Hall, the Police Department, City Yard, and the Community Center.

Access to the Proposed Project Site is currently provided by one unsignalized right in/out driveway along Katella Avenue and one full-access signalized driveway at the intersection of Civic Center Drive at Katella Avenue. This signalized intersection would continue to serve as the primary access for the Proposed Project and would continue to provide access to the Los Alamitos Civic Center. No change in site access is planned as part of the Proposed Project. As provided in PDF 16-2 (4), the driveway access to Civic Center would be relocated to the north to help reduce congestion and internal delay. Furthermore, development of the Proposed Project would not interfere with police operations because the police station is accessed from Oak Street. Additionally, because the Proposed Project is in close proximity to the police station, it would not interfere with police response times.

Redevelopment of the Proposed Project Site to a neighborhood commercial center would not impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan compared to the Approved Project. Impacts would be less than significant.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, stated that the City is not proximate to wildland areas and is not classified in the California Department of Forestry and Fire Protection's (CAL FIRE) "Communities at Risk" list (CAL FIRE 2012). CAL FIRE maps show a "moderate" fire threat in the City of Los Alamitos and its SOI. The analysis stated that land use changes pursuant to the GPU are generally limited to infill development and would not expose people or structures to heightened risks related to wildfires. Thus, no impacts were determined to result.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is in a developed, urbanized area of the City and is not adjacent to or near wildlands that could be subject to wildland fires. Redevelopment of the Project Site to a neighborhood commercial center would not have result in wildfire impacts.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding hazards and hazardous materials. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe hazards and hazardous materials impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures with respect to hazards and hazardous materials impacts are required. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.9 HYDROLOGY AND WATER QUALITY	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, stated that in Los Alamitos, the Santa Ana Regional Water Quality Control Board (RWQCB) administers National Pollution Discharge Elimination System (NPDES) permitting programs and is responsible for developing wastewater discharge requirements. Construction and operation of planned development per the GPU was determined to have the potential to discharge sediment and pollutants to storm drains and receiving waters.

All new developments over an acre in size are required to obtain a Construction General Permit (CGP; NPDES No. CAS000002) through the Santa Ana RWQCB NPDES program. The permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would identify point and non-point sources of pollutant discharge that could adversely affect water quality in the City and its SOI. The SWPPP also designates project-specific best management practices (BMPs) that would be appropriate for achieving minimal pollutant discharge during construction and operations. Each applicant under the CGP must ensure that a SWPPP is prepared prior to grading and is implemented during construction. The SWPPP must list BMPs implemented on the construction site to reduce stormwater runoff and must contain a visual monitoring program; a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the state's 303(d) list of impaired waters. By implementing the BMPs, projects would be able to minimize construction impacts on City water quality.

In May 2009, the Santa Ana RWQCB reissued the North Orange County Municipal Separate Stormwater (MS4) Storm Water Permit as WDR Order R8-2009-0030 (NPDES Permit No. CAS618030) to the County of Orange, the incorporated cities of Orange County, and the Orange County Flood Control District (OCFCD) within the Santa Ana Region. Pursuant to this "Fourth-Term" MS4 Permit, the co-permittees were required to develop and implement drainage area management plans (DAMP) for their jurisdictions, as well as local implementation plans (LIPs), which describe the co-permittees' urban runoff management programs for their local jurisdictions, such as the City of Los Alamitos.

Under the City's LIP, land development policies pertaining to hydromodification and low impact development (LID) are regulated for new developments and significant redevelopment projects. The term "hydromodification" refers to the changes in runoff characteristics from a watershed caused by changes in land use condition. More specifically, hydromodification refers to "the change in the natural watershed hydrologic processes and runoff characteristics (i.e., interception, infiltration, overland flow, interflow and groundwater flow) caused by urbanization or other land use changes that result in increased stream flows and sediment transport." LID BMPs are used in project planning and design to preserve a site's predevelopment hydrology by minimizing the loss of natural hydrologic processes such as infiltration, evapotranspiration, and runoff detention. LID BMPs try to offset these losses by introducing into the project's land plan structural and nonstructural design components that restore these water quality functions. These land development requirements are detailed in the countywide Model Water Quality Management Plan (WQMP) and Technical Guidance Document, approved in May 2011, which cities have incorporated into their discretionary approval processes for new development and redevelopment projects.

One component of the New Development/Significant Redevelopment Section of the City's LIP is the provision to prepare a project-specific WQMP for specified categories of development,

aimed at reducing pollutants in post-development runoff. Specifically, a project-specific WQMP includes Santa Ana RWQCB–approved BMPs, where applicable, that address post-construction management of stormwater runoff water quality. This includes operation and maintenance requirements for all structural or treatment control BMPs required for specific categories of developments (termed “priority development projects”) to reduce pollutants in post-development runoff to the maximum extent practicable (MEP).

As required by the City of Los Alamitos LIP and municipal ordinances on stormwater quality management (e.g., the City’s Municipal Code Chapter 8.44, Stormwater and Urban Runoff Pollution Controls) and the Orange County DAMP, projects that result in 5,000 square feet or more of impervious surfaces must submit a priority project-specific WQMP to the City for approval prior to the City issuing any building or grading permits; the project-specific WQMP is required to include appropriate BMPs. Sites are required to implement the minimum BMPs designated by the City and are subject to inspections.

The Initial Study, incorporated by the Program EIR, concluded that by complying with these federal and local regulations, development in accordance with the GPU would result in a less than significant impact on the City’s water quality standards and waste discharge requirements.

Impacts Associated with the Proposed Project

No New Impact.

Project Construction

The Proposed Project may cause deterioration of water quality if construction-related sediments or pollutants wash into the existing storm drain system and facilities. However, as with the Program EIR, the Proposed Project would be required to comply with existing water quality standards and waste discharge requirements of the NPDES Stormwater Discharge Permit during all grading and construction activities.

The Proposed Project would be subject to the CGP, including the development and implementation of a SWPPP and BMPs designed to control the discharge of pollutants from the Proposed Project Site during grading and construction activities. Specifically, the CGP requires the preparation and implementation of a SWPPP for project sites of one acre or greater. Types of BMPs that are incorporated in SWPPPs and would minimize impacts from soil erosion include:

- Erosion controls: cover and/or bind soil surface, to prevent soil particles from being detached and transported by water or wind. Erosion-control BMPs include mulch, soil binders, and mats.
- Sediment controls: Filter out soil particles that have been detached and transported in water. Sediment control BMPs include barriers, and cleaning measures such as street sweeping.
- Tracking controls: Tracking control BMPs minimize the tracking of soil offsite by vehicles: for instance, stabilizing construction roadways and entrances/exits.
- Non-storm water management controls: prohibit discharge of materials other than stormwater, such as discharges from the cleaning, maintenance, and fueling of vehicles and equipment. Conduct various construction operations, including paving, grinding, and concrete curing and

finishing, in ways that minimize non-stormwater discharges and contamination of any such discharges.

- Waste management and controls (i.e., good housekeeping practices): management of materials and wastes to avoid contamination of stormwater.

The Proposed Project's construction contractor would be required to prepare and implement a SWPPP and associated BMPs in compliance with the CGP during grading and construction. The SWPPP would specify BMPs required to protect water quality by eliminating and/or minimizing stormwater pollution prior to and during grading and construction and showing the location of those BMPs. Adherence to the BMPs in the SWPPP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the SWPPP would reduce or avoid contamination of stormwater with sediment and would also reduce or avoid contamination with other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; pesticides; and nutrients. Implementation of the BMPs in the SWPPP would be ensured through the City's development review and building plan check process.

Project Operation

As with the Program EIR, operation of the Proposed Project would generate pollutants that could adversely affect water quality if effective measures were not used to keep pollutants out of stormwater and remove pollutants from stormwater. Anticipated and potential pollutants that would be generated by the commercial uses of the Proposed Project include: vehicle fluids from vehicles (e.g., oil, grease, petroleum, coolants); landscaping materials (e.g., topsoil, plant materials, herbicides, fertilizers, mulch, pesticides); general trash debris and litter; and pet waste (bacterial/fecal coliforms). Development of the Proposed Project would result in 383,704 square feet of impervious surfaces (92 percent). As required by the City's Municipal Code (Chapter 8.44, Stormwater and Urban Runoff Pollution Controls) a project-specific WQMP has been prepared by R.A. Smith National (2015), which includes a number of BMPs that would be incorporated into the Proposed Project to reduce runoff pollution from the Proposed Project Site during the operation phase (see Appendix F).

The WQMP was prepared in compliance with Order No. R8-2009-0030/NPDES No. CAS618030, as amended by Order No. R8-2010-0062, of the Santa Ana RWQCB. As outlined in the WQMP, the Proposed Project would include Low Impact Development BMPs (LID BMPs), nonstructural source BMPs, and structural source BMPs.

The proposed onsite drainage would be captured in drop inlets that are connected to proposed 8-inch corrugated metal pipes (CMP) for detention. These pipes would provide the storage to meet 100% of the design capture volume in accordance with the Orange County Technical Guidance Document. These 8-inch CMPs would be pumped to one of three biofilter areas onsite. The pump's flow rate would be lower than the rate at which runoff flows through the biofilter areas. This would prevent the biofilter areas from ponding. In large storm events, the runoff larger than the design capture volume (DCV) would bypass the biofiltration system and be discharged into the Coyote Creek channel at rates mimicking the existing flow rates (31.76 cfs), via an existing v-ditch in the adjacent Caltrans right-of-way.

Nonstructural BMPs would include but not be limited to: education for property owners, tenants and occupants (N1); common area landscape management (N3); BMP maintenance (N4); spill contingency plan (N7); Uniform Fire Code implementation (N10); common area litter control

(N11); employee training (N12); housekeeping of loading docks (N13); common area catch basin inspection (N14); and street sweeping private streets and parking lots (N15). Structural BMPs would include but not be limited to: storm drain system stenciling and signage; design and construct trash and waste storage areas, food preparation areas, and docks to reduce pollution introduction; and use of efficient irrigation systems and landscape design, water conservation, smart controllers, and source control. Additionally, as noted in the WQMP, all pervious areas would also be planted for erosion control protection, as well as filtration for runoff.

Implementation of the BMPs in the WQMP would reduce, prevent, minimize, and/or treat pollutants and prevent degradation of downstream receiving waters. BMPs identified in the WQMP would reduce or avoid contamination of stormwater with sediment and would also reduce or avoid contamination with other pollutants such as trash and debris; oil, grease, fuels, and other toxic chemicals; pesticides; and nutrients. Implementation of the BMPs in the WQMP would be ensured through the City's development review and building plan check process.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by reference in the Program EIR stated that development in accordance to the GPU would increase demand for water. Groundwater for the City of Los Alamitos is provided by Golden State Water Company (GSWC), which owns and operates the water lines serving the majority of the City. GSWC's water supply comes from the Orange County Groundwater Basin and imported water from the Municipal Water District of Orange County (MWDOC). Groundwater is pumped from several wells in the Orange County Groundwater Basin. According to the 2010 Urban Water Management Plan (UWMP) – West Orange County, prepared by GSWC, water supply for Los Alamitos is considered 100 percent reliable and stable through 2035 for normal water years, single-dry years, and multiple-dry years provided that water supply from the MWDOC and BMPs of water extraction from the Orange County Groundwater Basin remain reliable and stable.

The Program EIR stated that the Orange County Water District (OCWD) annually evaluates hydrologic conditions of the Orange County Groundwater Basin and sets the yearly basin production percentage (BPP) based on the groundwater levels in storage. The BPP places a maximum limit on how much groundwater is extracted from the basin every year. Therefore, demands from new developments in Los Alamitos would be reflected in the yearly basin evaluation and BPP. Furthermore, GSWC has a contingency plan in its 2010 UWMP that outlines response actions to mitigate potential impacts of water shortage in the county, including action stages; estimate of minimum supply available; actions to be implemented during a catastrophic interruption of water supplies; prohibitions, penalties, and consumption reduction methods; revenue impacts of reduced sales; and water use monitoring procedures.

Thus, impacts to groundwater supply and recharge were considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project would increase the impervious surfaces onsite from 76.6 percent in the existing condition to 92.1 percent. The creation of impermeable surfaces under the Proposed Project could have the potential to diminish the groundwater recharge capabilities of lands where development occurs. However, the Proposed Project would have no effect on usable groundwater reserves because the Proposed Project Site is already developed, is not in or near any groundwater recharge area, and according to Preliminary Geotechnical Report (Appendix C), the soils onsite are primarily clay and infiltration is not feasible. Project development would also include implementation of a number of BMPs as a part of the WQMP to minimize runoff and provide for infiltration of stormwater into the soil onsite. Therefore, the Proposed Project would not substantially interfere with groundwater recharge compared to the Approved Project. Impacts would be less than significant.

Groundwater supply is addressed in Section 5.16, *Utilities and Service Systems*.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, stated that stormwater drainage around the City and its SOI could change due to site-specific grading and construction of impervious surfaces, that is, structures and other hardscape improvements. The analysis concluded that given the fact that soil erosion is not an issue based on the City's flat topography (2 percent or less) and also the NPDES requirements for construction permitting and operation, impacts on existing drainage patterns and potential soil erosion would be less than significant.

Impacts Associated with the Proposed Project

No New Impact.

Project Construction

As discussed above in Section 5.9(a), the project applicant would be required to prepare and implement an SWPPP pursuant to the GCP during grading and construction. The SWPPP specifies measures required during grading and construction to minimize erosion and siltation impacts on- and offsite. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from project-related grading and construction activities. Therefore, project-related construction activities would not result in substantial erosion or siltation on- or offsite and impacts would be less than significant.

Project Operation

Like the Approved Project, the majority of the Proposed Project Site (approximately 92.1 percent) would consist of impervious surfaces (e.g., buildings, driveways, and other paved areas), with the remaining Proposed Project Site (approximately 7.9 percent) consisting of pervious surfaces (e.g., common landscaped areas and pervious pavement). There would be no substantial areas of bare or disturbed soil onsite subject to erosion. Additionally, as noted in the WQMP, all pervious areas would also be planted for erosion control protection, as well as filtration for runoff. Furthermore, per Chapter 15.40 (Grading) of the City's Municipal Code, the project applicant would be required to obtain a grading permit and precise grading/erosion control plans.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?**

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR concluded that impacts on existing drainage patterns and potential flooding would remain less than significant with the implementation of a SWPPP, required under the NPDES program and GCP requirements.

Impacts Associated with the Proposed Project

No New Impact. As discussed in Section 5.9(a) above, during construction, SWPPP, required under the NPDES program and CGP requirements, must contain site maps showing the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography (before and after construction), and drainage patterns across the Proposed Project.

As discussed in the hydrology report prepared for the Proposed Project (see Appendix E), drainage runoff from the Proposed Project Site would be adequately handled by the Proposed Project's drainage system. The proposed onsite drainage would be captured in drop inlets that are connected to proposed 8-inch CMPs for detention. These pipes would provide the storage to meet 100% of the design capture volume. These 8-inch CMPs would be pumped to one of three biofilter areas onsite. The pump's flow rate would be lower than the rate at which runoff flows through the biofilter areas. This would prevent the biofilter areas from ponding. In large storm events, the runoff larger than the DCV would bypass the biofiltration system and be discharged into the Coyote Creek channel at rates mimicking the existing flow rates (31.76 cfs), via an existing v-ditch in the adjacent Caltrans right-of-way. Additionally, the onsite landscaped areas would assist in minimizing the amount of runoff from the Proposed Project Site by maximizing permeable areas and decreasing the amount of runoff. Therefore, development of the Proposed Project would not substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial flooding on- or offsite.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Summary of Impacts Identified in the Program EIR

See response to Section 5.9(d), above.

Impacts Associated with the Proposed Project

No New Impact. See response to Section 5.9(d), above. Development of the Proposed Project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

f) Otherwise substantially degrade water quality?

Summary of Impacts Identified in the Program EIR

See response to Section 5.9(a), above. The Initial Study, incorporated by the Program EIR, concluded that impacts to water quality would be less than significant with development of the City in accordance with the GPU.

Impacts Associated with the Proposed Project

No New Impact. See response to Section 5.9 (a), above. Development of the Proposed Project would not substantially degrade water quality. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Summary of Impacts Identified in the Program

The Initial Study, incorporated by the Program EIR stated that according to the FEMA 100-Year Flood Zone Map for the City of Los Alamitos, the Carbon Creek Channel and San Gabriel River are within the 100-year flood zone area. However, no residential housing is proposed in these areas. The land around the Carbon Creek Channel and San Gabriel River are designated open space in the proposed land use plan. Since the PGU would not place housing within a 100-year flood hazard area, impacts were determined to be less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Project Site is more than 400 feet southeast of the Carbon Creek Channel and does not propose to place housing within a flood hazard area. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, concluded that the area around the Carbon Creek Channel and San Gabriel River are designated for open space and would not place structures within the hazard area that would impede or redirect flood flows. These hazard areas would remain the same as under the Approved Project, and impacts were determined to be less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is more than 400 feet southeast of the Carbon Creek Channel. According to the U. S. Department of Homeland Security, FEMA website, the subject property is in Flood Zone Shaded X on Community Panel 06059C 0112J, map dated December 3, 2009. Development of the Proposed Project would not place structures within the hazard area that would impede or redirect flood flows.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR stated that Los Alamitos is within the dam inundation area of the Prado Dam, which is a flood control and water conservation project constructed and operated by the U.S. Army Corps of Engineers. Prado Dam is 25 miles northeast of Los Alamitos in the City of Corona on the Santa Ana River. If the Prado Dam were to fail, waters would reach the City in approximately 6.5 hours after dam failure and are anticipated to reach four feet deep throughout the area. However, dam failure was considered unlikely and impacts were determined to be less than significant given the time it would take for the flood waters to reach the City. Furthermore, the analysis concluded that the City addresses flood risks in the Los Alamitos Emergency Operations Plan, which would be activated immediately in a state of emergency from the state, national, or local disaster. Additionally, a California Office of Emergency Services (Cal OES) office in Los Alamitos provides local level Cal OES information and resources in all phases of emergency management. Thus, impacts from potential dam failure were considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. The site conditions under the Proposed Project also remain the same as those considered in the GPU and analyzed in the Program EIR. Like the Approved Project, development of the Proposed Project would not expose people or structures to flooding impacts. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

j) Inundation by seiche, tsunami, or mudflow

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by reference into the Program EIR concluded that there would be no significant impacts related to seiches, tsunamis, or mudflows as a result of implementation of the GPU.

