

**Los Alamitos – Sausalito & Oak
Initial Study
Mitigated Negative Declaration**

Prepared for:

City of Los Alamitos
3191 Katella Avenue
Los Alamitos, California 90720
562-431-3538



Project Proponent:

The Olson Company
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Prepared by:

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- This document is designed for double-sided printing -



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1 Introduction

The City of Los Alamitos (Lead Agency) received applications for a General Plan Amendment, Zoning Ordinance Amendment, Tentative Tract Map, Site Plan Review, and Conditional Use Permit for a 17 unit residential development at 3271 Sausalito Street. The approval of these applications constitute a project that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed 17-unit residential condominiums.

This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth in the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (See Section 2);
- Identification of the environmental setting (See Section 2.11);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explaining to indicate that there is some evidence to support the entries (See Section 4.);
- Discussion of ways to mitigate significant effects identified, if any (See Section 4);
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (See Sections 4.10); and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (See Section 5).

1.1 – Purpose of CEQA

The body of state law known as *CEQA* was originally enacted in 1970 and has been amended a number of times since then. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

The Legislature finds and declares as follows:

- a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
- b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
- c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
- d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
- e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.
- f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
- g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given

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to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

- h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
- i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
- j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
- k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
- l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
- m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
- n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment.

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which will avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Tiering

This Initial Study *tiers* from the City's General Plan EIR. Section 15152 et seq of the CEQA Guidelines describes *tiering* as a streamlining tool as follows:

- (a) *Tiering* refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project.
- (b) Agencies are encouraged to tier the environmental analyses which they prepare for separate but related projects including general plans, zoning changes, and development

projects. This approach can eliminate repetitive discussions of the same issues and focus the later EIR or negative declaration on the actual issues ripe for decision at each level of environmental review. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. Tiering does not excuse the lead agency from adequately analyzing reasonably foreseeable significant environmental effects of the project and does not justify deferring such analysis to a later tier EIR or negative declaration. However, the level of detail contained in a first tier EIR need not be greater than that of the program, plan, policy, or ordinance being analyzed.

- (c) Where a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible but can be deferred, in many instances, until such time as the lead agency prepares a future environmental document in connection with a project of a more limited geographical scale, as long as deferral does not prevent adequate identification of significant effects of the planning approval at hand.
- (d) Where an EIR has been prepared and certified for a program, plan, policy, or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy, or ordinance should limit the EIR or negative declaration on the later project to affects which:
 - (1) Were not examined as significant effects on the environment in the prior EIR; or
 - (2) Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.
- (e) Tiering under this section shall be limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located, except that a project requiring a rezone to achieve or maintain conformity with a general plan may be subject to tiering.
- (f) A later EIR shall be required when the initial study or other analysis finds that the later project may cause significant effects on the environment that were not adequately addressed in the prior EIR. A negative declaration shall be required when the provisions of Section 15070 are met.
 - (1) Where a lead agency determines that a cumulative effect has been adequately addressed in the prior EIR that effect is not treated as significant for purposes of the later EIR or negative declaration, and need not be discussed in detail.
 - (2) When assessing whether there is a new significant cumulative effect, the lead agency shall consider whether the incremental effects of the project would be considerable when viewed in the context of past, present, and probable future projects. At this point, the question is not whether there is a significant cumulative impact, but whether the effects of the project are cumulatively considerable. For a discussion on how to assess whether project impacts are cumulatively considerable, see Section 15064(i).
 - (3) Significant environmental effects have been *adequately addressed* if the lead agency determines that:

Introduction

- (A) they have been mitigated or avoided as a result of the prior environmental impact report and findings adopted in connection with that prior environmental report; or
 - (B) they have been examined at a sufficient level of detail in the prior environmental impact report to enable those effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or by other means in connection with the approval of the later project.
- (g) When tiering is used, the later EIRs or negative declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR or negative declaration should state that the lead agency is using the tiering concept and that it is being tiered with the earlier EIR.

1.3 – Public Comments

Comments from all agencies and individuals are invited regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study are to be submitted to:

Steven Mendoza, Community Development Director
City of Los Alamitos Planning Division
3191 Katella Avenue
Los Alamitos, California 90720
562-431-3538

Following a 20-day period of circulation and review of the Initial Study, all comments will be considered by the City of Los Alamitos prior to adoption.

1.4 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact:

Steven Mendoza, Community Development Director
City of Los Alamitos Planning Division
3191 Katella Avenue
Los Alamitos, California 90720
562-431-3538

2 Project Description

2.1 – Project Title

Sausalito Street Detached Single-Family Home Project

2.2 – Lead Agency Name and Address

City of Los Alamitos Planning Department
3191 Katella Avenue
Los Alamitos, California 90720
562-431-3538

2.3 – Contact Person and Phone Number

Steven Mendoza, Community Development Director
562-431-3538

2.4 – Project Location

Northeast of intersection of Sausalito Street and Oak Street
3271 Sausalito Street
Los Alamitos, California 90720
(See Exhibits 1 and 2, Regional Context and Vicinity Map)

2.5 – Project Sponsor’s Name and Address

The Olson Company
3010 Old Ranch Parkway, Suite 100
Seal Beach, California 90740

2.6 – General Plan Land Use Designation

Planned Industrial

2.7 – Zoning District

Planned Light Industrial (P-M)

2.8 – Project Description

The project proposes to develop 17 detached residential condominium units on a 1.52-acre property located at 3271 Sausalito Street (APN 242-222-01) at a density of 11.1 units per acre. The project includes a General Plan Amendment, Zoning Ordinance Amendment, Tentative Tract Map, Site Plan Review, and Conditional Use Permit. The General Plan and Zoning Ordinance amendments will include changing the land use designation on the property from Planned Industrial to Multiple Family Residence and changing the zoning district from Planned Light Industrial (P-M) to Multiple Family Residential (R-3).

Project Description

The proposed project will involve the demolition of industrial buildings, grading of the property, and construction of 17 detached residential condominium units. Construction is estimated to take approximately one year beginning in early 2013. Each detached unit will be two stories in height and have a private two-car garage. Two residential building plans are proposed: Plan 1 and Plan 2. Plan 1 is a 1,707 square-foot house with three bedrooms and two and one half baths. Plan 2 is a 1,914 square-foot house with four bedrooms, oft, and three baths.

Outdoor space will be provided for each unit consisting of ground-floor private yard areas. The project will include an approximate 1,400 square-foot landscaped park area with a bench and turf area. The main private driveway with access to Sausalito Street will be 44 feet wide and will include sidewalks and parking on both sides along a portion of the private driveway. The end of the main private driveway includes a turnaround area designed for emergency vehicles. There are several 22-foot wide private driveways that provide direct access to garages. The frontage along Sausalito Street will include landscaping, six-foot wide public sidewalk, and a landscaped stormwater runoff biofiltration area. The drainage system and common area landscaping will be maintained by a homeowner's association.

Vehicular access would be provided via Sausalito Street. Wet and dry utility connections would be made to existing facilities located within Sausalito Street and no off-site improvements are proposed. The project will follow the existing drainage pattern of the site and drain to proposed underground catch basin prior to connecting to the existing storm drain beneath Sausalito Street.

Landscaping is proposed throughout the site, in particular along the project's frontage on Sausalito Street, along the interior roadway, and within the common open space area. The project will include a split face block wall around the perimeter of the project with stucco over block wall facing the interior roadway and wood fencing separating the individual rear yards.

2.9 – Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Planned Industrial	Planned Light Industrial (P-M)	Industrial
North	Open Area	Open Area (O-A)	Flood Control Channel
South	Multiple Family Residential	Multiple Family Residential (R-3)	Single-Family Residential
East	Planned Industrial	Planned Light Industrial (P-M)	Church
West	Multiple Family Residential	Mobile Home Park Residential (M-H)	Manufactured Homes

2.10 – Environmental Setting

The project site currently accommodates industrial land use with the primary building originally constructed in the 1960s. The site has been used by Harbor Patterns for manufacture of composite tools. It is surrounded by residential land uses to the south and west, a church to the east, and a Los Angeles County Flood Control District channel immediately to the north. Access to the site is provided via Sausalito Street which connects to circulating roads. The site is generally void of vegetation, being entirely paved, save for small landscape areas near the southerly portion of the site containing shrubs and trees.

2.11 – Required Approvals

The City of Los Alamitos is the only land use authority for this project and this project will require the following City approvals:

Project Description

- General Plan Amendment to change the land use designation on the property from Planned Industrial to Multiple Family Residence
- Zoning Ordinance Amendment to change the zoning district from Planned Light Industrial (P-M) to Multiple Family Residential (R-3)
- Tentative Tract Map to subdivide the 1.52-acre parcel into 17 parcels for condominium purposes
- Site Plan Review to assure the development is consistent with the provisions of the zoning code and general plan
- Conditional Use Permit to authorize condominium development in the Multiple Family Residential (R-3) zone

2.12 – Other Public Agencies Whose Approval is Required

None

Project Description



Project Description

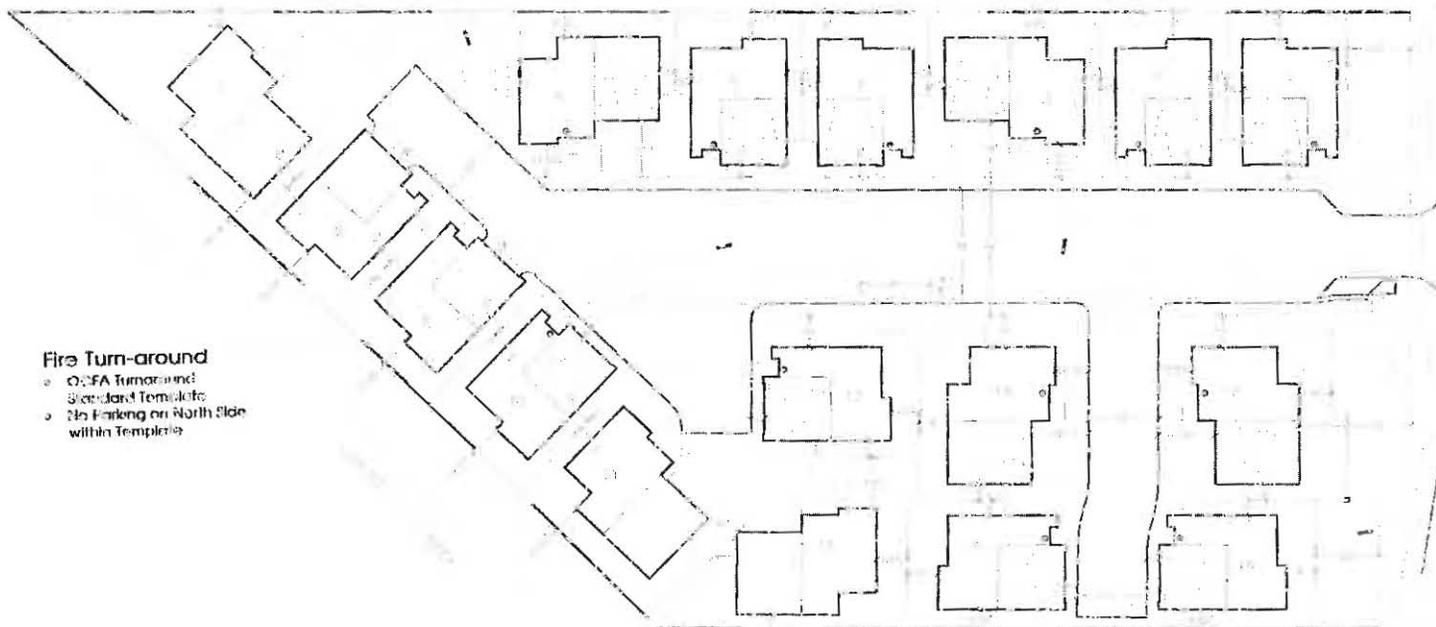


Project Summary

Total Site Area:	1.52 Acres ±
Total Units:	17 Conventional Units <ul style="list-style-type: none"> • Plan 1: 10 Units • Plan 2: 7 Units
Net Density:	11.1 Homes per Acre
Min. Building Separation:	10 Feet
Parking Required:	2 spaces per unit + 6.5 spaces for each room (including dens, offices, etc.) In excess of 2 bedrooms. At least one space be provided in an enclosed garage.
Parking Provided:	44 Spaces provided (2.5 sp./Unit) <ul style="list-style-type: none"> • Garage: 31 Spaces • Street: 10 Spaces
Open Space Required:	500 square feet of Outdoor Living Space per dwelling unit (3100 sq ft). A minimum of 20% of the required uncovered parcel area (900 sq ft) shall be provided in one contiguous location and shall be kept free and clear of any structural or other intrusions that would inhibit the development or use of the site for uninterrupted, usable, open, green space.

