JUNE 2017

LA Fitness Health Club
Final Environmental Impact Report

State Clearinghouse Number: 2017011033

Volume I

FINAL
ENVIRONMENTAL IMPACT REPORT
Volume I of II

LA FITNESS HEALTH CLUB

State Clearinghouse No. 2017011033

Lead Agency
City of Seal Beach
211 Eighth Street
Seal Beach, CA 90740

June 2017

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Executive Summary

The proposed project analyzed in this Environmental Impact Report (EIR) is the construction of a single-story, 37,000-square-foot private health club within the existing Shops at Rossmoor retail development in the City of Seal Beach, as well as improvements to the left-turn pocket on northbound Seal Beach Boulevard onto Rossmoor Center Way and the widening of Rossmoor Center Way.

Project Description

The proposed project site is located at 12411 Seal Beach Boulevard in the City of Seal Beach (APN 086-492-079). The proposed project site, currently an asphalt parking lot, is located on the northwestern portion of the shopping center parking lot on Rossmoor Center Way, between Seal Beach Boulevard and Montecito Road. The site is bounded by residential uses to the west and north, a Sprouts grocery store and Marshall's department store to the east, and the retail stores Home Goods and PetSmart to the south. Facilities in the health club would include free weights, circuit training, a pool, a basketball court, separate rooms for aerobics and spinning, a personal training room, men's and women's showers and lockers, a hot yoga studio, a physical therapy room, and a children's area. All parking would be provided on the surrounding surface lot.

The traffic analysis prepared by LSA Associates, Inc. for this EIR found that under existing conditions without the proposed project, the existing northbound left-turn lane on Seal Beach Boulevard onto Rossmoor Center Drive experiences queuing deficiencies during periods of peak demand. However, the project description includes a reconfiguration of the existing northbound left-turn lane which will extend that lane by 145 feet. Not only will this planned element of the project correct the existing deficiency, it will preclude any additional queuing deficiency caused by the project. Although not necessary to mitigate impacts of the project on traffic, the applicant also proposes an option to widen Rossmoor Center Way to install a second westbound lane. This improvement provides a dedicated lane for turns into the health club parking lot, allowing no delays to through traffic travelling westbound on Rossmoor Center Way.

Land Use and Planning

Seal Beach is a community encompassing 11.5 square miles (7,296 acres) along the Pacific Ocean between the cities of Huntington Beach in Orange County and Long Beach in Los Angeles County. The City boundaries extend from the coastline to approximately two miles inland. The surrounding area is predominately developed with single-family residential, commercial, and open space/recreational land uses. Lands to the immediate west are within the unincorporated Orange County community of Rossmoor.

The Shops at Rossmoor shopping center, together with the adjacent Old Ranch Towne Center shopping center in unincorporated Rossmoor, provide more than 650,000 square feet of commercial uses, including large anchor stores and smaller community-serving retail and service uses. Immediately to the west of the Shops at Rossmoor is a high-density residential neighborhood (in unincorporated Rossmoor).

The project site is designated General Commercial in the Seal Beach General Plan and is zoned General Commercial (GC). Land use policies and regulations allow a mix of general and service commercial businesses. The General Plan Land Use Element recommends retaining the land use classification for the Rossmoor Center as General Commercial. The GC zone allows a range of retail sales and service uses by right, such as those occupying The Shops at Rossmoor center. Large-scale commercial recreation uses, such as the proposed health club project, are permitted subject to approval of a Conditional Use Permit.

Environmental Impact Assessment

This EIR examines four issues that were not dismissed as less than significant in the December, 2016 Initial Study. These issues are air quality, greenhouse gas, noise, and traffic and transportation. Each issue is discussed in separate sections in the EIR. Other required topics specified in the State CEQA Guidelines are examined as well. Table ES-1 summarizes the environmental impacts associated with the proposed project and lists the mitigation measures required to reduce or avoid significant impacts.

Table ES-1
Environmental Impact Summary

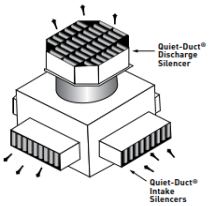
Impact Summary *The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.*		**Mitigation Measures**	**Level of Significance with Mitigation Incorporated**
Less than Significant Impacts with Mitigation Incorporated			
Noise			
4.3.C	Cumulative noise levels due to operation of the project's heating, air conditioning, and ventilation (HVAC) rooftop units are calculated to be 53 dBA at the nearest residential property line; this exceeds the Municipal Code limit of 50 dBA. Thus, the rooftop units would potentially cause noise standard exceedances by 3 dBA, which could have a significant impact on nearby residences. The 3dBA increase represents an increase in sound level that is generally perceptible to most people.	**Mitigation Measure Noise-1:** Since HVAC rooftop unit noise levels would exceed Municipal Code limits of 50 dBA, one of the three following options—or any other comparable approach that will achieve the required noise reduction—will be implemented by the project applicant. The project applicant will be required to submit a plan to the City, prepared by an acoustical engineer or otherwise qualified specialist, documenting that HVAC rooftop units and associated mitigating features will achieve the Municipal Code standard. **Mitigation Option 1**. Install a screen or parapet around the HVAC units. To be an effective noise barrier, the screen or parapet should extend at least one foot above the tallest rooftop unit and be continuous at the north and west edges of the health club building. **Mitigation Option 2**. Utilize baffles/silencers/attenuators. Each rooftop unit will be fully enclosed with noise control devices located at air ventilation to lessen the noise radiating from the equipment. A representative figure of this concept is shown to the right.  **Mitigation Option 3.** Install quieter HVAC units. Once specific HVAC rooftop units are selected, sound data from their manufacturer can be used to show that the Code limit of 50 dBA at nearby property lines will not be exceeded.	Less than Significant

Table ES-1
Environmental Impact Summary

Impact Summary *The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.*		**Mitigation Measures**	**Level of Significance with Mitigation Incorporated**
4.3.D	Construction of the project would generate temporary increased noise levels at the property line of the project site. While construction activity would occur within the time periods established in the Noise Ordinance, peaks in construction equipment work could be considered objectionable by some residents in adjacent units.	**Mitigation Measure Noise-2:** During construction, the applicant/developer shall employ the following standard practices for mitigating construction noise: • Implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise-sensitive land uses. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings. • Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition. • Prohibit and post signs prohibiting unnecessary idling of internal combustion engines. • Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses. • Utilize “quiet” air compressors and other stationary equipment where feasible and available. • Designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints, and require implementation of reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.	Less than Significant

Table ES-1
Environmental Impact Summary

Impact Summary *The numbers in the first column refer to the EIR sections where specific impact topics are addressed. The letters refer to the thresholds identified in Appendix G of the CEQA Guidelines.*	**Mitigation Measures**	**Level of Significance with Mitigation Incorporated**
Less than Significant Impacts		
Air Quality		
4.1.A	The proposed project would not conflict with or obstruct implementation of the South Coast Air Basin 2012 Air Quality Management Plan.	
4.1.B	The proposed project would not violate any air quality standard or contribute substantially to an existing or project air quality violation.	
4.1.C	The proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	
4.1.D	The proposed project would not expose sensitive receptors to substantial pollutant concentrations.	
4.1.E	The proposed project not create objectionable odors affecting a substantial number of people.	
Greenhouse Gas Emissions		
4.2.A	The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment.	
4.2.B	The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	
Noise		
4.3.A	The proposed project would not expose persons or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	
4.3.B	The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels.	
Traffic and Transportation		
4.4.A	The proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system	
4.4.B	The proposed project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.	
4.4.C	The proposed project would not conflict result in a change in air traffic patterns, including an increase in traffic levels or a change in location that results in substantial safety risks.	
4.4.D	The proposed project would not substantially increase hazards due to design features or incompatible uses.	
4.4.E	The proposed project would not result in inadequate emergency access.	

Alternatives

The proposed project is consistent with the land use and zoning designations of the City, has adequate services and utilities to serve it, and would not result in unmitigated significant impacts. In addition, it would remedy in full the existing queuing deficiency on northbound Seal Beach Boulevard. The alternative of the construction and operation of any general commercial use on the project site is likely to present the same impacts identified for the proposed project and result in the same or equivalent mitigation of those impacts, but fail to remedy the existing queuing deficiency. Relocating the project to another location at the Shops at Rossmoor would not preclude the development of another commercial use on the project site which could have greater or lesser impacts that the proposed project. An alternative considered but rejected was placing the proposed project at an alternative location in Seal Beach (a location not in the Shops at Rossmoor). Noting that the applicant for the project is the owner of the Shops at Rossmoor, this alternative was rejected because it would not meet any of the applicant's project objectives, including those of expanding uses at the Shops at Rossmoor and building out the shopping center in accordance with the City's adopted land use

entitlements for the center. Given that the City has adopted policies for uses within the center and the proposed project fits within those policies, it would not be appropriate for this EIR to indirectly reconsider those policies by evaluating an offsite alternative. As a result, no alternative has been identified which is environmentally superior to the proposed project.

1.0 Introduction and Scope of the EIR

Introduction

The City of Seal Beach (Lead Agency) has received an application for a Conditional Use Permit submitted by CPT Shops @ Rossmoor, LLC (Applicant) for the development of a health club on the south side of Rossmoor Center Way, west of Seal Beach Boulevard. Approval of the applications constitutes 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.).

Project Summary

The proposed project includes the construction of a single-story private health club comprising 37,000 square feet within the existing Shops at Rossmoor retail development. It is located at 12411 Seal Beach Boulevard in the City of Seal Beach (APN 086-492-079). The project site, currently an asphalt parking lot, is located on the northwestern portion of the shopping center parking lot on Rossmoor Center Way between Seal Beach Boulevard and Montecito Road. The site is bounded by residential uses to the west and north, a Sprouts grocery store and Marshall's department store to the east, and the retail stores Home Goods and PetSmart to the south. Facilities in the health club would include free weights, circuit training, a pool, a basketball court, separate rooms for aerobics and spinning, a personal training room, men's and women's showers and lockers, a hot yoga studio, a physical therapy room, and a children's area.

Prior Environmental Review

An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for a similar project in June, 2016 and circulated to the public for a 20-day review period. The prior application was approved by the City's Planning Commission and was appealed to the City Council. The applicant withdrew the application before final action was taken by the City Council.

The applicant filed a new application in November, 2016 for essentially the same project. A new Initial Study was prepared in November, 2016 and circulated for a 30-day public review period. Based on the analysis contained in the Initial Study, the City determined that the proposed project may have a significant effect on the environment, requiring preparation of an Environmental Impact Report (EIR).

Topics Addressed in this EIR

The information and analysis presented in the November, 2016 Initial Study provide substantial evidence that, after considering all design features of the project and the requirements of all State and local regulations that would apply to the project, there is no potential for the project to have a significant environmental effect with respect to the topics listed below. As a result, pursuant to CEQA, these topics require no further evaluation in this EIR. The evaluation of these topics and the basis for the conclusions of "less than significant impact" or "no impact" can be found in the Initial Study, contained in Appendix A of this EIR. These topics are listed below by impact determination category identified in Appendix G, the Environmental Checklist Form.

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

Additionally, the City determined the project warranted consideration of project alternatives. This EIR was prepared in compliance with CEQA, the CEQA Guidelines, and the City's procedures for implementing CEQA. The environmental analysis for land use is presented in Chapter 3 of this document, and each of the other topics listed above are presented in Chapter 4.

Topics Not Addressed in Detail in the EIR Based on Preparation of the Initial Study

The information and analysis presented in the Initial Study provides substantial evidence for the conclusion, for all the issues listed below (i.e., those not addressed in detail this EIR), that CEQA standards triggering preparation of further environmental review do not exist for those issues. Topics not addressed in this EIR in detail are listed below by impact determination category identified in Appendix G, the Environmental Checklist Form. These topics are, however, analyzed for full disclosure of the environmental determination, in the Initial Study, within Appendix A of this EIR.

- Aesthetics
- Agricultural and Forest Resources
- Biological Resources
- Cultural Resources
- Geology and Soils
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Utilities and Service Systems

The following provisions of the guidelines for implementing CEQA (known as the "CEQA Guidelines") help define the role of this EIR as follows.

CEQA Guidelines Section 15121(a): Informational Document. An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.

CEQA Guidelines Section 15151: Standards for Adequacy of an EIR. An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure.

Further, CEQA states that the lead agency 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…" (Public Resources Code Section 21002). If the lead agency approves the project despite residual significant adverse impacts that cannot be mitigated to less-than-significant levels, the agency must adopt a "Statement of Overriding Considerations" stating the reasons for its action in writing.

CEQA Guidelines Section 15382 defines a significant effect on the environment as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…". Therefore, in identifying the significant impacts of the project, this EIR concentrates on the project's substantial physical effects and on mitigation measures to avoid, reduce, or otherwise alleviate those effects.

Alternatives to the Project

CEQA requires that an EIR discuss a range of reasonable alternatives to the project. This EIR describes and analyzes two alternatives: the "No Project" alternative (Alternative 1) as required under CEQA (CEQA Guidelines Section 15126.6[e]) and "Alternative Location within the Shops at Rossmoor" (Alternative 2). Chapter 5 of this document discusses the environmental effects of each alternative, compares the environmental effects of each alternative with the environmental setting and with the effects of the project and each other alternative, and addresses the relationship of each alternative to the project objectives. The determinations of the lead agency concerning the feasibility, acceptance, or rejection of each and all alternatives considered in this EIR will be addressed and resolved in the City's findings when the City of Seal Beach considers approval of the project, as required by CEQA.

Intended Use of this EIR

The City of Seal Beach is the only authority having jurisdiction over approval of the project. The proposed project requires the following approvals:

- Development Review for a health and exercise membership club
- Conditional Use Permit for operation of the proposed health club

Scoping

The City issued a Notice of Preparation (NOP) related to the project and EIR on January 4, 2017. The City did not conduct a public scoping meeting.

Copies of written comments received during the 30-day public review period for the NOP are included in Appendix B of this EIR. Additional scoping comments were also received from other jurisdictions and agencies during the 30-day public review period. The scoping comments addressed in this EIR are summarized in Table 1.1 (Summary of Scoping Comments). Two letters received during the NOP period were inadvertently left out of the Draft EIR. Those two letters, one from Gary Miller and one from David Zowaklow, are included and responded to in Section 9.0.

Table 1-1
Summary of Scoping Comments

Commenting Entity	Summary of Comment	Section in EIR where Addressed
Agencies		
South Coast Air Quality Management District	Requirements for air quality assessment to be included in EIR.	4.1 Air Quality 4.2 Greenhouse Gas
Native American Heritage Commission	Provides guidance on meeting CEQA requirements for cultural resource assessments and tribal consultations under AB52.	7.0 Effects Found Not to Be Significant
County of Orange Dept. of Public Works	Provide the updated traffic study discussed on page 61 of the LA Fitness Health Club Initial Study (December 2016)	4.4 Traffic
Orange County Fire Authority (OCFA)	The project as proposed has no OCFA needs.	N/A

Table 1-1
Summary of Scoping Comments

Commenting Entity	Summary of Comment	Section in EIR where Addressed
Organizations		
Rossmoor Homeowners Association	The Rossmoor Homeowners Association has reviewed various plans and analyses for the LA Fitness Club Project at the Shops of Rossmoor and has serious concerns about the adequacy of the parking and traffic analysis.	4.4 Traffic
Bridgecreek Villas Condominiums Homeowners Association	Concerned with parking, noise, traffic	4.3 Noise 4.4 Traffic
Individuals		
Susan Barrett	Supports the project	N/A
Lauretta Collins	Concerned that the project will increase our traffic and quality of life because of the people that are traveling to our area that don't live here.	4.4 Traffic
Lisa Guardi	The center has so many "name brand" tenants that people are driving here from everywhere now. The traffic is awful on Los Alamitos Boulevard. I see people speed 50 miles an hour on Montecito to go to Kohls, etc. The community would be better served with a bookstore or more boutique shops.	4.4 Traffic
Tony Kozlowski	I wanted to express my complete disproval of the proposed LA Fitness facility that is being talked about for the Shops at Rossmoor. That area is completely over-developed now and even without a new fitness facility, traffic is already a nightmare for those of us who live in the area.	4.4 Traffic
Soo Min Hyun	We would not like LA Fitness to be at Seal Beach shopping center. The facility would definitely increase the traffic, and it's already difficult to get in and out of the center as it is, especially during peak times, when the facility will be used. I'm a Rossmoor resident, and I do not want to see increase in dangerous traffic from other areas coming into Rossmoor/Seal Beach.	4.4 Traffic
Mona Patrick	Our family of four adults are against this project. Our area is already a bottle neck after getting off the freeway and trying to get into Rossmoor. I know this traffic will devalue our homes, be bringing in much more traffic and people that do not live in the area. Will there be a public forum?	4.4 Traffic 1.0 Introduction
Anthony Rudisill	I think the slight added traffic caused by a fitness center in the proposed Seal Beach location would be more than offset by the benefits.	4.4 Traffic
David Zawolkow	Nothing has changed from the previous proposal. All of the prior resulting problems still exist without any indication of resolution.	N/A
Jason Delmonico	I believe that LA Fitness will be a great addition to our neighborhood	N/A
Rosemary Frenkiel	Supports the project	N/A
Arnold Myans	We don't need an LA Fitness in the Rossmoor Shopping Center. It will disrupt a lot of things and will bring more traffic to the area, which we don't want/need.	4.4 Traffic
Enea Ostrich	Concerned about fitness club traffic. We cannot expand Seal Beach Blvd. any more than it already has been. Pedestrians will be compromised as will bicyclists who plan to get to gym to reduce traffic but surprise surprise...they will be ignored by the automobile drivers and	4.4 Traffic 5.0 Alternatives