Impacts Associated with the Proposed Project

No New Impact. The site conditions under the Proposed Project also remain the same as that considered in the GPU and analyzed in the Program EIR. Development of the Proposed Project would not expose people or structures to significant impacts related to seiches, tsunamis, or mudflows compared to the Approved Project. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding hydrology and water quality. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe hydrology and water quality impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for hydrology and water quality. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.10 LAND USE AND PLANNING	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Physically divide an established community?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, determined that implementation of the GPU would involve the alteration, intensification, and redistribution of land uses in Los Alamitos. However, these changes would be largely limited to infill and redevelopment of parcels that already feature urban uses. Since the GPU did not propose major changes to the City’s circulation network, or represent a dramatic shift in how land uses would be distributed in the City and SOI, it was determined that there were no impacts.

Impacts Associated with the Proposed Project

No New Impact. Surrounding land uses consist of single-family residences south (across Katella Avenue) within the unincorporated community of Rossmoor, the Los Alamitos Civic Center to east, a public middle school to the north and the onramp for the 605 freeway to the west. As determined in the Program EIR, development of the Proposed Project would not physically divide an established community. The Proposed Project would be developed within the confines of the SuperMedia Project Site considered in the Program EIR, and would not introduce roadways or other infrastructure improvements that would bisect or transect the Proposed Project Site or surrounding communities. The commercial uses of the Proposed Project would also be compatible with the surrounding land uses, as it would introduce new retail and restaurant uses in an area with similar uses (the Katella Commercial Corridor). Furthermore, access to the surrounding communities would not be interrupted as a result of development of the Proposed Project, as residents do not have to cross the site to access their communities.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the

impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?**

Summary of Impacts Identified in the Program EIR

The GPU resulted in a total of 8,735 residential units, a population of 23,003 people, 8,881,442 square feet of nonresidential development, and 18,430 jobs in the City and unincorporated community of Rossmoor. The Program EIR analyzed the GPU's consistency with the applicable state, regional, and local laws, regulations, plans, and guidelines. First, the Program EIR concluded that the GPU was consistent with State Planning Law and the California Complete Streets Act. Second, it concluded that the GPU was consistent with SCAG 2012–2035 RTP/SCS. Third, the Program EIR concluded that the GPU was consistent with the Airport Environs Land Use Plan. Therefore, this impact was found to be less than significant.

Impacts Associated with the Proposed Project

No New Impact. The City of Los Alamitos General Plan designates the Proposed Project Site as Retail Business, which permits commercial retail uses that include supermarkets, drugstores, personal services, restaurants, and facilities that offer a variety of retail products. General services such as auto-related sales and repair, nurseries, plumbing outlets, and home appliance stores are permitted subject to special review procedures.

The Proposed Project would develop the Proposed Project Site with up to 113,880 SF of commercial retail space in seven buildings. The Los Alamitos GPU assumed, and the Program EIR analyzed the impacts of development of up to 163,000 SF of retail/commercial floor area on the SuperMedia/Civic Center Site. The Civic Center would remain in place and is not part of the Proposed Project. The Program EIR assumed a 0.29 FAR for the 13 acre site. Proportionally, applying a 0.29 FAR, the 9.6 acre Proposed Project Site would have an allocation of approximately 121,000 SF. The Proposed Project is proposing up to 113,880 SF of commercial space with an FAR of 0.27. Therefore, the Proposed Project Site's square footage is within the maximum FAR assumption made for SuperMedia/Civic Center Project Site in the Program EIR. Commercial development as proposed under the Proposed Project is permitted under the General Plan and zoning designations at the proposed intensity.

A variance pursuant to Municipal Code Chapter 17.56, *Variances*, would be needed for the height of the freeway pylon sign, which can be up to 120 feet in height. The following is an assessment of the Proposed Project's ability to comply with the required findings for a variance, as defined by the Municipal Code and Government Code Section 65906:

- 1. Required Finding: There are special circumstances applicable to the property (e.g., location, shape, size, surroundings, or topography), so that the strict application of this Zoning Code denies the property owner privileges enjoyed by other property owners in the vicinity and under identical zoning districts.**

Project Consistency: The Proposed Project site has two major roadway frontages—Katella

Avenue and the I-605 freeway. The Los Alamitos Municipal Code generally allows for placement of signage on commercial properties along each major roadway frontage. Chapter 17.28 of the Los Alamitos Municipal Code specifically recognizes that the primary purpose of signage is to identify, locate and encourage businesses and events. As the I-605 freeway property frontage is located adjacent to an elevated portion of the I-605 freeway, signage at the allowed height and size would be useless to meet the purpose as to motorists on the I-605 freeway. The Project Site's grade is approximately 50 feet below the freeway's grade. The Municipal Code limits freestanding signage in the CG zone to 20 feet in height and 50 square feet in sign area; therefore, absent a variance, signage would not be visible from the I-605. Signage is critical to the economic viability of commercial centers; therefore, the Municipal Code's requirements would deny the property owner a privilege enjoyed by other property owners within zoning districts intended for commercial use.

2. Required Finding: Granting the variance would not constitute a grant of special privilege inconsistent with the limitations on other properties classified in the same zoning district.

Project Consistency: The variance would apply to installation of a freeway-oriented sign only. Signage is expressly permitted in the Zoning Code for commercial facilities within the City of Los Alamitos. The variance is necessitated by the site's grade difference with the adjacent freeway, an atypical condition for commercially-zoned land in the City of Los Alamitos. The granting of the required variance would allow the property to be developed with signage that is visible from adjacent major roadways, thereby ensuring the economic viability of the proposed commercial center. The placement of signage that is visible from adjacent roadways is permitted for similar commercial zones across the City; therefore, the granting of the variance would not constitute any granting of special privilege that is inconsistent with the limitations of other properties in the same zoning district.

3. Required Finding: Granting the variance would not authorize a use or activity that is not otherwise expressly authorized by the zoning district regulations governing the subject property.

Project Consistency: The variance would apply to installation of a freeway-oriented sign above the maximum allowed height only. Signage is expressly permitted in the Zoning Code for commercial facilities within the City of Los Alamitos. The granting of the required variance for increased height would not authorize a use or activity that is not otherwise expressly authorized by the Zoning Code for this property.

Issuance of a variance resolves any conflict with the Municipal Code. As described above, the Proposed Project is able to meet the required findings for a variance. (See Section 5.1, *Aesthetics*, herein re visual compatibility). Therefore, there is no impact related to a conflict with the Municipal Code, including the Zoning Code.

The Proposed Project does not require an amendment of the City's General Plan or zoning ordinance/zoning maps, since the proposed use is permitted under the existing General Plan land use and zoning designations of the site. Moreover, the Proposed Project's land uses are consistent with those anticipated under City's General Plan for the Proposed Project Site, and with those considered and analyzed in the Program EIR. The Proposed Project would provide a landmark gateway sign, thereby enhancing the visibility of the City as well as the City's sense of identity. Development of the Proposed Project along Katella Avenue and would also create a central,

pedestrian- and bicycle-friendly place for those who live, work, and shop in Los Alamitos, in furtherance of the Commercial Corridors Plan.

Therefore, the Proposed Project would help carry out the City’s goals and the intent of the City’s General Plan for the site, which includes redevelopment of the existing office use with a commercial center.

The SCAG Compass Blueprint Katella and Los Alamitos Commercial Corridors Plan establishes a set of design guidelines for redevelopment along Katella Avenue. Table 5.10-1 below identifies the applicable design guidelines from the Commercial Corridors Plan, and examines the Proposed Project’s compliance these standards.

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
1. BUILDING MASSING AND FORM	
<p>Streetwalls</p> <ul style="list-style-type: none"> • Orient building masses towards the public realm, creating a distinguishing street wall that frames and defines the streetscape. • Distinguish individual buildings along the street wall. Provide slight variations in materials, coloration, and ornamentation while maintaining consistent floor heights, structural bay rhythms, upper-story window placements, and sign bands between adjacent buildings. • Design buildings that are human scaled. Reduce buildings into a series of scale-giving elements, including a distinguishable base (foundation), shaft (middle), and roof cap (top). • Avoid large, monumental, and scale-less building masses. 	<p>The Proposed Project is compliant with these guidelines by creating richly detailed elevations along the public-facing sides of the structures. Each structure has a distinctive architectural design, while maintaining continuity through a common scale of development, color scheme, and the repetition of certain design elements. Buildings are human-scaled by being one story in height and offering extensive windows along the frontage to allow visibility within. The Proposed Project avoids large, monumental, and scale-less structures by breaking up large walls with multiple textures and colors.</p>
<p>Towers</p> <ul style="list-style-type: none"> • Locate tower elements at street intersections to highlight these higher-intensity settings. • Use tower elements to resolve and accentuate two converging street walls. • Extend tower elements above the street wall as an “exclamation point” that punctuates the streetscape. • Pair tower elements at street intersections as gateway elements and landmark features that announce entrance into the Los Alamitos commercial district. • Design tower elements with a distinct base, shaft, and cap. 	<p>The Proposed Project is compliant with these guidelines by including tower-like features at corners and to mark major entries, including to the City’s commercial district.</p>
<p>Corners</p> <ul style="list-style-type: none"> • Accentuate building corners with a distinguishable architectural element designed to emphasize this higher-intensity location. Use the following techniques to underscore the building corner: <ul style="list-style-type: none"> – Use a rounded building mass to “turn the corner” – Sheer off the building corner at a 45-degree angle to accentuate the corner. – Create a square indentation at the building corner, creating an entrance forecourt that facilitates pedestrian gathering. – Provide a ground-floor building indentation that is covered by upper-story overhang. 	<p>The Proposed Project is compliant with these guidelines by incorporating corner design features that emphasize these locations. The two smaller buildings nearest the Katella Avenue frontage incorporate windows, tower elements, and overhangs at corners. The corner designs are appropriate for the contemporary architectural style proposed for the commercial center. The freeway pylon sign also provides a strong corner element at the northwestern corner of the site.</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
2. BUILDING STRUCTURE	
<p>Building Base</p> <ul style="list-style-type: none"> • Rest the building on a noticeable foundation base or pedestal to firmly anchor the structure to the ground plane. • Use solid, visually substantial building base materials to project an image of durability, quality, and permanence. 	<p>The Proposed Project is compliant with these guidelines by using materials such as concrete wainscoting and concrete bases in selected locations where the buildings meet the ground plane.</p>
<p>Building Shaft</p> <ul style="list-style-type: none"> • Display the underlying structure of the building shaft through the use of columns and piers that segment the building into a series of defined structural bays. • Create visual building rhythms through the use of repetitive facade elements that include vertical repeating columns and piers, horizontal repeating spandrels, and rows of vertically oriented windows repeated in horizontal bands. • Define upper-story facades by a series of vertically oriented windows. • Amply recess upper-story windows into the building facade, designed to express building mass. 	<p>The Proposed Project is compliant with these guidelines by incorporating defined structural bays and the limited use of repetitive facade elements to create visual building rhythms. To avoid excessive repetition along the length of the building, various means are used to create the rhythm: large columns in the structure, composite resin panels, organized rows of windows, and regularly-spaced columns supporting canopies.</p>
<p>Building Cap</p> <ul style="list-style-type: none"> • Crown the building with a discernible roof cap that defines and terminates the top of the building. • Use traditional, authentic gable and hip roof forms with a discernible center ridgeline. • Distinguish and define the roof cap using the following roof forms: <ul style="list-style-type: none"> – Flat roof with distinguishable cornice element. – Gable roof form. – Hip roof form. – Conical roof forms (associated with tower elements). – Provide a ground floor building indentation that is covered by upper story overhang. • Avoid the use of mansard roof forms. Roofs shall be defined by fully pitched forms, not fragmented mansards. 	<p>The Proposed Project is compliant with these guidelines by incorporating distinctive materials near the top of the building, forming a type of cap. Such materials include wood siding, composite resin panels, stucco, gate precast panels, and metal trim. No mansard roof types are proposed.</p>
3. FAÇADE COMPONENTS	
<p>Storefront Structural Bays</p> <ul style="list-style-type: none"> • Define ground-floor storefronts with a series of structural bays that divide buildings into individual, repetitive storefront components. • Use vertical columns/piers and horizontal spandrels to define individual ground-floor storefront structural bays and display windows. • Design distinct ground-floor storefronts that provide a greater level of transparency than upper-story facades. • Provide traditional commercial storefront heights that increase interior daylighting while amply displaying merchandise to pedestrians. Ground-floor storefront heights shall be a minimum of 15 to 18 feet. 	<p>The Proposed Project is compliant with these guidelines through the use of regularly-spaced windows, building columns, and canopy-supporting columns to define ground-floor storefronts. Storefronts are design to meet or exceed the minimum height guideline of 15 to 18 feet.</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
<p>Upper Story Facades</p> <ul style="list-style-type: none"> • Define upper-story facades by rows of vertically oriented windows designed to enhance interior daylighting. • Substantially recess upper-story windows into building facade to express mass and depth. Upper-story windows shall be recessed a minimum four inches from the exterior wall plane. • Use mullions to divide horizontal window openings into a series of vertically oriented windows. • Emphasize horizontal building rhythms such as continuous cornice elements, repetitive window openings, and sign bands that provide architectural continuity between neighboring buildings. 	<p>These guidelines are not applicable to the project, as all proposed buildings are limited to one story.</p>
<p>Cornice/Roof Elements</p> <ul style="list-style-type: none"> • Define the junction between the wall plane and eave line with a discernible cornice element that defines and terminates the top of the building. • Use the following elements to define the cornice/roof junction: <ul style="list-style-type: none"> – Protruding crown molding. – Protruding brick masonry. – Roof corbels supporting roof overhangs. – Roof brackets supporting eave overhangs. • Top roof parapet walls with a distinctive cap or coping. 	<p>The Proposed Project is compliant with these guidelines by incorporating distinctive materials near the top of the building, forming a type of cap. Such materials include wood siding, composite resin panels, stucco, gate precast panels, and metal trim. The proposed materials are considered appropriate for the contemporary architectural style of the center.</p>
4. TRANSITIONAL ELEMENTS	
<p>Arcades</p> <ul style="list-style-type: none"> • Design continuous arcades that reflect the architectural style of the building. Arcades shall not be small segmented elements but shall travel the entire length of the building. • Create repetitive facade rhythms through the use of consistent column placements that define the face of the arcade. • Define the interior of the arcade with storefront structural bays. • Provide substantial traditional arcade heights that increase interior building daylighting while providing a shady retreat. Arcade dimensions shall be governed by the following standards: <ul style="list-style-type: none"> – Minimum Depth: 12 feet – Width-to-Height Ratio: Width at least two-thirds the height of the ground floor storefront 	<p>The Proposed Project is compliant with these guidelines. An arcade is created along the front of the main row of shops. The arcade is supported by a regular row of columns, and is defined on the interior by storefront windows. The arcade is consistent with the presented depth and width-to-height ratio guidelines.</p>
<p>Portals</p> <ul style="list-style-type: none"> • Provide portals designed to announce entrance into urban open spaces, such as paseos and plazas. • Use portals to frame, define, and enclose outdoor spaces, creating a series of outdoor rooms. 	<p>The Proposed Project is compliant with these guidelines by incorporating portals to define outdoor walkways and the public plaza. The portals are defined by roof elements, columns, and landscaping.</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
5. STOREFRONT ELEMENTS	
<p>Bulkheads</p> <ul style="list-style-type: none"> Define the ground-floor storefront base with a discernible bulkhead that visually anchors the storefront to the ground plane. Storefront bulkheads shall range between 18 and 36 inches. Construct ground-floor storefront bulkheads with durable yet ornamental building materials that resist maltreatment while expressing the architectural style of the building. 	<p>The Proposed Project is compliant with these guidelines by periodically spacing bulkheads along the front elevation, while allowing space in selected areas for larger windows.</p>
<p>Awnings and Canopies</p> <ul style="list-style-type: none"> Provide storefront awnings and canopies that complement and reflect the architectural style of the building. Design awnings to conform to individual storefront structural bays. Awnings shall express the shape and proportion of storefront window openings based on the following standards: <ul style="list-style-type: none"> Square shed-style awnings shall accommodate square structural bays. Rounded awnings shall accommodate arched structural bays. Avoid continuous awnings. Awnings shall be segmented, conforming to individual storefront structural bays. Avoid internally illuminated awnings. Awnings shall not be backlighted. Construct canopies of durable materials such as steel and glass. 	<p>The Proposed Project is compliant with these guidelines by providing for awnings or canopies at storefronts. These features are customized to suit the architectural design of the individual storefront, and incorporate durable materials such as steel. A variety of awning and canopy types are used depending on the scale of the store and location within the commercial center.</p>
<p>Ornamentations</p> <ul style="list-style-type: none"> Ornament building storefronts with light fixtures that reflect the architectural style of the building. Create building recesses outfitted with trellis elements and plant materials, which soften building facades. Use ornamental wrought-iron grillwork as window and wall decoration to reinforce the architectural style of the building. 	<p>The Proposed Project is compliant with these guidelines by incorporating a lighting plan with contemporary lighting fixtures that match the architecture of the center. The Proposed Project also incorporates landscape materials along the publicly-visible elevations to soften building facades.</p>
6. BUILDING MATERIALS	
<p>Wall Materials</p> <ul style="list-style-type: none"> Use Mediterranean-oriented wall materials to reinforce Los Alamitos' mild climatic conditions and architectural image. Use human-scaled wall materials that can be repeated in incremental units. Use dimensional wall materials, such as brick and stone, that help people interpret the size of the building. Avoid large, featureless modern wall surfaces, such as all-glass curtain walls and blank facades. Use exterior plaster finishes that are not overly exaggerated or irregular. Preferred exterior plaster finishes include: fine sand float, light dash, medium dash, lightly skip troweled. 	<p>The Proposed Project is compliant with these guidelines incorporating human-scaled materials that can be repeated in incremental units, such as wood siding, corrugated metal, and composite resin panels. Large, featureless wall surfaces are avoided by using columns, a variety of building materials, and canopies to break up facades.</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
<p>Roof Materials</p> <ul style="list-style-type: none"> • Use durable, authentic, and indigenous roof materials that increase the value of commercial buildings. • Encourage the use of authentic Mediterranean-style roof materials to reinforce Los Alamitos' architectural image. • Avoid non-durable, rustic residential-type roof materials such as wood shingles and composition roofing, which are out of context with Los Alamitos' commercial vision. 	<p>These guidelines are not applicable to the Proposed Project, as the commercial center's roof design is flat, which precludes views of roofing materials from nearby public areas.</p>
<p>Recommended Materials List</p> <ul style="list-style-type: none"> • Design commercial buildings based on the following recommended building materials: <p>Building Base and Facades</p> <ul style="list-style-type: none"> • Concrete, sandblasted (building base only) • Exterior plaster, smooth (use real three-coat exterior plaster applications) • Masonry, brick (i.e., FBX; face brick, 4x2-2/3x8"; narrow gage Roman, 4x2x12") • Masonry, Stone (i.e., natural, broken rangework, pitched face, quarry faced) • Metal, structural (e.g., steel I-beam spandrels) • Tile (bulkhead base; use traditional glazed transparent 4x4" square ceramic Dal tile, with deep, rich colors, such as cobalt blue, vermilion, timberline green, sunflower, grape, or black) <p>Windows</p> <ul style="list-style-type: none"> • Glass, lightly tinted (allowing 90 percent light transmission) • Glass, transparent <p>Roofs</p> <ul style="list-style-type: none"> • Metal, copper • Metal, rolled or rubber membrane (flat roof sections only), screened from public view by a parapet wall and associated cornice Metal, standing seam (standing seam joint segments shall be spaced 18 inches, maximum) • Tile, full arched clay or concrete (Straight Barrel Mission) <p>Beams, Brackets, Corbel & Rafter Tails</p> <ul style="list-style-type: none"> • Wood, dimensional timber (use for exposed structural members) 	<p>The Proposed Project is compliant with these guidelines by incorporating a range of materials on the list of recommended materials, such as: concrete, exterior plaster, structural metal, and lightly tinted or transparent glass.</p>
<p>7. STREETScape</p>	
<p>Landscaping</p> <ul style="list-style-type: none"> • Plant formal soldier rows of street trees (20 to 30 linear feet on-center, maximum) to frame and enclose the streetscape. • Provide a consistent streetscape image through the use of formal canopy-style street tree plantings that provide summer shade and winter transparency. • Provide groupings of consistent plant containers or raised planters along sidewalks planted with colorful flowering annuals and perennials to promote a formal landscape image. • Use raised planters within broad sidewalk portions of Los Alamitos Boulevard as a physical buffer between vehicles and pedestrians. 	<p>The Proposed Project is compliant with these guidelines by including a formal row of street trees along Katella Avenue, a consistent canopy of trees across the parking areas, a row of accent trees along the frontage of the main center building, and groupings of plants in the plaza area creating a formal landscape image.</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
<p>Sidewalks</p> <ul style="list-style-type: none"> • Create wide sidewalks along Los Alamitos Boulevard 18 to 25 feet in width to accommodate three types of activity or spaces: <ul style="list-style-type: none"> – Pedestrians (7 to 9 feet) – Outdoor dining or seating (6 to 10 feet) – Sidewalk appurtenances (5 feet) such as street furniture and building entry • Locate street trees adjacent to the street and parking areas. Plant trees in formal cast iron tree grates and guards to project a formal landscape image. 	<p>The Proposed Project is compliant with these guidelines by providing a row of street trees on Katella Avenue, to be consistent with City Municipal Code standards, and a canopy of parking lot trees. The Proposed Project does not front on Los Alamitos Boulevard, so standards for that street are inapplicable.</p>
<p>Street Furniture</p> <ul style="list-style-type: none"> • Use a consistent palette of street furnishings designed to complement and unify each district along the corridor. • Locate street furnishings within the appurtenance zone and within entrance forecourts, plazas, paseos, and interior courtyards. • Place seating where it will not conflict with pedestrian movements. Seating should be placed for psychological comfort, provide a sense of protection, and be positioned to view storefronts and pedestrian movements. • Use decorative human-scaled light poles (maximum 14 feet high). Light poles shall have a discernible base, shaft, and cap that support the luminary. Use flutes, moldings, and other light pole ornamentations to create human interest. • Use trash receptacles with covered tops and sealed bottoms to keep contents dry and out of sight. 	<p>The Proposed Project is compliant with these guidelines by providing a consistent street furniture palette for use in public areas of the site, including the plaza. Seating would be convenient to storefronts and restaurants. Human-scaled lighting systems are included, with features such as tree uplighting, accent wall lighting, building downlights, bollard lights, pendant lighting fixtures, and under-bench lighting. The Proposed Project would include trash receptacles with covered tops and sealed bottoms.</p>
8. BUILDING SIGNAGE	
<p>Wall Signs</p> <ul style="list-style-type: none"> • Use wall signs to identify the business. Design wall signs that coordinate with the design, materials, color, and architectural style of the building. • Provide wall signage composed of individually formed letters or symbols, including individual pinned metal letters, beveled and gilded letters, and three-dimensional foam letters. • Avoid dominating the building facade with wall signage that is out of scale. Wall sign shape and proportion should fit and seamlessly integrate into the building facade, conforming to the sign band above the storefront and below second-story windows. Wall signs shall not cover windows or architectural embellishments. • Express the personality of the business through the use of decorative font styles that add character to the streetscape. • Provide a uniform sign program (theme) for single developments, coordinating wall sign size, font type, materials, color, and illumination source. 	<p>The Proposed Project is compliant with these guidelines by providing a detailed sign program incorporating wall signs that are coordinated in terms of design, materials, color, and architectural style with the commercial center’s buildings. The sign program provides for signs at an appropriate scale for the center, and that offer adequate flexibility for future store operators to provide a distinctive sign design. The use of a freeway pylon sign, located at the far northwest corner of the site, allows for the necessary business identification to be provided to drivers on I-605, while avoiding dominating the building façade with signage that is out of scale.</p>
<p>Projecting Signs</p> <ul style="list-style-type: none"> • Use projecting signs to identify the business, such as word signs or symbol signs (guild signs) composed of a recognizable symbol that conveys the image of the business. 	<p>The Proposed Project is compliant with these guidelines by providing a sign program with specifications for projecting signs (blade signs) that are coordinated in terms of design, materials, color, and architectural style with the commercial</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
<ul style="list-style-type: none"> • Design projecting signs to complement the architectural style of the building. • Construct projecting signs using durable materials, including enameled metal, powder-coated metal, and punched iron plate. • Illuminate projecting signs with exterior down lighting fixtures such as incandescent “gooseneck” lamps and spot halogens. • Design structural brackets to complement the projecting sign, composed of materials and colors that reinforce the form and shape of the sign. 	<p>center’s buildings.</p>
<p>Window Signs</p> <ul style="list-style-type: none"> • Use window signage to identify the business only. Window signage shall not be used to advertise products, prices, sales, or other extraneous information that muddles the message. • Compose window signs using permanent durable materials, including interior-mounted gilded and diecut vinyl letters. • Avoid large advertising placards that obliterate storefront window openings. Storefront windows shall be transparent, allowing pedestrians to window shop, while providing ample interior daylighting. • Design subtle window signs that identify the business, not products. Window signs shall not exceed 10 percent of the window area (defined as the area of glass present in the storefront). 	<p>The Proposed Project is compliant with these guidelines by providing a sign program that identifies appropriate locations and sizes for window signs.</p>
9. STOREFRONT DISPLAY	
<p>Window Display</p> <ul style="list-style-type: none"> • Design window displays as a composition, creating a pleasing tableau of merchandise, a contrived and creative still life that delights and entertains the passerby. • Complement and emphasize the shape of the storefront display window by using horizontal or vertical window dressing elements. The building and storefront window should function as a picture frame, complemented by the window display in color and proportion. • Develop a clear idea or message of what the window dressing should convey. Concentrate on a single concept designed to articulate the desired overall theme. • Change windows dressings frequently. Transform window displays seasonally, reflecting holidays and special events (F, H). A memorable display will be anticipated by patrons each year as a traditional part of the holiday. • Don’t confuse patrons with too much “eye candy.” The intent is to entice people inside the commercial establishment, not to display every piece of merchandise. • Use actual physical merchandise to provide an immediate connection to customers without word signage or product placards. Actual product color, shape, texture, and, in some cases, smell or sound, are subtle methods to convey your message. • Use a consistent window dressing color to convey your merchandising message. 	<p>These guidelines are not applicable to the Proposed Project, as they provide guidance for the end-users of the facilities (shopkeepers) rather than the overall development of the facility. Future occupants of the commercial center would be required to comply with applicable City regulations as well as the center’s management policies related to window displays. No element of the Proposed Project design is found to be inconsistent with these standards, or would impede the implementation thereof.</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
<ul style="list-style-type: none"> • Illuminate storefront window dressings to entice nighttime window shoppers to return during business hours. Use halogen spotlights to illuminate merchandise, while enhancing public safety by lighting the sidewalk and allowing security to view inside. • Group merchandise together to convey a consistent message. • Use larger merchandise components to balance a grouping of smaller products. 	
10. BUILDING/PARKING LOCATION	
<p>Building Location</p> <ul style="list-style-type: none"> • Place building storefronts contiguous to the property line directly fronting the sidewalk. Locate 85 percent of building storefronts at the property line. Fifteen percent of the block length can be set back 25 feet to accommodate building forecourts and outdoor eating areas. • Locate primary building entrances toward the public streetscape. Secondary building entrances should be oriented toward interior parking courts. • Create short building streetwalls composed of attached buildings to frame and enclose the streetscape. Streetwalls should not exceed 100 feet without a building indentation or pass-thru separation. • Orient building frontages to frame and enclose formal open space features, such as external plazas. 	<p>The Proposed Project is compliant with these guidelines by creating a private drive aisle set back from Katella Avenue, which effectively becomes a new street. This drive aisle is similar to a public street in that it is lined with street trees and provides access to a wide, attractive walkway with outdoor furniture and landscaping along the storefronts. The main buildings in the Proposed Project would front this walkway. Short street walls are created through the use of indentations and other architectural variation to break up facades. Buildings are used to frame and partially enclose the public plaza on the Proposed Project Site.</p>
<p>Parking Location</p> <ul style="list-style-type: none"> • Locate long-term vehicular parking within interior parking courts behind street-facing buildings. • Locate short-term parking on-street, characterized by parallel and diagonal parking placements. • Design the parking court as a dual-use plaza intended to accommodate both vehicles and pedestrians. Provide vehicular parking stalls in addition to pedestrian amenities, including fountains, tree bosques, and accent pavers. • Share entrance streets with neighboring parcels. Reciprocal access agreements should be required to allow the passage of vehicles between adjacent parcels. • Eliminate pedestrian and vehicular conflicts. Locate curb cuts on minor secondary streets and rear alleys (as opposed to major boulevards), providing access to internal-oriented parking courts. 	<p>The Proposed Project is compliant with these guidelines by creating a pedestrian-friendly parking area with well-defined walkways. Shared access would be provided with City Hall with appropriate easements provided to the City. Due to the Proposed Project Site's location adjacent to the I-605 and the anticipated volume of traffic to the site, an interior parking court is inadvisable. A signalized entry is provided to allow for safe and efficient access to the parking area. Parking areas are landscaped.</p>
11. URBAN OPEN SPACE	
<p>Plazas, Forecourts, Courtyards</p> <ul style="list-style-type: none"> • Orchestrate building placements to frame and enclose urban open space features, such as forecourts, plazas, and courtyards. • Use small-scale entrance forecourts and intersection plazas contiguous to the streetscape to announce entrance into districts and individual buildings. • Locate larger-scaled plazas externally, oriented towards the public realm and commonly defined by multiple building frontages. 	<p>The Proposed Project is compliant with these guidelines by creating a public plaza in front of one of the main buildings on the north side of the commercial center, and using variations in the front elevation of this building to create distinctive forecourts, plazas, and courtyards, defined by buildings as well as landscaping.</p>