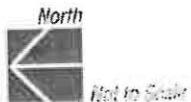
Common Open Space
 • 47,140 Square Feet

Typical Private Street
 • Paving Both Sides
 • 4' Attached Walk Both Sides



Fire Turn-around
 • O.C.F.A Turn-around Standard Template
 • No Parking on North Side within Template

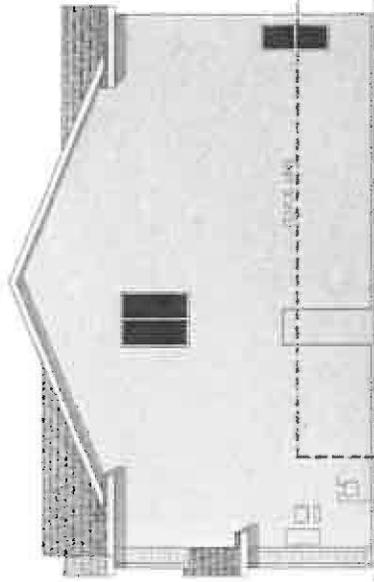
20' Setback to structures along Sausalito Street. Low wall or fence 3'6" allowed in setback, but not 6' wall.



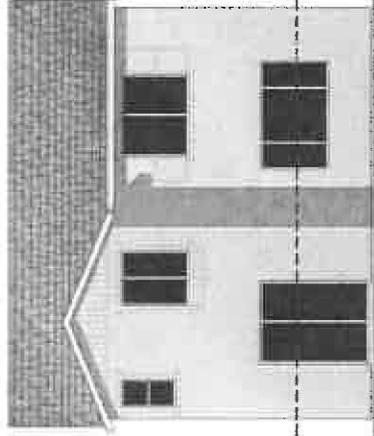
- Notes:
1. All dimensions are in feet and inches.
 2. All setbacks are measured from the exterior face of the structure.
 3. All setbacks are measured from the exterior face of the structure.
 4. All setbacks are measured from the exterior face of the structure.
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 7. All setbacks are measured from the exterior face of the structure.



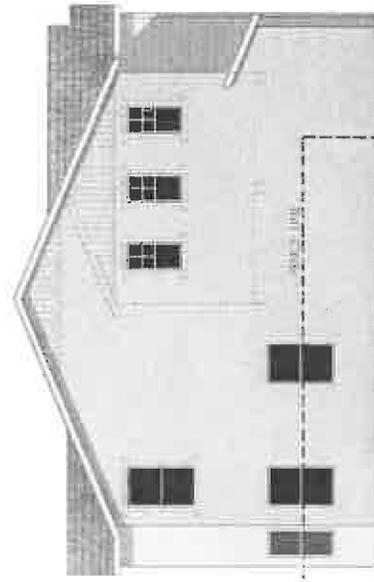
Plan One A



RIGHT

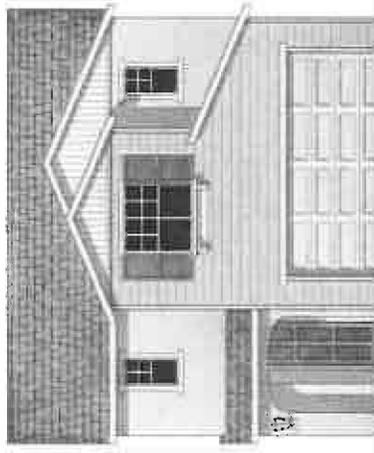


REAR
 ALPHABET ROAD - EMPLOYMENT CENTER OFFICE # 1001 16



LEFT

ALPHABET ROAD - EMPLOYMENT CENTER OFFICE # 1001 16

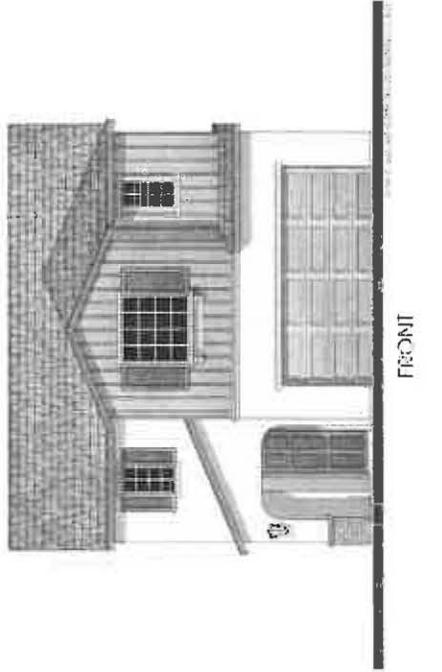
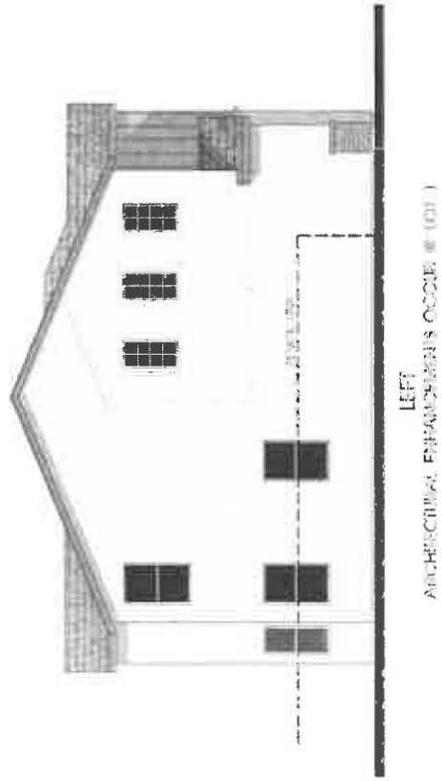
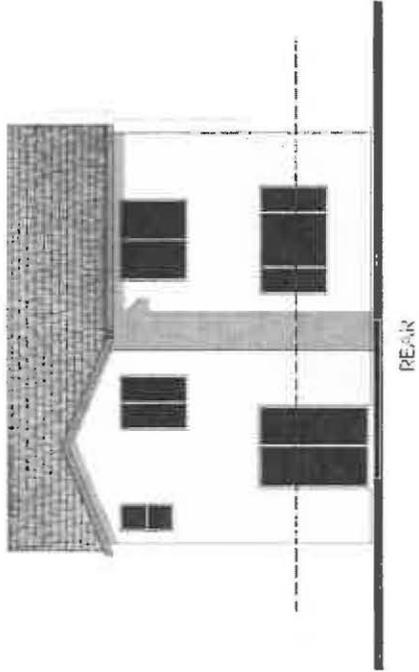
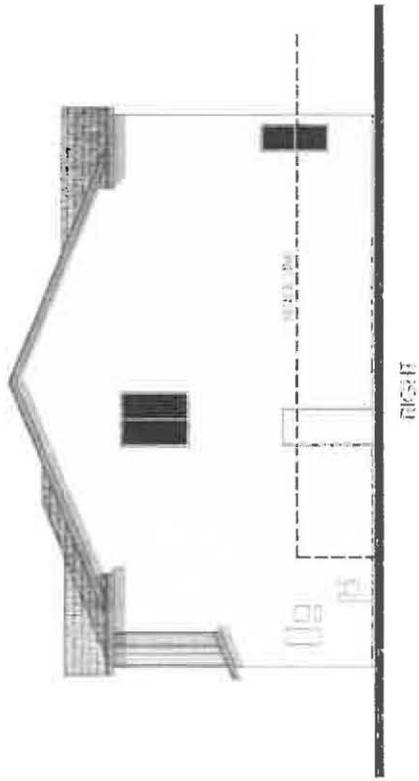