Table 1-1
Summary of Scoping Comments

Commenting Entity	Summary of Comment	Section in EIR where Addressed
	the combo could not be deadlier. Mark my words...we will see an increase in accidents and I only say that because with a well-known gym there the traffic will increase even with modifications. Let's put a financial park in there. That is what needs to be there instead.	
S. Samuelson	Our local community does not need another health club. There are several health clubs close by. My main concern is the quality of life in Rossmoor is going downhill mainly because of the traffic, noise, pollution, etc.	4.1 Air Quality 4.3 Noise 4.4 Traffic
Hartmut Schroeder	Supports the project	N/A
Debbie Stea	I am a resident of Rossmoor. I am very much opposed to the development of LA Fitness in the Shops at Rossmoor. We have five large gyms and many small ones in a five-mile radius and there is no need for another one. The traffic is a nightmare in Rossmoor and a gym that size would increase traffic and noise and safety concerns tremendously.	4.3 Noise 4.4 Traffic
Dale and Jeri Woodward	As long-time Seal Beach residents, we are strongly opposed to the approval of a LA Fitness facility in the Rossmoor Shopping Center. Traffic in and out of the Center and along Seal Beach Blvd. is currently a huge problem, and the proposed facility will certainly create additional problems. Please do not approve this inappropriate business in the Center.	4.4 Traffic
Gary Brown	The area is already congested. Traffic a complete nightmare going in and out of the center and along the Boulevard. I would be more inclined to support such a project with a massive overhaul of the parking and entry/exit design to better optimize traffic flow and safety for pedestrians and vehicles alike.	4.4 Traffic
Xenophon Colazas	Worried about traffic congestion and noise pollution; safety of pedestrians; and parking.	4.3 Noise 4.4 Traffic
Steve Havens	This center will be a detriment to the surrounding residences and create chaos with morning and evening traffic access to the residential community. There is constant traffic and this destroys the neighborhood, the environment, and challenges simply running errands in the shopping areas.	4.4 Traffic
Nancy Holland	I live in Seal Beach, in a condo directly facing the proposed job site. I am against putting an LA Fitness Health Club on this proposed site because of the negative impact to my quality of life. This shopping center is already congested and to try to squeeze this club behind our property will cause noise, pollution, traffic, and congestion in our neighborhood. The hours of operation are a huge factor because of the noise so close to our bedroom windows.	4.1 Air Quality 4.3 Noise 4.4 Traffic
Leland Jay	I was born in Rossmoor. I have grown up to see the growth and development here. I believe that the traffic increase at Seal Beach Boulevard and Rossmoor Center Drive will make an already dangerous situation exponentially more dangerous for motorists traveling up Seal Beach Boulevard.	4.4 Traffic
Chris Marshall	I've been a resident of Rossmoor for over 20 years, and I'm hoping an LA Fitness goes into the parking area behind Sprouts. The land will eventually be used for something, and a facility like LA Fitness would be a positive addition to the community.	N/A

Table 1-1
Summary of Scoping Comments

Commenting Entity	Summary of Comment	Section in EIR where Addressed
Mike Massion	I am opposed to the LA Fitness going in Seal Beach. I am concerned on the parking situation in close by Rossmoor.	4.4 Traffic
Maria Mayans	We certainly don't need to have LA Fitness behind Sprouts. We don't need more traffic or people in the area.	4.4 Traffic
Todd N.	I'm concerned that a transient clientele patronizing existing businesses and possibly LA Fitness will add to traffic congestion in the area and increase the element of safety concern to residents.	4.4 Traffic
Mona Patrick	Please do not vote to approve this!!!	N/A
Jason Reed	I own a home in the Rossmoor community. Please approve the building of the LA Fitness. I look forward to a fitness center within walking distance of my home.	N/A
Janet and Jim Wagoner	We're writing to express our opposition to the LA Fitness project proposal. It will be massive traffic to Rossmoor and to Seal Beach Boulevard. And the parking will be taking up places where the apartments should be parking and employee parking for the center.	4.4 Traffic
Wolfgang Konrad	I am against building the LA Fitness behind our building due to negative environmental impact, negative impact on safety,	All Sections
Peter Lipschultz	Worried about parking issues, suggests a smaller project -- craft shop, objects to increased traffic and resulting bottlenecks project would cause. Objects to commercial gyms.	4.4 Traffic 5.0 Alternatives
Fred Wing	I have some real concerns about the proposed fitness club in the Shops at Rossmoor. Specifically, the entrances at exits to the center are already woefully inadequate to handle current traffic demands, let alone additional traffic that would be created.	4.4 Traffic
Gary Miller	My concerns are traffic: the new facility itself and parking. Perhaps another type of building could be constructed at that site: an office building of similar size would have better hours, not disrupt the sleep of the condo residents.	4.4 Traffic 5.0 Alternatives
Karen Swenson	Safety concerns for our pedestrians and school children and the safety concerns of massive amount of new traffic	4.4 Traffic
Glenn Ducat	Supports the project, provides suggestions on improvements for vehicle access	4.4 Traffic
Sande Gottlieb	Concerned with nighttime noise impacts, traffic, and safety.	4.3 Noise 4.4 Traffic
Joni Jones	Concerned with traffic, access, safety, parking, crime, air quality, noise	4.1 Air Quality 4.3 Noise 4.4 Traffic
Jerome Gottlieb	Concerned with noise, odors	4.1 Air Quality 4.3 Noise
William and Susan Nottingham	Support the project.	N/A
Elizabeth Piburn	Concerned with traffic and noise	4.3 Noise 4.4 Traffic
Jerry Strayve, Jr.	Concerned with traffic and noise	4.3 Noise 4.4 Traffic
Craig Maunders	The project should not be approved as a consequence of the detrimental impact not only to the Shops at Rossmoor neighbors, but to present and future customers of, as well as commercial tenants of the shopping center.	All Sections

Notice of Completion

Pursuant to Section 15085 of the State CEQA Guidelines, a Notice of Completion (NOC) will be filed with the State Office of Planning and Research (OPR) on or about March 8, 2017, and the Draft EIR will be circulated for public and agency review for a period of 45 days. A copy of the Draft EIR will be posted at the Seal Beach Library, the Los Alamitos-Rossmoor Library, the Leisure World Branch Library, and at City Hall. Copies of the Draft EIR will be sent to responsible agencies, local agencies, and concerned agencies and individuals, as requested. Public hearings will be held in conjunction with the review of the project.

Draft and Final EIR

The DEIR circulated for a 45-day public review period which began on March 9, 2017 and ended on April 24, 2017. During the review period, the City received correspondence from more than 200 individuals, government agencies, and private organizations commenting on the environmental effects of the project and largely on the project itself. The City has evaluated all substantive comments received on the LA Fitness Health Club DEIR and has prepared written responses to these comments, contained in Section 9.0 of this Final EIR. In accordance with the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] §15074[b]), the decision-making body of the lead agency must consider the comments received and the responses before approving the project.

No significant changes have been made to the information contained in the DEIR because of the responses to comments, and no significant new information has been added that would require recirculation of the document. Where minor changes have been made in response to comments or to clarify information, those changes are indicated in this Final EIR using <u>underlined</u> and ~~strike-through~~ text.

Organization of the Final EIR

Chapter ES, Executive Summary—Summarizes the elements of the project, including the environmental impacts that could result from implementation of the proposed project. A summary table is provided that lists impacts, describes proposed mitigation measures, and indicates the level of significance of impacts before and after mitigation.

Chapter 1, Introduction and Scope of the Draft EIR—Provides an introduction and overview of the EIR process and describes the intended use of the EIR and the review process.

Chapter 2, Project Description—Provides a detailed description of the proposed project, including its location, background information, project history, project objectives, and technical characteristics.

Chapter 3, Land Use and Planning —Addresses the land use and planning implications of the project and discusses consistency and compatibility with adopted land use policies.

Chapter 4, Environmental Impacts and Mitigation Measures—Describes the baseline environmental setting and provides an assessment of potential project impacts for each technical issue area presented. Each section is divided into four sub-sections: Introduction, Environmental Setting, Regulatory Setting, and Impacts and Mitigation Measures (project-specific and cumulative).

Chapter 5, Project Alternatives—Describes and compares the proposed project alternatives to the proposed project.

Chapter 6, Analysis of Long Term Effects/Energy Conservation—Provides information required by CEQA regarding impacts that would result from the proposed project, including a summary of cumulative impacts, secondary impacts including potential impacts resulting from growth inducement, and significant irreversible changes to the environment. This chapter also includes an analysis of energy conservation measures.

Chapter 7, Effects Found not to Be Significant —Provides a list of issues that were not found to be significant in the Initial Study Checklist.

Chapter 8, EIR Preparation/References—Lists report authors who provided technical assistance in the preparation and review of the EIR. Provides a list of references used in preparation of the environmental analysis.

Chapter 9, Response to Comments on DEIR—Contains a list of agencies, groups, and individuals who commented on the DEIR and provides responses to substantive comments. All comment letters are attached at the end of this chapter.

Appendices—Includes various documents and data that support the analysis presented in the EIR.

2.0 Project Description

Introduction

The City of Seal Beach (Lead Agency) has received an application for a Conditional Use Permit from CPT Shops @ Rossmoor, LLC (Applicant) for the development of a health club on the south side of Rossmoor Center Way, west of Seal Beach Boulevard. Approval of the applications constitutes a project 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.).

Project Location

The project site encompasses a portion of the existing The Shops at Rossmoor shopping center, located at 12411 Seal Beach Boulevard in the City of Seal Beach (APN 086-492-079). The project site, currently an asphalt parking lot, is located on the northwestern portion of the shopping center parking lot on Rossmoor Center Way between Seal Beach Boulevard and Montecito Road (see Exhibit 1, Regional Context and Vicinity Map). The site is bounded by residential uses to the west and north, a Sprouts grocery store and Marshall's department store to the east, and the retail stores Home Goods and PetSmart to the south (see Exhibit 2, Site Plan).

The project site is located within a heavily urbanized area along Seal Beach Boulevard and Rossmoor Center Way. The project site currently is used as parking for the Shops at Rossmoor. Nominal ornamental landscaping is located on the existing parking area. The project site sits at an elevation of approximately 16 feet above sea level on land that slopes gently in a westerly direction.

Project Objectives

The applicant, the owner of the Shops at Rossmoor center, has stated that its underlying business objectives in proposing the project focus on design, compatibility, and revenue considerations. Those objectives are:

1. To expand the square footage and uses within the center consistent with the center's current General Plan and zoning designations.

2. To add a use to the center in a new structure that will be located within the existing underutilized parking field, but will maintain the center's compliance with all applicable parking requirements.

3. To add a use which will not detract from the overall experience of existing tenants by:

   a. Disrupting existing parking and shopping patterns that are important to existing tenants in the center; or
   b. Diminishing or obscuring exposure of existing center business to traffic along Seal Beach Boulevard.

4. To add a use which will not displace existing uses or require the demolition of existing leasable space, thus preserving existing lease and sales tax revenue opportunities.

5. To add a use for which potential environmental impacts, particularly those related to traffic and noise, can be mitigated to a level of insignificance so as not to adversely impact current tenants and adjacent neighbors.

Project Design

The proposed project is a one-story private, membership health club comprising 37,000 square feet of floor space. Facilities in the health club would include free weights, circuit training, a pool, a basketball court, rooms for aerobics and spinning classes, a personal training room, men's and women's showers and lockers, a hot yoga studio, a physical therapy room, and a children's area (see Exhibit 3, Floor Plan).

Through previous entitlements acquired by the Shops at Rossmoor from the City, the commercial center currently has 2,068 existing parking spaces. With completion of the proposed project, the total number of parking spaces in the center would be reduced to 1,981 spaces.

Because the project would be constructed on an existing parking lot, construction of the health club would require the removal of 85,600 square feet of existing asphalt surfaces, installation of 55,640 square feet of new asphalt surface, application of 119,065 square feet of slurry fill on the existing undisturbed asphalt, and restriping the entire 175,705 square-foot parking lot once the health club center is constructed (Table 2.1). The project site plan includes 16,795 square feet of ornamental landscaping around the perimeter of the health club and within parking lot planters.

Architecturally (see Exhibit 4, Project Elevations), the building would consist of a painted concrete tilt-up wall system accented with a prefabricated metal panel shell finish system. The entryway would consist of anodized aluminum. Painted plaster and simulated wood paneling would also be used on the building exterior. An internally illuminated sign with 40-inch-high letters would adorn the building façade on the south side. The building would have a stepped massing from 24 feet in height at the side and rear to 28 feet at the entryway to 35 feet at the highest point of the parapet holding the illuminated sign. Molding along the top of the building and arcade features would be finished with decorative cornices. Finally, images portraying individuals engaging in physical fitness activities are proposed to be placed on the rear and side building elevations.

Table 2.1 Site Improvements

Action	Area in Square Feet
Asphalt Removal	85,600
Asphalt Replacement	34,523
Asphalt Overlay (over existing)	21,117
Slurry Fill	119,065
Restriping of entire parking lot	174,705

Source: CPT Shops @ Rossmoor

Circulation

The traffic analysis prepared by LSA Associates, Inc. for this EIR found that under existing conditions without the proposed project, the existing northbound left-turn lane on Seal Beach Boulevard onto Rossmoor Center Drive experiences queuing deficiencies during periods of peak demand. However, the project description includes a reconfiguration of the existing northbound left-turn lane which will extend that lane by 145 feet (see Exhibit 5). Not only will this planned element of the project correct the existing deficiency, it will preclude any additional queuing deficiency caused by the project.

Under the project, vehicular access would be provided from Rossmoor Center Way via two existing driveways: a 40-foot-wide driveway just west of the proposed project site (which will be converted to a 36-foot driveway to accommodate proposed new parking) and a 36-foot-wide driveway just east of the proposed project site. Both driveways currently provide ingress and egress in a north-south direction into and out of the Shops at Rossmoor shopping center onto

Rossmoor Center Way. Although not necessary to mitigate impacts of the project on traffic, the applicant proposes to widen Rossmoor Center Way to install a second westbound lane (see Exhibit 6). This improvement provides a dedicated lane for turns into the parking lot in front of Sprouts, ~~into the health club parking lot~~, allowing no thus minimizing delays to through traffic travelling westbound on Rossmoor Center Way.

Utilities

The site is fully served by public utilities. An eight-inch water main runs west along Rossmoor Center Way before turning south under the existing 40-foot-wide driveway east of the project site. This main also serves the adjacent condominium development. Project construction would necessitate the capping of the existing water main under the proposed project site, extending the main under the 40-foot-wide driveway farther south, and constructing a new eight-inch main to run west from the driveway approximately 100 feet south and perpendicular to the existing main. Lateral connections would be made to this new water main.

Project Operation

The health club would provide membership-based fitness services, including access to exercise equipment, group fitness classes, and personal fitness training. The health club is proposed to operate seven days a week. Hours of operation would be 5:00 A.M. to 11:00 P.M. Monday through Thursday, 5:00 A.M. to 10:00 P.M. on Fridays, and 8:00 A.M. to 8:00 P.M. on Saturdays and Sundays.