Table 5.10-1 Katella and Los Alamitos Commercial Corridors Plan Consistency

Guideline	Assessment of Project Compliance
<ul style="list-style-type: none"> Locate private courtyards internally, defined and framed by multiple buildings, to accommodate pedestrians and vehicles. 	
<p>Corner Plazas</p> <ul style="list-style-type: none"> Locate plazas at major intersections to announce entrance into Los Alamitos' commercial districts. Define corners with building masses that frame and enclose outdoor plazas. Equip and dress corner plazas with public amenities, including tree bosques, fountains, planters, and special pavers. 	<p>This guideline is not applicable to the Proposed Project as the Proposed Project Site is not located at a major intersection that would announce entrance into a commercial district.</p>
<p>Paseos</p> <ul style="list-style-type: none"> Locate narrow pedestrian paseos internal to the site to link private interior courtyards and patios. Use internal pedestrian paseos to link individual private parcels. Design paseos to accommodate public amenities such as fountains, plant containers, and al fresco dining opportunities. 	<p>The Proposed Project is compliant with these guidelines by providing walkways with numerous amenities, such as seating, al fresco dining, and pedestrian-scaled lighting, across the Proposed Project Site, including across the parking areas.</p>

As shown in the above table, redevelopment of this site would carry out the intent and goals of the Commercial Corridor Plan. The Project Site is a gateway to the City and development of the Proposed Project, including the freeway pole sign, presents an opportunity to create a landmark that enhances the identity and visibility of the City, all in furtherance of the Commercial Corridor Plan.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, stated that the Central and Coastal Orange County NCCP/HCP includes 13 cities in the County. However, Los Alamitos is not a participant. Furthermore, the closest portion of the plan area—near Newport Beach—is approximately 13 miles from the southeast corner of Los Alamitos. Therefore, the GPU was considered to have no impact.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is not within a NCCP or HCP, or any other habitat conservation plan. Therefore, the Proposed Project would not result in any impact related to local ordinances and or an adopted NCCP or HCP, and no mitigation is required.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the

impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding land use and planning. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe land use and planning impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required regarding land use and planning. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

XI. MINERAL RESOURCES	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, stated that Los Alamitos does not contain any nonfuel mineral resources of statewide or regional importance. The California Geological Survey (CGS) classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975. The MRZ-1 zones are areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence. MRZ-3 indicates areas of undetermined mineral resource significance. MRZ-4 indicates areas where available information is inadequate for assignment to any other MRZ zone.

The City of Los Alamitos and the SOI fall within the MRZ-1 and MRZ-4 zones. No areas are designated MRZ-2. The Initial Study, incorporated by the Program EIR, determined that development in accordance with the GPU would not impact any areas of a known mineral resources.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed with office uses and is not used for mineral extractions. As with the project analyzed under the Program EIR, development of the Proposed Project would not have a significant impact on mineral resources. The Proposed Project is consistent with the impacts identified in the Program EIR, and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on the general plan, specific plan or other land use plan?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, determined that there are no locally important mineral resource recovery sites in the City or the SOI. Future development in accordance with the GPU was determined not result in the loss of availability of a locally important mineral resource, and there were no impacts relating to mineral resources recovery sites. The Proposed Project would have no impact on oil production or mineral resources. No impact would occur.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is developed with office uses and is not used for mineral or oil extractions. The Proposed Project would have no impact on oil production or mineral resources. No impact would occur. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding mineral resources. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under

which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe mineral resources impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required regarding mineral resources. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.11 NOISE	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Summary of Impacts Identified in the Program EIR

Construction

The Program EIR found that construction activities associated with buildout of the GPU could create a substantial short-term increase in noise levels in the vicinity of noise-sensitive land uses [**Impact 5.7-4**]. The transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads, and construction equipment could also cause short-term impacts. Construction of individual developments associated with the buildout of the land use plan could temporarily increase the ambient noise environment and could have the potential to affect nearby noise-sensitive land uses.

The Program EIR stated that the 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. The Program EIR concluded that even with the limitation in construction noise hours, project construction could generate substantial noise increases for prolonged periods of time, causing disturbance and annoyance at nearby uses, and therefore implementation of the General Plan could have a potentially significant impact. With mitigation, impacts were significant and unavoidable.

Operation

The Program EIR concluded that the GPU would not result in a substantial long-term increase in ambient noise levels generated by vehicle traffic [**Impact 5.7-1**]. It found that future development in accordance with the GPU would cause increases in traffic along local roadways. The Program EIR reasoned that because the expected ambient noise increase would occur over a long period of time (over 20 years), instead of an immediate change in noise, there would be a significant impact for roadways where buildout of the GPU would result in a noise increase of 3 decibels (dB) ("barely perceptible") or more in an environment where the ambient noise level is 60 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL).

Under the 2035 scenario analyzed in the Program EIR, the ambient noise environment would be higher than 60 dBA CNEL along most of the study-area roadway segments. However, the Program EIR determined that buildout of the proposed GPU would only result in noise level increases up to 1.1 dBA 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 GPU would be less than significant.

The Program EIR also concluded that the GPU would not expose sensitive receptors to elevated noise levels from traffic and stationary noise [**Impact 5.7-2**].

The Program EIR calculated traffic noise contours for long-range 2035 conditions from roadway traffic along nearby freeways and major thoroughfares in Los Alamitos. The contours did not account for noise attenuation created by intervening structures or topographical barriers. It was

determined that several portions of the City would be in areas exposed to noise levels above 60 dBA CNEL, which is the level considered normally compatible with the development of residential uses.

The extent of the exposure to noise depends on site-specific conditions and location of buildings, and further review would be required as future development is proposed. The City's Municipal Code includes several noise standards in Chapter 17.24 to control noise from stationary sources, and the GPU includes policies in the Public Facilities and Safety Element. Public Facilities and Safety Element Policies 4.1 to 4.6 would reduce noise impacts from transportation and stationary noise sources to sensitive uses by requiring an assessment to analyze 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. 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 were considered less than significant. No mitigation measures were required.

Mitigation Measures Adopted by the Program EIR

MM 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 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.

Impacts Associated with the Proposed Project

No new Impact.

Standards of Significance

Municipal Code

The City of Los Alamitos maintains a noise ordinance in its Municipal Code (Chapter 17.24), which establishes citywide interior and exterior noise level standards (see Table 5.12-1, *Los Alamitos Municipal Code Noise Standards*). Its purpose is to “control unnecessary, excessive, and annoying sounds emanating from incorporated areas of the City because certain noise levels are detrimental to the public health, welfare, and safety of the public.”

According to Municipal Code Section 17.24.060, prohibited exterior noise levels, “it is unlawful for a person to create noise, or to allow the creation of noise on property owned, leased, occupied, or otherwise controlled by a person, that causes the noise level when measured on a residential, public institutional, professional, commercial, or industrial property, either within or without the city, to exceed the applicable noise standard.” The noise levels at the affected property shall not exceed:

1. The noise standard for a cumulative period of more than 30 minutes in any hour; or
2. The noise standard plus 5 dBA for a cumulative period of more than 15 minutes in any hour; or
3. The noise standard plus 10 dBA for a cumulative period of more than 5 minutes in any hour; or
4. The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour; or
5. The noise standard plus 20 dBA for any period of time.

According to Section 17.24.060(B), if the ambient noise level exceeds the categories, the cumulative period applicable to the category shall be increased to reflect the ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under that category shall be increased to reflect the maximum ambient noise level.

A project would normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining sensitive receptors or conflict with the adopted environmental plans and goals of the community in which it is located. The City has not adopted any threshold for increases in ambient noise levels.