FRONT

ALPHABET ROAD - EMPLOYMENT CENTER OFFICE # 1001 16

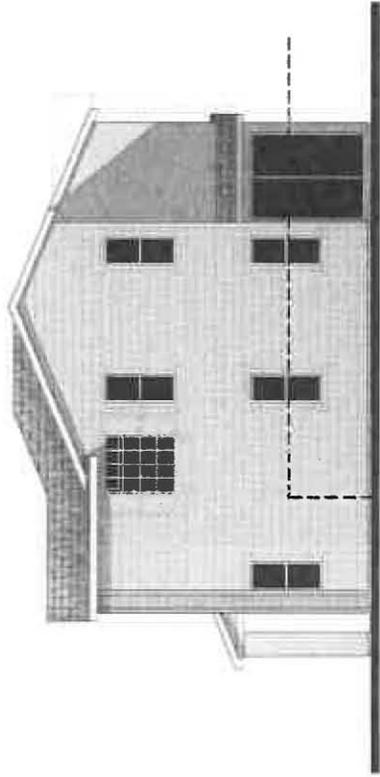


Plan One C

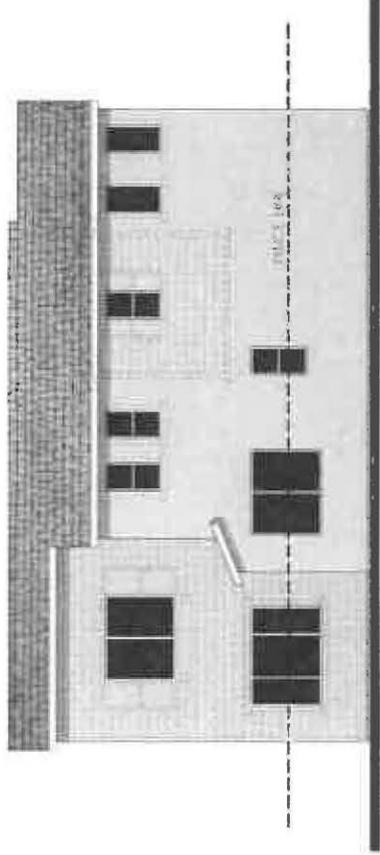




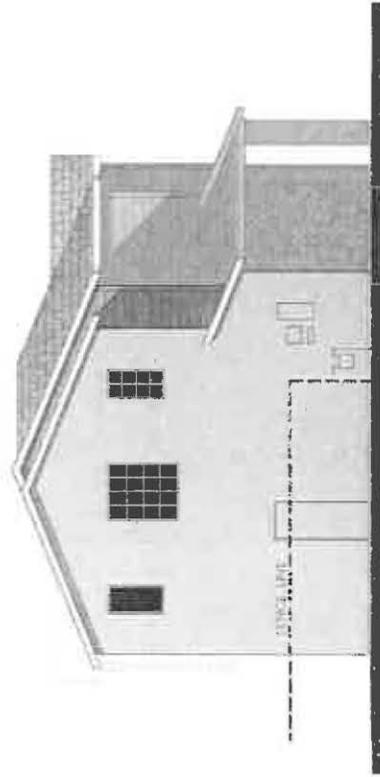
Plan Two C



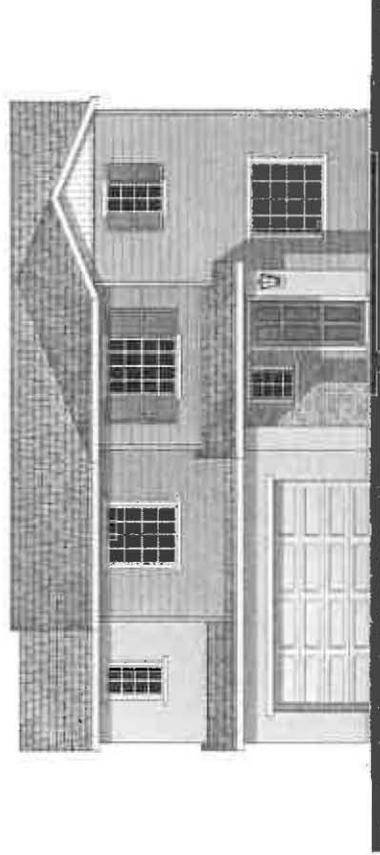
RIGHT
ARCHITECTURAL ENHANCEMENTS OCCUR ON LOTS 14 & 17



REAR
ARCHITECTURAL ENHANCEMENTS OCCUR # LOT 17A



LEFT



FRONT



Hogle-Ireland Planning & Development Company
 10000 Wilshire Blvd, Suite 1000, Los Angeles, CA 90024
 Phone: (310) 204-1111 Fax: (310) 204-1112

Exhibit 6 Plan Two C Building Elevations
 Los Alamitos - Saubaito & Oak
 Los Alamitos, CA



3 Determination

3.1 – Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages.

<input type="checkbox"/>	Aesthetics	<input type="checkbox"/>	Agriculture 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

3.2 – Determination

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Name Steven Mendoza, Community Development Director

Date

Determination



4 Evaluation of Environmental Impacts

4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	<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 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The project site is currently developed with an industrial use and surrounded by developed residential and church properties. The project site is not located within a scenic vista. Views within the surrounding area generally consist of surrounding development and generally do not include views of any natural features.

b) **No Impact.** The project is not adjacent to a designated state scenic highway as identified on the California Scenic Highway Mapping System.¹ The project site contains industrial buildings and storage area and contains no scenic resources. The proposed project includes the construction of 17 single-family homes that is consistent in type and scale with the existing development in the vicinity. There are no scenic resources in the project vicinity that could be blocked by the proposed project. No impact will occur.

c) **Less Than Significant Impact.** Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or

¹ State of California Department of Transportation. California Scenic Highway Mapping System. <http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm> [July 17, 2012]

Evaluation of Environmental Impacts

quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed buildings on the existing industrial site would alter the existing visual character of the site. The proposed residential project is similar in use and building type as the existing surrounding residential and church structures when compared to the existing industrial buildings. The project will comply with all pertinent design requirements of the Zoning Code, specifically those related to residential land uses, to assure quality site design and building architecture that is well produced and is consistent with the character of the area. The project includes two different building plans with complementary architectural styles and features. Perimeter and interior landscaping is also proposed. With design features included, the project will have less than significant impacts on the visual character of the site and the surroundings.

d) Less Than Significant Impact. Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists).

The proposed project includes street lighting, exterior individual yard lighting, and interior building lighting that could increase the amount of ambient light in the surrounding area. The proposed project is required to conform to the City's Zoning Code standards contained in Section 17.14.040 and 17.16.050 that regulate lighting direction, intensity, and glare/reflection as well as the City's Municipal Code Section 8.48 that regulate shielding, color, intensity, and affect on adjacent properties. Compliance with the Zoning Code standards for lighting will ensure that lighting and glare impacts associated are less than significant.

4.2 – Agriculture and Forest Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** As indicated in the map of Important Farmland in California (2004) prepared by the Department of Conservation, the project site is not identified as being prime farmland, unique farmland, or farmland of Statewide Importance.² In addition, the City of Los Alamitos General Plan does not identify any areas for agriculture use. Therefore, there will be no conversion of Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to a non-agricultural use as a result of this project.

² California Department of Conservation. Orange County Important Farmland 2010 map. August 2011.

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b) **No Impact.** As indicated by the Department of Conservation, Division of Land Resources Protection, Map of Orange County Williamson Act Lands 2004 does not identify the project site as being on enrolled land.³ In addition the project is currently zoned Planned Industrial and as part of the project is being rezoned to Multiple Family Residential. Therefore, there will be no conflict with existing zoning for agricultural use or a Williamson Act contract.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as 'land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.' The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The USDA Forest Service vegetation maps for the project site identify it as 'non-forest' type, indicating that is not capable of growing industrial wood tree species.⁴ The project site is already developed with an industrial land use and is zoned for industrial uses, with no substantial vegetation onsite. Therefore, development of this project will have no impact to any timberland zoning.

d) **No Impact.** The project site is already developed land with no substantial vegetation; thus, there will be no loss of forest land or conversion of forest land to non-forest use as a result of this project.

e) **No Impact.** The project site is currently developed with no substantial vegetation. The project is surrounded by other developed residential and church properties. None of the surrounding sites contain existing forest uses. Development of this project will not change the existing environment in a manner that will result in the conversion of forest land to a non-forest use.

³ California Department of Conservation. Orange County Agricultural Preserves 2004.

⁴ USDA Forest Service. Pacific Southwest Region. EvvegTile51A_03_v2. March 2007

4.3 – Air Quality

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **No Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2007 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2007 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.⁵ Consistency review is presented below:

⁵ South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993

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The project would result in short-term construction and long-term pollutant emissions that are less than the CEQA significance emissions thresholds established by the SCAQMD, as demonstrated in Section 4.3 et seq of this report; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

1) The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and 'significant projects.' Significant projects include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities. Although the proposed residential project is not considered a significant project, the proposed General Plan amendment from Planned Industrial to Multiple Family Residence will be analyzed for AQMP consistency.

2) The 2007 AQMP long-term emissions inventory was modeled from the growth projections utilized in the 2004 Regional Transportation Plan (RTP) prepared by the Southern California Association of Governments (SCAG). RTP growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. Regional growth forecasts for the RTP were updated for the 2012 RTP. Growth projections for the 2012 RTP predicted a citywide population growth between 2008 and 2020 of approximately 600. This project's estimated 51 residents represent less than 10% of that citywide projection. This project would accommodate additional local residents that are well within the growth forecasts developed for the RTP.

Based on the consistency analysis presented above, the proposed project will not conflict with the AQMP and impacts will be less than significant.

b) **Less Than Significant Impact.** A project may have a significant impact if project related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed Project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California (State) and the Federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as 'criteria pollutants'). These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM¹⁰), fine particulate matter with a diameter of 2.5 microns or less (PM^{2.5}), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 4.3.1 (South Coast Air Basin Attainment Status) summarizes the attainment status in the Basin for the criteria pollutants. Discussion of potential impacts related to short-term construction impacts and long-term area source and operational impacts are presented below.

**Table 4.3.1
South Coast Air Basin Attainment Status**

Pollutant	Federal	State
O ₃ (1-hr)	N/A	Nonattainment
O ₃ (8-hr)	Nonattainment	Nonattainment
PM ¹⁰	Nonattainment	Nonattainment
PM ^{2.5}	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO ₂	Attainment	Nonattainment
SO ₂	Attainment	Attainment
Pb	Attainment	Attainment

Sources: ARB 2011

Construction Emissions

The California Emissions Estimator Model (CalEEMod) version 2011.1.1 was utilized to estimate emissions from the proposed construction activities (see Appendix A, Air Quality Modeling Data). The default model construction phase lengths were utilized, as is summarized in Table 4.3.2.

**Table 4.3.2
Tentative Construction Schedule**

Phase	Start	End	Days
Demolition - Building	01/02/13	01/15/13	5
Demolition - Paving	01/16/13	01/29/13	5
Grading	01/30/13	02/04/13	4
Building Construction	02/05/13	11/11/13	200
Paving	11/12/13	11/25/13	10
Architectural Coating	11/26/13	12/09/13	10
Total			244

Source: Hogle-Ireland 2012

The maximum (summer or winter) results of the analysis are summarized in Table 4.3.3 (Maximum Daily Construction Emissions). The model indicates that construction activities would not exceed the established daily emissions thresholds; therefore, construction activities would not result in potentially significant short-term criteria pollutant emissions impacts.

**Table 4.3.3
Maximum Daily Construction Emissions (lbs/day)**

Year	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
2012	24.24	53.95	32.22	0.07	13.53	5.11
SCAQMD Threshold	75	100	550	150	150	55
Potential Impact?	No	No	No	No	No	No

Source: Hogle-Ireland 2012
Note: Volatile organic compounds are measured as reactive organic compounds

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Operational Emissions

Long-term criteria air pollutant emissions will result from the operation of the residential project. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions will result from automobile and other vehicle sources associated with daily trips to and from the proposed facility. CalEEMod model was utilized to estimate mobile source emissions. Trip generation is based on the project traffic proposal prepared by Stantec.⁶ Area source emissions are the combination of many small emission sources that include use of outdoor landscape maintenance equipment, use of consumer products such as cleaning products, and periodic repainting of the proposed structures. Energy demand emissions result from use of electricity and natural gas. Emissions from area sources were estimated using CalEEMod using program default values for area and energy demand emissions. Operational emissions are summarized in Table 4.3.5 (Long-Term Daily Emissions). Long-term emissions will not exceed the daily thresholds established by SCAQMD; impacts will be less than significant.

**Table 4.3.4
Long-Term Daily Emissions (lbs/day)**

Source	ROG	NO _x	CO	SO ₂	PM ¹⁰	PM ^{2.5}
<i>Summer</i>						
Area Sources	2.09	0.10	7.08	0.01	0.91	0.91
Energy Demand	0.01	0.08	0.00	0.00	0.00	0.00
Mobile Sources	0.59	1.42	5.70	0.01	1.23	0.11
Summer Total	2.69	1.60	12.78	0.02	2.14	1.02
<i>Winter</i>						
Area Sources	2.09	0.10	7.08	0.01	0.91	0.91
Energy Demand	0.01	0.08	0.00	0.00	0.00	0.00
Mobile Sources	0.61	1.53	5.60	0.01	1.24	0.11
Winter Total	2.71	1.71	12.68	0.02	2.15	1.02
Threshold	55	55	550	150	150	55
Potential Impact?	No	No	No	No	No	No
Source: Hogle Ireland 2012						
Note: Volatile organic compounds are measured as reactive organic compounds						

c) **Less Than Significant Impact.** Cumulative short-term, construction-related emissions and long-term, operational emissions from the project will not contribute considerably to any potential cumulative air quality impact because short-term project and operational emissions will not exceed any SCAQMD daily threshold. As required of the proposed project, other concurrent construction projects and operations in the region will be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements. Impacts will be less than significant.

d) **Less Than Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land uses that can be considered 'sensitive receptors' are the surrounding residential dwelling units to the south and west of the project site as well as the Oak Middle School located further to the south. The

⁶ Stantec. Proposal – Sausalito and Oak Site Plan Traffic Assessment. June 12, 2012.

proposed residential project will not generate toxic pollutant emissions because the residential projects do not produce such emissions. The proposed residential project, therefore, would have a less than significant impact on sensitive receptors relating to toxic pollutant emissions.