Project Construction

Project construction is anticipated to begin in mid-2017, with completion by mid-2018. Construction would require demolition of existing asphalt paving on the project site. (Construction program defaults were used for air quality and greenhouse gas emissions for a conservative estimate of timeframes and resulting emissions.) The default construction schedule is as follows:

Phase	Total Days
Demolition	20
Site Preparation	10
Grading	20
Building Construction	63
Paving	20
Architectural Coating	20

Regional

Vicinity

Not to Scale

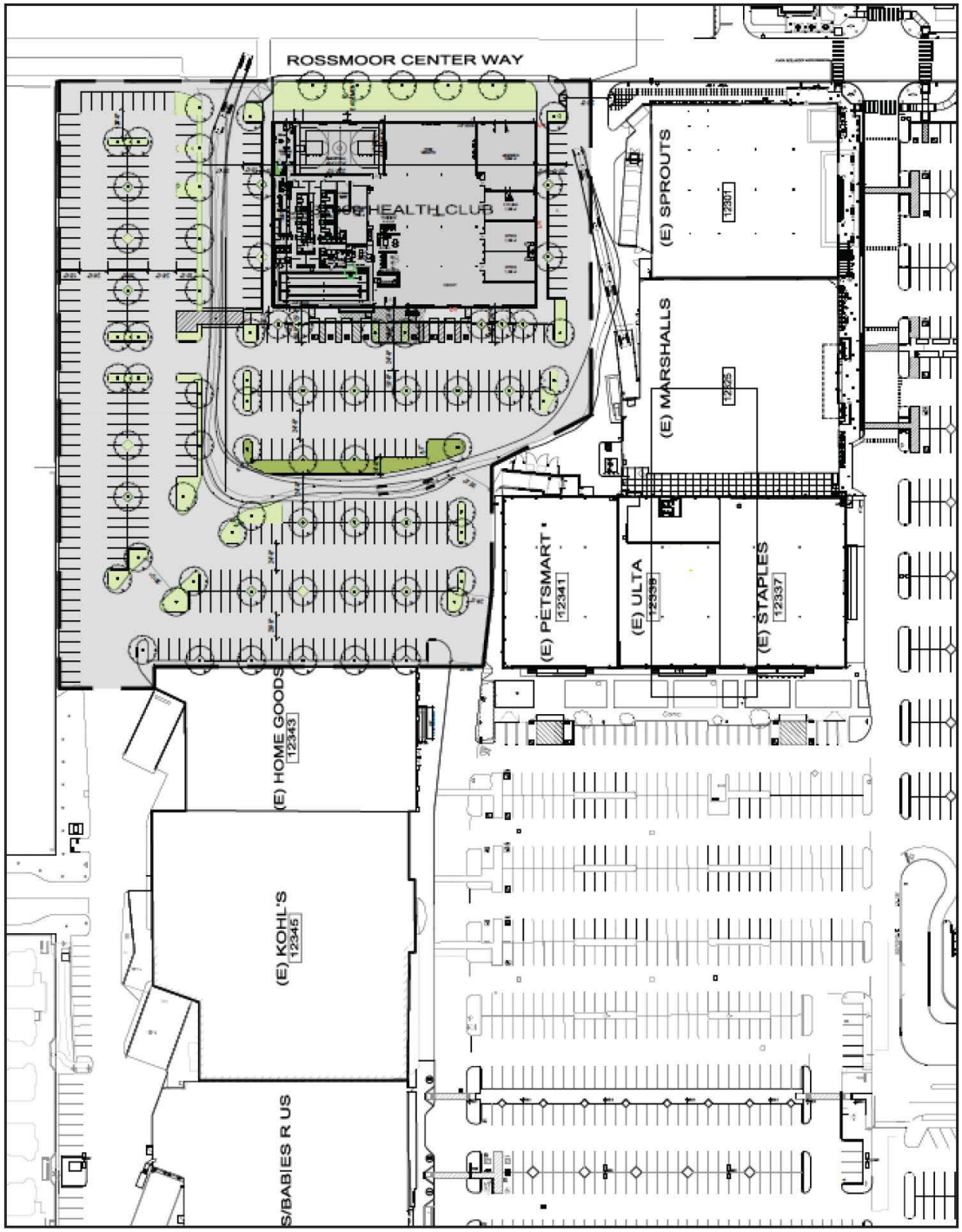
http://www.migcom.com • 951-787-9222

MIG

Exhibit 1 Regional and Vicinity Map

Rossmoor Health Club

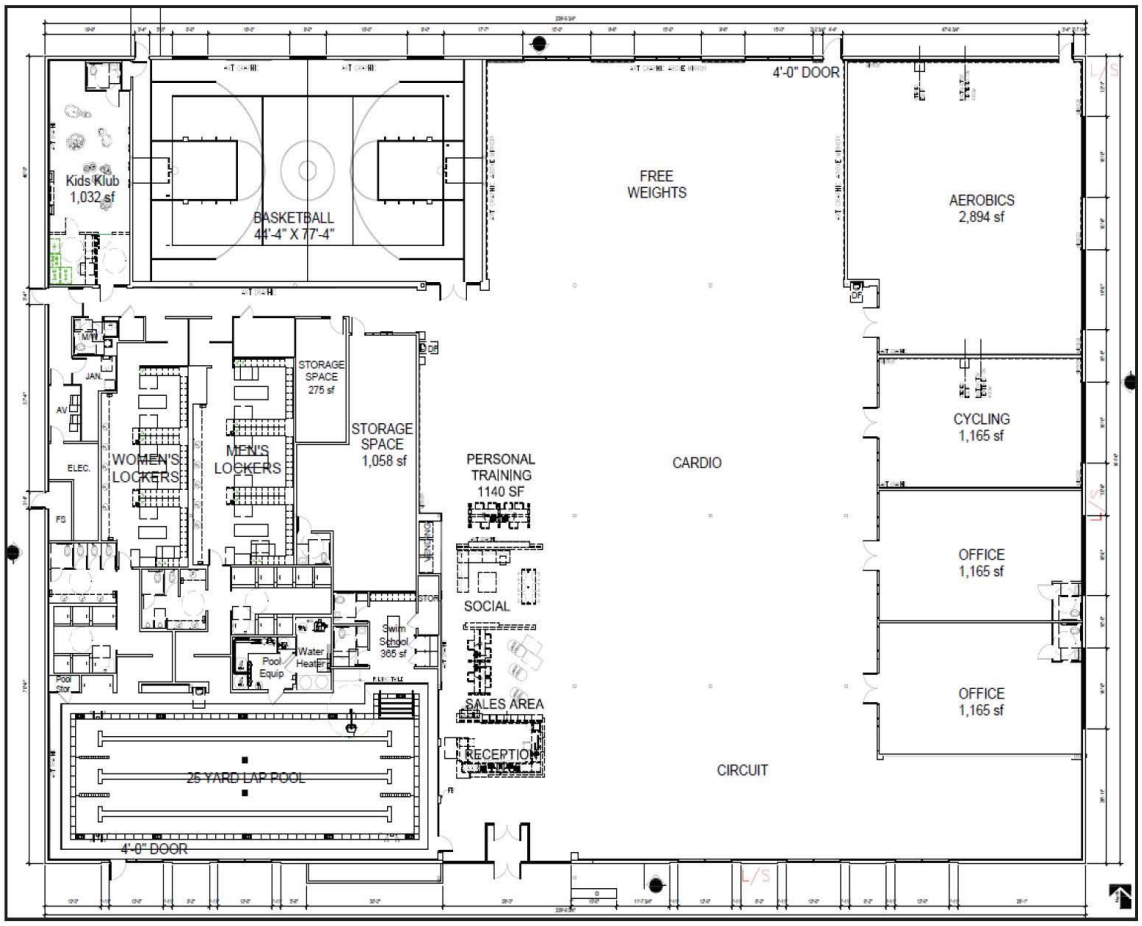
City of Seal Beach, California



Source: Robinson Hill Architecture, Inc. 2015

Exhibit 2 Site Plan

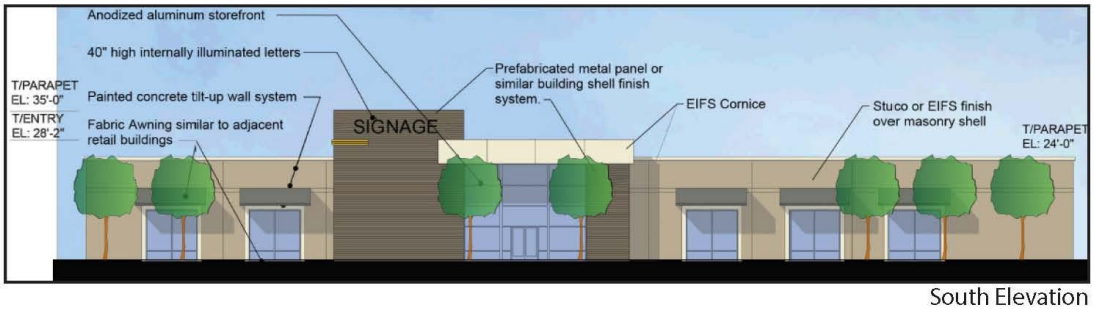
Rossmoor LA Fitness
City of Seal Beach, California



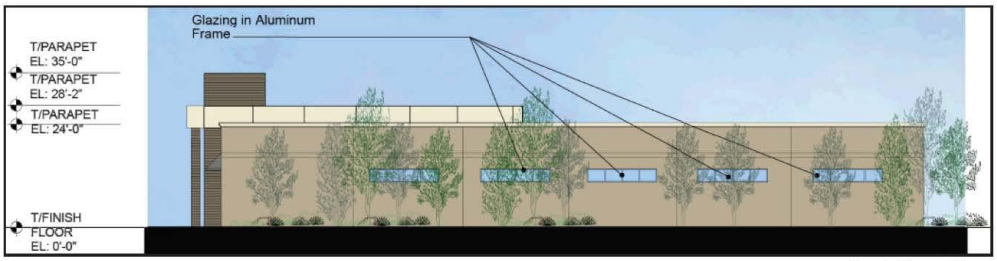
Source: Robinson Hill Architecture, Inc. 2015

Exhibit 3 Floor Plan

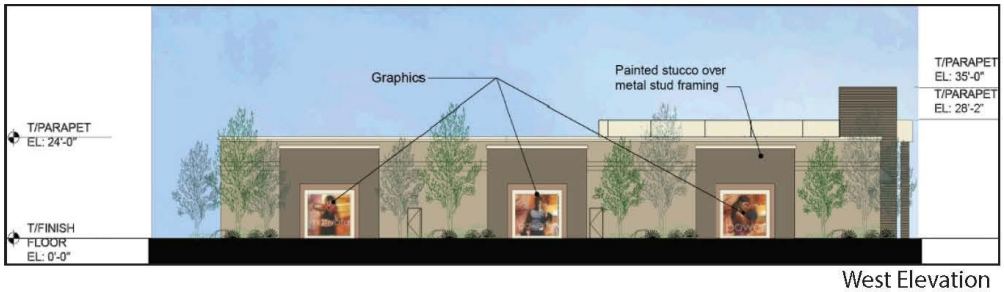
Rossmoor LA Fitness
City of Seal Beach, California



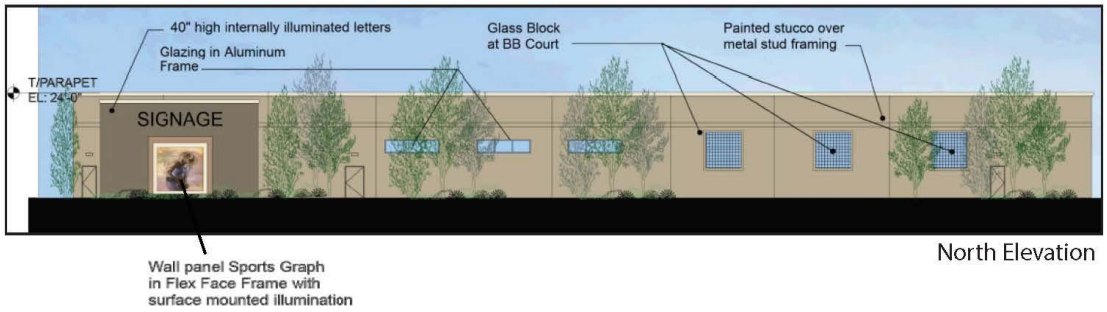
South Elevation



East Elevation



West Elevation



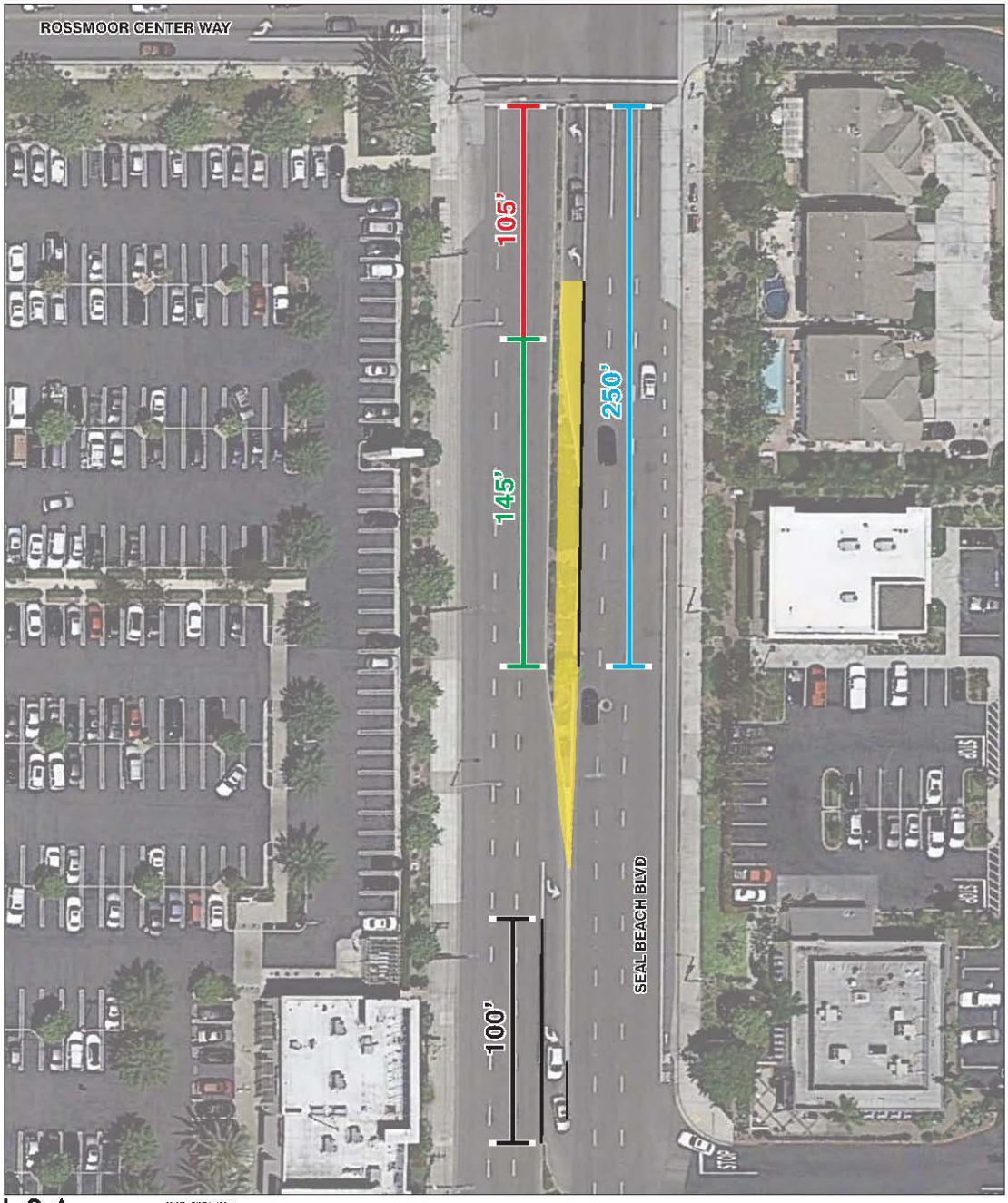
North Elevation

Source: Robinson Hill Architecture, Inc. 2015

Exhibit 4 Project Elevations

Rossmoor LA Fitness
City of Seal Beach, California

EXHIBIT 5



LSA

LEGEND

- Recommended Turn Pocket Extension
- Existing Turn Pocket Storage
- Recommended Turn Pocket Storage
- Recommended Extension

0 30 60
FEET

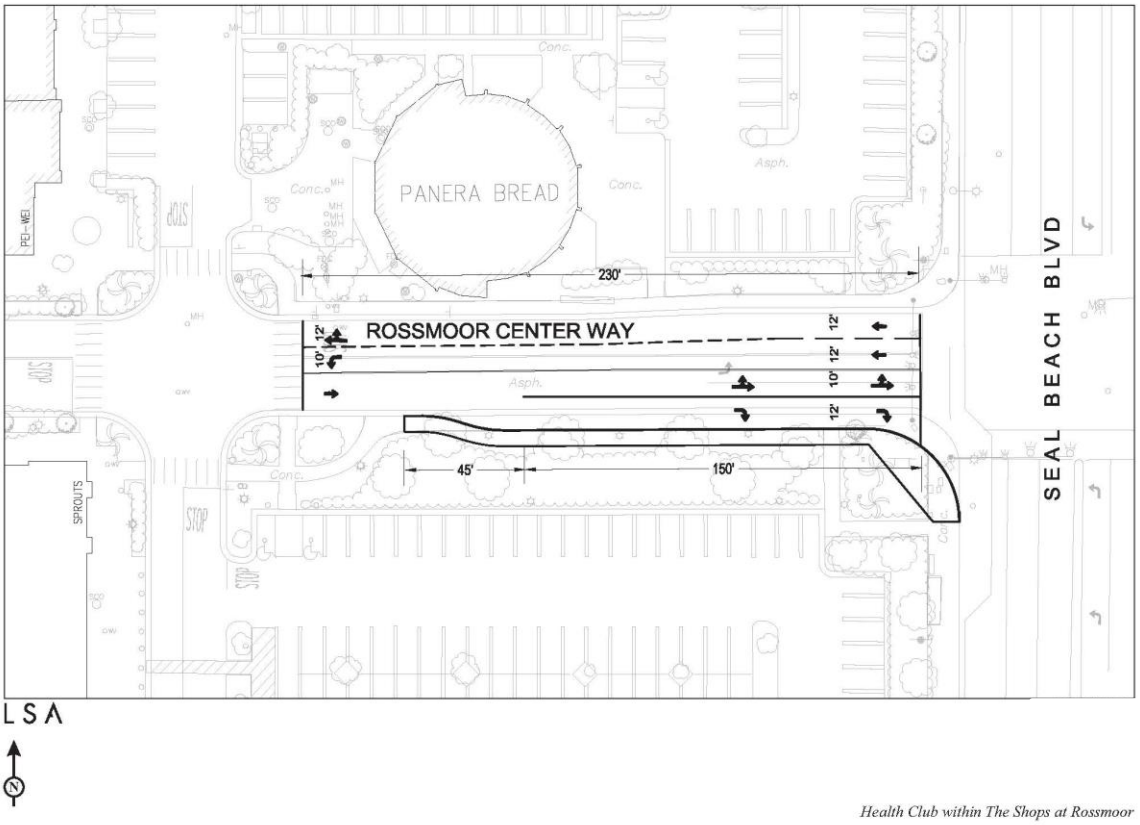
SOURCE: Google Earth

Health Club within The Shops at Rossmoor

Recommended Turn Pocket Extension

I:\MPA1401\G\Turn Pocket Extension.cdr (3/3/2017)

EXHIBIT 6



LSA

Health Club within The Shops at Rossmoor

Rossmoor Center Way Reconfiguration Alternative

SOURCE: Avantec

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3.0 Land Use and Planning

This section discusses potential conflicts between applicable land use plans, policies, or regulations and the proposed project, including those pertaining to the Seal Beach General Plan and Zoning Ordinance. The project was found to be consistent with plans, policies, and regulations of the City's General Plan and Zoning Ordinance.