Table 5.12-1 Los Alamitos Municipal Code Noise Standards

Noise Zone	Exterior Noise Standard		Interior Noise Standard	
	Noise Level	Time Period	Time Period	Time Period
Residential – daytime	55 dB(A)	7 AM – 10 PM	55 dB(A)	7 AM – 10 PM
Residential – nighttime	50 dB(A)	10 PM – 7 AM	45 dB(A)	10 PM – 7 AM
Office	55 dB(A)	Anytime	55 dB(A)	Anytime
Commercial	60 dB(A)	Anytime	55 dB(A)	Anytime
Industrial	70 dB(A)	Anytime	55 dB(A)	Anytime

Source: Municipal Code Chapter 17.24

The noise ordinance also details prohibited interior noise levels in Section 17.24.080. Section 17.24.020(D) exempts noise from the City's noise standards for construction-related activities that occur between 7:00 AM to 8:00 PM, Monday through Saturday.

Construction Noise Standards for Sensitive Receptors

There are no specific performance standards in the Los Alamitos Municipal Code that apply to construction noise. The Los Alamitos Code places time-of-day restrictions on construction permits. Adherence to this schedule is considered to be in compliance with the noise code. The allowable hours of construction occur during time of lesser noise sensitivity with heavy equipment to operate from 7:00 AM to 8:00 PM on weekdays and Saturdays, excluding federal holidays.

A Noise Impact Analysis (NIA) was prepared by Giroux & Associates (October 2016) and is included as Appendix G. The analysis estimated noise levels associated with construction and operation of the Proposed Project. There are several existing uses surrounding the site, that are considered sensitive receptors, with specialized requirements relative to interior noise levels:

- **Oak Middle School.** As shown in Figure 2-4, *Surrounding Land Uses*, the school shares its southern boundary with the Proposed Project Site's northern boundary. The track field and a portion of the recreational blacktop, considered exterior recreational uses, abut the majority of the boundary. Several school classroom buildings are close to the northeast Project boundary. The primary noise constraint at a school would be to the interior instructional environment. The City of Los Alamitos has a 55 dBA daytime interior noise threshold. A typical building can reduce noise levels by 20-25 dBA with the windows closed (U.S. Environmental Protection Agency (EPA), 1974). Because the classrooms are air conditioned, the structural attenuation of rooms is 20-25 dBA or more. Therefore, an exterior noise level of 75 dBA at classroom buildings would maintain an acceptable interior noise environment of 50-55 dBA with closed windows.
- **Single-Family Residential.** The closest residential receptors to the Proposed Project Site are single-family homes to the south, across Katella Avenue, an 8-lane road. These homes have a 5-foot block privacy wall along the Katella Avenue frontage that would assist in minimizing any noise from construction or operation of the Proposed Project. The homes are depressed by approximately 2 feet from the roadway. The depression from the roadway would also assist in noise mitigation. In addition, background noise from traffic along Katella Avenue would dilute Proposed Project noise impacts. With building noise attenuation, an exterior noise level of 70-75 dBA energy-weighted average (Leq) at residential receptors would maintain an interior noise environment of 50-55 dBA with windows closed during the day, which is considered acceptable on a short-term basis. Since construction would occur only during the day, windows could be opened during the evenings and night.

Although not a sensitive use, Los Alamitos Civic Center is immediately to the east of the Proposed Project Site. Uses include City Hall, the Los Alamitos Police Department, and the Parks and Recreation Department and a Community Center. If the noise loading on the buildings is such that there is sufficient exterior-to-interior noise attenuation, then normal business can be conducted. Acceptable interior noise for commercial or office use is 55 dBA. Therefore, exterior noise levels of 75-80 dBA and below would facilitate an acceptable interior noise level for the adjacent government buildings.

Existing Noise Environment

Noise Monitoring Data

Short-term onsite noise measurements were made in order to document existing baseline levels in the Proposed Project area. Noise monitoring was conducted on Thursday, June 30, 2016, at two onsite locations between the hours of 11:00 a.m.-11:40 a.m. The measurement locations are shown in Figure 5.12-1, *Noise Meter Locations*. Meter 1 captured noise levels in the northwest corner of the parking lot and represents noise levels at the shared boundary with the middle school. Meter 2 was located along the southwest corner of the parking lot, approximately 60 feet north of the Katella Avenue centerline.

24-hour weighted CNELs can be reasonably well estimated from mid-day noise readings. CNELs are approximately equal to mid-day equivalent continuous noise level (Leq) plus 2-3 dBA (Caltrans Technical Noise Supplement, 2009). At Meter 1, the observed noise level was 59 dBA Leq or about 62 dBA CNEL. Closer to Katella Avenue at Meter 2 the observed noise level was 64 dBA Leq, or 67 dBA CNEL. The noise meter locations represent ambient noise levels closest to I-605 and northbound ramp. Existing noise levels are well within the recommended compatibility threshold for commercial uses shown in Table 5.12-1

Figure 5.12-1 Noise Meter Locations



Roadway Noise

The east–west roadway in immediate vicinity of the Proposed Project Site is Katella Avenue. The north–south roadways are the I-605 northbound onramp and offramp to the west and Civic Center Drive to the east. In order to assess the potential for mobile-source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the Proposed Project area. Average daily traffic (ADT) volumes were taken from the traffic study for public streets in the Proposed Project Area. Modeling indicates that average noise levels along arterial segments and the I-605 northbound ramp currently range from 60.9 dBA to 74.1 dBA CNEL as calculated at 50 feet from the centerline of the road. Noise levels for existing conditions along analyzed roadways are presented in Table 5.12-2, *Existing Traffic Noise Levels*.

Table 5.12-2 Existing Traffic Noise Levels (dBA CNEL at 50 feet from centerline)

Segment	Existing (No Project) Noise Levels
Norwalk Ave/ N of Wardlow	69.0
Wardlow-Cerritos	69.8
Cerritos-Katella	71.2
Katella-Farquhar	72.0
S of Farquhar	72.3
Willow/ W of Studebaker	70.7
E of Studebaker	71.6
Katella/ I 605 NB Ramp-Civic Center	74.1
Civic Center-Walnut	74.0
Walnut-Los Alamitos	73.4
Los Alamitos-Bloomfield	72.6
Bloomfield-Lexington	72.5
Bloomfield St/ N of Katella	67.2
S of Katella	64.1
Walnut St/ N of Katella	60.9
S of Katella	66.7
Denni St/ N of Katella	63.7
S of Katella	63.4
Studebaker/ N of Katella	69.9
S of Katella	70.0

Analysis

Implementation of the Proposed Project would result in a short- or long-term noise impact in the Proposed Project area. Short-term noise impacts would be associated with demolition of existing buildings and parking lot, concrete crushing, grading, and erecting of buildings onsite during construction. Construction-related, short-term noise levels could be higher than existing ambient noise levels in the Proposed Project area and therefore, could potentially impact existing sensitive uses north and south of the Proposed Project Site.

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. Even with the limitation in construction noise

hours, construction of the Proposed Project may have the potential to generate substantial noise increases for prolonged periods of time, causing disturbance and annoyance at nearby uses.

Additionally, the operational phase of the Proposed Project could have the potential to increase noise levels in the vicinity of the Proposed Project Site due to the increase in project-generated vehicle trips, as well as from the commercial operation support activities, such as delivery/unloading of goods, maintenance activities such as refuse collection or parking lot sweeping, or stacking or retrieval of temporary outdoor storage. Long-term noise impacts are discussed in c), herein.

Proposed Project Construction

Mobile Construction Equipment

Construction noise levels would vary at any given receptor depending on the construction phase, equipment type, duration of use, distance between the noise source and receptor, and the presence or absence of barriers between the noise source and receptor. Table 5.12-3, *Construction Equipment Noise Levels*, identifies highest (L_{max}) noise levels associated with each type of equipment identified for use, then adjusts this noise level for distance to the closest sensitive receptor and the extent of equipment usage (usage factor), which is represented as L_{eq}. The table is organized by construction activity and equipment associated with each activity and describes the noise level for each individual piece of equipment separately.

Table 5.12-3 Construction Equipment Noise Levels

Phase Name	Equipment	Quantity	Usage Factor ¹	Hours of Operation ²	Reference Noise Level at 50 feet (dB) ³	Cumulative Noise Level at 50 feet (dB)
Demolition	Dozer	1	40%	3.2	82	78
	Concrete Saw	1	20%	1.6	90	84
	Tractor	2	40%	3.2	84	80
	Crusher	1	90%	7.2	89	89
Site Preparation	Tractor	4	40%	3.2	84	80
	Dozer	3	40%	3.2	82	78
Grading	Grader	1	40%	3.2	85	81
	Dozer	1	40%	3.2	85	81
	Tractor	2	40%	3.2	84	80
	Excavator	2	40%	3.2	81	78
	Scraper	2	40%	3.2	84	80
Building Construction	Forklift	3	20%	1.6	75	68
	Gen Set	1	50%	4.0	81	78
	Loader/Backhoe	3	37%	3.0	78	74
	Crane	1	16%	1.3	81	73
	Welder	1	46%	3.7	74	71
Paving	Paver	2	50%	4.0	77	74
	Paving Equip	2	40%	3.2	76	72
	Roller	2	38%	3.0	80	76

Source: FHWA's Roadway Construction Noise Model, 2006

Notes:

¹ Represents the actual hours of peak construction equipment activity out of a typical 8-hour day

² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation

³ Actual equipment noise measurements were used for this analysis. Manufacturer specifications provided for informational purposes only.

As shown in Table 5.12-3, noise levels from operation of individual pieces of construction equipment can be identified individually, or levels for multiple pieces of equipment can be combined to represent a worst case condition. Since it is not physically possible for all pieces of equipment to operate simultaneously in the same spot, the NIA combined noise levels from the two noisiest pieces of equipment for each phase is totaled and used to describe maximal construction noise exposure at receptor locations. The Oak Middle School classrooms and Civic Center office buildings were assumed to have a 50-foot and 75-foot separation, respectively, from the area where heavy equipment would be used for construction. The 50- and 75-foot separations represent the distance between the closest structures being constructed on the Proposed Project Site and the closest classroom and office buildings. This is because the majority of construction activities would occur in the interior of the 9.6 acre site, with the majority of construction equipment operating near the proposed building sites. Only a small amount of site construction activities would occur immediately along the northern and eastern edges. There is a 160-foot separation from the expected construction activities and the homes across Katella Avenue.

Interior classroom noise is of primary concern for the Oak Middle School, but student recreational use would also occur near the shared property line. The play field and blacktop areas are over 13 acres, and provide a large space for students to play and congregate. To evaluate noise exposure, a receiver was placed at the center of the recreational area blacktop, approximately 300 feet from the closest Proposed Project Site property line, which is where the largest number of students would be most likely to congregate.

In recognition of possible noise intrusion for sensitive uses with a shared property line, the Proposed Project applicant has provided Project Design Feature (PDF) 12-1 which requires the installation of a temporary sound barrier along the northern property line shared with the school, and along the eastern property line shared with the Los Alamitos Civic Center. The sound barrier would be 15 feet high and solid, consisting of acoustical blankets, plywood, or other material, with a transmission loss of at least 15 dBA. Table 5.12-4 *Maximum Construction Noise Levels per Phase (With Sound Barrier)* provides the resulting noise levels with the installation of the sound barrier.

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Table 5.12-4 Maximum Construction Noise Levels per Phase (With Sound Barrier)

Phase Name	Equipment	With Sound Barrier								
		Exterior Nearest Classroom from Property Line @ 22 feet	Interior Nearest Classroom from Property Line @ 22 feet	Exterior 50 feet (Classroom Buildings)	Interior 50 feet (Classroom Buildings)	Exterior 75 feet (City Hall)	Interior 75 feet (City Hall)	Exterior 300 feet (Center of Play Yard)	Exterior 160 feet (Homes Across Katella Ave.)	Interior 160 feet (Homes Across Katella Ave.)
Demolition*	Dozer	70	45	63	38	60	35	47	62	37
	Concrete Saw	76	51	69	44	66	41	52	68	43
	Tractor	72	47	65	40	62	37	49	64	39
	COMBINED	77	52	70	45	67	42	54	70	45
Site Prep	Tractor	70	45	63	38	60	35	47	62	37
	Dozer	75	50	68	43	65	40	52	67	42
	COMBINED	76	51	69	44	66	41	53	68	43
Grading	Grader	73	48	66	41	63	38	50	65	40
	Dozer	73	48	66	41	63	38	50	65	40
	Tractor	72	47	65	40	62	37	49	64	39
	Excavator	70	45	63	38	60	35	47	62	37
	Scraper	72	47	65	40	62	37	49	64	39
	COMBINED	76	51	69	44	66	41	53	68	43
Building Construction	Forklift	60	35	53	28	50	25	37	52	27
	Gen Set	70	45	63	38	60	35	47	63	38
	Loader/Backhoe	66	41	59	34	56	31	43	58	33
	Crane	65	40	58	33	55	30	42	57	32
	Welder	63	38	56	31	53	35	40	55	37
	COMBINED	71	46	64	39	61	41	48	63	43
Paving	Paver	66	41	59	34	56	37	43	58	39
	Paving Equip	64	39	57	32	54	42	41	56	45
	Roller	68	43	61	36	58	35	45	60	37
	COMBINED	70	45	63	38	60	40	47	63	42

*Crusher calculated separately; Operation of the crusher in conjunction with other demolition equipment does not increase overall construction noise by more than 1 dBA.

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As shown, the noise barrier would significantly reduce construction equipment noise for exterior receivers. Any residual noise would be from diffraction of sound waves crossing the top of the barrier. Such residual construction noise would be further reduced for interior receivers by the attenuation provided by classroom and office buildings. As shown in Table 5.12-4, with all the doors and windows closed, interior levels in the nearest classrooms would be approximately 45 to 52 dBA. That would be less than the recommended interior level of 55 dBA that would allow for effective instruction.

An interior noise level of 45 dBA would not have a noticeable affect the learning environment. Therefore, there would be less than significant impacts compared to existing conditions.

As shown in Table 5.12-4, residential uses south of Katella Avenue are expected to experience an exterior construction noise level of 70 dBA during the demolition phase when the highest noise levels would occur, which is similar to the ambient noise levels. As shown, an exterior level of 70 dBA would result in an interior level of 45-50 dBA because a typical building can reduce noise levels by 20-25 dBA with the windows closed. This is considered acceptable on a short-term basis, especially during the day when most people are not home. Since construction would occur only during the day, windows could be opened during the evenings and night. Although construction noise is exempt, interior residential noise levels would meet the City's interior noise standard of 55 dBA during construction without the need for noise barriers or other noise attenuation measures.

Concrete Crusher

A concrete crusher would be used during demolition activities to crush concrete and asphalt and recycle it onsite as fill material. The planned location of the crusher is the western edge of the Project Site, which is also the furthest location from the closest Oak Middle School classroom and office buildings at the Civic Center.

With erection of the 15-foot sound barrier, pursuant to PDF 12-1, exterior noise levels at Oak Middle School and the Civic Center would decrease to 49 and 56 dBA, respectively. With a 25 dBA structure noise attenuation, which would result in interior noise levels below 45 dBA, interior noise standards would be met for Oak Middle School and the Civic Center as well. Crusher noise at all locations would likely be less than ambient levels. However, crusher operations occur concurrently with other heavy equipment operations during the demolition phase. Crusher noise was added to the other demolition equipment noise shown in Table 5.12-4 to assess total demolition impact at various receptors. As shown in the NIA, crusher noise only minimally effects the construction noise environment. Operation of the crusher in conjunction with other demolition equipment does not increase overall construction noise by more than 1 dBA.

Compliance with standard conditions related to construction hours and the implementation of PDF 12-1 would ensure operation of the concrete crusher would not create a significant noise level. Therefore, impacts from stationary source construction noise would be less than significant compared to existing conditions.

Conclusion

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. Although exempt, as shown in Tables 5.12-4 and 5.12-5, short-term construction noise would not exceed the City's stationary daytime interior noise standards for any

of the adjacent sensitive uses. With the exception of the residential uses south of Katella Avenue, short-term construction noise would not exceed the City's daytime exterior stationary noise standards for any adjacent sensitive uses.

Residential uses south of Katella Avenue are expected to experience exterior construction noise levels between 63 dBA and 71 dBA during demolition, and between 63 dBA and 68 dBA while the Proposed Project is being constructed. These noise levels are similar to roadway traffic noise, which dominates ambient noise levels. Compliance with the City's Municipal Code restricting construction hours would ensure that construction noise does not disturb residents during the times they are most likely to be home or during hours when ambient noise levels are likely to be lower (i.e., at night). Despite exterior noise levels of 63-71 dBA, residential receptors would maintain an interior noise environment of less than 46 dBA with windows closed during the day, which is considered acceptable on a short-term basis because windows could be opened during the evenings and night.

Based on the foregoing and because the Proposed Project is consistent with the scope of development the Program EIR contemplated for the Proposed Project Site, the Proposed Project also would not result in any new significant construction noise impacts or more severe construction noise impact than what the Program EIR analyzed.

Project Design Features

PDF 12-1 [Temporary Construction Noise Barrier]. Construction noise impacts would be temporary and limited. These temporary impacts would cease once the Proposed Project is completed. Complete elimination of construction noise is technically infeasible. However, incorporation of the best available noise reduction methods, PDFs, and compliance with Mitigation Measure 7-2 would minimize impacts, to less than significant levels. The Proposed Project would not expose sensitive receptors to elevated noise levels from traffic and stationary noise. These measures would ensure that the Proposed Project's noise impacts would not be more severe than those of the Program EIR (significant and unavoidable).

Pursuant to Program EIR Mitigation Measure 7-2, the applicant is incorporating the following best management practices relating to construction of the Proposed Project:

- In accordance with the Los Alamitos Municipal Code hours of construction will be limited to hours of lesser noise sensitivity with heavy equipment to operate from 7 a.m. to 8 p.m. on weekdays and Saturdays, excluding federal holidays.
- Prior to the start of construction activities, the contractor will install a temporary 15-foot-high noise barrier adjacent to the northern and eastern property line. The barrier shall be solid and may consist of acoustical blankets, plywood, or other material with a transmission loss of at least 15 dBA.
- Prior to the start of construction activities, the contractor will install a temporary 8-foot-high noise barrier along the southern property line along Katella Avenue. The barrier shall be solid and may consist of acoustical blankets, plywood, or other material with a transmission loss of at least 8 dBA. The temporary barrier along Katella Avenue will remain in place during the Demolition, Site Prep, and Grading construction phases, and may be removed during Building Construction and Paving phases.

- Construction vehicles and equipment (fixed or mobile) will be equipped with properly operating and maintained mufflers.
- Haul routes and construction-related traffic will be restricted. [See PDF 16-3, Traffic and Transportation]
- Material stockpiles and/or vehicle staging areas will be located as far as practical from dwelling units. [See PDF 16-3, Traffic and Transportation]
- Backup audible warning devices will be replaced 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.
- Where feasible, the grading contractor will coordinate with management of the school facilities to schedule the noisiest activities during periods of lesser sensitivity. Such coordination could be to not operate large equipment close to outdoor student assembly areas when outdoor recreation is in progress, or when the school facility is not occupied.