A carbon monoxide (CO) hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential for violation of state and federal CO standards at study area intersections, even if the broader Basin is in attainment for federal and state levels. In general, SCAQMD and the California Department of Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) recommend analysis of CO hotspots when a project has the potential for resulting in higher CO concentrations within the region and increases traffic congestion at an intersection by more than two percent that is operating at LOS D or worse.

The proposed project is estimated to generate approximately 13 morning peak and 17 afternoon peak hour trips (using the ITE 8th Edition *Trip Generation* rates). Pursuant to the analysis included in the project's traffic analysis, only one the intersection of Los Alamitos Boulevard and Cerritos Avenue currently operates at LOS D in the afternoon peak hour.⁷ In addition, the proposed project would not degrade the Intersection Capacity Utilization (ICU) at all, let alone greater than two percent for the one intersection currently operating at LOS D. Impacts related to CO hotspots will be less than significant.

e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed residential project does not include any of the above noted uses or process; no impact will occur.

⁷ Stantec. Initial Traffic Assessment – Restricted Development at Sausalito/Oak. July 2012.

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4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant 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 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 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 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 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 checked="" type="checkbox"/>

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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 checked="" type="checkbox"/>
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a) **No Impact.** The project site has been disturbed with existing industrial development and currently lacks any substantial vegetation. Considering the lack of habitat on the property, no impacts to wildlife species of concern will occur.

b) **No Impact.** The project site is developed and does not contain any riparian features or habitat. No impact will occur.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain any wetlands and the proposed project would not disturb any offsite wetlands (see Section 3.9 for discussion of project drainage features).⁸ No impact will occur.

d) **No Impact.** The project site is surrounded by development, preventing the use of the project site and surrounding area as a wildlife corridor. In addition, the further surrounding area is primarily urbanized and does not contain any substantial areas of habitat. The existing site and surrounding area does not currently provide for the movement of any native resident or migratory fish or wildlife. No impact will occur.

e) **No Impact.** The City of Los Alamitos does not have any adopted tree preservation ordinance or other policies protecting biological resources. No impact will occur.

f) **No Impact.** The proposed project site is not within the planning area of any Habitat Conservation Plan⁹, Natural Community Conservation Plan¹⁰, or other approved local, regional or state habitat conservation plan. No impact will occur.

⁸ United States Fish and Wildlife Service. National Wetlands Inventory. <http://107.20.228.18/Wetlands/WetlandsMapper.html#> [July 17, 2012]

⁹ United States Fish and Wildlife Service. Conservation Plans and Agreements Database. <http://ecos.fws.gov/conservation/plans/public.jsp> [July 17, 2012]

¹⁰ California Department of Fish and Game. California Natural Community Conservation Planning. <http://www.dfg.ca.gov/habcon/nccp/> [July 17, 2012]

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4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 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 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 checked="" type="checkbox"/>

a) **No Impact.** The existing industrial structures on the project site will be removed to accommodate the proposed 17-unit single family residential project. According to the City of Los Alamitos General Plan Conservation Element, the City does not contain any sites listed in either Federal or State Registers of Historic Places.¹¹ The existing primary building on site is estimated to have been constructed in the 1960s. Due to the building’s design and lack of any apparent recorded reference to any historic events, the building is not defined as a historical resource, thus the project will not cause a substantial adverse change in the significance of historical resources. No impact will occur.

b) **No Impact.** The project site is already developed and grading activities for the proposed development will be limited in scale so as to minimally disturb the existing grade. Any buried archaeological resources would have already been uncovered or destroyed at the time of initial development of the project site in the 1960s. No impact will occur.

c) **No Impact.** The project site is already developed and grading activities for the proposed development will be limited in scale so as to minimally disturb the existing grade. Any buried paleontological resources would have already been uncovered or destroyed at the time of initial development of the project site in the 1960s. No impact will occur.

d) **No Impact.** Since the project site is already developed, no human remains or cemeteries are anticipated to be disturbed by the proposed project. Any buried human remains would have been uncovered or destroyed at that time of initial development of the site. In the unlikely event that human remains are uncovered the project would comply with CEQA requirements, including

¹¹ City of Los Alamitos General Plan, Conservation Element. 2010.

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halting construction activities until a County coroner can evaluate the find and notify a Native American Representative if the remains are of Native American Origin. With compliance with these regulations, impacts would be less than significant. Grading activities for the proposed development will be limited in scale so as to minimally disturb the existing grade. No impact will occur.

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4.6 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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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 checked="" type="checkbox"/>
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a.i) **No Impact.** The proposed project is not located on a known fault as delineated on the Alquist-Priolo Earthquake Fault Zoning Map.¹² The nearest known active regional fault traces are located approximately 0.6 miles to the southwest. No impact will occur.

a.ii) **Less Than Significant Impact.** The proposed project will be subject to ground shaking impacts should a major earthquake occur in the future. Potential impacts include injury or loss of life and property damage.

The proposed buildings are subject to the seismic design criteria of the California Building Code (CBC) and the project-specific design requirements of the project geotechnical report. Adherence to these requirements will reduce the potential of the buildings from collapsing during an earthquake, thereby minimizing injury and loss of life. Although structures may be damaged during earthquakes, adherence to seismic design requirements will minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life. Adherence to existing regulations will reduce the risk of loss, injury, and death; impacts due to strong ground shaking will be less than significant.

a.iii) **Less Than Significant Impact.** The project’s geotechnical report indicates that the potential for seismically induced liquefaction could range up to 4.5 inches of settlement. Due to the relatively uniform soil across the site, differential settlement would only be expected to be half of the total settlement (i.e. 2 ¼ inches at the top of the range) across a 30 foot distance. The project is required to be constructed in accordance with the CBC and the requirements of the project geotechnical report that specifies site-specific design requirements for foundations such as post tensioned slabs, grade beams with structural slabs, or mat foundations to reduce any potential property damage from ground failure or soil instability. Conventional shallow foundations shall not be used for habitable structures. Implementation of the recommendations of the project geotechnical report will ensure that impacts due to seismically induced liquefaction will be less than significant.

a.iv) **No Impact.** Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The project is located in a relatively flat area and is not located near any substantial slopes. No impact will occur.

b) **Less Than Significant Impact.** Erosion and loss of topsoil could result in damage to on-site structures and landscaping or to neighboring properties. Erosion can also impact downstream water bodies while loss of nutrient rich topsoil impacts the ability for vegetation to grow. The proposed project is subject to SCAQMD Rule 403 and the erosion control requirements of the CBC to prevent wind-blown and stormwater-related erosion. Rule 403 will minimize wind-blown erosion by requiring stabilization of disturbed soils during construction activities through

¹² Albus-Keefe and Associates. Geotechnical Due-Diligence Investigation, Proposed Residential Development 3271 Sausalito Street, Los Alamitos, California. May 10, 2012

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measures as such daily watering. Required erosion control plans will ensure that measures are implemented at project sites to prevent or minimize erosion due to rain, ensuring that downstream water bodies are protected from sedimentation. The project Erosion Control Plan includes gravel bag barriers and check dams to prevent off-site erosion. With implementation of existing regulations, impacts due to erosion and loss of topsoil will be less than significant.

c) **Less Than Significant Impact.** As stated in the Section 4.a.iii), the soils on the project site contain the potential for liquefaction. The investigation also determined that based on the local soil and slope conditions, lateral spreading would be minimal. The project site is not subject to landslides. The geotechnical investigation recommended soil excavation, blending, and recompaction of soils to reduce the potential for liquefaction and lateral spreading to acceptable levels for building construction and occupancy. The recommendations of the geotechnical report will be implemented during site preparation and grading. Impacts related to on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse will be less than significant with implementation of the proposed geotechnical recommendations.

d) **Less Than Significant Impact.** Expansive soils can result in damage to structures when clay within the soil swells due to moisture. The geotechnical investigation determined that the soils on the project site possess a Medium expansion potential. The investigation also determined that additional testing for soil expansion should be done subsequent to rough grading and prior to construction of foundations and other concrete work to confirm the final conditions. The project geotechnical investigation includes design parameters to ensure that proposed and future structures and improvements are constructed to the specific conditions of the project site. With these design measures, impacts due to expansive soils will be less than significant.

e) **No Impact.** The project site is served by a fully functional sewer system. The project will connect to this system and will not require use of septic tanks. No impact will occur.

4.7 – Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>

a) **Less Than Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.¹³ Climate change can result from natural processes and from human activities. Natural changes in the climate can be caused by indirect processes such as changes in the Earth’s orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet’s surface. Greenhouse gases differ from other emissions in that they contribute to the ‘greenhouse effect’. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it keeps the planet approximately 60° F warmer than without it. Emissions from human activities since the beginning of the industrial revolution (approximately 150 years) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature. Greenhouse gases (GHG’s) occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydro fluorocarbons (HFC’s), perfluorocarbons (PFC’s), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

GHG emissions for the project were quantified utilizing the California Emissions Estimator Model (CalEEMod) version 2011.1.1 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions (see Appendix A, Air Quality Modeling Data). A numerical threshold for determining the significance of greenhouse gas emissions in the South

¹³ United States Environmental Protection Agency. Frequently Asked Questions About Global Warming and Climate Change. Back to Basics. April 2009

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Coast Air Basin (Basin) has not officially been adopted by the South Coast Air Quality Management District (SCAQMD). As an interim threshold based on guidance provided in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change white paper, a non-zero threshold based on Approach 2 of the handbook will be used.¹⁴ Threshold 2.5 (Unit-Based Thresholds Based on Market Capture) establishes a numerical threshold based on capture of approximately 90 percent of emissions from future development. The latest threshold developed by SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent (MTCO2E) per year for residential and commercial projects.¹⁵ This threshold is based on the review of 711 CEQA projects.

Table 4.7.1 (Greenhouse Gas Emissions Inventory) summarizes annual greenhouse gas emissions from build-out of the proposed operations center. The emissions inventory accounts for GHG emissions from construction activities and operational activities.

**Table 4.7.1
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (MT/YR)			
	CO2	CH4	N2O	TOTAL*
Construction	216.89	0.03	0.00	217.52
<i>30-Year Amortization</i>	7.23	0.00	0.00	7.25
Operational				
Area	12.64	0.01	0.00	12.84
Energy	70.27	0.00	0.00	70.7
Mobile	270.57	0.01	0.00	270.79
Waste	4.08	0.24	0.00	9.14
Water	6.46	0.01	0.00	6.95
GRAND TOTAL	371.25	0.27	0.00	377.67

Source: Hogle-Ireland 2012

* MTCO2E/YR

Note: Slight variations may occur due to rounding

^ Construction emissions amortized over 30-years

Construction activities are short-term and cease to emit greenhouse gases upon completion, unlike operational emissions that are continuous year after year until operation of the use ceases. Because of this difference, SCAQMD recommends in its draft threshold to amortize construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions in order to generate a precise project GHG inventory. Greenhouse gas emissions will not exceed the 3,000 MTCO2E threshold and therefore will not result in a significant impact.

b) **No Impact.** The City of Los Alamitos has not adopted any plans, policies, or regulations designed to reduce greenhouse gas emissions. However, the City has adopted a Green Building Ordinance requiring submittal of a Green Building Checklist (designed by the US Green Building Council) for new commercial projects. The project is subject to these requirements and does not include any feature (i.e. substantially energy demands) that would interfere with their implementation. No impact will occur.