Environmental Setting

EXISTING AND SURROUNDING LAND USE

The proposed project is located in the City of Seal Beach and next to the unincorporated Orange County community of Rossmoor. Currently the site is used as parking for the Shops at Rossmoor. The project site is surrounded by commercial and residential land uses, and the area is completely urbanized. Nominal ornamental landscaping is distributed within the existing parking area. The project site sits at an elevation of approximately 16 feet above sea level on land that slopes gently in a westerly direction. Surrounding uses are summarized in Table 4-1 (Surrounding Land Uses).

Table 3-1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	Commercial General	GC – General Commercial	Parking
North	Residential High Density	RHD-46 – Residential High Density	Apartments
South	Commercial General	GC – General Commercial	Home Goods/PetSmart
East	Commercial General	GC – General Commercial	Sprouts/Marshalls
West	Residential High Density	RHD-46 – Residential High Density	Apartments

The community of Rossmoor, which is immediately adjacent to the Shops at Rossmoor shopping center is a census-designated community located in unincorporated Orange County. There are 3,430 single family homes, one apartment complex (Rossmoor Manor), and one townhouse complex (Rossmoor Town Houses) within Rossmoor. The community of Rossmoor has two shopping centers within its boundaries, but only one—the Rossmoor Village Square—is within the political boundaries of the Rossmoor Community Services District. The Shops at Rossmoor shopping center, which is larger, was annexed by the City of Seal Beach in 1967.

Planning and Regulatory Framework

CITY OF SEAL BEACH GENERAL PLAN

Seal Beach is a beach community encompassing 11.5 square miles (or 7,296 acres) along the Pacific Ocean between the cities of Huntington Beach in Orange County and Long Beach in Los Angeles County. The City boundaries extend from the coastline to approximately two miles inland. Four major highways cross through the City: the San Diego Freeway (I-405), I-605, the Garden Grove Freeway (SR 22), and Pacific Coast Highway (SR 1). The General Plan includes five planning areas which reflect the varied and unique characteristics of the City.[1] They are:

- Planning Area 1 – Old Town/Surfside
- Planning Area 2 – Hellman Ranch/Marina Hill/Boeing

[1] City of Seal Beach, 2003. General Plan Land Use Element

- Planning Area 3 – Leisure World
- Planning Area 4 – College Park/Bixby/Rossmoor
- Planning Area 5 – Naval Weapons Station

The project is located in Planning Area 4, which encompasses approximately 541 acres of the northernmost area of the City and is located north of I-405 and SR 22 (Figure 3-1). It is bounded to the west generally by the San Gabriel River and to the east by Valley View Road. Planning Area 4 is predominately developed with single-family residential, commercial, and open space/recreational land uses. It is divided into three subareas: College Park West, College Park East, and Old Ranch Towne Center/Rossmoor Center.

Old Ranch Towne Center/Rossmoor Center is generally bounded by Seal Beach Boulevard and the unincorporated community of Rossmoor to the west, I-405 to the south, and the City of Los Alamitos and the Los Alamitos Armed Forces Reserve Center to the north (Exhibit 3-1). The area supports a mix of commercial, recreational, and residential uses. The Shops at Rossmoor shopping center and Old Ranch Towne Center shopping center are in this district. Together they provide more than 650,000 square feet of commercial land uses, including large anchor stores and smaller community-serving retail and service uses. Immediately to the west of the Shops at Rossmoor is a high-density residential neighborhood.

Exhibit 3-1
Seal Beach Planning Area 4 Land Use

The General Plan Land Use Element includes policies for each subarea within each Planning Area. The following policies listed for the Old Ranch Towne Center/Rossmoor Center subarea are relevant to the project:

- Encourage the location and retention of community-serving businesses within these areas.
- Encourage preservation of the existing public and private recreational facilities, and seek opportunities to enhance parkland and recreational amenities within the planning area.
- Discourage pass-through traffic on Saint Cloud Street by minimizing driveways from Rossmoor Center.

- Evaluate proposed uses for the Old Ranch Towne Center and Rossmoor Center for compatibility with adjacent residential uses and Los Alamitos JFTB operations.

According to the General Plan, the Rossmoor Center, by current zoning classification, is considered a general commercial use, but the actual uses include a mix of general and service commercial businesses. The land use element recommends retaining the land use classification for the Rossmoor Center as General Commercial.

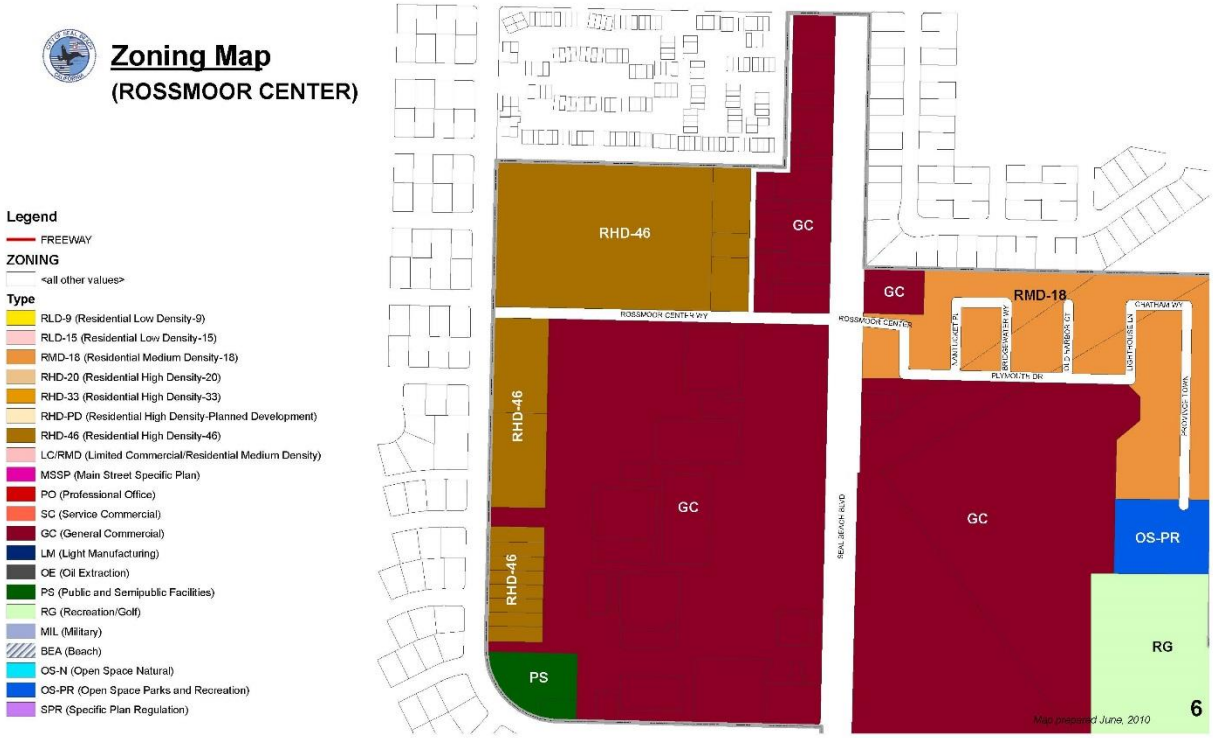
CITY OF SEAL BEACH ZONING ORDINANCE

The project site is zoned GC: General Commercial.[2] This designation allows "sub-regional and regional centers of commercial activity and may include both pedestrian- and auto-oriented development (see Exhibit 3-2). Other typical uses are auto service stations, auto repair, and sales." (Ord. 1598). Table 11.2.10.010 of the Zoning Ordinance addresses various land use types and their applicability to the different zoning regulations. Within the GC zone, the project is covered under "Recreational Commercial" and requires a conditional use permit (CUP). Uses subject to a CUP require "discretionary review and public hearing by the planning commission pursuant to Chapter 11.5.20: Development Permits." A project that requires a CUP requires findings be made that address the following:

1. How is the proposal consistent with the General Plan and with any other applicable plan adopted by the City Council?
2. Is the proposed use considered to be in conformity with the applicable zoning district and does it comply with all other applicable provisions of the Municipal Code?
3. Is the site physically adequate for the type, density and intensity of use being proposed, including provision of services, and the absence of physical constraints?
4. Are the location, size, design, and operating characteristics of the proposed use compatible with and will not adversely affect uses and properties in the surrounding neighborhood?
5. Will the establishment, maintenance, or operation of the proposed use at the location proposed not be detrimental to the health, safety, or welfare of persons residing or working in the vicinity of the proposed use?

[2] City of Seal Beach, 2016. Municipal Code, Zoning Ordinance

Exhibit 3-2
Rossmoor Center Zoning Map



Analysis of Consistency with Land Use Plans

Project consistency with applicable General Plan policies related to land use is analyzed below. Consistency determinations for other elements are addressed in the relevant chapter for each issue.

General Plan Policies	Consistency Statement
Land Use Element – Planning Area 4, Old Ranch Towne Center/Rossmoor Center	
Policy 1: Encourage the location and retention of community-serving businesses within these areas.	Consistent. The proposed health club is a community-serving business and will be located on a parcel that has been designated for general commercial land uses.
Policy 2: Encourage preservation of the existing public and private recreational facilities and seek opportunities to enhance parkland and recreational amenities within the planning area.	Consistent. The health club will provide additional recreational opportunities.
Policy 3: Discourage pass-through traffic on Saint Cloud Street by minimizing driveways from Rossmoor Center.	Consistent. The project includes an access improvement for the project. Rossmoor Center Way would be widened to install a second westbound lane. This improvement provides a dedicated lane for turns into the health club parking lot, allowing no delays to through traffic travelling westbound on Rossmoor Center Way. This would discourage pass-through traffic on Saint Cloud Street because the project is located off of Rossmoor Center Drive, and patrons would realistically enter and exit using the existing Rossmoor Center Way driveway.
Policy 4: Evaluate proposed uses for the Old Ranch Towne Center and Rossmoor Center for compatibility with adjacent residential uses and Los Alamitos JFTB operations.	Consistent. The health club is not a 24-hour club. Hours of operation would be 5:00 A.M. to 11:00 P.M. Monday through Thursday, 5:00 A.M. to 10:00 P.M. on Fridays, and 8:00 A.M. to 8:00 P.M. on Saturdays and Sundays. The only noise associated with the club during operating hours would be traffic coming and going to the facility, including limited truck traffic making deliveries. Health and fitness clubs are not noise-generating land uses. Also, the use is not within any JFTB impact zone.

4.1 Air Quality

This section provides information on the environmental and regulatory air quality setting of the proposed health club and evaluates the potential amount of regulated air pollutants that could be generated by construction and operation of the project. The methodologies and assumptions used in the preparation of this section utilize the South Coast Air Quality Management District's (SCAQMD) criteria pollutant significance thresholds. Potentially applicable federal, State, and local regulations were obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. As described in this section, the projected emissions of regulated air pollutants associated with the proposed project would not exceed the CEQA significance threshold developed by the SCAQMD and therefore, would not result in a significant impact. Mitigation measures are not necessary for the project.

Environmental Setting

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and State, respectively. The U.S. EPA delegates much of its authority over air quality to CARB. CARB has geographically divided the State into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions. The City of Seal Beach is located in Orange County, which is in the South Coast Air Basin (Basin). The Basin covers Los Angeles County, Orange County, the western portion of San Bernardino County, and Western Riverside County. The City of Seal Beach is located along the coast of California, and is approximately 20 miles southeast of Downtown Los Angeles.

REGULATED AIR POLLUTANTS

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O_3), particulate matter (PM), which consists of "inhalable coarse" PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and "fine" PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The U.S. EPA refers to these six common pollutants as "criteria" pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally-based criteria.

CARB has established California Ambient Air Quality Standards (CAAQS) for the six common air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS) plus the following additional air pollutants: hydrogen sulfide (H_2S), sulfates (SO_X), vinyl chloride, and visibility reducing particles. A description of the regulated, criteria air pollutants that may be associated with the project, is provided below.

- **Ground-level Ozone**, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between oxides of nitrogen (NO_X) and volatile organic compounds (VOCs), also called Reactive Organic Gasses (ROG), in the presence of sunlight.[1] Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_X and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.

[1] United States Environmental Protection Agency (U.S. EPA) 2014a. "Basic Information." *Basic Information*. U.S. EPA, Science and Technology [Air], National Ambient Air Quality Standards, Six Principal Pollutants, Ozone. November 26, 2014. Web. May 1, 2015. <http://www.epa.gov/airquality/ozonepollution/basic.html/>.

- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2013).[2]

    - PM_{10}, also known as inhalable coarse, respirable, or suspended PM_{10}, consists of particles less than or equal to 10 micrometers in diameter (approximately 1/7th the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2014b).[3]

    - $PM_{2.5}$, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately 1/30th the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2014b).

- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA 2015a).[4]

- **Nitrogen Dioxide (NO_2)** is a by-product of combustion. NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to ozone formation. NO_2 also contributes to the formation of particulate matter. NO_2 can cause breathing difficulties at high concentrations (U.S. EPA 2014c).[5]

- **Sulfur Dioxide (SO_2)** is one of a group of highly reactive gases known as oxides of sulfur (SO_X). Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO_2. Short-term effects of SO_2 exposure can include adverse respiratory effects such as asthma symptoms. SO_2 and other SO_X can react to form PM (U.S. EPA 2015b).[6]

- **Sulfates (SO_4^{2-})** are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB 2009).[7]

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[2] United States Environmental Protection Agency (U.S. EPA) 2013. "Particulate Matter (PM)." *Particulate Matter*. U.S. EPA, Science and Technology [Air], National Ambient Air Quality Standards, Six Principal Pollutants. March 18, 2013. Web. July 29, 2015. <http://www.epa.gov/airquality/particlepollution/>.

[3] United States Environmental Protection Agency (U.S. EPA) 2014b. "Health." *Health*. U.S. EPA, Science and Technology [Air], National Ambient Air Quality Standards, Six Principal Pollutants, Particulate Matter. May 6, 2014. Web. May 1, 2015. <http://www.epa.gov/airquality/particlepollution/health.html/>.

[4] United States Environmental Protection Agency (U.S. EPA) 2015a. "Carbon Monoxide." *Carbon Monoxide*. U.S. EPA, Science and Technology [Air], National Ambient Air Quality Standards, Six Principal Pollutants. July 23, 2015. Web. July 29, 2015. <http://www.epa.gov/airquality/carbonmonoxide/>.

[5] United States Environmental Protection Agency (U.S. EPA) 2014c. "Nitrogen Dioxide." *Nitrogen Dioxide*. U.S. EPA, Science and Technology [Air], National Ambient Air Quality Standards, Six Principal Pollutants. August 15, 2014. Web. July 29, 2015. <http://www.epa.gov/airquality/nitrogenoxides/>.