The Proposed Project is consistent with the impacts identified in the Program EIR for a commercial center on the Proposed Project Site, which would be reduced to a less than significant level with incorporation of the identified Program EIR mitigation measures and PDFs. These measures would ensure that the Proposed Project's noise impacts would not be more severe than those disclosed by the Program EIR (significant and unavoidable).

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that construction activities associated with the GPU could create a substantial short-term increase in groundborne vibration [**Impact 5.7-3**]. Regarding long-term operation vibration impacts, the Program EIR found that 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 would be less than significant. Additionally, although land uses within the City include industrial uses, which would likely permit the heaviest industrial operations, they would not be immediately adjacent to any sensitive uses, and no major vibration sources, such as mining and blasting activities, would occur in those areas. Vibration from heavy machinery dissipates rapidly with distance; therefore, no significant operational vibration impacts to sensitive uses would occur. Commercial uses like those planned on the Proposed Project Site would not have heavy machinery other than during construction activities.

With respect to construction vibration impacts, the Program EIR found that vibration generated by construction equipment has the potential to be substantial, and impacts could occur from construction equipment associated with development in accordance with the GPU. 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. Therefore, construction of projects pursuant to the General Plan would result in a significant vibration impact, even after implementation of mitigation.

Mitigation Measures Adopted by the GP EIR

MM 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.).

Impacts Associated with the Proposed Project

No New Impact. The NIA evaluated the Proposed Project's potential vibration impacts, as required by MM 7-1 in the Program EIR.

The Proposed Project's construction equipment mix does not include vibration-intensive equipment. However, standard construction operations can generate varying degrees of ground vibration, depending on the construction procedures, equipment, and receptor building construction. The effects of vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. 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.

The American Association of State Highway and Transportation Officials (AASHTO) Standard R 8-96 (AASHTO, 2004) describes three general categories of damage to buildings from vibration: 1) Threshold cracking; 2) Architectural or Minor Damage; and 3) Major Damage. Both Threshold and Minor damage include cracks in room interior surfaces that do not affect the strength or structural integrity of the structure. The term "threshold cracking" is defined as the highest vibration amplitude at which no cosmetic, minor, or major damage occurs. This may include "threshold cracks" as hairline cracks in room walls that occur at the lowest vibration amplitudes. Based on the AASHTO guidelines, school buildings adjacent to the project site could be older and more fragile; therefore, the more conservative threshold damage criterion of 0.2 in/sec PPV was used to evaluate vibration impacts by transient and irregular sources. This threshold is applied in this analysis for transient vibration.

The closest Proposed Project structures under construction would be located at least 50 feet from the adjacent classroom buildings to the north and 75 feet from the City Hall building to the east. The Proposed Project's northern perimeter wall would be 22 feet from the closest classroom. Most construction equipment would be operated in the vicinity of commercial buildings and the duration of construction equipment operation would also be longest at these locations. The closest classroom to the Proposed Project Site boundary is located approximately 22 feet to the north. The City Hall building is approximately 10 feet from the Project Site's eastern boundary.

As discussed in the NIA, based on the Federal Transit Administration (FTA) data, vibration velocities from typical heavy construction equipment operation that would be used during project construction would range from 0.003 to 0.089 inches per second (in/sec) ppv at 25 feet from the source of activity. At 22 feet from the source activity (the distance to the closest classroom from the property line), vibration velocities would range from 0.004 to 0.107 in/sec ppv. Therefore,

vibration levels associated with operation of heavy construction equipment at the Proposed Project boundary are not expected to exceed the 0.2 in/sec ppv threshold for cosmetic damage from transient vibration for older fragile buildings. There would be no significant impact and no need for new mitigation.

Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in decibel notation (VdB), the root mean square (RMS) velocity of a vibrating object. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

65 VdB	threshold of human perception
72 VdB	annoyance due to frequent events
80 VdB	annoyance due to infrequent events
100 VdB	minor cosmetic damage

Frequent events” is defined as more than 70 events per day. “Infrequent events” is defined as fewer than 70 events per day. To determine potential impacts of the Proposed Project’s construction activities, estimates of vibration levels induced by the construction equipment at various distances were analyzed as part of the NIA.

Construction equipment that will create the maximum potential vibration is a large bulldozer or loaded truck. As discussed above, the closest classroom is 22 feet from the Modified Property Line. Use of a large bulldozer at the school property line adjacent to the closest classroom could cause a vibration level above the 80 VdB annoyance threshold, but below the 100 VdB damage threshold. However, the type of activities that would involve the use of large bulldozers and loaded trucks, such as demolition and mass grading, would not occur near the northern property line. The existing office buildings are at least 250 feet from the nearest classroom. Vibration impacts from demolition of the existing buildings would be below the threshold of human perception. Additionally, the Proposed Project Site is generally flat and the use of large bulldozers or loaded trucks immediately against the northern property line is not proposed. Minimal fine grading would occur adjacent to the northern property line and activity would be brief. Fine grading would require a small bulldozer and the associated 59 VdB level falls below the annoyance threshold.

Finally, the majority of construction activity would be near the location of the proposed commercial structures, which have at least a 50-foot separation distance from the closest classroom. The only other activity that could occur at the shared property line would be paving, and limited access space would necessitate the use of smaller equipment, which would have minimal vibration potential. Although the Los Alamitos Civic Center is not considered a sensitive use, only a small fraction of Project Site preparation, grading activities, and paving activities would occur immediately along the eastern edge.

Although vibration may be noticeable for short periods during construction, it would be temporary and periodic and would not be excessive. Therefore, construction activity vibration impacts would be below the level required for minor cosmetic damage. Therefore, impacts related to construction vibration levels would be less than significant compared to existing conditions and no new mitigation is necessary.

The Proposed Project is consistent with the impacts identified in the Program EIR for a commercial center on the Project Site and the level of impact (significant and unavoidable) would be similar to or reduced from that cited in the Program EIR.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The Program EIR concluded that the GPU would not result in a substantial long-term increase in ambient noise levels generated by vehicle traffic [**Impact 5.7-1**; see XII-a) above]; the GPU would not expose sensitive receptors to elevated noise levels from traffic and stationary noise [**Impact 5.7-2**; see XII-a) above]; and that implementation of the GPU would not result in increased noise exposure from operation of the Los Alamitos JFTB [**Impact 5.7-5**]. It was observed that operations at the Los Alamitos JFTB, a military aviation facility, would continue to contribute to the ambient noise environment because training exercises involve aircraft and ground vehicle activity. The major sources of noise at the base were found to be vehicular traffic on City roadways, major events at the base, and aircraft operations.

Impacts Associated with the Proposed Project

No New Impact. The operational phase of the Proposed Project could have the potential to increase noise levels in the vicinity of the Project Site due to the increase in project-generated vehicle trips, as well as from the commercial operation support activities, such as delivery/unloading of goods, maintenance activities such as refuse collection or parking lot sweeping, or stacking or retrieval of temporary outdoor storage.

Vehicular Noise Impacts

The roadway is approximately 150 feet in width, and therefore 75 feet from the centerline is the closest distance a receiver would be sited. Table 5.12-5, CNEL Level in dBA at 50 75 Feet from Centerline, summarizes the 24-hour CNEL level at 50 75 feet from the roadway centerline along area roadway segments at public road intersections. The noise analysis utilizes data from the TIA, prepared by LLG. Two traffic years were evaluated; existing conditions (“with project” and “without project”), and future year (2019), (“2019 with project” and “2019 without project”). Table 5.12-6, Project-Related Noise Impact shows the differential in noise levels as a result of the Proposed Project.

According to the TIA, the Proposed Project is expected to generate 9,959 trips per day. In community noise assessments, a 3 dBA 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 dBdBA CNEL. Therefore, a traffic noise increase of 3 dBA when the noise level is greater than 60 dBA CNEL, would be considered a “substantial increase” for sensitive uses and considered a significant impact. As shown in Table 5.12-7, the Proposed Project alone would not increase noise levels more than 0.2 dBA CNEL at 50 75 feet from the roadway centerline.

The cumulative analysis, representing Buildout of the Proposed Project Site, compares “2019 with project” and “2019 no project” to “existing” conditions. The “2019 with project” to existing comparison shows a maximum impact of 0.8 dBA CNEL at 50 75 feet from roadway centerline, which is less than the +3 dB significance threshold.

Table 5.12-5 CNEL Level in dBA at 75 Feet from Centerline

Segment		Year 2019 No Project	Year 2019 With Project
Norwalk Ave/	N of Wardlow	66.8	66.9
	Wardlow-Cerritos	67.5	67.6
	Cerritos-Katella	68.9	69.0
	Katella-Farquhar	69.6	69.7
	S of Farquhar	70.0	70.0
Willow/	W of Studebaker	68.3	68.3
	E of Studebaker	69.2	69.2
Katella/	I 605 NB Ramp-Civic Center	71.7	71.7
	Civic Center-Walnut	71.6	71.7
	Walnut-Los Alamitos	71.0	71.1
	Los Alamitos-Bloomfield	70.3	70.3
	Bloomfield-Lexington	70.3	70.3
Bloomfield St/	N of Katella	64.9	65.0
	S of Katella	61.8	62.0
Walnut St/	N of Katella	58.4	58.4
	S of Katella	64.2	64.3
Denni St/	N of Katella	61.9	61.9
	S of Katella	61.2	61.3
Studebaker/	N of Katella	67.5	67.5
	S of Katella	67.5	67.6

Table 5.12-6 Project-Related Noise Impact (dBA CNEL at 50 feet from centerline)

Segment		2019 Cumulative Impacts No Project*	2019 Cumulative Impacts with Project**
Norwalk Ave/	N of Wardlow	0.4	0.5
	Wardlow-Cerritos	0.3	0.4
	Cerritos-Katella	0.3	0.4
	Katella-Farquhar	0.2	0.3
	S of Farquhar	0.3	0.3
Willow/	W of Studebaker	0.2	0.2
	E of Studebaker	0.2	0.2
Katella/	I 605 NB Ramp-Civic Center	0.2	0.2
	Civic Center-Walnut	0.2	0.3
	Walnut-Los Alamitos	0.2	0.3
	Los Alamitos-Bloomfield	0.3	0.3
	Bloomfield-Lexington	0.4	0.4
Bloomfield St/	N of Katella	0.3	0.4
	S of Katella	0.3	0.5
Walnut St/	N of Katella	0.1	0.1
	S of Katella	0.1	0.2

Table 5.12-6 Project-Related Noise Impact (dBA CNEL at 50 feet from centerline)

Segment		2019 Cumulative Impacts No Project*	2019 Cumulative Impacts with Project**
Denni St/	N of Katella	0.8	0.8
	S of Katella	0.4	0.5
Studebaker/	N of Katella	0.2	0.2
	S of Katella	0.1	0.2

* The difference between "future no project" and "existing" traffic noise levels
 ** The difference between "future with project" and "existing" traffic noise levels

Operational Noise Exposure

The primary noise concern for siting a commercial operation in proximity to offsite sensitive uses is that the activities in support of the proposed commercial use may create a noise nuisance. Commercial support activities could include delivery/unloading of goods, maintenance activities such as refuse collection or parking lot sweeping, or stacking or retrieval of temporary outdoor storage.

Fast food drive-thru restaurants are planned near the southwest and southeast portion of the Proposed Project Site, along Katella Avenue. The larger retail/commercial uses would be in the northern sector of the Proposed Project Site and would have loading docks. The loading docks are planned along the north side the buildings, near the Oak Middle School boundary. Due to this adjacency, in addition to the planned 6-foot block wall along the shared property line with the school, each loading dock would have a 12-foot tall block screen wall.

As discussed, the City’s Municipal Code sets an exterior daytime noise level limit of 55 dB at sensitive uses. When activities are expected to have duration of greater than one minute, but less than five minutes, the level of 70 dB Leq is acceptable. Only interior noise levels are relevant for the classrooms, and as shown earlier, and a 70 dB exterior noise level would allow for a 45 dB interior noise level (see Table 5.12-4). Therefore, the exterior 55 dB noise standard was applied to the play yard area. Specifically, distance was measured from the center of the blacktop.

Anticipated Delivery Schedule

There are two types of deliveries that would result from implementation of the Proposed Project. Small deliveries like parcels and packages and large deliveries of pallets of grocery items. Smaller deliveries are typically made via van or single-axle truck.

At most, in a single day there would be 6 semi-truck deliveries and 16 box trucks. Semi-trucks are multi-axle vehicles. Box trucks are a van or single axle truck such as FedEx or UPS. There is little noise from travel or loading activities associated with these smaller vehicles.

Truck Pass By. Each delivery truck would utilize the drive aisle and loading docks along the northern property line. As discussed in the NIA, the 6-foot wall along the northern shared property line with the school (included as PDF 12-2) would reduce noise levels up to 6 dB. The resultant pass-by noise would be 63.5 dB Leq for one minute and 70.5 dB Lmax. The Los Alamitos noise standard allows for a one-minute Leq of 70 dB Leq for one minute and 75 dB Lmax; therefore, the daytime noise standards for sensitive use would not be exceeded. Because surrounding uses are only occupied during daytime hours, it is acceptable for deliveries to take

place at night, during non-class hours. With the planned 6-foot noise level, delivery truck noise would not exceed the City's noise standards.

Loading Dock Noise. The Proposed Project would have 3 loading docks, placed along the northern side of the major retail structures, as shown in Figure 5.12-2, *Loading Docks*. Loading Dock 3 is closest to the Oak Middle School classrooms, with an approximate 54-foot separation distance. Trucks would maneuver into the loading docks and then back up and continue in the same direction to exit. Each loading dock has a planned 12-foot block screen ("wing") wall. Installation of the 12-foot block screen walls at Proposed Project loading docks is required per PDF 12-3.

The relevant noise ordinance performance standard for loading dock activity is a 10-minute Leq. The City of Los Alamitos noise standard for a 10-minute Leq is 65 dBA daytime. As shown in Table 5.12-7, Loading Dock Noise, with the installation of the 12-foot screen walls, none of the loading docks would result in noise levels at school recreation areas or classrooms exceeding the City's noise standard. Impacts would be less than significant

Table 5.12-7 Loading Dock Noise

Loading Dock	Distance to Classroom (ft)	Attenuated Noise Level (dB)*	Exceeds noise standard?
1	680	34	No
2	430	38	No
3	50	57	No

Drive-Thru Menu Board. The drive-thru restaurants are a potential noise source for residences south of Katella Avenue. The most significant noise generator at a drive-thru restaurant is the menu board. Pad A and Pad B, located along the Katella Avenue Project Site frontage each have one drive aisle and menu board. The drive-thru aisles are planned for the southern side of the buildings, along Katella Avenue. The nearest sensitive receptors would be the residential uses south of the Proposed Project Site, across Katella Avenue, approximately 160 feet from the order boards. Residences are shielded by an existing 5-foot block wall along their northern boundary.

According to the NIA, soundboard noise decays to 43 dB Leq at about 160 feet for two menu boards. This would be less than the nocturnal noise standard of 50 dB Leq. Therefore, the noise experienced at the nearest residential is likely to be inaudible and is below ambient levels.

Parking Lot Noise. The parking lot is separated from the Oak Middle School by the in-line buildings (Majors 1 – C and Shops 1, see Figure 5.12-1) and by a 6-foot high block perimeter wall. No parking is proposed behind the stores adjacent to the school. The most desirable parking areas would be closest to the stores and these areas are furthest from the residential uses south of Katella Avenue.

All noise generated in the parking lot would be of short duration. The sound of starting an automobile lasts only a few seconds and produces noise of approximately 55 dB at 200 feet. Impulsive horn sounds occur mostly due to remote door locking systems and car alarms activation can create noise levels of 50 dB at 200 feet. Door slams also can create a short duration noise which can also provide noise levels of 46 dB at 200 feet. With ambient traffic noise and the presence of the existing 5-foot block noise wall at the rear of the residential lots abutting Katella Avenue, parking lot noise would not exceed noise standards. Parking lot activities may be audible

from time to time, but would be below ambient noise levels and therefore not noticeable. Impacts would be less than significant.

Project Design Features

12-2 [Permanent Sound Wall]. A 6-foot high block wall will be constructed along the northern Project Site property line abutting Oak Middle School.

12-3 [Load Dock Screen Walls]. 12-foot high block screen (“wing”) walls will be constructed along the loading dock areas.

With the above PDFs, the Proposed Project would not cause an increase in ambient noise levels in the vicinity above levels existing without the Proposed Project.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact remains unchanged from that cited in the Program EIR.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Summary of Impacts Identified in the Program EIR

The Program EIR found that construction activities associated with the GPU could create a substantial short-term increase in noise levels in the vicinity of noise-sensitive land uses [**Impact 5.7-4**]. The transport of workers and movement of materials to and from the site could incrementally increase noise levels along local access roads, and construction equipment could also cause short-term construction impacts. Construction of individual developments associated with the buildout of the land use plan could temporarily increase the ambient noise environment and could have the potential to affect nearby noise-sensitive land uses. The Program EIR stated that the 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. The Program EIR concluded that even with the limitation in construction noise hours, project construction could generate substantial noise increases for prolonged periods of time, causing disturbance and annoyance at nearby uses, and therefore implementation of the General Plan could have a potentially significant impact. Mitigation Measure 7-2 would not guarantee that construction noise impacts would be reduced to less than significant levels. Consequently, Impact 5.7-4 was considered Significant and Unavoidable.

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Mitigation Measures Adopted by the Program EIR

See MM 7-2 in Section 5.7(a) above.

Impacts Associated with the Proposed Project**No New Impact.****Construction Traffic Noise**

The Noise Impact Analysis considered operations during construction. Truck noise levels depend on vehicle speed, load, terrain, and other factors. The effects of construction-related truck traffic would depend on the level of background noise already occurring at a particular receptor. Construction trucks would all enter and exit the Proposed Project Site via Katella Avenue.

The TIA estimates during peak-hour there would be 7 truck trips entering and leaving the Proposed Project Site during construction. When haul/delivery truck noise is considered on an hourly basis rather than as a single noise event, hourly noise levels generated by an average haul/delivery truck traffic volume of 7 trucks per hour along haul/delivery routes (between 8:00 AM and 5:00 PM only) would be approximately 57 dB (Leq) at 50 feet.