¹⁴ California Air Pollution Control Officers Association. CEQA and Climate Change. January 2008

¹⁵ South Coast Air Quality Management District. CEQA Significance Thresholds Working Group. Meeting # 15, Main Presentation. September 28, 2010

4.8 – Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 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 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. According to the EPA, the proposed project is not located near any listed facilities that emit toxic air contaminants, utilize toxic or radioactive materials, produce hazardous wastes, or discharge to surface water bodies.¹⁶

The proposed residential project will not engage in the routine transport, use, or disposal of hazardous materials or wastes. Widely used hazardous materials common at any residential land use include paints and other solvents, cleaners, automobile fluids, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used motor oil, dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials or wastes will be less than significant.

b) **Less Than Significant Impact with Mitigation.** Construction of the proposed project will require the use and transport of hazardous materials such as asphalt, paints, and other solvents. Construction activities could also produce hazardous wastes associated with the use of such products. Construction of the proposed project requires ordinary construction activities and will not require a substantial or uncommon amount of hazardous materials to complete. All hazardous materials are required to be utilized and transported in accordance with their labeling pursuant to federal and state law. Because of these existing regulations, construction activities do not pose a substantial risk to the public or the environment due to the use of hazardous materials; impacts will be less than significant.

A Phase I Environmental Site Assessment (ESA) was prepared for the project to determine if environmental health hazards were present on the project site.¹⁷ The assessment found four Recognized Environmental Conditions (REC) that include documented releases by nearby properties, hazardous material storage, ground staining, and paint booth that necessitate the preparation of a Phase II ESA to further investigate these potential hazards. The Phase I ESA also determined that due to the age of the building, pre-demolition surveys for asbestos containing materials (ACMs) and lead based paints (LBP) be performed to determine potential

¹⁶ United States Environmental Protection Agency. Envirofacts. <http://www.epa.gov/enviro/index.html> [July 17, 2012]

¹⁷ Stantec. Phase I Environmental Site Assessment Light Industrial Property. May 1, 2012.

exposure during demolition and proper handling and disposal procedures in accordance with federal and state guidelines. These requirements are included as Mitigation Measures HAZ-1 and HAZ-2. Based on soil borings and groundwater samples taken for the Phase II ESA¹⁸, the assessment determined that measurements of volatile organic compounds (VOCs) or total petroleum hydrocarbons (TPHs) were below reporting limits. Therefore, impacts will be less than significant with the incorporated mitigation.

Mitigation Measures

HAZ-1 Prior to issuance of demolition permits, a licensed California Certified Asbestos Consultant must survey existing structures for the presence of asbestos containing materials. If asbestos is found, an asbestos abatement contractor must first remove these items prior to demolition pursuant to state and South Coast Air Quality Management District requirements. The survey results shall be submitted to the Community Development Director for review and approval.

HAZ-2 Prior to issuance of demolition permits, a licensed California Certified Lead-Based Paint inspector and Risk Assessor must survey the materials for lead content. This survey will determine the necessary precautions and disposal requirements to ensure that lead-based paints do not impact the health of construction workers or contaminate the environment. The survey results shall be submitted to the Community Development Director for review and approval.

c) **No Impact.** Existing Schools located within one-quarter mile of the project site include Cottonwood School of Ministry, Oak Middle School, and Los Alamitos High School. No additional proposed schools are known within one-quarter mile of the project site. The proposed project will not result in the appreciable transport, use, or disposal of any hazardous materials or wastes, as discussed in Section 3.8.a. Furthermore, there are no schools located within one-quarter mile of the project. No impact will occur.

d) **No Impact.** The proposed project is not located on a site listed on the State 'Cortese List', a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.¹⁹

Based upon review of the Cortese list, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),²⁰
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),²¹
- listed as a hazardous solid waste disposal site by the SWRCB,²²

¹⁸ Stantec. Phase II Environmental Site Assessment Light Industrial Property. May 30, 2012.

¹⁹ California State Water Resources Control Board. List of Active CDO and CAO. <http://www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls>. [July 17, 2012]

²⁰ California Department of Toxic Substances Control. EnviroStor. www.envirostor.dtsc.ca.gov/public/search.asp [July 17, 2012]

²¹ California State Water Resources Control Board. GeoTracker. geotracker.waterboards.ca.gov [July 17, 2012]

²² California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf [July 17, 2012]

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- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,²³ or
- developed with a hazardous waste facility subject to corrective action by the DTSC.²⁴

e) **Less Than Significant Impact.** The proposed project is located approximately 9,200 feet from the Los Alamitos Joint Forces Training Base (JFTB) Runway 4L-22R. The project site is located within the Los Alamitos JFTB Impact Zones. Pursuant to the Airport Environs Land Use Plan (AELUP)²⁵ for the Joint Forces Training Base Los Alamitos Policy 3.2.1, a development may be found inconsistent with the AELUP when such development:

- 1) places people so that they are affected adversely by aircraft noise,
- 2) concentrates people in areas susceptible to aircraft accidents,
- 3) permits structures of excessive height in areas which would affect adversely the continued operation of the airport, or
- 4) permits activities or facilities that would affect adversely aeronautical operations.

The project would be located in an area with less than 60 dBA CNEL pursuant to the AELUP noise contours. Due to the project's distance and direction from the airport as well as the residential land use, the project is not anticipated to create a concentration of people that would be susceptible to aircraft accidents. Based on the project's distance to the runway, elevation of the runway (25 feet Above Mean Sea Level), elevation of the project site (25' feet Above Mean Sea Level), the project would not exceed the 1:100 threshold pursuant to FAA Part 77, thus FAA Obstruction Evaluation review is not required and the project would not result in a structure of excessive height. The proposed single-family residential land use would not subject the airport or its operations to any hazards. Therefore, the project would be consistent with the AELUP and would result in a less than significant impact as a hazard to the project or the operation of the airport.

f) **No Impact.** The proposed project is not located within two miles of a private airstrip. No Impact will occur.

g) **Less Than Significant Impact.** The proposed project will incrementally increase the population in the area by approximately 51 people. The addition of the vehicles from this project on alternate roadways and on the evacuation routes will not present a significant impact to the evacuation plans for the City of Los Alamitos due to the fact that the increase in population is minimal.

The project site is located on Sausalito Street that connects to Los Alamitos Boulevard to the east and Katella Avenue to the south via Oak Street. Both of these roads are major arterials that may function as evacuation routes. As is further discussed in the Transportation and Traffic section, the project will not create, interrupt, or otherwise reduce the ability of these streets to convey traffic. Therefore, the project will have a less than significant impact on emergency response and evacuation plans.

²³ California State Water Resources Control Board. List of Active CDO and CAO. www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls [July 17, 2012]

²⁴ California Department of Toxic Substances Control. Hazardous Facilities Subject to Corrective Action. www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities [July 17, 2012]

²⁵ Airport Environs Land Use Plan (AELUP) for the Joint Forces Training Base Los Alamitos. Orange County Airport Land Use Commission. Amended December 19, 2002.

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h) **Less Than Significant Impact.** The project site is developed and surrounded by other developed parcels consisting of residential and church land uses. The project is also not located near any wildlands.

The proposed project will be constructed in accordance with all City requirements for provision of fire protection design. Water for the proposed development will be delivered through an existing line underneath Sausalito Street. On-site improvements include installing water lines to connect to the existing off-site improvements.

The entire project will be required to comply with the City Ordinances and State requirements identified above through the Building and Safety plan check process. The proposed project will not increase the risk from wildland fires beyond the risk that is currently surrounding the existing project site, and will be required to comply with all regulations relating to fire hazards. Therefore, based upon the project's compliance with regulations to reduce risk from wildland fires, the project will have a less than significant impact to exposing people or structures to wildfire.

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4.9 – Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** Violations of water quality standards or waste discharge requirements, or degradation of water quality can result in potentially significant impacts to water quality and result in environmental damage or sickness in people. The project would result in a significant impact to water quality if water quality standards, waste discharge requirements, or degradation of water quality occurred.

Point-source pollutants can be traced to their original source. Point-source pollutants are discharged directly from pipes or spills. Raw sewage draining from a pipe directly into a stream is an example of a point-source water pollutant. The project consists of a development of a 17 dwelling unit residential project and does not propose any uses that would generate point source pollutants. Therefore, water quality impacts due to point sources would be less than significant.

Non-point-source pollutants (NPS) cannot be traced to a specific original source. NPS pollution is caused by rainfall or snowmelt moving over and through surface areas. As the runoff moves, it picks up and carries away natural and human-made pollutants, finally depositing them into lakes, rivers, wetlands, coastal waters, and even underground sources of drinking water. These pollutants include:

- Excess fertilizers, herbicides and insecticides from agricultural lands and residential areas
- Oil, grease, and toxic chemicals from urban runoff and energy production
- Sediment from improperly managed construction sites, crop and forest lands, and eroding streambanks
- Salt from irrigation practices and acid drainage from abandoned mines
- Bacteria and nutrients from livestock, pet wastes, and faulty septic systems
- Atmospheric deposition and hydromodification

Impacts associated with water pollution include ecological disruption and injury or death to flora and fauna, increased need and cost for water purification, sickness or injury to people, and degradation or elimination of water bodies as recreational opportunities. Accidents, poor site management or negligence by property owners and tenants can result in accumulation of

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pollutant substances on parking lots, loading and storage areas, or result in contaminated discharges directly into the storm drain system.

As a co-permittee under Orange County's MS4 National Pollutant Discharge Elimination System (NPDES) permit, the City is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce NPS pollutant loading through the implementation of Best Management Practices (BMPs) and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water resources. BMPs implemented to address commercial pollutant sources generally involve maintenance of storm drain facilities, parking lots, vegetated areas, and educational programs. Violations of water quality standards due to urban runoff can be prevented through the continued implementation of existing regional water quality regulations. The proposed project would not interfere with the implementation of NPDES water quality regulations and standards.

The proposed project would disturb approximately 1.52 acres of land and therefore will be subject to National Pollutant Discharge Elimination System (NPDES) permit requirements during construction activities in addition to standard NPDES operational requirements. The proposed project will require submittal to the local reviewing agency, the Orange County Flood Control, a Storm Water Pollution Prevention Plan (SWPPP) that will include BMPs protects water quality during construction activities. The project Erosion Control Plan includes gravel bag barriers and check dams to prevent off-site erosion. Additionally, the City will require BMPs as listed in the California Stormwater Quality Association's California Storm Water Best Management Practice Handbooks. These measures, which include resident/owner education, activity restrictions, parking lot sweeping, basin inspection, landscaping, roof runoff controls, efficient irrigation, slope and channel protection, storm drain signage, trash racks, and trash storage areas, will reduce pollutants in storm water runoff and reduce non-storm water discharges to the City's storm water drainage through controlling the discharge of pollutants. Operational BMPs will be identified in a Stormwater Runoff Management Plan that will be submitted to the City for review and approval. Impacts related to violation of water quality standards will be less than significant with implementation of these existing regulations.

b) Less Than Significant Impact. If the project removed an existing groundwater recharge area or substantially reduced runoff that results in groundwater recharge, a potentially significant impact could occur.