[6] United States Environmental Protection Agency (U.S. EPA) 2015b. "Sulfur Dioxide." *Sulfur Dioxide*. U.S. EPA, Science and Technology [Air], National Ambient Air Quality Standards, Six Principal Pollutants. March 27, 2015. Web. July 29, 2015. <http://www.epa.gov/airquality/sulfurdioxide/>.

[7] California Air Resources Board (CARB) 2009a. "History of Sulfates Air Quality Standard" *California Ambient Air Quality Standards*. CARB, Air Quality Standards and Area Designations, Review of Ambient Air Quality Standards, California Ambient Air Quality Standards. November 24, 2009. Web. July 29, 2015. <http://www.arb.ca.gov/research/aaqs/caaqs/sulf-1/sulf-1.htm/>

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) or toxic air contaminants (TACs), respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as arsenic and chlorine CARB considers all U.S. EPA designated HAPS, as well as particulate emissions from diesel-fueled engines and other substances, to be a TAC[8]. A description of Diesel Particulate Matter (DPM), a regulated TAC that may be associated with the construction and operation of the proposed project, is provided below:

- **DPM** is the exhaust from diesel engines comprised includes hundreds of different gaseous and particulate components, many of which are toxic. Many of the toxic compounds adhere to the particles, and because diesel particles are very small (less than 2.5 microns in diameter), they can penetrate deeply into the lungs.

Common criteria air pollutants, such as ozone precursors, SO_2, and particulate matter, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin); other pollutants, such as HAPs, TACs, and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

CLIMATE

The proposed project is located in the City of Seal Beach, Orange County, California. The City of Seal Beach and the broader Basin are defined by a Mediterranean climate with dry summers and rainy winters. Seal Beach is approximately five miles southeast of Long Beach, CA. Since no climate data is readily available for Seal Beach, climate data for Long Beach is presented instead.

Annual rainfall in Long Beach averages 12.01 inches, with the rainy season occurring in the winter (DRI 2016).[9] The coolest month of the year is December, with an average monthly low of 67.0° Fahrenheit (F). The warmest month is August, with an average monthly high of 83.9° F. The annual average maximum temperature is 74.2° F, and the annual average minimum temperature is 54.8° F. Seal Beach is located at an elevation of approximately 13 feet above mean sea level (AMSL), and the project site is located at an approximate elevation of 15 AMSL.

REGIONAL EMISSIONS LEVELS

CARB's estimate of the amount of emissions generated within the Basin in 2012, the most recent year for which data are available, is summarized in Table 4-1.

[8] Since CARB's list of TACs references and includes U.S. EPA's list of HAPs, this EIR uses the term TAC when referring to HAPs and TACs.

[9] Desert Research Institute (DRI) 2016. *Long Beach Daugherty Fld, California (045085)*. Period of Record Monthly Climate Summary: 01/01/1949 to 06/09/2016. Web. January 2017. <http://www.wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5085/>.

Table 4-1
South Coast Air Basin Emissions Summary

Source	2012 Pollutant Emissions (Tons Per Day)						
	ROG	NO_X	PM	PM_{10}	$PM_{2.5}$	CO	SO_X
Stationary(A)	104	49	30	21	14	55	10
Area-wide(B)	122	22	17	96	32	102	1
Mobile(C)	240	442	9	37	22	2,114	7
Natural(D)	97	4	31	30	26	301	2
Total(E)	563	517	248	184	94	2,573	20
Source	**2012 Pollutant Emissions (Tons Per Year)**						
	ROG	**NO_X**	**PM**	**PM_{10}**	**$PM_{2.5}$**	**CO**	**SO_X**
Stationary (A)	38,070	17,703	11,060	7,592	4,965	20,148	3,687
Area-wide (B)	44,676	7,957	64,642	35,077	11,826	37,303	365
Mobile (C)	87,527	161,257	3,431	13,396	8,176	771,756	2,409
Natural(D)	35,296	1,606	11,425	10,987	9,308	109,902	840
Total (E)	205,532	188,523	90,557	67,051	34,310	939,109	7,300

Source: CARB 2013, modified by MIG in 2016
(A) Stationary sources include fuel combustion in stationary equipment or a specific type of facility such as printing and metals processing facilities.
(B) Mobile sources include automobiles, trucks, and other vehicles intended for "on-road" travel and other self-propelled machines such as construction equipment and all-terrain vehicles intended for "off-road" travel.
(C) Area-wide sources include solvent evaporation (e.g., consumer products, painting, and asphalt paving) and miscellaneous processes such as residential space heating, fugitive windblown dust, and cooking.
(D) Natural sources include decomposition of organic matter, ocean release, respiration, etc.
(E) Totals may not equal due to rounding.

LOCAL AIR QUALITY

The City of Seal Beach is located within the Basin, which is under the jurisdiction of the SCAQMD. Relative to the project site, the nearest long-term air quality monitoring site is SCAQMD Station 3195. Station 3195 is located in Source Receptor Area (SRA) 18 and is representative of the North Coastal Orange County (where the project would be located). Station 3195 monitors for ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), and sulfur dioxide (SO_2). Air monitoring results for SRA 18 over the last three years of available data are summarized in Table 4-2. Table 4-3 summarizes the number of days for each monitoring year that air quality standards were exceeded. Based on the 2013-2015 air quality monitoring data, the North Orange County Coastal area experienced 2 days in 2015 where air quality exceeded the State 8-hour for ozone. Records indicate 2014 was the worst year for ozone levels between 2013-2015.

Table 4-2
2013-2015 Local Air Quality

Year	CO (PPM)	O_3 (PPM)		NO_2 (ppb)		SO_2 (ppb)	
	Max 8-hr	Max 1-hr	Max 8-hr	Max 1-hr	AAM	Max 1-hr	Max 24-hr
2015	2.2	0.099	0.079	52.4	11.6	4.5	--
2014	1.9	0.096	0.079	60.6	10.8	8.8	--
2013	2.0	0.095	0.083	75.7	11.6	4.2	--

Source: SCAQMD 2013-2015
Notes: There is no available data for concentrations of PM_{10}, $PM_{2.5}$, total suspended particulates, lead, or SO_4 at SRA 18 for the years provided.
-- pollutant not monitored
ppm, parts per million
ppb, parts per billion
µg/m³, micrograms per cubic meter
AAM, annual arithmetic mean

Table 4-3
2013-2015 Air Quality Standards Days in Exceedance

Year	O_3 (PPM)		
	Fed* 8-hr	State 1-hr	State 8-hr
2015	1	1	2
2014	4	1	6
2013	0	1	2

Source: SCAQMD 2013-2015
Notes: There is no available data for PM_{10}, and $PM_{2.5}$ violations for SRA 18 for the years provided.
* 0.075 ppm

ATTAINMENT STATUS

Air pollution levels are measured at monitoring locations throughout the Basin. Areas that are in nonattainment with respect to criteria pollutants are required to prepare plans and implement measures that will bring the region into attainment. Table 4-4 summarizes the attainment status in the non-desert portion of the Basin for criteria pollutants (CARB 2015a).[10] The non-desert portion of the Basin is currently in nonattainment status for ozone and inhalable and fine particulate matter.

Pollution problems in the Basin are caused by emissions within the area and the specific meteorology that promotes pollutant concentrations. Emissions sources vary widely from smaller sources, such as individual residential water heaters and short-term grading activities, to extensive operational sources, including long-term operation of electrical power plants and other intense industrial uses. Pollutants in the Basin are blown inland from coastal areas by sea breezes from the Pacific Ocean and are prevented from horizontally dispersing due to the surrounding mountains. This is further complicated by atmospheric temperature inversions that create inversion layers. The inversion layer in Southern California refers to the warm layer of air that lies over the cooler air from the Pacific Ocean. This is strongest in the summer and prevents ozone and other pollutants from dispersing upward. A ground-level surface inversion commonly occurs during winter nights and traps carbon monoxide emitted during the morning rush hour.

Table 4-4
South Coast Air Basin Attainment Status (Orange County)

Pollutant	Federal	State
O_3 (1-hr)	--	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10}	Attainment	Nonattainment
$PM_{2.5}$	Nonattainment[1]	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Attainment	Attainment
VRP	--	Unclassified
SO_4	--	Attainment
H_2S	--	Unclassified

Sources: CARB 2015a
[1] In 2011, both the annual $PM_{2.5}$ standard (15 µg/m3) and the 24-hour $PM_{2.5}$ standard (98 the percentile greater than 35 µg/m3) were exceeded at only one air monitoring station, Mira Loma, in Northwestern Riverside County

[10] California Air Resources Board (CARB) 2015a. *Area Designation Maps* – State and National. December 2015. Web. January 2017. <http://www.arb.ca.gov/desig/adm/adm.htm/>.

SENSITIVE RECEPTORS

Some populations are more susceptible to the effects of air pollution than the population at large. These susceptible populations are defined as sensitive receptors. Sensitive receptors include children, the elderly, the sick, and the athletic. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities (including hospitals), rehabilitation centers, convalescent centers, and retirement homes. Pollutants of particular concern to sensitive receptors include carbon monoxide, toxic air contaminants, and odors. While odors do not present a health risk themselves, they are often considered a nuisance by people who live, work, or otherwise are located near outdoor odor sources. The nearest land uses to be considered sensitive receptors are the residential dwelling units located adjacent to the project site to the north and west, approximately 80 feet away from the proposed construction area. No schools are located within one-quarter mile of the project site.

TOXIC EMISSION SOURCES

Toxic air contaminants (TACs) refer to a diverse group of "non-criteria" air pollutants that can affect human health, but do not have established ambient air quality standards. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TACs can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). DPM, which is emitted in the exhaust from diesel engines, was listed by the State as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 µm), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances. Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities.

According to CARB, there are no existing sources of industrial- or utility-related toxic emissions uses within one-quarter mile of the project site (CARB 2015b).[11] Additionally, the proposed project does not contain equipment or otherwise attract mobile sources (such as high volume trucks) that could emit high levels of DPM.

LOCAL TRANSPORTATION

Vehicular access to the health club would be provided from Rossmoor Center Way via two existing driveways: a 40-foot-wide driveway just west of the proposed project site (which would be converted to a 36-foot driveway to accommodate proposed new parking) and a 36-foot-wide driveway just east of the proposed project site. Both driveways currently provide ingress and egress in a north-south direction into and out of the Shops at Rossmoor shopping center onto Rossmoor Center Way.

The Traffic Impact Analysis (TIA) prepared for the project analyzed existing performance at 11 roadway segments and 15 intersections in the project vicinity (LSA 2016).[12] A majority of the roadway segments identified in the TIA operate at level of service (LOS) B during peak hours under existing conditions, with none of these intersections operating at LOS D or worse (with the exception of Saint Cloud Drive between Seal Beach Boulevard and Yellowtail Drive during the morning peak hour). Four key intersections operate at LOS D during peak hours under existing conditions.

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[11] California Air Resources Board (CARB) 2015b. *Facility Search Results: City of Seal Beach.* Database year 2015. Web. January 2017. <https://www.arb.ca.gov/app/emsinv/facinfo/faccrit.php?dd=&grp=1&sort=FacilityNameA&dbyr=2015&ab_=SC&dis_=&co_=30&fname_=&city_=Seal+Beach&fzip_=&fsic_=&facid_=&all_fac=C&displayit=Pollutant&showpol=&showpol2=/>.

[12] LSA 2016. *Traffic Analysis: Health Club Within the Shops at Rossmoor*. Prepared for the City of Seal Beach. December 2016.

ODORS

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.). The proposed project is not a use generally associated with substantial odors as identified by SCAQMD.

EXISTING EMISSIONS

The project site currently consists of parking spaces in a parking lot that serves the existing Shops at Rossmoor shopping center. Therefore, currently there are no direct emissions associated with the area of land where the health club would be located. As a conservative approach, all emissions related to project construction and operation are treated as new emissions.

Planning and Regulatory Framework

CLEAN AIR ACT

The Federal Clean Air Act (CAA) defines the U.S. EPA's responsibilities for protecting and improving the United States air quality and ozone layer. Key components of the CAA include reducing ambient concentrations of air pollutants that cause health and aesthetic problems, reducing emission of toxic air pollutants, and stopping production and use of chemicals that destroy the ozone.

Federal clean air laws require areas with unhealthy levels of ozone, inhalable particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide to develop State Implementation Plans (SIPs); comprehensive documents that identify how an area will attain NAAQS. Deadlines for attainment were established in the 1990 amendments to the CAA based on the severity of an area's air pollution problem. Failure to meet air quality deadlines can result in sanctions against the State or the EPA taking over enforcement of the CAA in the affected area. SIPs are a compilation of new and previously submitted plans, programs, district rules, and State and federal regulations. The SCAQMD implements the required provisions of an applicable SIP through its AQMP.

CALIFORNIA CLEAN AIR ACT

The California Clean Air Act (CCAA) of 1988 was enacted to develop plans and strategies for attaining California Ambient Air Quality Standards (CAAQS). The CARB, which is part of the California Environmental Protection Agency (Cal-EPA), develops statewide air quality regulations, including industry-specific limits on criteria, toxic, and nuisance pollutants. The CCAA is more stringent than federal law in a number of ways, including revised standards for PM_{10} and ozone and State for visibility reducing particles, sulfates, hydrogen sulfide, and vinyl chloride.

2012 AIR QUALITY MANAGEMENT PLAN

The purpose of an AQMP is to bring an air basin into compliance with federal and State air quality standards and is a multi-tiered document that builds on previously adopted AQMPs. The 2003 AQMP was adopted in August 2003 and demonstrated O_3 and PM_{10} for the Basin. It also provides the maintenance plans for CO and NO_2, which the Basin has been in attainment for since 1997 and 1992, respectively. The 2007 AQMP for the Basin was approved by the SCAQMD Board of Directors in June 2007.

The 2007 AQMP builds on the 2003 AQMP and is designed to address the federal 8-hour ozone and $PM_{2.5}$ air quality standards. The AQMP identifies short- and long-term control measures designed to reduce stationary, area, and mobile source emissions, organized into four primary components:

1. District Stationary and Mobile Source Control Measures
2. Air Resources Board (ARB) State Strategy
3. Supplement to ARB Control Strategy
4. SCAG Regional Transportation Strategy and Control Measures

The 2012 AQMP further builds on the 2007 AQMP to address the federal $PM_{2.5}$ air quality standard, as well as proactively addressing the federal 8-hour ozone air quality standard to be attained by 2023. Overall, the 2012 AQMP projected a three percent reduction in NOx and 17 percent reduction in $PM_{2.5}$ emissions by 2014, and a three percent reduction in NOx and one percent reduction in VOC emissions by 2023 compared to respective 2014 and 2023 projected baselines for each pollutant. The AQMP anticipated attainment of the 24-hour $PM_{2.5}$ standard by 2014 and attainment of the 8-hour ozone standard by 2023.

Stationary source control measures in the 2012 AQMP are based on implementation of all feasible control measures through the application of available cleaner technologies, best management practices, incentive programs, as well as development and implementation of zero- and near-zero technologies and control methods. These would be applied to both point source (typically facilities permitted by SCAQMD) as well as area sources associated with smaller/non-permitted emissions. Notable $PM_{2.5}$ stationary control measures that will begin implementation in 2013 include further reductions from the Regional Clean Air Incentives Market (RECLAIM) NOx and SOx cap-and-trade program, further reductions from residential and open wood burning, and reductions from under-fired charbroilers. Notable ozone stationary control measures that began implementation in 2015 include targeting reducing emissions from coatings and solvents, combustion sources, petroleum operations and fugitive volatile organic compounds (VOCs), as well as incentive and education programs.

Mobile source reduction includes actions seeking further emission reductions from both on-road and off-road mobile sources, such as accelerated penetration of zero- and near-zero emission vehicles and early retirement of older vehicles, as well research and development of advanced control technologies from various mobile sources. These measures are designed to achieve attainment for both $PM_{2.5}$ and ozone; however, greater reductions in ozone are necessary to achieve attainment, so a more robust program to reduce NOx emissions that contribute to ozone levels to evaluate, develop, demonstrate, fund, and deploy new technologies is designed to achieve the necessary reductions. NOx emissions contribute greatly to ozone levels and are the primary target for reduction to achieve ozone attainment.

SCAG's Regional Transportation Strategy and Transportation Control Measures included in SCAG's *2012 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS) are designed to expand infrastructure to limit congestion and expand transportation choices, as well as encourage population and employment growth in high-quality transit areas to make transit more feasible. While these measures are primarily intended to affect road congestion and transportation choices, they also can help achieve substantial measurable reductions in emissions that are incorporated into the 2012 AQMP.