Table 5.12.8 Construction Truck Roadway Noise

Phase	Daily Trips	dB (1-hr Leq)			dB CNEL		
		Peak Hour AM	Peak Hour PM	Peak Hour Noise Level	CNEL Trucks	CNEL Ambient	Exceeds Ambient Noise?
Demolition	12	2 trucks	2 trucks	52.4	46.4	67	No
Construction	100	7 trucks	7 trucks	57.9	56.7	67	No

In moderately noisy environments, such as along Katella Avenue (Leq averaging 64 dB), a noise increase would be imperceptible with the addition of construction trucks. In addition, PDF 16-3, included in Section 5.16, *Traffic and Transportation*, outlines the requirements of the construction management plan. Implementation of a construction management plan would specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets, and that all constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and parking lots and will occur onsite, among other construction traffic best management practices. Therefore, impacts related to construction vehicle noise would be less than significant compared to existing conditions.

The Proposed Project would not require any changes to the Program EIR related to the construction traffic noise. The Proposed Project would have fewer impacts compared to the level of impact (significant and unavoidable) cited in the Program EIR.

- e) **For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?**

Summary of Impacts Identified in the Program EIR

Regarding Aircraft Noise, the Program EIR found that development within the airport influence area would be required to comply with the standard outline in the airport's AELUP. Impacts were found to be less than significant without mitigation.

No New Impact. The airfield for the Los Alamitos Joint Forces Training Base (JFTB) is 1.2 miles to the southeast. The Proposed Project Site is not within the AELUP for JFTB (see Figure 3-2, *Citywide Aerial*) and would not expose people working in area to excessive noise levels. There would be no impacts compared to existing conditions.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact remains unchanged from that cited in the Program EIR.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Summary of Impacts Identified in the Program EIR

The Program Found that implementation of the GPU would not result in increased noise exposure from operation of the airfield at JFTB or any other private airstrip [**Impact 5.7-5**; See e) above]. Therefore, the Program EIR determined there was a less than significant impact on exposing people residing or working in the project area to excessive noise levels.

Impacts Associated with the Proposed Project

See impact discussion in Section 5.12(e).

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding noise. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe noise impacts associated with a private airstrip would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures with respect to private airstrip noise are required. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.12 POPULATION AND HOUSING	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial population growth in an area, either directly or indirectly?

Summary of Impacts Identified in the Program EIR

The Program EIR concluded that the GPU would result in an increase of 1,385 people and 3,770 employees in the City of Los Alamitos and Rossmoor; however, the GPU accommodates future growth in the City by providing for infrastructure and public services to accommodate this projected growth [Impact 5.8-1]. The GPU permits the 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 of Los Alamitos and Rossmoor. Even though at buildout, the total forecast population of the City and SOI would slightly exceed the existing regional population forecast for 2035, and the estimated number of housing units in the City and Rossmoor would exceed the existing regional housing forecast for 2035, the buildout could occur after the 2035 horizon. The Program EIR therefore found that this would not be a substantial adverse impact.

Furthermore, buildout of the GPU would increase nonresidential square feet in the City and SOI by 903,465 square feet for commercial, retail, industrial, and mixed uses, resulting in an approximately 25 percent increase in employment compared to existing conditions. Since the buildout could occur over a longer period of time than 2035, the increase in employment would not be a substantial adverse impact. Additionally, the forecast jobs-housing balance at buildout would increase 0.32 jobs per housing unit compared to 2013, so the City would continue to draw a large daytime population due to the amount of employment-generating land uses in the City. Because SCAG policy aims to balance jobs and housing within the regions, not within specific cities or communities, the analysis of impacts on jobs-housing balance is for comparison only, and the impact would not be significant under CEQA. Therefore, although the GPU directly induces population and employment growth, it also accommodates future growth by providing for infrastructure and public services, and therefore the GPU was found to result in a less than

significant impact relating to population and employment growth, upon implementation of regulations and standard conditions.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project consists of up to 113,880 square feet of commercial space and would generate employment growth. As discussed in Section 1.2, *Purpose and Scope*, the Proposed Project Site’s square footage is within the maximum FAR assumption made for SuperMedia/Civic Center Site in the Program EIR. Therefore, the impact of this growth and employment generation was included in the Program EIR’s analysis of new commercial square footage. Although the Proposed Project would generate employment growth, it’s within the 18,430 jobs anticipated by the GPU. Therefore, the Proposed Project would not generate population growth beyond that assumed in the Program EIR.

As shown in Table 5.13-1, office uses onsite provide employment for approximately 407 employees. The Proposed Project would provide employment for approximately 302 employees.

Table 5.13-1 Proposed Project Employment Generation

	Type of Development	Square Footage	Employee Generation Factor*	Total
Existing Use	Office	150,342	.00269	407
Proposed	Commercial	113,880	.00271	302
Net				(105)

* Los Angeles Unified School District, School Fee Justification Studies for Los Angeles Unified School District, Table ES-1, September 2002.

The net decrease in number of jobs on the Proposed Project Site would be 105. The Proposed Project would result in increased employment opportunities for retail/commercial jobs, as well as temporary construction jobs. According to SCAG, 9.7 percent of people in Southern California work in the city where they live, while 90.3 commute to other places. Construction of the Proposed Project would result in increased employment opportunities in the construction field. However, the employment patterns of construction workers in Southern California are such that it is not likely that they would relocate their households as a consequence of the temporary construction employment associated with the Proposed Project. There is no regular place of work. Construction workers do not have a regular place of work and regularly commute to job sites that change many times over the course of a year. Therefore, a significant housing or population impacts would not result from construction of the Proposed Project compared to existing conditions.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR stated that the City and SOI is estimated to contain approximately 8,200 dwelling units and that the GPU would allow a total of 8,735

residential units at buildout. The analysis concluded that implementation of the GPU would not displace a substantial amount of existing housing, and it would increase the number of dwelling units by allowing higher intensity residential uses and mixed-use development. As a result, impacts were less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project would replace an existing office uses with a commercial center, and would not displace any housing. Therefore, there would be no impacts. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR substantiated that impacts associated with this threshold would be less than significant, and therefore displacement of existing housing necessitating construction of replacement housing elsewhere was not discussed in detail in the Program EIR.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project would replace an existing office use with a commercial center, and would not displace any housing. Therefore, there would be no impacts. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding population and housing. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe population and housing impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation

measures are required for population and housing. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.13 PUBLIC SERVICES	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
a). Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Library Services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Fire Protection and Emergency Services

Summary of Impacts Identified in the Program EIR

The Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to the project area. Services include structural fire protection, emergency medical and rescue services, hazardous inspections and response, and public education activities. The Program EIR concluded that impacts associated with fire protection and emergency services would be less than significant with future development anticipated under the GPU (which included the development of retail commercial uses on the Proposed Project Site).

The Program EIR concluded that sufficient tax revenue would be available for necessary service improvements to provide for adequate fire protection (staffing and facilities) upon buildout of the GPU. This included development of a commercial center on the SuperMedia/Civic Center Site and the associated tax revenue it would generate. It was determined that OCFA would continue to monitor the need for additional fire stations, but it was not foreseen that additional fire stations would be needed in the 5 years from the date of the Program EIR. Fire Stations No. 17 and 48 have been recently re-built. New developments with 50 units or more would also be required to enter into a Secured Fire Protection Agreement to provide for fair-share funding of capital improvements.

Furthermore, the Program EIR concluded that if construction impacts from development projects accommodated by the GPU necessitate the closure of roadways that serve a particular 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. Development projects would be reviewed by the City and OCFA on an individual basis and would be required to comply with requirements in effect at the time building permits are issued, and would 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.

Impacts to fire protection and emergency services were considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. OCFA Station No. 2, located at 3642 Green Avenue Los Alamitos, CA 90720, is the closest to the Proposed Project Site. Fire Station 2 is approximately 4 minutes, or 1.6 mile away.

As discussed in Section 1.2, *Purpose and Scope*, the Proposed Project Site's square footage is within the maximum FAR assumption made for SuperMedia/Civic Center Site in the Program EIR. The Program EIR assumed a 0.29 floor area ratio (FAR) for the 13 acre site. Proportionally, applying a 0.29 FAR, the 9.6 acre Proposed Project Site would have an allocation of 121,000 SF. The Proposed Project is proposing up to 113,880 SF of commercial space with a FAR of 0.27. Therefore, the Proposed Project Site's square footage is within the maximum FAR assumption made for SuperMedia/Civic Center Site in the Program EIR.

Fewer calls for OCFA service would be generated by 113,880 SF of retail commercial uses than was assumed for the Proposed Project Site in the Program EIR. Furthermore, the City involves OCFA in the development review process in order to ensure that the necessary fire prevention and emergency response features are incorporated into development projects. As with the commercial development that was considered for the Proposed Project Site in the GPU, all site and building improvements proposed under the Proposed Project would be subject to review and approval by OCFA prior to building permit and certificate of occupancy issuance. Therefore, development of the Proposed Project would not result in a substantial increase in the need for fire services, and would place no greater demands on these services that have not already been adequately studied in the Program EIR.

Like the Approved Project, the Proposed Project is a commercial center and would likely generate increased demand for OCFA fire suppression and emergency response service as compared to the existing office uses. In addition, construction of the Proposed Project's offsite improvements may necessitate the temporary closure of roadway lanes. As a condition of approval, the Proposed Project 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.

Although the Proposed Project would be expected to generate additional calls for service than the existing office uses, no new fire facilities or other physical improvements would be required to adequately respond to those additional calls. Furthermore, compliance with existing regulations, and the additional property tax revenue generated by the new commercial center, which pays for staffing, would ensure that impacts are less than significant.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) would be reduced from that cited in the Program EIR.

b) Police Protection

Summary of Impacts Identified in the Program EIR

The Program EIR stated that the GPU 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 tax revenue would be available for necessary service improvements to provide for adequate police protection (staffing and facilities) upon buildout of the GPU. This included development of a commercial center on the SuperMedia/Civic Center Site and the associated tax revenue it would generate. The Program EIR stated that the Los Alamitos police station has some age-related infrastructure issues and lacks adequate space, and any significant increases in the Department's staffing level could not be accommodated within the existing station.

Tax revenue funding the City's General Fund are expected to grow in rough proportion to increases in residential units and/or businesses in Los Alamitos. The tax 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. The Program EIR stated that there are no immediate needs to expand the current policing facilities and personnel as a result of implementing the General Plan Update. Projects accommodated by the GPU will be reviewed by the City on an individual basis and would be required to comply with regulations in effect at the time building permits are issued. Future environmental review would occur once specific police station locations (if needed) have been determined. Therefore, implementation of the GPU was determined to not result in adverse physical impacts on police services and facilities.

Impacts Associated with the Proposed Project

No New Impact. The Los Alamitos Police Station is located at the Civic Center, immediately to the east of the Proposed Project Site. The Program EIR determined that a commercial center would not result in adverse physical impacts on police services and facilities. Fewer calls for Police service would be generated by 113,880 SF of retail commercial uses than by the 121,000 SF of commercial assumed for the Proposed Project Site in the Program EIR. Therefore, development of the Proposed Project would not result in a substantial increase in the need for police services, and would place no greater demands on these services that have not already been adequately studied in the Program EIR.

Like the Approved Project, the Proposed Project is a commercial center and may increase demand for police service as compared to the existing office uses. However, because the police station is located adjacent to the Proposed Project Site, impacts to police response times are not expected to change as compared to the Approved Project. In addition, construction of the Proposed Project's offsite improvements may necessitate the temporary closure of roadway lanes. The Proposed Project Proponent would be required to coordinate road closures and emergency access with 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.

As a condition of approval, the Proposed Project would be required to coordinate road closures and emergency access the City to ensure that adequate access for emergency vehicles is provided and that an adequate level of response time is maintained at the adopted service levels.

Although the Proposed Project would generate additional calls for service than the existing office uses, no new police facilities or other physical improvements would be required to adequately respond to those additional calls. Furthermore, compliance with existing regulations and the additional tax revenue associated with the Proposed Project would ensure that impacts are less than significant.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) would be reduced from that cited in the Program EIR.

c) School Services

Summary of Impacts Identified in the Program EIR

The Program EIR found that the GPU would generate approximately 373 new students who would impact the school enrollment capacities of area schools; however, payment of Senate Bill 50 (SB 50) development impact fees would provide funding for the financing of new school facilities. These fees are collected by school districts at the time of issuance of building permits. As stated in Government Code Section 65995(h), "The payment or satisfaction of a fee, charge, or other requirement levied or imposed ...are hereby deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization ...on the provision of adequate school facilities." Payment of these fees would offset impacts from increased demand for school services associated with project development by providing an adequate financial base to construct and equip new and existing schools. Therefore, impacts on school facilities and services resulting from buildout of the GPU were found to be less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project is a retail commercial center and would not generate any school-aged children or any demand for school services. There would be no impact on school facilities. Furthermore, the project applicant will be required to pay the school impact fees; therefore, no new significant impacts are anticipated. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) would be reduced from that cited in the Program EIR.

d) Parks

Park Services are addressed in XV, Recreation.

e) Other Public Facilities

Public and private utilities and service systems, including water, wastewater, and solid waste services and systems, are addressed in XVII, *Utilities and Service Systems*.

f) Library Services

Summary of Impacts Identified in the Program EIR

The Program EIR found that the GPU 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. The Program EIR concluded that even at buildout of the GPU, the Los Alamitos-Rossmoor Library would far exceed Orange County Public Library's (OCPL's) standard, and that therefore there would be no need for future library facilities with buildout of the GPU. Therefore, impacts to library services were less than significant.

Impacts Associated with the Proposed Project

The Proposed Project is a retail commercial center that would not increase the population of residents in the City of Los Alamitos. Therefore, the Proposed Project would not impact library services. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) would be reduced from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding public services. There have not been 1) changes to the project that require major revisions of the previous GP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the previous GP EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the GP EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe public services impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for public services. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.14 RECREATION	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Summary of Impacts Identified in the Program EIR

Buildout of the City as contemplated in the GPU 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 [**Impact 5.10-1**]. Based on the Los Alamitos standard for providing local recreational facilities (Los Alamitos Municipal Code Chapter 16.17), at GPU buildout, there would be a demand for 7.05 additional parkland acres in the City and 0.77 additional parkland acres in Rossmoor, for a total increase of 7.82 acres. Currently, the City and Rossmoor have a total of 93.49 acres of parks and recreational facilities available, and total demand under the current City standard is 61.86 acres. The Program EIR concluded that the park needs of the additional growth identified by the GPU would be accommodated by the existing parkland in the City and in Rossmoor; new development is 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 (City Municipal Code Ch. 16.17); and a number of other recreational amenities serve proposed residents. Therefore, no significant impact would occur.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project is a commercial center and would not generate demand for additional recreational facilities, including neighborhood and regional parks. Because the tract map included in the Proposed Project would create less than 51 lots and no dwelling units, the Proposed Project is not required to provide park facilities or pay the Quimby fee. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the

impacts identified in the Program EIR and the level of impact (no impact) is reduced from that cited in the Program EIR.

b) Require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Summary of Impacts Identified in the Program EIR

The Program EIR found that the GPU 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 [Impact 5.10-1]. See analysis in section 5.14(a) above. Additionally, the Program EIR found that 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 [Impact 5.10-2]. Development and operation of new recreational facilities could have an adverse physical effect on the environment, including impacts relating to air quality, biological resources, lighting, noise, and traffic, as addressed throughout the Program EIR as part of the buildout analysis.

Environmental impacts associated with construction and/or expansion of recreational facilities in accordance with the GPU are addressed in the Program EIR's air quality, greenhouse gas emissions, and noise sections. Existing parkland, the generation of parkland in-lieu fees from residential development from subdivisions, and General Plan policies ensure that future residents would have adequate access to parks and recreational facilities under the GPU, and goals, policies, and actions of the GPU, plus existing federal, state, and local regulations would mitigate potential adverse impacts to the environment that could result from constructing or expanding parks, recreational facilities and trails pursuant to buildout. Therefore, the Program EIR concluded that the GPU would not result in significant impacts relating to new or expanded recreational facilities and buildout would not cause substantial physical deterioration of existing facilities, so impacts would be less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project is a commercial center and would not generate demand for additional recreational facilities compared to the existing office uses. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) is reduced from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding recreation. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to

significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe recreation impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for recreation. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.15 TRANSPORTATION AND TRAFFIC	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Summary of Impacts Identified in the Program EIR

The Program EIR stated that 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 [**Impact 5.11-1**]. The Program EIR found that three intersections and two roadway segments 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), and Wallingsford Road/Walnut Street at Katella Avenue (LOS F in the AM peak hour); and segments on Katella Avenue and on Cerritos Avenue. The intersection and roadway segment 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 and Wallingsford Road/Walnut Street at Katella Avenue, and those on Katella Avenue and Cerritos Avenue. Therefore, the Program EIR found that implementation of the GPU and expected increases in regional traffic growth would result in a significant and unavoidable impact at these three intersections and two roadways.

Mitigation measures for the three intersections and two roadways were considered infeasible due to right-of-way constraints. Policy 1.4 of the GPU establishes, with some exceptions, a minimum LOS D on arterials and intersections. Policy 1.4 exempts the three intersections noted above from the LOS D standard; however, based on the City's standards for these intersections and roadways, in effect prior to adoption of the GPU, the Program EIR concluded that impacts were significant and unavoidable.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project's impacts, when compared to the GPU buildout conditions analyzed in the Program EIR, assume that a commercial center with an FAR of 0.29 would be developed on the Proposed Project Site. The GPU buildout condition represents the cumulative condition, and already assumes full redevelopment of the Proposed Project Site and the Civic Center (which is not part of the Proposed Project) as commercial uses.

A Trip Generation Assessment (TGA), dated October 12, 2016, was prepared for the Proposed Project by Linscott, Law & Greenspan, Engineers (see Appendix H) analyzed the Proposed Project's as compared to the Approved Project. A summary of the trip generation forecast for the Approved Project and the Proposed Project is presented in Table 5.16-1, *Traffic Generation Forecast Comparison*.

Table 5.16-1 Traffic Generation Forecast Comparison (Approved Project v. Proposed Project)

	Daily	AM Peak Hour	PM Peak Hour
Approved Project (121,000 SF)	10,773	437	531
Proposed Project (113,880 SF)	10,479	431	514
Net Project Trip Generation as Compared to the Approved Project	-294	-6	-17

As shown in Table 5.16-1, the Approved Project is forecast to generate 10,773 daily trips, with 437 trips (246 inbound, 191 outbound) produced in the AM peak hour and 531 trips (271 inbound, 260 outbound) produced in the PM peak hour. By comparison, the Proposed Project is forecast to generate 10,479 daily trips, with 431 trips (242 inbound, 189 outbound) produced in the AM peak hour and 514 trips (263 inbound, 251 outbound) produced in the PM peak hour. When the proposed Project is compared to the 121,000 SF development analyzed as part of the Program EIR, the Project is forecast to generate 294 fewer daily trips, 6 fewer AM peak hour trips, and 17 fewer PM peak hour trips within the project study area.