The site is currently developed with an industrial use with the site entirely paved with either concrete or gravel. The proposed project will similarly construct impervious pavement with areas of landscaping that could provide for similar levels of groundwater recharge compared to the existing conditions. The site does not accommodate any substantial natural drainage or managed recharge areas. The project site is not the location of an existing groundwater spreading basin and will not significantly change the runoff from the project that may otherwise recharge groundwater basins; therefore, impacts to groundwater recharge would be less than significant.

c) Less Than Significant Impact. Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. As was previously detailed in Section 3.9.b, the site is currently developed and the proposed project would create similar amounts of impervious surfaces as currently exist. Therefore the proposed project is anticipated to generate similar levels of runoff as currently are generated by existing development on the site. In addition, the proposed project design includes an underground catch basin at the southerly, outlet end of the site to detain flows during peak storm flows prior to outlet to the existing 30" storm drain line under Sausalito Street. Erosion will further be controlled onsite through adherence to operational NPDES requirements and City enforcement of these requirements. As a result of the drainage improvements, the

design of the proposed project will not substantially alter drainage patterns in the area to the extent that substantial on- or off-site erosion or siltation will occur; therefore, impacts will be less than significant.

d) **Less Than Significant Impact.** As was previously detailed in Section 3.9.c herein, the project would not result in an alteration of the drainage pattern or increase in flows that would result in flooding on- or off-site because all on- and off-site drainage will be controlled by storm drain and flood control facilities. Impacts are less than significant.

e) **Less Than Significant Impact.** A potentially significant impact could occur if the project creates or contributes runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of runoff. As was previously detailed in Section 3.9.c, project-related stormwater flows will be directed to the proposed underground catch basin prior to outlet to existing storm drain facilities. Considering the project site is already developed the project will not generate any substantial incremental increased flows. Impacts will be less than significant.

f) **No Impact.** The project does not propose any uses that will have the potential to otherwise degrade water quality beyond those issues discussed in Section 3.9 herein.

g) **No Impact.** The project includes housing but is not located within a designated 100-year floodplain.²⁶ No impact.

h) **No Impact.** The proposed project is not located within a designated 100-year flood hazard area; therefore, the project would not place structures in a 100-year flood hazard area. No Impact.

i) **Less Than Significant Impact.** The Prado Dam is located upstream of the project. The project and the City of Los Alamitos are located within the potential dam inundation area if failure were to occur.²⁷ The City of Los Alamitos is located approximately 24 miles away from the dam with a variety of development, hills, and terrain that would slow and limit any impacts of dam failures on the City. In addition, the National Dam Safety Act of 2006 authorized a program to reduce the risks to life and property from dam failure by establishing a safety and maintenance program. The program requires regular inspection of dams to reduce the risks associated with dam failures. Based on the distance of the project site from the dam and the continued maintenance of the Prado Dam, impacts due to dam inundation will be less than significant.

j) **Less Than Significant Impact.** The project site is not located near any lakes or other bodies of water that would be subject to potential seiche. The project site is located approximately five miles from the Pacific Ocean. The Orange County coastline is shielded to the west by the Channel Islands and to the north by Point Conception from most sources of tsunamis thereby reducing the threat of damage.²⁸ The County of Orange's emergency response plans as administered by the Orange County Emergency Operations Center along with mutual aid from local jurisdictions would implement their evacuation plans should such tsunamis threaten the area. Due to the distance from the ocean as well as existing emergency response plans, impacts from tsunami would be less than significant.

²⁶ FEMA. Flood Insurance Rate Maps. Map Numbers 06059C0112J, Panel 112. December 3, 2009.

²⁷ County of Orange. General Plan Safety Element. Prado Dam and Santiago Reservoir Inundation Areas. 2005.

²⁸ County of Orange. General Plan Safety Element. 2005.

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The potential for mudflow is low, since the project does not lie below steep slopes, within a floodplain area, or near any area with substantial exposed natural soil. However, the City's building code provides minimum standards of construction in case of flooding or mudflow such as anchoring, placement and type of utility equipment, building materials, building elevation and flood proofing (i.e., water-tight walls and resistance to hydrostatic pressures and buoyancy), should mudflow occur. Impacts associated with mudflow hazards will be less than significant.

4.10 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	<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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>

a) **No Impact.** The project is primarily surrounded by residential uses. There are residential uses to the south and west, a church use to the east, and flood control channel to the north. The proposed project is consistent and compatible with the surrounding land uses and will not be dividing an established community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact will occur.

b) **Less than Significant Impact.** The proposed project includes a General Plan Amendment and Zoning Ordinance Amendment. The General Plan Amendment proposes to change the land use designation of the property from Planned Industrial to Multiple Family Residence. The Zoning Ordinance Amendment proposes to change the zoning district of the project site from Planned Light Industrial (P-M) to Multiple Family Residential (R-3). This is considered a minor change in land use policy, which would not conflict with any plans or programs adopted to avoid or mitigate an environmental impact. The proposed residential project is also subject to General Plan EIR mitigation measures designed to avoid cumulative and site specific environmental impacts throughout the City, as well as other applicable regulations required to mitigate or avoid environmental impacts. Therefore, there will be no conflict between the proposed residential project and plans, policies, or regulations designed to avoid or mitigate environmental impacts; a less than significant impact will occur.

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c) **No Impact.** The project site is not located within any habitat conservation plan²⁹ or natural community conservation plan³⁰, therefore no conflict will occur.

²⁹ United States Fish and Wildlife Service. Conservation Plans and Agreements Database. http://ecos.fws.gov/conserv_plans/public.jsp [July 17, 2012]

³⁰ California Department of Fish and Game. California Natural Community Conservation Planning. <http://www.dfg.ca.gov/habcon/nccp/> [July 17, 2012]

4.11 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant 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 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 checked="" type="checkbox"/>

a) **No Impact.** The project site is currently developed land, therefore the proposed project would not result in any loss of availability of any known or unknown mineral resource than currently already occurs. There are no known mining operations within the vicinity of the project site and zoning and surrounding land uses would preclude mining from occurring. No impact will occur.

b) **No Impact.** The City’s General Plan does not identify any locally important mineral resources. The project site is currently developed land, therefore the proposed project would not result in any loss of availability of any known or unknown locally important mineral resource than currently already occurs. There are no known mining operations within the vicinity of the project site and zoning and surrounding land uses would preclude mining from occurring. No impact will occur.

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4.12 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into ten *decibels*, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two 2 cars passing

simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.³¹

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:³²

L_{EQ} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. L_{EQ} is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and L_{DN} are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. L_{EQ} is better utilized for describing specific and consistent sources because of the shorter reference period.

a) **Less Than Significant Impact.** The City of Los Alamitos General Plan has established noise compatibility standards for land uses throughout the city. Exterior and interior noise levels for sensitive receptors, such as residential uses, are considered acceptable up to 65 dBA CNEL and 45 dBA CNEL, respectively. Existing land uses surrounding the project site and within the project vicinity generally consists of residential, a church, and a construction equipment rental facility. These uses will generate typical urban noises that will not substantially impact future residents of the development. According to the General Plan Existing Noise and Buildout Noise Contour Map, the project site falls outside of the 60 dBA CNEL contours for Cerritos Avenue to the north and Los Alamitos Boulevard to the east and, therefore, will not be exposed to traffic generated noise levels in excess of General Plan standards.³³ Impacts related to exposure of future residents of the proposed subdivision to noise levels in excess of General Plan standards will be less than significant.

b) **Less Than Significant Impact.** Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to

³¹ California Department of Transportation. Basics of Highway Noise: Technical Noise Supplement. November 2009.

³² California Governor's Office of Planning and Research. General Plan Guidelines. 2003

³³ City of Los Alamitos General Plan Noise Element. 2010.

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describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads. Operation of the proposed facility does not include uses that cause vibration and there are no railroads in the project vicinity.

Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. Construction of the residential project does not require rock blasting, pile driving, but likely would require jack hammering for removal of existing paving. The closest residence to the project site is located approximately 40 feet to the west. At this distance, vibration from a jackhammer would be barely perceptible based on a calculated PPV of 0.02 and Vibration Annoyance Potential Criteria.³⁴ Furthermore, grading activities and associated heavy equipment usage will be minimal because the site is already developed. The remaining construction phases do not require equipment that could result in appreciable levels of vibration. Construction-related vibration impacts will be less than significant.

c) Less Than Significant Impact. The proposed residential project may increase ambient noise levels due to increased traffic generation in the project vicinity. The project is anticipated to generate approximately 163 daily trips.³⁵ Conservatively, approximately 13 trips are estimated to occur during the morning peak hour and 17 are estimated to occur during the afternoon peak hour.³⁶ As discussed above, increases in traffic-generated noise will only be perceptible to the community if traffic levels double on any roadway. Table 4.12.1 (AM Peak Hour Traffic) and Table 4.12.2 (PM Peak Hour Traffic) summarizes morning and afternoon traffic increases on local roadways after construction of the project. Traffic generation from the proposed project is minimal and will not double traffic on any surrounding roadways and, therefore, will not result in *perceptible* increase in traffic-related noise of 3 dBA. Furthermore, the proposed project will reduce the amount of medium- and heavy-duty truck traffic when compared the existing on-site industrial use. This will substantially reduce traffic-related noise because trucks are noisier than passenger vehicles. Impacts will be less than significant.

³⁴ California Department of Transportation. Transportation- and Construction-Induced Vibration Guidance Manual. June 2004

³⁵ Stantec. Proposal – Sausalito and Oak Site Plan Traffic Assessment. June 12, 2012

³⁶ Institute of Transportation Engineers. ITE Trip Generation, Eighth Edition. Vehicle Trip Generation Rates, Single Family Detached. 2008.