The SCAQMD is the in process of preparing the 2016 AQMP. The 2016 AQMP represents a new approach, focusing on available, proven, and cost-effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement (SCAQMD 2016).[13]

SCAQMD RULE BOOK

To control air pollution in the Basin, the SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of businesses, processes, operations, and products to implement the AQMP and the various federal and state air quality requirements. SCAQMD does not adopt rules for mobile sources; those are established by CARB or the U.S. EPA. Rules that will be applicable during construction of the proposed project include Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings). Rule 403 prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent opacity in the air). Rule 403

[13] South Coast Air Quality Management District (SCAQMD) 2016. *Air Quality Management Plan*. "2016 Air Quality Management Plan Development." Web. January 2017. <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/>.

requires the implementation of Best Available Control Measures (BACM). SCAQMD Rule 403, Table 1, provides measures for construction activities to reduce fugitive dust. This includes measures for the application of water or stabilizing agents to prevent generation of dust plumes, pre-watering materials prior to use, use of tarps to enclose haul trucks, stabilizing sloping surfaces using soil binders until vegetation or ground cover effectively stabilize slopes, hydroseed prior to rain, washing mud and soils from equipment at the conclusion of trenching activities (see SCAQMD Rule 403, Table 1, for additional details). SCAQMD Rule 1113 establishes maximum concentrations of VOCs in paints and other applications and establishes the limits for low-VOC coatings.

Environmental Impacts

THRESHOLDS OF SIGNIFICANCE

The proposed project could result in potentially significant impacts related to air quality if it:

A. Conflicts with or obstructs implementation of the applicable air quality plan.
B. Violates any air quality standard or contributes substantially to an existing or projected air quality violation.
C. Results 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).
D. Exposes sensitive receptors to substantial pollutant concentrations.
E. Creates objectionable odors affecting a substantial number of people.

To determine if maximum daily criteria pollutant emissions from construction and operation of the proposed project would be significant under thresholds B and D, this DEIR uses the SCAQMD significance thresholds identified in Table 4-5 below. These thresholds are utilized for the project specific analysis as well as determining whether the project would contribute a cumulatively considerable increase in emissions.

Table 4-5
SCAQMD Maximum Daily Emissions Thresholds
(lbs/day)

Pollutant	Construction	Operation
NO_X	100	55
VOC/ROG	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3
Source: SCAQMD 2014		

In addition to the Maximum Daily Emissions Thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs) which represent the maximum emissions from a project (for NOx, CO, PM_{10}, and $PM_{2.5}$) that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard. These LSTs are developed based on the ambient concentrations of that pollutant for each SRA and distance to the nearest sensitive receptor. The nearest sensitive receptor is located to the north, approximately 80 feet (25 meters) from where project construction would commence. Although it is voluntary to apply the LSTs to projects, comments were received from the SCAQMD during the NOP process, recommending LSTs be addressed and

presented in the EIR[14]. Table 4-6 below presents the LSTs for a two-acre development in SRA 18, at a distance of 80 feet[15].

Table 4-6
SCAQMD LSTs for SRA 18 at 25 Meters (approx. 80 feet)
(lbs/day)

Pollutant	Construction	Operation
NO_2	131	92
PM_{10}	7	2
$PM_{2.5}$	5	2
CO	962	962
Source: SCAQMD 2009		

Impact 4.3. A The proposed project would not conflict with or obstruct implementation of the South Coast Air Basin 2012 Air Quality Management Plan.

A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2012 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 1993 SCAQMD *(CEQA Air Quality Handbook)*, consistency with the South Coast Air Basin 2012 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 (SCAQMD 1993).[16] Consistency review is presented below.

(1) 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.B et seq. of this EIR; therefore, the project would not result in an increase in the frequency of any air quality standards violation and would not case a new air quality standards violation.

(2) 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. This project, construction of a health club facility, does not involve a General Plan Amendment, Specific Plan, and is not considered a *significant project*.

Based on the consistency analysis presented above, the proposed project would not conflict with the AQMP; no impact would occur.

Impact 4.3. B The proposed project would not violate any air quality standard or contribute substantially to an existing or project air quality violation.

[14] The NOP comment letter from the SCAQMD also made recommendations the lead agency perform a mobile source health risk assessment if the proposed project would generate or attract vehicular trips, especially heavy-duty diesel-fueled vehicles; however, the guidance sited in the NOP comment letter, *"Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis"* is not applicable to this project. The proposed project would not involve substantial truck idling and movement (such as, but not limited to, truck stops, warehouse and distribution centers, or transit centers), ship hoteling at ports, and train idling as the SCAQMD document was designed to provide guidance for. Thus, based on the nature of the project and the conditions under the health club would operate, a mobile source health risk assessment was not prepared.

[15] Although the total project area consists of approximately five acres, only approximately two of those five acres would be disturbed. Thus, as a conservative approach, the LSTs for two-acres is presented and used in the subsequent analysis.

[16] South Coast Air Quality Management District (SCAQMD) 1993. *CEQA Air Quality Handbook.* 1993.

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 would generate short-term construction emissions and long-term operational emissions. As demonstrated below, short-term and long-term emissions would both have a less than significant impact on air quality when applying the SCAQMD's thresholds of significance presented in Tables 4-5 and 4-6.

CONSTRUCTION EMISSIONS

The California Emissions Estimator Model (CalEEMod), Version 2016.3.1 was utilized to estimate emissions from the proposed construction activities (see Appendix C). CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas emissions associated with construction and operation activities (e.g., vehicle use, energy use, solid waste disposal, etc.). Default model assumptions (e.g., emission factors, trip lengths, meteorology, etc.) were developed from data submitted from the various California Air Districts to account for local requirements and conditions based upon land use development.

CalEEMod's default construction phase lengths were amended to account for an approximately six-month construction duration, which was presumed to begin in mid-2017. The maximum (summer and winter) results of the analysis are summarized in Table 4-7. It should be noted that the results presented in Table 4-7 include application of SCAQMD Rule 403 and require the utilization of applicable best management practices to minimize fugitive dust emissions. A 55 percent reduction in fugitive dust emissions is assumed based on control measures pursuant to SCAQMD 403 (Fugitive Dust). No criteria pollutants would exceed the daily emissions thresholds established by the SCAQMD; therefore, construction impacts would be less than significant.

Table 4-7
Maximum Daily Construction Emissions (lbs/day)

Year	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
2017						
Winter	3.2	26.8	16.4	<0.0	3.8	2.3
Summer	3.2	26.8	16.5	<0.0	3.8	2.3
2018						
Winter	28.6	25.1	22.9	<0.0	1.8	1.4
Summer	28.6	25.1	23.1	<0.0	1.8	1.4
SCAQMD Threshold	75	100	550	150	150	55
SRA LST	--	131	962	--	7	5
Potential Impact?	**No**	**No**	**No**	**No**	**No**	**No**

Source: MIG 2016, see Appendix C
Note: Volatile organic compounds are measured as reactive organic compounds

OPERATIONAL EMISSIONS

Long-term criteria air pollutant emissions would result from the operation of the health club. Long-term emissions are categorized as area source emissions, energy demand emissions, and operational emissions. Operational emissions would result from automobile and other vehicle sources associated with daily trips to and from the proposed health club. The CalEEMod modeling program was utilized to estimate mobile source emissions. Trip generation is based on the TIA prepared by LSA Associates, Inc. (LSA 2016)[17]. 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 structure. 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 4-8. Long-

[17] Average daily traffic is presumed to be 1,218 trips, per the TIA's analysis.

term emissions would not exceed the daily thresholds established by the SCAQMD; impacts would be less than significant.

Table 4-8
Long-Term Daily Emissions (lbs/day)

Year	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer						
Area Sources	0.9	0.0	0.0	0.0	0.0	0.0
Energy Demand	0.0	0.2	0.2	0.0	0.0	0.0
Mobile Sources	2.2	9.9	24.6	0.1	5.6	1.6
Summer Total	**3.1**	**10.1**	**24.8**	**0.1**	**5.6***	**1.6**
Winter						
Area Sources	0.9	0.0	0.0	0.0	0.0	0.0
Energy Demand	0.0	0.2	0.2	0.0	0.0	0.0
Mobile Sources	2.1	10.1	23.7	0.1	<0.0*	1.6
Winter Total	**3.1**	**10.3**	**23.9**	**0.1**	**<0.0***	**1.6**
SCAQMD Threshold	55	55	550	150	150	55
SRA 18 LST	--	92	962	--	2	2
Potential Impact?	**No**	**No**	**No**	**No**	**No***	**No**

Source: MIG 2016
Note: Volatile organic compounds are measured as reactive organic compounds
* - This value reflects on-site emissions from mobile sources only. The proposed project would generate approximately 5.6 lbs of PM_{10} per day during operation both on-site and off-site. Based upon the CalEEMod default trip length of 20 miles, vehicles would spend less than one percent of their total trip at the project site. The SCAQMD guidance specifically states only the on-site emissions should be compared against the LST. Vehicles would only operate on-site when arriving to, or departing from the Health Club.

Impact 4.3. C The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

Cumulative short-term, construction-related emissions and long-term, operational emissions from the project would not contribute considerably to any potential cumulative air quality impact because short-term project and operational emissions would not exceed any SCAQMD daily threshold. As required for the proposed project, other concurrent construction projects and operations in the region would be required to implement standard air quality regulations and mitigation pursuant to State CEQA requirements. Such measures include compliance with SCAQMD Rule 403, which requires actions to limit dust and particulate matter emissions. Impacts would be less than significant.

Impact 4.3. D The project would not expose sensitive receptors to substantial pollutant concentrations.

The nearest land uses that are considered sensitive receptors are the residential dwelling units located adjacent to the project site to the north and west. No schools are located within one-quarter mile of the project site. The proposed health club would not generate toxic pollutant emissions because the proposed fitness and gymnasium uses are characterized as typical commercial uses that do not produce such emissions. The proposed health club, therefore, would have a less than significant impact on sensitive receptors relating to toxic pollutant emissions.

In general, SCAQMD and the California Department of Transportation *Project-Level Carbon Monoxide Protocol* recommend analyzing CO hotspots when a project has the potential to result in higher CO concentrations within the region and increase traffic congestion at an intersection operating at LOS D or worse by more than two percent. A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections.

There has been a decline in CO emissions over the past two decades even though vehicle miles traveled on U.S. urban and rural roads have increased. Three major control programs have contributed to the reduced per vehicle CO emissions: exhaust standards, cleaner-burning fuels, and motor vehicle inspection/maintenance programs.

CO hotspots have the potential for violation of State and federal CO standards at study area intersections and exposure to sensitive receptors at those intersections is addressed using the methodology outlined in the California Department of Transportation *Project-Level Carbon Monoxide Protocol*. The CO protocol is used as part of project-level analysis needed for federal conformity determinations, NEPA and CEQA[18]. The Protocol is the standard method for project-level CO analysis by Caltrans. Section numbers for the CO Protocol are provided in parenthesis down in the analysis for ease of reference.

Local impacts from the project need to be examined because the project is not exempt from emissions analysis as defined by the CO Protocol (3.1.1, 3.1.2, 3.1.9). According to the CO Protocol, projects may worsen air quality if they significantly increase the percentage of vehicles in cold start modes (by two percent or more), significantly increase traffic volumes (by five percent or more) over existing volumes, or reduce average speeds on uninterrupted roadway segments (increase delays at intersections for interrupted roadway segments) (4.7.1). Based on the project traffic analysis that identifies net traffic volume changes between the existing parking use and the proposed health club, the proposed project would not increase vehicles operating in cold start mode in the morning, evening, or Saturday peak hours by more than two percent at any of traffic study intersections; therefore, impacts to sensitive receptors due to localized CO emissions would be less than significant.

As discussed under Impact 4.3.B, the project would not exceed the local significance thresholds developed by the SCAQMD. The proposed project would not expose sensitive receptors to substantial pollutant concentrations for PM_{10}, $PM_{2.5}$, and NO_2. This impact would be less than significant.

Impact 4.3. E The project would not create objectionable odors affecting a substantial number of people.

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 health club does not include any of the above noted uses or process; no impact would occur.

During construction, odors associated the use of asphalt for re-surfacing the parking lot would be present during and a short time after (a few hours) the asphalt is applied. The odor would affect only those people in relative close proximity (a few hundred feet) to the newly re-surfaced parking lot. The impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance with Mitigation Incorporated

Not applicable.

[18] California Department of Transportation (Caltrans). 2014. *CO Protocol*. "What is the CO Protocol?" Web. Accessed last May 9, 2017. <http://www.dot.ca.gov/hq/env/air/pages/coprot.htm>

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4.2 Greenhouse Gases

This section provides information on the environmental and regulatory greenhouse gas setting of the proposed project and evaluates the potential amount of greenhouse gas (GHG) emissions that could be generated by construction and operation of the project. The methodologies and assumptions used in the preparation of this section utilize the South Coast Air Quality Management District (SCAQMD) interim GHG significance thresholds, which were based on guidance provided in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper. Potentially applicable federal, State, and local regulations were obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. As described in this section, the proposed project's greenhouse gas emissions would not exceed the CEQA significance threshold developed by the SCAQMD. Therefore, the proposed project would not result in a significant impact. Mitigation measures are not necessary.

Environmental Setting

Gases that trap heat in the atmosphere and affect regulation of the earth's temperature are known as greenhouse gases. Many chemical compounds found in the earth's atmosphere exhibit the GHG property. GHG allow sunlight to enter the atmosphere freely. When sunlight strikes the earth's surface, it is either absorbed or reflected back toward space. Earth that has absorbed sunlight warms up and emits infrared radiation toward space. GHG absorb this infrared radiation and "trap" the energy in the earth's atmosphere. Entrapment of too much infrared radiation produces an effect commonly referred to as "global warming."

GHG that contribute to climate regulation are a different type of pollutant than criteria or hazardous air pollutants because climate regulation is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low-oxygen environments such as swamps or exposed permafrost (methane). However, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880), and atmospheric carbon dioxide concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to 404 ppm in December 2016 (NOAA 2017).[1] The effects of increased GHG concentrations in the atmosphere include climate change (increasing temperature and shifts in precipitation patterns and amounts), reduced ice and snow cover, sea level rise, and acidification of oceans. These effects in turn will impact food and water supplies, infrastructure, ecosystems, and overall public health and welfare.

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific greenhouse gases—carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride—and two groups of gases—hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The six common GHG are described below.

- **Carbon Dioxide (CO_2)**. CO_2 is released to the atmosphere when fossil fuels (oil, gasoline, diesel, natural gas, and coal), solid waste, and wood or wood products are burned.

[1] National Oceanic and Atmospheric Administration (NOAA) 2017. "Mauna Loa CO_2 Monthly Mean Data." *Trends in Atmospheric Carbon Dioxide*. NOAA, Earth System Research Laboratory, Global Monitoring Division. January 6, 2017. Web. January 9, 2017. <http://www.esrl.noaa.gov/gmd/ccgg/trends/>.

- **Methane (CH_4)**. CH_4 is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from the decomposition of organic waste in municipal solid waste landfills and the raising of livestock.

- **Nitrous Oxide (N_2O)**. N_2O is emitted during agricultural and industrial activities, as well as during combustion of solid waste and fossil fuels.

- **Sulfur Hexafluoride (SF_6)**. SF_6 is commonly used as an electrical insulator in high voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF_6 occur during maintenance and servicing as well as from leaks of electrical equipment.

- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)**. HFCs and PFCs are generated in a variety of industrial processes. Although the amount of these gases emitted into the atmosphere is small in terms of their absolute mass, they are potent agents of climate change due to their high global warming potential.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHG by their GWP determines their carbon dioxide equivalent (CO_2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions. The GWPs and estimated atmospheric lifetimes of the common GHG are shown in Table 4.2-1.

Table 4.2-1
Global Warming Potential (GWP) of Common GHG (100 Year Horizon)

GHG	GWP(A)	GHG	GWP(A)
Carbon Dioxide (CO_2)	1	Perfluorocarbons (PFCs)	
Methane (CH_4)	25	CF_4	6,500
Nitrous Oxide (N_2O)	298	C_2F_6	9,200
Hydrofluorocarbons (HFCs)		C_4F_{10}	7,000
HFC-23	14,800	C_6F_{14}	7,400
HFC-134a	1,430	Sulfur Hexafluoride (SF_6)	22,800
HFC-152a	140		
HCFC-22	1,700		

Source: California Air Resources Board (CARB) 2014. *First Update to the Climate Change Scoping Plan*. Sacramento, CA. May 2014.
(A) GWPs are based on the United Nations Intergovernmental Panel on Climate Change 4th Assessment Report.