For the Opening Year 2019 scenario, the TGA determined there would not be a significant impact to any of the 20 key study intersections, subject to the implementation of intersection improvements at the Los Alamitos Boulevard at Cerritos Avenue intersection, which are included as Project Design Feature (PDF) 16-1. One intersection, Norwalk Boulevard at Wardlow Road in the City of Long Beach, is forecast to have service levels below the applicable standard; however, the added traffic from the Proposed Project does not significantly impact this intersection.

PDF 16-2 ensures that the Civic Center Drive access point would be designed to provide adequate storage for forecast queue lengths, either by widening and restriping the northern leg of the intersection of Civic Center Drive at Katella Avenue to provide an exclusive southbound left-turn lane, a shared left-right-turn lane, and two inbound lanes or by providing two exclusive left turn lanes and an exclusive right-turn lane with a single inbound lane. PDF 16-2 also ensures that the driveway access to Los Alamitos City Hall be relocated as far north as possible to ensure that adequate ingress and egress is provided upon completion of the Proposed Project. A redesign of Civic Center Drive to provide adequate storage for queuing is incorporated into Proposed Project Driveway 1 at Katella Avenue has sufficient storage for the forecast queue lengths.

The Year 2019 Cumulative Plus Project scenario projected the queue for the eastbound left movement from Katella Avenue to Civic Center Drive to be up to 431 feet during the PM peak hour, greater than the 170-foot length of the existing left-turn pocket. As described in PDF 16-2, the Proposed Project would lengthened the left-turn pocket to 450 feet of storage with 120 feet of transition.

In both the Existing Plus Project and Year 2019 Cumulative Plus Project scenarios, no significant impacts were found related to the LOS at project access points (driveways), at the I-605 northbound ramps at Katella Avenue, or along any of the four analyzed key freeway segments along I-605.

With implementation of PDF 16-1 and 16-2, impacts would be less than significant. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (significant and unavoidable) would be reduced from that cited in the Program EIR.

The Program EIR assumed that the SuperMedia/Civic Center Site would be developed with a 163,000 SF commercial center over approximately 13 acres. The Proposed Project proposes up to 113,880 SF of commercial space on 9.6 acres (the SuperMedia site only; the Civic Center remaining in place and not part of the Proposed Project). The Program EIR assumed a 0.29 FAR for the 13 acre site. Proportionally, applying a 0.29 FAR, the 9.6 acre Proposed Project Site would have an allocation of 121,000 SF. The Proposed Project is proposing up to 113,880 SF of commercial space with an FAR of 0.27. Compared to the Approved Project as part of the Program EIR, fewer trips would be generated by the Proposed Project for 113,880 SF of retail commercial uses than by the 121,000 SF of commercial uses assumed for the Proposed Project Site in the Program EIR. The GPU buildout condition analyzed as part of the Program EIR, represents the cumulative condition, and already assumes full redevelopment of the Proposed Project Site and the Civic Center as 163,000 SF of commercial uses.

Project Design Features

PDF 16-1 [Los Alamitos Blvd./Cerritos Ave. Intersection]

The Proposed Project includes the following roadway improvements at the Los Alamitos Boulevard at Cerritos Avenue intersection which will be implemented prior to the issuance of a Certificate of Occupancy unless the City Engineer determines this PDF is redundant as a result of the implementation of the Los Alamitos Boulevard Median Improvement Project.

- Restripe the eastbound right-turn lane along Cerritos Road to provide a shared through/right-turn lane. Restripe the eastbound departure and provide a third eastbound (receiving) through lane. On-street parking along the south side of Cerritos Avenue is currently prohibited where approximately 270 feet of red curb markings exist. Depending on final design, the restriping improvements will require up to 150 feet of additional red curb installation/parking restrictions, resulting in the loss of street parking by approximately 6 vehicles.
- Modify the existing traffic signal, pavement markings and signs per the City of Los Alamitos Standard Design Guidelines and/or CA Manual on Uniform Traffic Control Devices (MUTCD) to reflect the above roadway restriping. Implementation of this improvement will require the approval of the City of Los Alamitos.

The project applicant is requesting a reimbursement agreement for costs exceeding the fair-share allocation using traffic mitigation funds received from other development projects found to have an impact on this intersection.

PDF 16-2 [Civic Center Drive/Katella Avenue]

As part of the Proposed Project, the applicant will, in coordination with the City of Los Alamitos:

- Lengthen the left-turn pocket from Katella Avenue onto Civic Center Drive to 450 feet of storage with 120 feet of transition.

- Design the Civic Center Drive access point to provide adequate storage for forecast queue lengths, either by widening and restriping the northern leg of the intersection of Civic Center Drive at Katella Avenue to provide an exclusive southbound left-turn lane, a shared left-right-turn lane, and two inbound lanes or by providing two exclusive left turn lanes and an exclusive right-turn lane with a single inbound lane.
- Relocate the driveway access to Los Alamitos City Hall as far north as possible.
- Modify the northeast corner of Civic Center Drive at Katella Avenue to provide a compound curb radii of 50 to 15 feet.
- Maintain adequate sight distance for Proposed Project driveways by minimizing obstructions (i.e., landscaping and/or hardscape) within the “limited use area” on either side of the Proposed Project driveways. Landscaping and/or hardscapes will be designed such that a driver’s clear line of sight is not obstructed and does not threaten vehicular or pedestrian safety, as determined by the City Traffic Engineer.
- To accommodate the turning requirements of a WB-65 large truck into the Proposed Project Site, unless otherwise directed by the City Traffic Engineer, the median on the west leg of the intersection of Civic Center Drive at Katella Avenue should be set back 20 feet to accommodate the eastbound left-turn inbound movement and a compound curb return radii of 50 to 15 feet be implemented to accommodate the westbound right-turn inbound movement. Within the Proposed Project Site, it is recommended that a curb return radii of 70 feet be implemented at the north end of the main drive aisle into the site and a curb return radii of 50 feet be implemented in the southwest portion of the site.

PDF 16-3 [Construction Management Plan]

As part of the Proposed Project, a Construction Management Plan will be prepared by the applicant in coordination with the City of Los Alamitos, to address the following topics as determined necessary by the City Engineer:

- Ingress and egress for the construction traffic would be via the site right-turn in/out only driveway located along Katella Avenue with a flagman to assist with right-turn egress from to site to westbound Katella Avenue.
- Traffic control for any street closure, detour or other disruption to traffic circulation.
- Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles piping, windows, etc.), to access the site, traffic controls and detours and proposed construction phasing plan for the Project.
- Identify parking needs and parking areas for construction related equipment and workman support.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the Applicant to keep all haul routes clean and free of debris including but not limited to gravel and dirt as a result of its operations. The Applicant will clean adjacent streets, as

directed by the City Engineer (or representative of the City Engineer) of any material which may have been spilled, tracked or blown onto adjacent streets or areas.

- Hauling or transport of oversize loads will be allowed between the hours of 8:30 AM and 3:30 PM only, Monday through Friday, unless approved otherwise by the City Engineer (exact hours to be determined by the City Engineer). Hauling or transport may be permitted/required during nighttime hours, weekends or Federal holidays, at the discretion of the City Engineer. All hauling/delivery access to and from the site will be from Katella Avenue. An approved Haul Route Permit will be required from the City.
 - Haul trucks entering or exiting public streets shall at all times yield to public traffic.
 - If hauling operations cause any damage to existing pavement, street, curb and/or gutter along the haul route, the applicant will be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
 - All constructed-related parking and staging of vehicles will be kept out of the adjacent public roadways and parking lots and will occur on-site.
 - This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Los Alamitos requirements.
- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Summary of Impacts Identified in the Program EIR

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 [**Impact 5.11-2**]. Using the Los Alamitos LOS requirement, the Program EIR found that the intersection of Katella Avenue and the I-605 northbound ramps would not exceed the Congestion Management Program (CMP) threshold of LOS E at General Plan buildout.

Impacts Associated with the Proposed Project

No New Impact. The Congestion Management Program Highway System (CMPHS) includes specific roadways, which include State Highways and County-designated Smart Streets (formerly referred to as Super Streets). The applicable CMPHS street in the Proposed Project's vicinity is Katella Avenue. The CMP requires analysis of intersections when a project is forecast to have an impact of 3 percent or more of the intersection's LOS E capacity. For the Opening Year 2019 scenario, the TGA determined there would not be a significant impact to any of the 20 key study intersections, including those intersections along Katella Avenue.

Compared to the project approved as part of the Program EIR, fewer trips would be generated by the Proposed Project consisting of up to 113,880 SF of retail commercial uses than by the 121,000 SF of commercial uses assumed for the Proposed Project Site in the Program EIR. As a result, Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

The GPU buildout condition analyzed as part of the Program EIR, represents the cumulative condition, and already assumes full redevelopment of the Proposed Project Site and the Civic Center as 163,000 SF of commercial uses.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, substantiated that impacts associated with this threshold would be less than significant. This threshold was not addressed in the Program EIR.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project is a commercial development that is similar in design, height, and function as similar developments in the surrounding areas. There are no unique features that would be expected to impact air traffic patterns, generate an increase in air traffic levels, or result in substantial safety risks related to air traffic. The Proposed Project, including the freeway pylon sign of up to 120 feet in height, would be similar in height relative to the adjacent grade as existing nearby freeway signs and below adjacent existing trees, and would additionally be subject to the noticing requirements established by Federal Aviation Regulations (FAR) Part 77 (Objects Affecting Navigable Air Space).

The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, substantiated that impacts associated with this threshold would be less than significant. This threshold was not addressed in the Program EIR.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project would involve construction of an electronic message board, covering up to 3,050 SF (each side), along I-605. The board would be visible from the freeway and is designed to allow for periodic changes in display.

The capability of electronic message board to present changing images has raised concerns regarding the effect of such signage on traffic safety. The primary concern has been effects on driver attention, but concerns have also been raised regarding the potential for such signage to produce light of such intensity or direction that it could interfere with the drivers' vision.

The Federal Highway Administration (FHWA) has addressed signage issues in general, and digital signs in particular. As part of its agreement with various states pursuant to the Highway Beautification Act (23 U.S.C. §131), for example, it has confirmed that no sign is allowed that imitates or resembles any official traffic sign, and that signs may not be installed in such a manner as to obstruct, or otherwise physically interfere with, an official traffic sign, signal, or device, or to obstruct or physically interfere with the vision of drivers in approaching, merging or intersecting

traffic. These provisions may be enforced by the FHWA, but the agreement with the State of California also requires Caltrans to enforce these provisions.

On September 25, 2007, the FHWA issued a Memorandum on the subject of off-premises changeable electronic variable message signs. The Memorandum identified “ranges of acceptability” relating to such signage, as follows:

- Duration of message: Duration of display is generally between 4 and 10 seconds; 8 seconds is recommended;
- Transition time: Transition between messages is generally between 1 and 4 seconds; 1 to 2 seconds is recommended;
- Brightness: The sign brightness should be adjusted to respond to changes in light levels;
- Spacing: Spacing between the signs should be not less than the minimum specified for other billboards, or greater if deemed required for safety; and
- Locations: Location criteria are the same as for other signage, unless it is determined that specific locations are inappropriate.

The proposed signage is limited to on-premise signage and an electronic commercial center identification display. Nonetheless, the applicant has incorporated FHWA’s recommended design and operational criteria into the Proposed Project as PDF 1-1.

The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

Project Design Features

PDF 1-1 [Electronic Message Board]

(Refer to Section 5.1. Aesthetics d)

e) Result in inadequate emergency access?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, substantiated that impacts associated with this threshold would be less than significant. This threshold was not addressed in the Program EIR.

Impacts Associated with the Proposed Project

No New Impact. The TIA evaluated Proposed Project access points and the internal circulation layout for adequacy to service fire trucks and other large vehicles. The TIA determined the Proposed Project would have adequate access from Katella Avenue and that internal circulation would provide allow for sufficient emergency vehicle access. The onsite circulation and access points have been designed in accordance with the City of Los Alamitos and OCFA design standards and the final tract map would be subject to review by the Public Works Department and approval by the City Council. By following the design standards for streets and the Municipal Code, and through the process of review and approval by the City, emergency access would be

maintained. Related to emergency access, compared to existing conditions, no impact would occur and no mitigation measures would be required. See PDF 16-2.

The Proposed Project would not impair or impede emergency vehicle access to any other sites.

The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Summary of Impacts Identified in the Program EIR

The General Plan Update includes policies, plans, and programs for alternative transportation [Impact 5.11-3]. The Program EIR found that 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. They are also consistent with regional plans, support implementation of complete streets, and therefore, are consistent with the existing adopted policies, plans and programs regarding public transit, bicycle, or pedestrian facilities.

Because the vast majority of streets and roadways in the plan area are not proposed to be redesigned during the GPU, the Mobility and Circulation Element focuses on targeted minor changes in select locations that will increase mobility, access, and safety in the City. However, under the GPU, there will be a redesign of Los Alamitos Boulevard that proposes that the roadway be narrowed to create a more walkable downtown environment. Impacts were determined to be less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project would be accessible to users of public transit through bus stops located along Katella Avenue, within walking distance of the Proposed Project Site. The nearest OCTA bus stop is the Katella/Civic Center stop, located in front of the Civic Center. Route 50 is a local fixed route connecting Long Beach to Orange via Katella Avenue. The Katella/Walnut bus stop is a 3-minute walk east of the Proposed Project Site. Route 701 is an intercounty express route connecting Huntington Beach to Los Angeles. The existing Class I bike path and sidewalk on the south side of Katella Avenue would be preserved and accessible to Proposed Project Site users; a new sidewalk would be installed along the north side of Katella Avenue. The new sidewalk would connect via on-site walkways to users on the Proposed Project Site. The Proposed Project would enhance access to the site via alternative transportation, and would not impair the City's ability to buildout its long-range General Plan circulation system.

Redevelopment of the Proposed Project Site from office uses to commercial uses would not interfere with bike, transit, or pedestrian facilities. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding transportation and traffic. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe transportation and traffic impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required for transportation and traffic. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.16 UTILITIES AND SERVICE SYSTEMS	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
Would the project:					
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

5.16 UTILITIES AND SERVICE SYSTEMS	Subsequent or Supplemental EIR			Addendum to EIR	
Would the project:	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Summary of Impacts Identified in the Program EIR

The Initial Study, incorporated by the Program EIR, stated that new development may increase wastewater treatment requirements and result in significant impacts to the provision of wastewater service. The analysis concluded that new development on sites over an acre in size are required to obtain a GCP from the NPDES program, which would require the development and implementation of a SWPPP. The SWPPP would ensure the new development does not discharge more wastewater pollutants than the standard enforced by the Santa Ana RWQCB. Thus, impacts to wastewater treatment requirements were considered less than significant.

Impacts Associated with the Proposed Project

Wastewater generated in the City Los Alamitos is treated by the Orange County Sanitation District's (OCSD) wastewater treatment system, which includes two treatment facilities: Reclamation Plant No. 1 located in Fountain Valley and Treatment Plant No. 2 located in Huntington Beach. Reclamation Plant No. 1 and Treatment Plant No. 2 are constructed to together treat 372 million gallons per day (mgd) of primary treated wastewater and 332 mgd of secondary treated wastewater. Fiscal Year 2011-2012 average daily ocean discharge under dry weather conditions was 207 mgd without (and 152 mgd with) reclamation (OCSD 2012).

All of OCSD's wastewater is treated and disinfected to secondary treatment standards and is either recycled by the Orange County Water District or disposed/discharged to the Pacific Ocean through an outfall.

The Program EIR assumed that the SuperMedia/Civic Center site would be developed with a 163,000 SF commercial center over approximately 13 acres. The Program EIR assumed a 0.29 FAR for the 13 acre site. Proportionally, applying a 0.29 FAR, the 9.6 acre Proposed Project Site would have an allocation of 121,000 SF. Less wastewater would be generated by up to 113,880 SF of retail commercial uses proposed by the Proposed Project than by the 121,000 SF of commercial uses assumed for the Proposed Project Site in the Program EIR. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

b) Require or result in the construction of new water or wastewater treatment facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?

Summary of Impacts Identified in the Program EIR

The Program EIR determined that buildout of the GPU would generate an increase in wastewater, but additional generation could be adequately treated by the OCSD existing wastewater treatment facilities. This impact was based on the assumption that 70 percent of water use is indoor use, 100 percent of that water is discharged into sewers, and that therefore wastewater generation at buildout in the City and Rossmoor would be approximately 2.4 million mgd. Although wastewater generation would increase by 134,583 gallons per day at buildout of the GPU, OCSD would not be required to build new or expanded wastewater treatment facilities, new development would be required to ensure that sufficient sewer capacity is available. Therefore, the Program EIR determined that no significant impacts would occur.

The Program EIR also determined that the GPU would increase water demand by 192,262 gallons per day; however, the Golden State Water Company's (GSWC) water supply and delivery systems are adequate to meet the water demands of project in addition to its other service obligations. The GPU would result in an increase in 192,262 gallons per day, which is well within the forecast increase in GSWC water supplies from 2015 to 2035. Additionally, GSWC forecasted that it will have adequate water supplies to meet demands in single-dry-year and multiple-dry-year conditions from 2015 to 2035. Because buildout would not require GSWC to obtain new or increased water supplies, impacts would be less than significant regarding forecast water demand.

Furthermore, because the three Metropolitan Water District of Southern California (MWD) water treatment facilities supplying water to GSWC have a total capacity vastly greater than the projected net increase in water demands due to GPU buildout, construction of new or expanded facilities would not be required.

Regarding water conveyance, the GPU buildout would only involve substantial land use intensification on a handful of parcels. It was determined that small projects could cause incremental intensification, and substantial intensification of land uses would probably require installation of new expanded water laterals and/or water mains. Since water mains are generally within roadways, installation or expansion would disturb soil that has been previously disturbed for construction of roadways and installation of existing utilities. Construction-related impacts from this installation was analyzed in the Program EIR, and new development would be

required to ensure that sufficient water facilities are available to meet the City and Fire Code requirements. Impacts were considered less significant and no mitigation was required.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site is currently serviced by OCSD via a connection to Oak Street. The Rossmoor-Los Alamitos Area Sewer District has stated that they do not service the subject site. The Proposed Project would maintain these connections and discharge routes. The GSWC potable line that abuts the Proposed Project Site is a dead-end. And the GSWC facilities do not continue past the Proposed Project Site. The site would connect to the existing 4-inch water line along Katella Avenue, and would be serviced by a common fire loop and individually metered domestic water lines. See Figure 5-3, *Overall Utility Plan*.

As with the Program EIR, because the three MWD water treatment facilities supplying water to GSWC have a total capacity vastly greater than the projected net increase in water demands due to GPU buildout, construction of new or expanded water treatment facilities would not be required.