**Table 4.12.5
AM Peak Hour Traffic**

Roadway	Segment	No Project	With Project	Variance
Los Alamitos	S/O Cerritos	2,215	2,226	11
	N/O Cerritos	1,716	1,719	3
	S/O Sausalito	2,512	2,514	2
	N/O Sausalito	2,532	2,543	11
	S/O Catalina	1,540	1,541	1
	N/O Catalina	1,575	1,575	0
	S/O Florista	1,669	1,670	1
	N/O Florista	1,553	1,554	1
Cerritos	E/O Los Alamitos	2,365	2,369	4
	W/O Los Alamitos	2,060	2,064	4
Sausalito	E/O Los Alamitos	314	314	0
	W/O Los Alamitos	298	311	13
Catalina	E/O Los Alamitos	209	209	0
	W/O Los Alamitos	80	81	1
Florista	E/O Los Alamitos	232	232	0
	W/O Los Alamitos	226	228	2
Oak	S/O Katella	--	--	--
	N/O Katella	268	270	2
Katella	E/O Oak	4,185	4,185	0
	W/O Oak	4,283	4,285	2
	E/O Chestnut	4,169	4,169	0
	W/O Chestnut	4,179	4,178	-1
Chestnut	S/O Katella	45	45	0
	N/O Katella	51	50	-1
Source: Stantec 2012				

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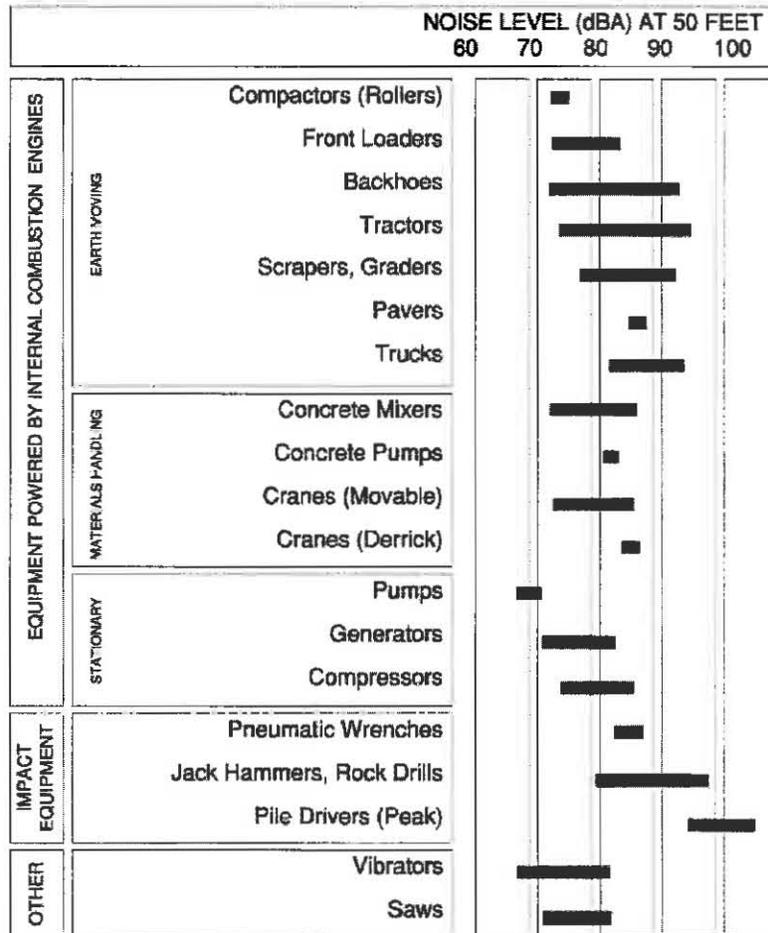
**Table 4.12.6
PM Peak Hour Traffic**

Roadway	Segment	No Project	With Project	Variance
Los Alamitos	S/O Cerritos	2,388	2,399	11
	N/O Cerritos	1,591	1,594	3
	S/O Sausalito	2,322	2,327	5
	N/O Sausalito	2,557	2,569	12
	S/O Catalina	2,185	2,186	1
	N/O Catalina	2,272	2,273	1
	S/O Florista	2,491	2,492	1
	N/O Florista	2,303	2,304	1
Cerritos	E/O Los Alamitos	2,760	2,764	4
	W/O Los Alamitos	2,455	2,459	4
Sausalito	E/O Los Alamitos	498	498	0
	W/O Los Alamitos	181	198	17
Catalina	E/O Los Alamitos	298	298	0
	W/O Los Alamitos	115	117	2
Florista	E/O Los Alamitos	465	465	0
	W/O Los Alamitos	349	351	2
Oak	S/O Katella	0	0	0
	N/O Katella	192	192	0
Katella	E/O Oak	4,884	4,884	0
	W/O Oak	5,002	5,002	0
	E/O Chestnut	4,826	4,826	0
	W/O Chestnut	4,879	4,881	2
Chestnut	S/O Katella	89	89	0
	N/O Katella	150	154	4
Source: Stantec 2012				

d) **Less Than Significant Impact.** Operationally, the project will result in periodic landscaping and other occasional noise generating activities. These activities are common in residential uses do not represent a substantial increase in periodic noise in consideration that the project vicinity is characterized primarily by residential uses. Furthermore, the project is subject to Zoning Code Section 17.24 that limits noise to 55 dBA during the day (7 a.m. to 10 p.m.) and 50 dBA during nighttime (10 p.m. to 7 a.m.) for residential properties as well as Municipal Code Section 9.08.020 that restricts unreasonable noise. Periodic operational noise increase will be less than significant.

The project will result in temporary construction-related noise increases related to on-site ground disturbing and construction activities. Construction noise levels vary, depending on the type and intensity of construction activity, equipment type and duration of use, and the distance between the noise sources and the receiver. Typical sound emission characteristics of construction equipment are provided in Figure 4.12.1 (Construction Equipment Noise).

**Figure 4.12.1
Construction Equipment Noise**



NOTE: Based on limited available data from the...

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," N-110 300-1

Temporary noise increases will be greatest during removal of existing paving and grading activities where jackhammers, tractors, backhoes, loaders, and graders can produce noise levels between 75 dBA and 95 dBA at 50 feet from the equipment source. Equipment utilized during building construction, paving, and architectural coating activities can produce noise levels up to 85 dBA at 50 feet from the equipment source. This will result in nearby residential and church development being temporarily exposed to noise levels in excess of the 65 CNEL standard established in the General Plan Noise Element. Construction noise in excess of noise standards is permitted by the City's Development Code between the hours of 7:00am and 8:00pm, Monday through Friday, excluding national holidays. This will reduce noise impacts to nearby uses by limiting construction activities to regular working hours, particularly at nearby residences and church that are more sensitive to noise disturbances during evening and night hours and weekends, respectively. Generally, residents will be working during the day so surrounding residences will be vacant when construction activities are occurring and the neighboring Cottonwood Christian Center holds services during Wednesday and Saturday evening and Sunday mornings when construction is prohibited. Temporary construction-related noise impacts will be less than significant with implementation of existing regulations.

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e,f) **Less Than Significant Impact.** The project is located approximately 9,200 feet northwest of the Los Alamitos Joint Forces Training Base Runway 4L-22R. The project is located outside of the 60 dBA CNEL noise contours of the airport.³⁷ Impacts will be less than significant.

³⁷ Airport Environs Land Use Plan (AELUP) for the Joint Forces Training Base Los Alamitos. Orange County Airport Land Use Commission. Amended December 19, 2002.

4.13 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 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 checked="" type="checkbox"/>

a) **Less Than Significant Impact.** The 2004 Regional Transportation Plan (RTP) growth projections are developed utilizing a comprehensive analysis of fertility, mortality, migration, labor force, housing units, and local policies such as land use plans. Regional growth forecasts for the RTP were updated in for the 2012 RTP. Growth projections for the 2012 RTP predicted a citywide population growth between 2008 and 2020 of approximately 600. This project’s estimated 51 residents represent less than 10% of that citywide projection. This project would accommodate additional local residents that are well within the growth forecasts developed for the RTP. Furthermore, the project does not include any infrastructure extension or expansion and therefore will not result in any indirect population growth. Impacts will be less than significant.

b) **No Impact.** The project site is developed without any housing and does not require removal of any residential units, thus no impact will occur.

c) **No Impact.** Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of habitual residence.³⁸ There is not housing located onsite, and therefore no residents. As such, there is no *forced or obliged* removal of persons, and therefore no displacement. No impact would occur.

³⁸ The Brookings Institute. Handbook for Applying the Guiding Principles on Internal Displacement. 1999.

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4.14 – Public Services

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:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Less Than Significant Impact. Fire protection and emergency medical services for the City of Los Alamitos are provided via contract by the Orange County Fire Authority (OCFA). The OCFA operates a local fire station (OCFA Fire Station #2) at 3642 Green Avenue within the City of Los Alamitos under Division 1, Battalion 1 of the OCFA. Currently the station is staffed with three Captains, three Engineers, and three firefighters.³⁹ The existing industrial development on the site currently is served by the OCFA, as will the proposed project. Any potential increase in provision of fire protection services would be minimal due to the land use change. Any incremental impact would be addressed through payment of property taxes that go to serve City and County public services. With the payment of property taxes, a less than significant impact would occur.

b) Less Than Significant Impact. Police protection services for the City of Los Alamitos are provided by the City of Los Alamitos Police Department. The existing industrial development on the site currently is served by the Police Department, as will the proposed project. Any potential increase in provision of police protection services would be minimal due to the land use change. Any incremental impact would be addressed through payment of property taxes that go to serve City and County public services. With the payment of property taxes, a less than significant impact would occur.

³⁹ Orange County Fire Authority. Station List and Details. <http://www.ocfa.org/Menu/Departments/Operations/PopUps/stn02.htm> [July 19, 2012]

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c) Less Than Significant Impact. The proposed residential project will result in incremental population growth and potential associated growth in students, within the Los Alamitos Unified School District. In accordance with California Government Code and the Los Alamitos Unified School District, standard school facility impact fee (currently \$1.65 per residential square foot⁴⁰) will be paid to offset any incremental impacts of the proposed project. With the payment of the fee, impacts to school facilities would be less than significant.

d) No Impact. The proposed residential project will result in population growth that would incrementally impact recreation facilities. Impacts to recreation facilities are further discussed in section 4.15. Any expansion or new construction of recreation facilities resulting from the proposed project would be subject to its own environmental review pursuant to CEQA. No impact will occur.

e) Less Than Significant Impact. The proposed residential project will result in population growth that would incrementally impact other public services such as libraries or hospitals. Any incremental impact would be addressed through payment of property taxes that go to serve City and County public services. With the payment of property taxes, a less than significant impact would occur.

⁴⁰ Los Alamitos Unified School District. School Facility Fee Handbook. July 2011.

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4.15 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** The proposed residential project will result in population growth that would incrementally impact recreation facilities. The proposed project includes its own open space area for use of the residents, however other existing recreation facilities would still be utilized by the proposed project’s residents. The City’s Quimby Act Fee Ordinance requirement for directly providing parkland is only applicable to projects with 50 units or more. However, per the ordinance, the City is requiring that the project pay an in-lieu fee to address any incremental impacts to the City’s park facilities. With the implementation of these fees, a less than significant impact would occur to existing residential facilities.

b) **Less Than Significant Impact.** Although the project would incrementally increase the impact on surrounding and regional parks, the project alone does not necessitate the construction of new parks. Any expansion or new construction of recreation facilities resulting from the proposed project would be subject to its own environmental review pursuant to CEQA. The project does include a small open space area that will be utilized by the project’s residents. The impacts of this park are included in the project description and the remaining analysis of this initial study. With the implementation of CEQA, less than significant impacts would result from the construction or expansion of recreational facilities.

4.16 – Transportation and Traffic

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input 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 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 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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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 checked="" type="checkbox"/>	<input type="checkbox"/>
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a) **Less Than Significant Impact.** Construction of the proposed project could reduce the performance of the circulation system if the project-related increase in vehicle trips or any proposed improvements decrease the Level of Service (LOS) on existing streets. In addition, impacts could occur if project improvements reduce the performance of any mode of transportation including mass transit and non-motorized travel.

A baseline LOS for six existing intersections surrounding the project was established by the project's traffic study.⁴¹ Table 4.16.1 (Existing Peak Hour Level of Service) identifies the existing intersection delays utilizing Intersection Capacity Utilization (ICU) and LOS. ICU is a more detailed measurement of an intersection's demand and capacity. Table 4.16.2 (Existing with Project Peak Hour Level of Service) identifies the forecasted traffic conditions with the project's anticipated traffic generation in both ICU and LOS as well.

**Table 4.16.1
Existing (2012) Peak Hour Level of Service**

Study Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Los Alamitos & Cerritos	0.76	C	0.82	D
Los Alamitos & Sausalito/Briggeman	0.59	A	0.69	B
Los Alamitos & Catalina	0.39	A	0.54	A
Los Alamitos & Florista	0.40	A	0.55	A
Oak & Katella*	0.47	A	0.48	A
Chestnut & Katella	0.43	A	0.55	A
* - Stop sign controlled. ICU method used for comparison purposes only.				