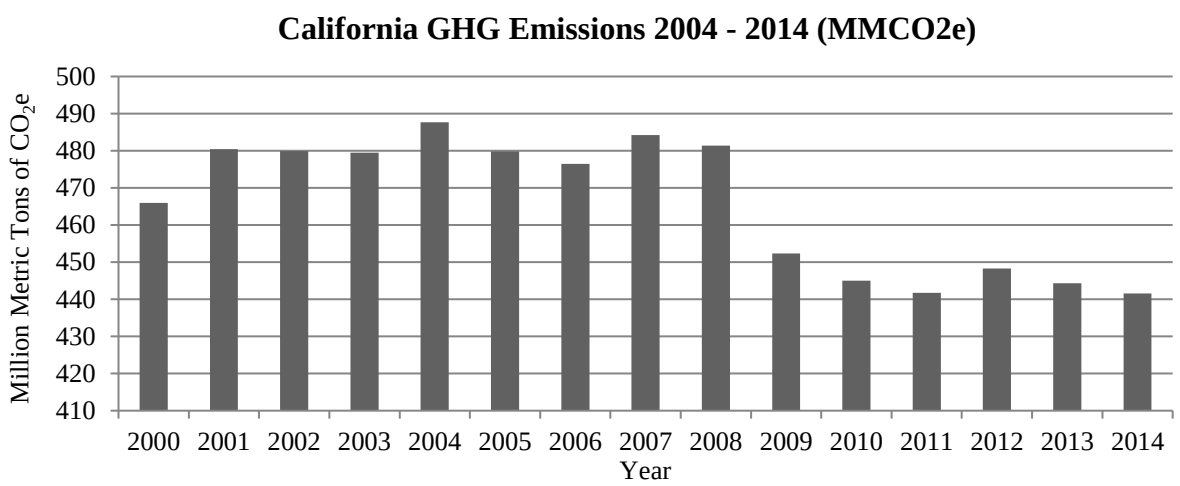
STATE GHG EMISSIONS LEVELS

CARB prepares an annual statewide GHG emissions inventory using regional, State, and federal data sources, including facility-specific emissions reports prepared pursuant to state's Mandatory GHG Reporting Program. The statewide GHG emissions inventory helps CARB track progress towards meeting the state's AB32 GHG emissions target of 431 million metric tons of CO_2 equivalents ($MMTCO_2e$), as well as establish and understand trends in GHG emissions[2]. Statewide GHG emissions for the 2004 to 2014 time period are shown in Table 4.2-2.

[2] CARB approved the use of 431 $MMTCO_2e$ as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 $MMTCO_2e$.

Table 4.2-2
Statewide GHG Emissions (MMTCO2e) (2004 – 2014)

Scoping Plan Sector	'04	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14
Agriculture	34	34	36	36	36	34	35	36	37	35	36
Commercial/Residential	44	42	43	43	44	44	45	46	43	43	38
Electric Power	115	108	105	114	120	101	90	88	95	90	88
High GWP	7	8	8	9	10	11	12	14	15	16	17
Industrial	98	95	93	90	90	88	91	90	91	93	93
Recycling and Waste	8	8	8	8	8	8	9	9	9	9	9
Transportation	182	184	184	184	173	166	163	159	159	158	160
TOTAL $MMCO_2e$[(A)]	**488**	**480**	**476**	**484**	**481**	**452**	**445**	**442**	**448**	**444**	**442**



Source: California Air Resources Board (CARB) 2016. California Greenhouse Gas Emission by Scoping Plan Category (Ninth Edition: 2000 to 2014). Sacramento, Ca. March 30, 2016.

(A) Totals may not equal due to rounding. CARB GHG inventory uses GWPs based on the U.N. IPCC's 4th Assessment Report.

As shown in Table 4-2, statewide GHG emissions have generally decreased over the last decade, with 2014 levels (442 $MMTCO_2e$) approximately nine percent less than 2004 levels (488 $MMTCO_2e$). The transportation sector (160 $MMTCO_2e$) accounted for more than one-third (approximately 36%) of the State's total GHG emissions inventory (442 $MMTCO_2e$) in 2014.

Planning and Regulatory Framework

U.S. EPA GHG Tailoring Rule and GHG Reporting System

On December 7, 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) in the atmosphere threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHG are pollutants under the federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 MTCO2e. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat greenhouse gases as an air pollutant for purposes of determining whether a source is a major source required to obtain a permit pursuant to the Clean Air Act's Prevention of Significant Deterioration or Title V operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 MTCO2e or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decisions.

AB32 (California Global Warming Solutions Act) and Related GHG Rules

In 2006, the California State Legislature adopted the California *Global Warming Solutions Act of 2006*, Assembly Bill (AB) 32, which required CARB to: 1) determine 1990 statewide GHG emissions, 2) approve a 2020 statewide GHG limit that is equal to the 1990 emissions level, 3) adopt a mandatory GHG reporting rule for significant GHG emission sources, 4) adopt a Scoping Plan to achieve the 2020 statewide GHG emissions limit, and 5) adopt regulations to achieve the maximum technologically feasible and cost-effective reductions.

In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 $MMTCO_2e$, which was subsequently increased to 431 MMCO2e. (CARB 2007, 2014).[3] In 2008, CARB adopted its *Climate Change Scoping Plan*, which projects, absent regulation or under a "business as usual" (BAU) scenario, 2020 statewide GHG emissions levels of 596 million $MTCO_2e$ and identifies the numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million $MTCO_2e$ of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009a).[4] In 2011, CARB released a supplement to the 2008 *Scoping Plan Functional Equivalent Document* (FED) that included an updated 2020 BAU statewide GHG emissions level projection of 507 million $MTCO_2e$ (CARB 2011),[5] and in 2014 CARB adopted its First Update to the Climate Change Scoping Plan (CARB 2014). The First Update to the Scoping updated the 2020 BAU statewide emissions project to account for changes in economic forecasts of fuel and energy demand and other factors. Using 2009 to 2011 as the base year, the 2014 Scoping Plan Update reset the 2020 statewide BAU emissions projection at 509 MMTCO2e. CARB is in the process of developing a second update, the 2017 Climate Change Scoping Plan Update, to reflect the 2030 target set by Executive Order B-30-15 and codified by SB-32, which are discussed below.

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, sets a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. By directing state agencies to take measures consistent with their existing authority to reduce GHG emissions, this order establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign SB 32 and AB 197 on September 8, 2016. SB 32 made the GHG reduction target to reduce GHG emissions by 40 percent below 1990 levels by 2030 a requirement as opposed to a goal. AB-197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, "protect the state's most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases."

There are five key goals for reducing GHG emissions in California through 2030: (1) increase renewable electricity to 50 percent; (2) double energy efficiency savings achieved in existing buildings and make heating fuels cleaner; (3) reduce petroleum use in cars and trucks by up to 50 percent; (4) reduce emissions of short-lived climate pollutants, and (5) manage farms, rangelands, forests and wetlands to increasingly store carbon. In addition, the order requires CARB to work closely with other state agencies and the public to update the state's climate change Scoping Plan, scheduled for completion and adoption in the spring of 2017.
Under the Scoping Plan, approximately 85 percent of the State's emissions are subject to a cap-and-trade program where covered sectors are placed under a declining emissions cap. Emissions reductions will be achieved through regulatory requirements and the option to reduce emissions further or purchase allowances to cover compliance

[3] California Air Resources Board (CARB) 2007. Staff Report California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit. Sacramento, CA. November 16, 2007. California Air Resources Board (CARB) 2014. *First Update to the Climate Change Scoping Plan*. Sacramento, CA. May 2014.

[4] California Air Resources Board (CARB) 2009a. Climate Change Scoping Plan – A Framework for Change. Endorsed by ARB December 2008.Sacramento, CA. May 11, 2009.

[5] California Air Resources Board (CARB) 2011. Final Supplement to the AB 32 Scoping Plan Functional Equivalent Document. Released August 19, 2011. Sacramento, CA. Approved August 24, 2011. http://www.arb.ca.gov/cc/scopingplan/fed.htm

obligations. It is expected that emission reduction from this cap-and trade program will account for a large portion of the reductions required by AB 32. Execution of AB- 97 may come at the expense of the Cap-and-Trade Program, as Section 5 of the bill directs CARB to target programs toward "direct" emissions reductions, such as industry and cars.

CALIFORNIA GREEN BUILDING STANDARDS

The 2016 California Green Building Standards Code (CALGREEN) went into effect on January 1, 2017. The purpose of the addition to the California Building Code is to improve public health, safety, and general welfare by enhancing the design and construction of buildings using concepts to reduce negative impacts or produce positive impacts on the environment. The CALGREEN regulations cover planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality. CALGREEN 2016 addresses clean air vehicles and increased requirements for electric vehicle charging infrastructure. Additional updates / additions to the code include, but are not limited to, a new universal waste code section and a new section for food waste disposers. Through Ordinance 1661, the City of Seal Beach City Council amended the City Municipal Code – Title 9 Chapter 9.60 – to adopt by reference the 2016 updates to the California: Building Code, Residential Code, Electrical Code, Mechanical Code, Plumbing Code and Fire Code.

Environmental Impacts

THRESHOLDS OF SIGNIFICANCE

The proposed project could result in potentially significant impacts related to greenhouse gas emissions and global climate change if it would:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
B. Conflict with an applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases.

On December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance thresholds. These thresholds were based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper; thus, a non-zero threshold based on Approach 2 of the handbook will be used (CAPCOA 2008).[6] 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 the SCAQMD using this method is 3,000 metric tons carbon dioxide equivalent ($MTCO_2e$) per year for residential and commercial projects [7] (SCAQMD 2010).[8]

Pursuant to Section 15064.4 of the CEQA Guidelines, a lead agency has the discretion, in evaluating the significance of GHG emissions in the context of a particular project, to consider the "extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions." As such, the City of Seal Beach is applying SCAQMD's 3,000 $MTCO_2e$ threshold for determining the proposed project's GHG emissions significance.

Impact 4.2.A The proposed project would not generate greenhouse gas emissions, either directly or indirectly, that would have a significant impact on the environment.

[6] California Air Pollution Control Officers Association (CAPCOA) 2008. *CEQA & Climate Change*. January 2008.

[7] This threshold is based on the review of 711 CEQA projects.

[8] South Coast Air Quality Management District (SCAQMD) 2010. CEQA Significance Thresholds Working Group. Meeting #15, Main Presentation. September 28, 2010.

The proposed project would generate GHG emissions from construction and operation of the new health club. As described in Section 4.1, Air Quality, project emissions were quantified using the California Emissions Estimator Model (CalEEMod), Version 2016.3.1 to determine if the project could have a cumulatively considerable impact related to greenhouse gas emissions (see Appendix C). These emissions, presented in Table 4.2-3, account for GHG emissions from construction activities and operational activities.

Operational emissions associated with the proposed project would include GHG emissions from mobile sources (transportation), energy, water use and treatment, waste disposal, and area sources. GHG emissions from electricity use are indirect GHG emissions from the energy (purchased energy) that is produced offsite. Area sources are owned or controlled by the project (e.g., natural gas combustion, boilers, and furnaces) and produced onsite. 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 amortizing construction emissions over a 30-year operational lifetime. This normalizes construction emissions so that they can be grouped with operational emissions to generate a precise project-based GHG inventory.

Table 4.2-3
Project Construction and Operational GHG Emissions (MMTCO2e)

Source	GHG Emissions (Metric Tons/YR)			
	CO_2	CH_4	N_2O	Total*
Construction				
Grand Total	106.0	<0.0	<0.0	106.5
30-Year Amortization	*3.5*	*<0.0*	*<0.0*	*3.6*
Operational				
Area	<0.0	0.0	0.0	<0.0
Energy	158.6	<0.0	<0.0	159.2
Mobile	1,103.6	0.1	0.0	1,105.1
Solid Waste	42.8	2.5	0.0	106.1
Water and Wastewater	14.5	0.1	<0.0	106.1
Total	1,319.5	2.7	<0.0	1,476.5
Total Construction + Operational	**1,323.0**	**2.7**	**<0.0**	**1,480.1**
Proposed SCAQMD Screening Threshold				3,000
Exceeds Screening Threshold?				**No**

Source: MIG 2016, see Appendix C
* $MTCO_2e$/YR
Notes: Slight variations may occur due to rounding. Construction emissions amortized over 30 years.

As described above, on December 5, 2008, the SCAQMD Governing Board adopted interim GHG significance threshold based on guidance provided in the CAPCOA *CEQA and Climate Change* white paper. Application of the latest threshold developed by the SCAQMD using Approach 2 in the handbook resulted in a quantitative GHG threshold of 3,000 $MTCO_2e$ per year for residential and commercial projects. GHG emissions with the proposed project would not exceed the 3,000 $MTCO_2e$ threshold; therefore, the impact would be less than significant.

Impact 4.2.B The proposed project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Seal Beach has adopted the 2013 edition of the CBC (Title 24), including CALGREEN. The project would be subject to CALGREEN standards, which require that new development projects reduce water consumption, employ building

commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and utilize low pollutant-emitting finish materials. The proposed project does not include any feature (i.e., substantially alter energy demands) that would interfere with implementation of these state and City codes and plans. The City of Seal Beach does not have any additional plans, policies, standards, or regulations related to climate change and GHG emissions. Also, no other government-adopted plans or regulatory programs in effect at this time have established a specific performance standard to reduce GHG emissions from a single building project. No impact would occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance with Mitigation Incorporated

Not applicable.

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4.3 Noise

This section analyzes potential noise impacts that could result from construction and operation of the proposed health club. This section summarizes the analysis and findings of the January, 2017 Noise Study prepared by Veneklasen Associates. The full noise study is contained in Appendix D. Also, in response to a request by the City's Environmental Quality Control Board at its April 5, 2017 hearing, supplemental noise monitoring was conducted from April 14 to April 21, 2017. The long-term monitoring equipment was located in the same location as the previous monitoring survey performed for the acoustical report dated January 26, 2017. Based on the more recent measurements, the calculated Community Noise Equivalent Level (CNEL) values ranged from CNEL 54 to 59. These results are similar to the original findings discussed in the January 2017 acoustical report; no further analysis based on the new measurements was warranted.

Environmental Setting

CHARACTERISTICS OF NOISE

Noise generally is defined as unwanted sound and can be an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health.

People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." However, the sound pressure magnitude can be objectively measured and quantified using a logarithmic ratio of pressures which yields the level of sound, utilizing the measurement scale of decibels (dB). The decibel is generally adjusted to the A-weighted level (dBA) which de-emphasizes very low frequencies to better approximate the human ear's range of sensitivity. In practice, the noise level of a sound source is measured using a sound level meter that includes an electronic filter corresponding to the A-weighting curve. Table 4.3-1 defines the decibel along with other technical terms used in this analysis.

Table 4.3-1
Definitions of Noise-Related Terms

Term	Definition
Decibel, dB	A unit describing the amplitude of sound equivalent to 20 times the logarithm, to the base 10, of the ratio of the pressure of the sound to the reference pressure of 20 μPa.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured in an A-weighting filter network. The A-weighting de-emphasizes the very low frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are in the A-weighted scale.
L_0 (L_{max}), L_2, L_8, L_{25}, L_{50}	The A-weighted noise levels that are exceeded 0 percent (maximum noise level), 2 percent, 8 percent, 25 percent, and 50 percent of the time during the measurement period.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the stated measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 P.M. to 10:00 P.M., and after addition of 10 decibels to noise levels in the night between 10:00 P.M. and 7:00 A.M.
Day-Night Noise Level, DNL, Ldn	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 P.M. and 7:00 A.M.

Table 4.3-1
Definitions of Noise-Related Terms

Term	Definition
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Impulsive Noise	Sound of short duration. Typically associated with an abrupt onset and rapid decay (i.e., gun-shots, etc.).
Pure Tones	A sound wave, residing over a small range of frequencies, which has a sinusoidal behavior over time.
VdB	Unit of measurement used by FHWA to describe ground-borne vibration. Equivalent to 20 times the logarithm, to the base 10, of the ratio of the root mean square ground-borne velocity to the reference of reference of $1x10^{-6}$ in/sec.