Water use and wastewater generation from the Proposed Project would be approximately 45 percent higher than the existing office use. GWSC does not maintain separate calculations of water demand factors for retail and office use; for the purposes of this evaluation, figures are sourced from a Water Demand Factor Study prepared by the Irvine Ranch Water District (IRWD) in 2012. The IRWD study identified water demand from General Office uses to be 72 gallons per day (gpd) per 1,000 SF of building space. Water demand from the existing 151,342 SF of office space would be 12 acre-feet per year (afy).

Demand from typical Community Commercial facilities is estimated to be 175 gpd per 1,000 SF of building space. Water demand from the Proposed Project would be 21.9 afy. It is noted that this assessment conservatively over-estimates future water use by the Proposed Project, as subsequent to the IRWD's 2012 study, State regulations were modified to raise efficiency standards for domestic and landscape water applications. All facilities would be developed to then-current California water efficiency standards for domestic uses and landscape irrigation, which are significantly more stringent than the standards implemented during construction of the existing office use in the 1970s.

The Proposed Project's wastewater generation was accounted for in the Program EIR using OCSD's generation factor, based on acreage, which is reduced from 13 acres of commercial development proposed by the Approved Project, to the Proposed Project Site's 9.6 acres of commercial development. In addition, the Proposed Project is within the total number of retail commercial square feet assumed in the Program EIR. Given that OCSD's wastewater treatment system is currently operating well below capacity, as shown above, any wastewater generated by the Proposed Project would not result in the system exceeding wastewater treatment requirements or capacities. OCSD's wastewater treatment system is operating and would continue to operate within the limitations contained in its permit. Therefore, there is adequate remaining capacity in OCSD's wastewater treatment system to serve the Proposed Project.

Additionally, OCSD's wastewater treatment system is subject to a National Pollution Discharge Elimination System (NPDES) Permit (Order No. CA0110604) issued by the Santa Ana Regional Water Quality Control Board under Order No. R8-2012-0035; the NPDES permit regulates the amount of pollutants that the system can discharge into receiving waters.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant) remains unchanged from that cited in the Program EIR.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Summary of Impacts Identified in the Program EIR

The Program EIR found that new development under the GPU 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 buildout of the GPU. The majority of the stormwater flow in Los Alamitos is conveyed to storm drains flowing from north to south in the City's major streets to the Coyote Creek and Carbon Creek Channels, which flow into the San Gabriel River. Orange County Public Works (OCPW) is responsible for the design, construction, operation, and maintenance of regional flood control facilities, including those of Coyote Creek and the Carbon Creek Channel. The Program EIR discussed that the GPU would involve land use intensification on a handful of parcels, which could increase stormwater flow to the City's drainage system. The Program EIR suggested that the GPU could require replacement of undersized storm drain inlets in a few locations near parcels where land use would be substantially intensified, in the sides of roadways or in parking lots. Also, new development would be required to retain the increase in stormwater flow onsite. This would ensure that no significant impact would occur.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project Site does not have any stormwater associated pipes or structures on site. The site currently drains overland to the 605-northbound right of way and eventually into the Coyote Creek. There is an existing OCPW storm conveyance box culvert on the south side of Katella Avenue that is not connected to the site.

The existing office use was constructed prior to any onsite stormwater detention requirements being in effect. Most of the Proposed Project Site is developed with either buildings or pavement, rendering it largely impervious to stormwater. The Proposed Project would be required to comply with the Santa Ana Regional Water Quality Control Board's WQMP requirements, including onsite detention of the design capture volume identified in the WQMP Technical Guidance Document. As a result, offsite flows from the project would be no greater than existing flows, and would not result in the need for any additional off-site storm drainage improvements.

As discussed in Section 5.9(a) and 5.9(d), stormwater drainage runoff from the Proposed Project Site would be adequately handled by the Proposed Project's drainage system. Generally, the Proposed Project would maintain existing offsite discharge characteristics and routes, in accordance with the WQMP and associated regulatory requirements.

The proposed onsite drainage would be captured in drop inlets that are connected to proposed 8-inch CMP for detention. These pipes would provide the storage to meet 100 percent of the design capture volume. These 8-inch CMP would be pumped to one of three biofilter areas onsite (See Figure 5-3, *Overall Utility Plan*). As infiltration at the site is infeasible, the site would bio-

treat stormwater prior to discharge to offsite facilities. The pump's flow rate would be lower than the rate at which runoff flows through the biofilter areas. This would prevent the biofilter areas from ponding. In large storm events, the runoff larger than the DCV would bypass the biofiltration system and be discharged into the Coyote Creek channel at rates mimicking the existing flow rates (31.76 cfs), via an existing v-ditch in the adjacent Caltrans right-of-way. The site would not discharge overland flow to the adjacent school (north), civic center (east), or concentrated flow to Katella Avenue (west).

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (no impact) remains unchanged from that cited in the Program EIR.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Summary of Impacts Identified in the Program EIR

Water demand in the Program EIR was estimated using the water demand SBX7-7 rates identified in GSWC's 2010 UWMP. The Program EIR concluded that the GPU would result in an increase in 192,262 gallons per day or 215 afy. The forecast net increase in water demands due to General Plan buildout was well within the forecast increase in GSWC water supplies from 2015 to 2035 (1,043 afy). The Program EIR stated that while California currently faces very severe drought conditions, GWSC 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.

Impacts Associated with the Proposed Project

No New Impact. As described under 5.16(b), above, water use from the Proposed Project would be approximately 45 percent higher than the existing office use, with demand rising from the existing 12 afy to 21.9 afy. The increase in water demands with the implementation of the Proposed Project was analyzed as part of the General Plan buildout scenario in the Program EIR, and is therefore part of the 215 afy increase in water demand identified in that document. The Program EIR established that water demand due to General Plan buildout would not require GSWC to obtain new or increased water supplies. The 2010 UWMP found that there is sufficient surplus water to meet demands. Although GSWC has not yet released the final version of the 2015 UWMP, the proposed 2015 UWMP similarly states that there is sufficient surplus water to meet demands during single dry-year, multiple dry-year, and average year conditions for years 2020 through 2040.⁶

The 2016 UWMP substantiates that compared to existing conditions, the Proposed Project's impacts to water supply would be less than significant.

Therefore, no new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is

⁶ 2015 Urban Water Management Plan (UWMP), Tables 7-2, 7-3, and 7-4 <http://www.gswater.com/uwmp/>.

consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

- e) **Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Summary of Impacts Identified in the Program EIR

See discussion in Section 5.16(b).

Impacts Associated with the Proposed Project

No New Impact. See discussion in Section 5.16(b).

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Summary of Impacts Identified in the Program EIR

According to the Program EIR, Consolidated Disposal collects solid waste in Los Alamitos under contract with the City. In 2012, the latest year for which data are available, 16,004 tons of solid waste and 827 tons of alternative daily cover from the City were landfilled (CalRecycle 2014). In 2012, about 95 percent of the solid waste landfilled from the City of Los Alamitos was disposed of at the Frank R. Bowerman Sanitary Landfill in the City of Irvine and the Olinda Alpha Sanitary Landfill near the City of Brea; both facilities are operated by OC Waste and Recycling. 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. The estimated closing dates of the landfills are 2053 and 2021.

The Program EIR found that the GPU 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. The Program EIR concluded that there is adequate landfill capacity in the region for solid waste that would be generated by buildout, and impacts would be less than significant. Additionally, new development projects would contain storage areas for recyclable materials in conformance with Los Alamitos Municipal Code Section 17.16.110 and California Public Resources Code Sections 42900 et seq., and solid waste diversion programs in the City would continue operating.

Impacts Associated with the Proposed Project

No New Impact. The Program EIR concluded that there is adequate landfill capacity in the region for solid waste that would be generated by buildout, and impacts would be less than significant. The Program EIR assumed that the SuperMedia/Civic Center Site would be developed with a 163,000 SF commercial center over approximately 13 acres. The Program EIR assumed a 0.29 floor area ratio (FAR) for the 13 acre site. Proportionally, applying a 0.29 FAR, the 9.6 acre Proposed Project Site would have an allocation of 121,000 SF. Therefore, less waste would be generated by up to 113,880 SF of retail commercial uses than by the 121,000 SF commercial center assumed for the Proposed Project Site in the Program EIR.

Based on estimates from CalRecycle, typical office uses generate 6 pounds of solid waste per 1,000 SF per day. The existing use would therefore generate approximately 329,249 pounds of solid waste per year. Commercial retail uses generate would generate 13 pounds of solid waste per 1,000 SF per day. The commercial center would therefore generate approximately 529,067 pounds of solid waste per year, or a 61 percent increase over the existing office use.

No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR related to solid waste. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

**g) Comply with federal, state, and local statutes and regulations related to solid waste?
Summary of Impacts Identified in the Program EIR**

According to the Program EIR, both the Frank R. Bowerman Sanitary Landfill and the Olinda Alpha Sanitary Landfill landfills are required to comply with existing landfill regulations from federal, state, and local regulatory agencies. They are subject to regular inspections by CalRecycle, the Local Enforcement Agency (RWQCB), and the South Coast Air Quality Management District.

There are 32 solid-waste diversion programs in the City of Los Alamitos, including those for composting, household hazardous waste collection, public education programs, recycling, source reduction at businesses and schools, and special waste materials such as tires and concrete/asphalt/rubble (CalRecycle 2014). Compliance with the diversion requirement in AB 939 is measured in part by comparing actual disposal rates with target disposal rates; disposal rates at or below target rates are consistent with AB 939. For 2012, the latest year for which data are available, the target disposal rates for Los Alamitos were 10.8 pounds per day (ppd) per resident, and 9.3 ppd per employee. Actual disposal rates in 2012—4.7 ppd per resident and 4.0 ppd per employee—were below target rates and thus were consistent with AB 939 (CalRecycle 2014).

The Program EIR concluded that new development projects approved by the City of Los Alamitos pursuant to the GPU 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. Impacts were considered less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Program EIR concluded that impacts associated with landfill capacity and solid waste regulations would be less than significant with future implementation of development projects anticipated under the GPU, which included the development of 121,000 SF of retail commercial uses in multiple buildings on the Proposed Project Site. The Proposed Project proposes up to 113,880 SF of retail commercial uses and would decrease the anticipated retail commercial square footage by over 7,000 SF, thereby reducing the amount of solid waste generated by the Proposed Project Site.

The City is also required to recycle at least 50 percent of the generated solid waste as required by AB 939 (Integrated Solid Waste Management Act of 1989; Public Resources Code 40050 et seq.). Therefore, the landfills would be taking in half of the solid waste generated by the

Proposed Project. Additionally, the Proposed Project would be required to comply with all federal, state, and local statutes and regulations related to solid waste. The Proposed Project would not affect the City's ability to continue to meet the required AB 939 waste diversion requirements.

Less solid waste would be generated by construction of up to 113,880 SF of retail commercial uses of the Proposed Project than the solid waste that would be generated by the 121,000 SF assumed for the Approved Project Site in the Program EIR. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

Although not specifically in Appendix G of the CEQA Guidelines, the following additional threshold was also addressed in the impact analysis for the Program EIR:

A project would normally have a significant effect on the environment if the project: Would increase demand for other public utilities.

Summary of Impacts Identified in the Program EIR

The Program EIR determined that the GPU 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. Buildout is estimated to result in an increase in electricity use by approximately 33.1 million kilowatt hours per year in the City and Rossmoor. SCE is forecast to have adequate supplies and meet demands from buildout, so the GPU did not require SCE to obtain additional electricity supplies beyond its currently forecast supplies. Furthermore, the buildout is estimated to result in an increase in natural gas use in the City and Rossmoor by approximately 569,928 therms per year, however, existing SoCalGas supplies are vastly greater than the forecast. Since there are sufficient natural gas supplies to meet the net increase in natural gas demands from buildout, impacts would be less than significant.

Impacts Associated with the Proposed Project

No New Impact. Less solid waste would be generated by up to 113,880 SF of retail commercial uses of the Proposed Project than the solid waste that would be generated by the 121,000 SF assumed for the Approved Project Site in the Program EIR. No new or substantially greater impacts would occur with implementation of the Proposed Project when compared to those identified in the Program EIR. The Proposed Project is consistent with the impacts identified in the Program EIR and the level of impact (less than significant impact) remains unchanged from that cited in the Program EIR.

Conclusion

Based on the foregoing, none of the conditions identified in CEQA Guidelines Section 15162 that would trigger the need to prepare a subsequent or supplemental EIR or other environmental document to evaluate Project impacts or mitigation measures exist regarding utilities and service systems. There have not been 1) changes to the project that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; 2) substantial changes with respect to the

circumstances under which the project is undertaken that require major revisions of the Program EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or 3) the availability of new information of substantial importance relating to significant effects or mitigation measures or alternatives that were not known and could not have been known when the Program EIR was certified as completed.

Mitigation/Monitoring Required

No new impacts nor substantially more severe utilities and service systems impacts would result from the adoption and implementation of the Proposed Project; therefore, no new or revised mitigation measures are required regarding utilities and service systems. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

5.17 MANDATORY FINDINGS OF SIGNIFICANCE	Subsequent or Supplemental EIR			Addendum to EIR	
	Substantial Change in Project or Circumstances Resulting in New Significant Effects	New Information Showing Greater Significant Effects than Previous EIR	New Information Identifying New Mitigation or Alternative to Reduce Significant Effect is Declined	Minor Technical Changes or Additions	No New Impact/ No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal

community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Summary of Impacts Identified in the Program EIR

The Program EIR found that future development pursuant to the General Plan Update would alter, intensify, and redistribute land uses in Los Alamitos, however, these changes would not substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Although the City does not have any sites listed on the state or federal register of historic places, Los Alamitos may have paleontological resources that have not been discovered. Cultural resource Impacts 5.3-1 and 5.3-2 were further analyzed in the Program EIR, as discussed in Section 5.5 above. Mitigation Measures 3-1 and 3-2 were adopted by the Program EIR, as discussed in Section 5.5 above. After implementation of these measures, the Program EIR found these impacts to be less than significant.

Impacts Associated with the Proposed Project

No New Impact. The Proposed Project is an infill development project located in an urbanized area of the City. The Proposed Project Site is currently occupied by two office buildings and associated landscaping and paved parking lot. The Proposed Project Site is not populated or used by any species identified as a candidate, sensitive, or special status, and does not contain habitat that would support sensitive species. The Proposed Project Site is not within or adjacent to a NCCP/HCP Habitat Reserve. Therefore, the Proposed Project would not conflict with the provisions of an adopted HCP, NCCP, other approved local, regional, or state habitat conservation plan. Therefore, impacts would be less than significant.

As discussed in Section 5.5, *Cultural Resources*, there are no historic resources located with the Proposed Project Site. The records search confirmed that no cultural resources have been recorded on the Proposed Project Site and a historic resources assessment demonstrated that the historic-age building is not considered a significant cultural resource. In addition, due to the development of the Proposed Project Site and previous disturbances associated with the construction and operation of the existing site use, the potential for encountering paleontological and archeological resources is considered low. However, in the event that cultural resources are inadvertently discovered during ground-disturbing activities, implementation of Mitigation Measures 3-1, 3-2 and 3-3 would ensure that impacts to cultural and paleontological resources remain less than significant. Therefore, the Proposed Project would not eliminate important examples of the major periods of California history or prehistory. With implementation of existing regulations and the Program EIR's mitigation measures, impacts would remain less than significant. There are no new impacts.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Summary of Impacts Identified in the Program EIR

The Program EIR found that implementing the GPU and its land use changes could result in cumulative impacts to aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, or utilities and service systems. As discussed in the previous sections, the Program EIR found that the following eight impacts under four CEQA Checklist topics were significant and unavoidable: 1) Air Quality (AQMP consistency, construction and operation air pollutant emissions, localized air quality) 2) Greenhouse Gas Emissions (consistency with GHG reduction plans) 3) Noise (construction-related noise and vibration) and 4) Transportation (local segments and intersections). Upon implementation of mitigation measures 2-1, 2-2, 4-1, 7-1, and 7-2, the Program EIR found that the impacts would be significant and unavoidable.

Impacts Associated with the Proposed Project

No New Impact. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project's incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Furthermore, CEQA Guidelines Section 15130(b)(1)(B) states that information used to analyze cumulative impacts may come from a summary of projections contained in an adopted general plan or related planning document designed to evaluate regional or area-wide conditions. Consistent with Section 15130(b)(1)(B), the Program EIR analyzed the impacts of developments in accordance with buildout of the proposed land use plan, and therefore, as a result, the Program EIR addressed the cumulative impacts of development within the City of Los Alamitos and the unincorporated community of Rossmoor.

Although usually the potential for cumulative impacts is analyzed within the City and SOI boundary, cumulative impacts that have the potential for impacts beyond the City boundary (e.g., traffic, air quality) were addressed through cumulative growth in the City and region as a whole. The Program EIR found that regional growth outside of Los Alamitos has accounted for traffic, air quality, and noise impacts, according to OCTA's countywide travel demand model, which uses regional growth projections to calculate future traffic volumes. The growth projections adopted by the City and surrounding area were used for the cumulative impact analysis of the Program EIR, and Section 5.15 should be referred to for a discussion of the cumulative impacts associated with development and growth in the City.

As discussed above, the Proposed Project's potential impacts were analyzed in the Program EIR and would not result in new impacts beyond those analyzed in the Program EIR. Therefore, the Proposed Project would not result in new cumulatively considerable impact under any impact area, including aesthetics, air quality, cultural resources, GHG emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, transportation and traffic, or utilities and service systems. With implementation of existing regulations, PDFs and the Program EIR's mitigation measures, the Proposed Project would not result in any new significant impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Summary of Impacts Identified in the Program EIR

The Program EIR found impacts related to effects on the environment, which could affect humans either directly or indirectly, were less than significant. No mitigation measures were required.

Impacts Associated with the Proposed Project

No New Impact. As described in Section 5, above, the Proposed Project has no new potentially significant impacts and no new mitigation measures would be required. The implementation of the Program EIR mitigation measures, PDFs, City standards, and City guidelines would ensure that there would be no substantial adverse effects on human beings, either directly or indirectly. There would be no new impacts.

Project Design Features

Refer to PDFs from Aesthetics (PDF 1-1) and Traffic (PDF 16-1, 16-2 and 16-3). These PDFs are applicant-initiated actions which effectively reduce potential environmental impacts.

Mitigation/Monitoring Required

No new impacts nor substantially more adverse impacts would result from the implementation of the Proposed Project; therefore, no new or revised mitigation measures are required. No refinements related to the Proposed Project are necessary to the Program EIR mitigation measures and no new mitigation measures are required.

6. LIST OF PREPARERS

6.1 CITY OF LOS ALAMITOS

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