⁴¹ Stantec. Initial Traffic Assessment – Restricted Development at Sausalito/Oak. July 2012.

**Table 4.16.2
Existing with Project Peak Hour Level of Service**

Study Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
Los Alamitos & Cerritos	0.76	C	0.82	D
Los Alamitos & Sausalito/Briggeman	0.59	A	0.69	B
Los Alamitos & Catalina	0.39	A	0.54	A
Los Alamitos & Florista	0.40	A	0.55	A
Oak & Katella*	0.47	A	0.48	A
Chestnut & Katella	0.43	A	0.55	A

* - Stop sign controlled. ICU method used for comparison purposes only.

The project is anticipated to generate 163 average daily trips (ADT) from the 17 dwelling units, with approximately 13 trips in the AM peak hour and 17 trips in the PM peak hour. As is indicated in the tables, not only would the project not degrade LOS at any surrounding intersection, but the ICU would not degrade either. Although the impacts are minimal, the project would also be required to pay City Traffic Impact Fees to offset any incremental impacts from traffic generated by the project.

Orange County Transportation Authority (OCTA) provides local transit service in the area. No existing routes are located adjacent to or near the project site. The project provides adequate pedestrian access along the project frontage and onto the project site. The project would therefore not conflict with any non-motorized or transit plans, resulting in a less than significant impact.

b) **Less Than Significant Impact.** The proposed project could result in significant impacts if it conflicts with the Orange County Congestion Management Program through reducing the Level of Service of Katella Avenue to a rating of 'E' or below. The Orange County CMP indicates that projects generating less than 2,400 average daily traffic (ADT) total or contribute less than 1,600 ADT on a CMP roadway are exempt from a more detailed initial study. This project, with only 163 ADT total daily trips falls under this exemption. However, in addition to further verify if any impacts may occur an AM and PM peak hour capacity analysis was also conducted, although not technically required, to further determine if the project could have an impact. As is indicated previously in section 4.16 a, the project would not result in any intersection operating at LOS E or below; therefore no impact to the CMP will occur.

c) **No Impact.** The proposed project is located approximately 9,200 feet from the nearest runway at the Los Alamitos Joint Forces Training Base. The proposed buildings would not encroach into air traffic space and this project would have no effects on demand for local air service or volumes of air traffic considering it will add no new employees. The proposed project will not alter air traffic patterns, therefore no impact will occur.

d) **Less Than Significant Impact.** If the project will substantially increase hazards due to a design feature, a significant impact could occur. No existing traffic hazards are known to exist in the immediate vicinity of the project. Roadways and intersections provide sufficient sight distance to limit the potential of any hazards and stop signs and traffic signals are placed at intersections to safely control traffic movements. Impacts from the project will be less than significant to any potentially existing traffic hazard.

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e) **Less Than Significant Impact.** The proposed project will be accessible via Sausalito Street and Oak Street that connect directly to Los Alamitos Boulevard to the east and Katella Avenue to the south respectively. The project site plan identifies that fire turning radii entering the site and within the site are adequate serve the site in case of an emergency. Therefore, the project would have less than significant impacts on the provision of adequate emergency access.

f) **Less Than Significant Impact.** The project will not result in conflicts with adopted policies or plans related to alternative modes of travel, such as bus transit, bicycles or walking paths. The project is not located adjacent to or near an existing bike path or pedestrian facilities it could conflict with, nor does the City have adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities that apply to the proposed project site. Therefore, a less than significant impact will occur.

4.17 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) **Less Than Significant Impact.** The proposed project could affect Regional Water Quality Control Board treatment standards by increasing wastewater production, which would require expansion of existing facilities or construction of new facilities. Exceeding the RWQCB treatment standards could result in contamination of surface or ground waters with pollutants such as pathogens and nitrates.

Wastewater from the project will be collected through existing sewer infrastructure provided by the Rossmoor-Los Alamitos Sewer District (RLASD) and conveyed to facilities managed by the Orange County Sanitation District (OCSD). The project proposes to replace an existing industrial

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use with residential dwelling units. The proposed residential units will discharge common wastewater from lavatory and kitchen activities. Such discharges will not require upgrades or new technology to be installed at the wastewater treatment facility to ensure continued compliance with wastewater discharge requirements. Impacts will be less than significant.

b) **Less Than Significant Impact.** The Golden State Water Company, which serves the City of Los Alamitos, projects adequate water supplies for the project based upon current water supply and projected growth rates, estimated between 2010 and 2035.⁴² As was detailed previously in Section 4.13, the proposed project is consistent with local and regional population projections, the same as which the Urban Water Management Plan is based on. No additional improvements to water lines or other facilities are required to serve the project. Any incremental impacts on existing facilities would be offset by the payment of standard connection fees. Therefore, no substantial net increase in water demand will occur as a result of the project. Impacts related to expansion of water conveyance facilities will be less than significant.

The existing sewer under Sausalito Street is adequate to serve the project. No additional improvements are necessary to sewer lines or treatment facilities that serve the proposed project. Standard connection fees as established by OCS D will address incremental changes in wastewater flows resulting from proposed project and support periodic maintenance. Impacts related to expansion of wastewater facilities will be less than significant.

c) **Less Than Significant Impact.** The project could result in significant impacts if the project required additional water supplies than are currently entitled. As discussed in Section b), the project would not substantially increase water demand. Therefore the project would have a less than significant impact on entitled water supplies.

d) **Less Than Significant Impact.** As detailed in Sections 4.17.a) and 4.17.b), the proposed project will be adequately served by existing facilities. Therefore a less than significant impact would occur.

e) **Less Than Significant Impact.** Significant impacts could occur if the proposed project will cause or substantially contribute to exceedance of the existing permitted landfill capacity or violates federal, state, and local statutes and regulations.

Per the California Integrated Waste Management Board (CIWMB), in 2006 (most recent data available) California's residential disposal rate was 12.23 pounds per household per day. Based upon this estimate, the proposed project would generate approximately 208 pounds per day and 75,920 pounds per year (37.96 tons). This represents less than one percent of the daily and yearly allowable disposal rates for the Olinda Alpha and Frank R. Bowerman Sanitary Landfills, the main recipients of the City's landfill waste.⁴³ The remaining capacity of the Olinda Alpha landfill is 51 percent as of 2005, with an estimated closure date of 12/31/2021.⁴⁴ The remaining capacity of the Frank R. Bowerman landfill is 77 percent as of 2008, with an estimated closure date of 12/31/2053.⁴⁵ Considering the availability of landfill capacity, the relatively nominal amount of

⁴² Golden State Water Company. 2010 Urban Water Management Plan West Orange. August 2011

⁴³ CalRecycle. Solid Waste Information System. <http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx> [July 24, 2012]

⁴⁴ CalRecycle. Solid Waste Facility Listing Details – Olinda Alpha Sanitary Landfill. <http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0035/Detail/> [July 24, 2012]

⁴⁵ CalRecycle. Solid Waste Facility Listing Details – Frank R. Bowerman Sanitary Landfill. <http://www.calrecycle.ca.gov/SWFacilities/Directory/30-AB-0360/Detail/> [July 24, 2012]

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solid waste generation from the proposed project, the solid waste disposal needs will be able to be adequately met without a significant impact on the capacity of the landfills serving the City.

f) **No Impact.** The project will comply with all pertinent federal, state, and local statutes and regulations related to solid waste. Therefore, no impacts will occur.

Evaluation of Environmental Impacts

4.18 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant 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, 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 checked="" type="checkbox"/>	<input 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 the past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) **Less Than Significant Impact.** The environmental analysis provided in Section 4.2 concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant. Sections 4.7 and 4.9 conclude that impacts related to climate change and hydrology and water quality will be less than significant. Section 4.4 concludes that there will be no impacts to fish, wildlife, or habitat. Section 4.5 concludes that impacts to cultural resources will be less than significant. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources will be less than significant.

b) **Less Than Significant Impact** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure

Evaluation of Environmental Impacts

systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project.

The proposed residential project will generally result in nominal environmental impacts, as discussed herein. Short-term impacts related to noise and pollutant emissions will be at less than significant levels and therefore will not contribute substantially to any other concurrent construction programs that may be occurring in the vicinity. The project's contribution to long-term, cumulative impacts will not be substantial with implementation of the City's existing policies, programs, and regulatory requirements. Particularly, the project is subject to development impact fees and property taxes to offset project-related impacts to public services and utility systems such as fire protection services, traffic control and roadways, storm drain facilities, and other public facilities and equipment. The City hereby finds that the contribution of the proposed operations center to cumulative impacts will be less than significant.

c) Less Than Significant with Mitigation Incorporation. Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.17, there is no indication that this project could result in substantial adverse effects on human beings. While there would be a variety of temporary adverse effects during demolition related to potential release of asbestos containing materials and lead, these will be reduced to less than significant levels through mitigation. Long-term effects would include increased vehicular traffic, traffic-related noise, periodic on-site operational noise, minor changes to on-site drainage, and changing of the visual character of the site. The analysis herein concludes that direct and indirect environmental effects will at worst require mitigation to reduce to less than significant levels. Generally, environmental effects will result in less than significant impacts. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

Evaluation of Environmental Impacts



5 References

5.1 – List of Preparers

City of Los Alamitos (Lead Agency)

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- Steven Mendoza, Community Development Director

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- Nelson Miller, AICP, Vice President
- Christopher Brown, Senior Environmental Planner
- Russell Brady, Associate Project Manager II

5.2 – Persons and Organizations Consulted

- None

References



6 Summary of Mitigation Measures

HAZ-1 Prior to issuance of demolition permits, a licensed California Certified Asbestos Consultant must survey existing structures for the presence of asbestos containing materials. If asbestos is found, an asbestos abatement contractor must first remove these items prior to demolition pursuant to state and South Coast Air Quality Management District requirements. The survey results shall be submitted to the Community Development Director for review and approval.

HAZ-2 Prior to issuance of demolition permits, a licensed California Certified Lead-Based Paint inspector and Risk Assessor must survey the materials for lead content. This survey will determine the necessary precautions and disposal requirements to ensure that lead-based paints do not impact the health of construction workers or contaminate the environment. The survey results shall be submitted to the Community Development Director for review and approval.

Summary of Mitigation Measures



**City of Los Alamitos
Sausalito Walk
Mitigation Monitoring Reporting Program**

Mitigation Measures	Monitoring Timing/ Frequency	Action Indicating Compliance	Monitoring Agency	Verification of Compliance		
				Initials	Date	Remarks
Hazards and Hazardous Materials						
HAZ-1	Prior to issuance of demolition permits, a licensed California Certified Asbestos Consultant must survey existing structures for the presence of asbestos containing materials. If asbestos is found, an asbestos abatement contractor must first remove these items prior to demolition pursuant to state and South Coast Air Quality Management District requirements. The survey results shall be submitted to the Community Development Director for review and approval.	Prior to Issuance of Demolition Permits	Survey/Report (Removal, if needed)	Community Development		
HAZ-2	Prior to issuance of demolition permits, a licensed California Certified Lead-Based Paint inspector and Risk Assessor must survey the materials for lead content. This survey will determine the necessary precautions and disposal requirements to ensure that lead-based paints do not impact the health of construction workers or contaminate the environment. The survey results shall be submitted to the Community Development Director for review and approval.	Prior to Issuance of Demolition Permits	Survey/Report	Community Development		

Appendix Materials

**Appendix Materials available for
review in the City Clerk's Office**