Even though the A-weighted scale accounts for the relative loudness perceived by the human ear and, therefore, is commonly used to quantify individual events or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- Magnitude of the event sound level relative to the background noise
- Spectral (frequency) composition (e.g. presence of tones)
- Duration of the sound event
- Number of event occurrences, repetitiveness, and intermittency
- Time of day the event occurs

In determining the daily level of environmental noise, it is important to account for the difference in human responses to daytime and nighttime noises. At night, exterior background noise levels are generally lower than daytime levels. However, most household noise also decreases at night, and exterior noise may become increasingly noticeable. Further, most people sleep at night and have greater sensitivity to noise intrusion. To account for human sensitivity to nighttime noise levels, a 24-hour descriptor, the Community Noise Equivalent Level (CNEL) has been developed. The CNEL divides the 24-hour day into a daytime period of 7:00 A.M. to 7:00 P.M., an evening period from 7:00 P.M. to 10:00 P.M., and a nighttime period of 10:00 P.M. to 7:00 A.M. In determining the CNEL, noise levels occurring during the evening period are increase by 5 dB, while noise levels occurring during the nighttime period are increased by 10 dB to account for the greater sensitivity during the evening and nighttime periods. The effects of noise on people fall into three general categories:

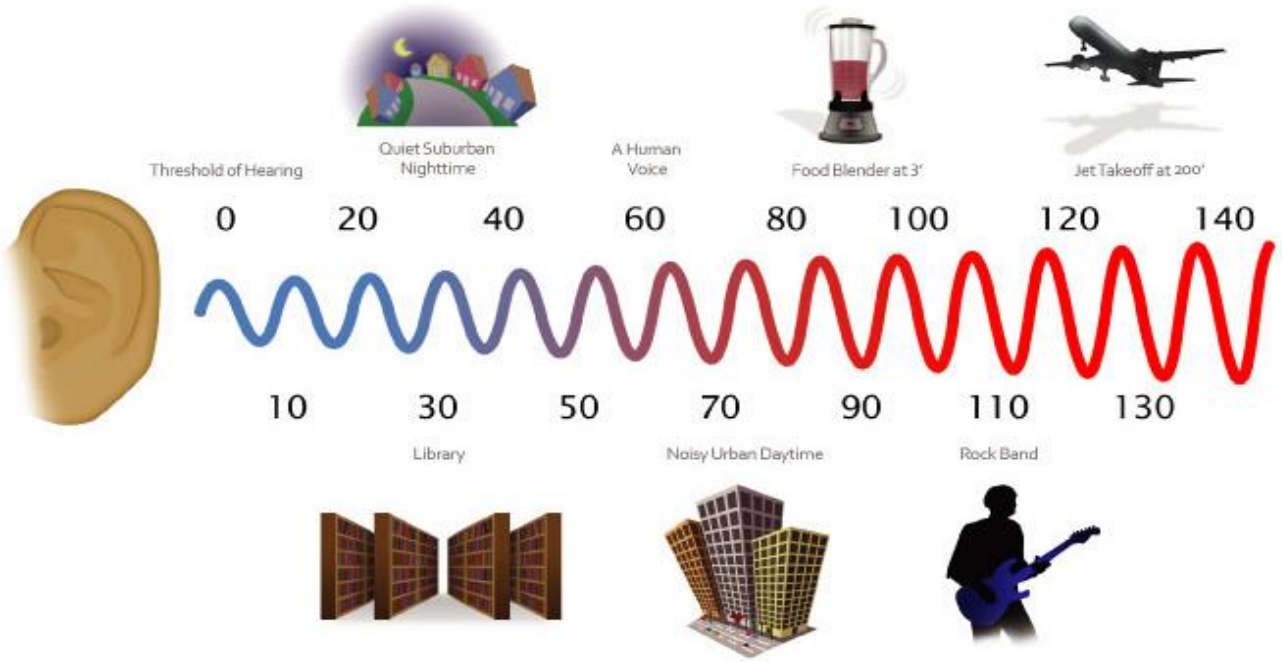
- Subjective effects of annoyance and nuisance
- Interference with activities such as speech, sleep and learning
- Physiological effects such as hearing loss

In most cases, the levels associated with environmental noise produce effects only in the first two categories. However, workers in industrial plants may experience noise effects in the last category. There is no completely effective way to measure the subjective effects of noise or the corresponding reactions of annoyance, because of the wide variation in individual thresholds of annoyance and degrees to which people become acclimated to noise. Thus, an important way of determining a person's subjective reaction to a new noise source is by comparison to the existing environment to which they are accustomed (the “ambient environment”). In general, the more the level of a noise event exceeds the prevailing ambient noise level, the less acceptable the noise source will be to those exposed to it. With regard to increases in A-weighted noise levels, the following relationships are applicable to this analysis:

- Except in carefully controlled laboratory experiments, a 1 dBA change cannot be perceived.
- Outside of a laboratory, a 3 dBA change will be generally perceivable by most people.
- A change in level of at least 5 dBA is considered a noticeable change by most people.
- A 10 dBA change will result in the perception of doubling or halving the loudness of the noise.

Common noise levels associated with various activities are shown on Exhibit 4.3-1, Common Noise Levels.

Exhibit 4.3-1
Common Noise Levels



Source: Veneklasen Associates

Noise sources are either “point sources,” such as stationary equipment or individual motor vehicles, or “line sources,” such as a roadway with a large number of mobile point sources (motor vehicles). Sound generated by a stationary point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically “hard” sites, and at a rate of 7.5 dBA at acoustically “soft” sites.[1] For example, a 60 dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and it would be 48 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively.[2] Human-made or natural barriers can also attenuate sound levels. The minimum attenuation of exterior to interior noise provided by typical structures is provided in Table 4.3-2.

[1] U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97. A "hard" or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard packed soils. An acoustically "soft" or absorptive site is characteristic of normal earth and most ground with vegetation.

[2] U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97.

Table 4.3-2
Outside to Inside Noise Attenuation (dBA)

Building Type	Open Windows	Closed Windows[1]
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/Convalescent Homes	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

Source: Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers*, National Cooperative Highway Research Program Report 117.*

[1] *As shown, structures with closed windows can attenuate exterior noise by a minimum of 25 to 30 dBA.*

CHARACTERISTICS OF VIBRATION

Vibration is minute variation in pressure through structures and the earth, whereas, noise is minute variation in pressure through air. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck passing. This phenomenon is related to the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Ground-borne vibration attenuates rapidly as distance from the source of the vibration increases. Vibration amplitude can be measured as peak particle velocity (PPV), the maximum instantaneous peak amplitude in inches per second, or root-mean-square (RMS) velocity in inches per second or as vibration level in decibels (VdB) referenced to one micro-inch per second. The ratio between the PPV and the maximum RMS amplitude is termed the "crest factor." According to the Federal Transit Administration (FTA), the PPV level for construction equipment is typically 1.7 to 6 times greater than the RMS vibration level. The FTA uses a crest factor of 4 for the conversion of PPV levels to RMS vibration levels. For the purposes of ground-borne vibration analysis of impacts to existing structures, vibration velocity is described in terms of PPV. For the analysis of the human response to vibration, VdB is utilized.[3]

The vibration velocity threshold of perception for humans is approximately 65 VdB, and a vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Common ground-induced vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is typically the background vibration velocity, to 94 VdB. This 94 VdB vibration level corresponds to 0.2 PPV, which is the general threshold where minor damage can occur in non-engineered timber and masonry buildings.

EXISTING NOISE ENVIRONMENT

The proposed project site is currently used as parking for retail development within the Shops at Rossmoor. As such, the project site currently experiences frequent automobile arrivals and departures associated with use of the retail shops. While arrivals and departures associated with the retail uses occur during the posted store operating hours, arrivals and departures associated with unauthorized use of the lot during nighttime hours also may occur.

The project site is located on the rear/service side of existing retail stores to the east, meaning truck trailer loading docks are located in this area. Thus, this area experiences sporadic semi-truck deliveries during the daytime store

[3] U.S. Department of Transportation, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, (Washington, DC: U.S. Department of Transportation, Federal Transit Administration, May 2006), p. 7-8.

operating hours, as observed during site visits. Truck trailer deliveries create temporary noise spikes with opening of trailer gates, extending of delivery ramps, and cold starting of diesel engines. Deliveries to the Shops at Rossmoor are limited to the hours of 7:00 A.M. and 8:00 P.M. Monday through Friday and 8:00 A.M. and 8:00 P.M. on weekends and holidays. The project building would shield the majority of the existing retail delivery area from the nearby residential complexes.

Existing Ambient Monitored Noise Levels. To establish existing ambient noise levels in residential areas surrounding the project site, a field monitoring study was conducted. Measurements were performed near the project site (see Exhibit 4.3-2, below) for documenting the ambient conditions. A Bruel & Kjaer Model 2270 Sound Level Meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation, was located on the property line of the residential complex to the west of the project site from 9:00 P.M. November 5 through 9:00 P.M. November 7, 2016. This captured both a full weekend 24 hours and weekday 24 hours. Noise readings were measured over five-minute intervals with "A" frequency fast time weighting. Table B.1 in Appendix B of Appendix D (Noise Assessment) provides the results from the long-term monitoring.

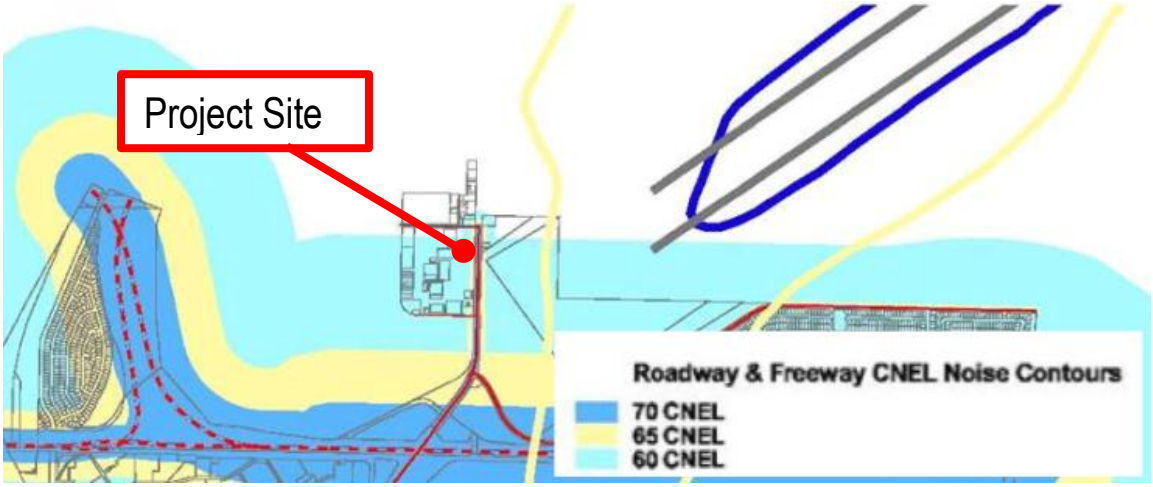
Exhibit 4.3-2
Project Site and Noise Monitoring Location

In general, the weather conditions were normal for the field monitoring study. The first night, a delivery truck stationed at the easternmost parking slots near Home Goods skewed the results higher than what is expected on most nights. The results cited below, and used for analysis, are the lower of the two nights; lower ambient levels provide less masking to any noise specifically from the project or its parking lot. The measurement location itself was also highly suited to measuring levels with the quietest ambient (most susceptible to disturbances) as it was away from any local street noise (parking lot car routes) and shielded from direct street noise.

Typical noise levels generated for the measurements were vehicular noise from local parking traffic and streets. Any human noises from the existing commercial neighbors or residential neighbors were averaged out of the levels reported.

Based on the long-term monitor measurements at the residences, the loudest one-hour LEQ was 53 dBA. In addition, a 56 CNEL was calculated at the residential units to the west. This is consistent with the General Plan Noise Element, which shows that the residential complexes are located partially within the projected 60 CNEL noise contour for roadway and freeway noise (Exhibit 4.3-3, below).

Exhibit 4.3-3
Future CNEL Noise Contours



Source: Veneklasen Associates

Planning and Regulatory Framework

Many government agencies have established noise regulations and policies to protect people from potential hearing damage and various other adverse physiological and social effects associated with noise and ground-borne vibration. The City of Seal Beach has adopted the General Plan Noise Element and a Noise Ordinance, which are based in part on federal and State regulations and are intended to control, minimize, or mitigate environmental noise effects. The regulations and policies that are relevant to project construction and operation noise are discussed below.

STATE OF CALIFORNIA – APPLICABLE NOISE STANDARDS

The CEQA Guidelines provide guidance for the evaluation of significant impacts of environmental noise attributable to a proposed project. The Guidelines ask whether the project would result in:

1. 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.
2. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
5. 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?
6. 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?

The CEQA Guidelines and the City's Noise Element provide no definition of what constitutes a substantial noise increase. Typically, in high noise environments, if the CNEL due to the project would increase by 3 dBA at noise sensitive receptors, the impact is considered significant.

LOCAL

City of Seal Beach Noise Element and Municipal Code Noise Ordinance. The City of Seal Beach General Plan Noise Element establishes noise/land use compatibility criteria used for the purpose of siting new land ues. Multifamily residential uses can be considered normally acceptable within noise environments of up to 65 CNEL. Refer to Table 4.3-3 for noise limits.

Section 7.15.015 of the Seal Beach Municipal Code states that the noise level in a residential zone cannot exceed 55 dBA between 7:00 A.M. and 10:00 P.M. and 50 dBA between 10:00 P.M. and 7:00 A.M. These limits apply to cumulative period of more than 30 minutes in an hour. The limits increase by 5 dBA for a cumulative period of more than 15 minutes in an hour, 10 dBA for 5 minutes in an hour, 15 dBA for 1 minute in an hour, and 20 dBA for any period of time.

Section 7.15.025 states that noise related to construction performed between 7:00 A.M.. and 8:00 P.M. on weekdays and between 8:00 A.M. and 8:00 P.M.. on Saturdays is exempt from Code limits.

The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment document offers guidelines for assessment of construction noise that take into account the existing environment, absolute noise levels of construction activity, duration of construction activity, and adjacent land uses. Recognizing that construction activity is noisy, the FTA document provides the suggested mitigation to minimize construction noise impacts. Many jurisdictions, although not Seal Beach, have adopted such criteria for all construction projects.

1. When adjacent to occupied noise-sensitive land uses, implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas and document methods to be employed to minimize noise impacts on adjacent noise-sensitive land uses.

2. Construction equipment shall utilize noise-reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

3. Haul truck deliveries are subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

Section 7.15.035 states that building permits will not be issued if HVAC equipment noise exceeds 50 dBA at adjacent residential areas. It further states that building permits may be issued if a timing device deactivates the HVAC equipment between 10:00 P.M. and 7:00 A.M. and equipment noise does not exceed 55 dBA.

Table 4.3-3
Project Noise Restrictions

Activity	Standard
Exterior Noise at Multi-Family Residences	65 CNEL
Exterior Noise at Non-Residential	70 CNEL
Interior Noise in Non-Residential	50 dBA
Construction Noise	Limited to the hours of: 7:00AM – 8:00PM Weekdays 8:00AM – 8:00PM Saturdays

Table 4.3-3
Project Noise Restrictions

Activity	Standard
Exterior Noise at Multi-Family Residences	65 CNEL
Operational Noise	At residential property, more than 30-minute duration: 55 dBA from 7:00 A.M. to 10:00 P.M. 50 dBA from 10:00 P.M. to 7:00 A.M. At residential property, 15 to 30-minute duration: 60 dBA from 7:00 A.M. to 10:00 P.M. 55 dBA from 10:00 P.M. to 7:00 A.M. At residential property, 5 to 15-minute duration: 65 dBA from 7:00 A.M. to 10:00 P.M. 60 dBA from 10:00 P.M. to 7:00 A.M. At residential property, 1 to 5-minute duration: 70 dBA from 7:00 A.M. to 10:00 P.M. 65 dBA from 10:00 P.M. to 7:00 A.M. At residential property, less than 1-minute duration: 75 dBA from 7:00 A.M. to 10:00 P.M. 70 dBA from 10:00 P.M. to 7:00 A.M.
HVAC Equipment Noise	At residential property: 50 dBA anytime 55 dBA if non-operational from 10:00 P.M. to 7:00 A.M.

City of Seal Beach Noise Element – Groundborne Vibration. The City's Noise Element requires construction activity to comply with the local Noise Ordinance, which does not provide limits on groundborne vibration. The FTA Transit Noise and Vibration Impact Assessment document referenced above offers the following vibration criteria (Table 4.3-4).

Table 4.3-4
Groundborne Vibration Impact Criteria for General Assessment

Land Use Category	Impact Levels (VdB)		
	Frequent Events[a]	Occasional Events[b]	Infrequent Events[c]
Category 1: Building where vibration would interfere with interior operation	65[d]	65[d]	65[d]
Category 2: Residences and building where people normally sleep	72	75	80
Category 3: Institutional land uses with primarily daytime uses	75	78	83

Vibration levels are measures in or near the vibration-sensitive use.

a. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
b. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
c. "Infrequent Events" is defined as fewer than 30 vibration events of the same source per day.
d. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

Source: Federal Transit Administration, Transit Noise Impact and Vibration Assessment, May 2006

Environmental Impacts

THRESHOLDS OF SIGNIFICANCE

The proposed project could result in a significant land use impact if it would result in:

A. Exposure of persons or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
B. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.
C. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
D. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

Impact 4.3. A The proposed project would not expose persons or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impact would be less than significant.

Analysis of the existing and future noise environments presented in this section is based on technical reports, long and short-term noise monitoring, and noise prediction modeling. Traffic volumes utilized for future traffic noise calculations were based on information provided in the traffic study prepared by LSA Associates in January, 2017 for this project.

Using the LSA January, 2017 traffic study information, the changes in dBA levels were calculated for potential future noise conditions due to future traffic volumes associated with the proposed project and increases in background traffic. At approximately 1,000 feet from Seal Beach Boulevard, the residential neighbors are barely affected by traffic noise. Effects are similar for Montecito Road at approximately 450 feet away. Rossmoor Center Way traffic will have a greater influence due to its proximity. The calculated decibel effects due to traffic changes are shown in Table 4.3-5 below, regardless of distance to the residential complexes.

Table 4.3-5
Traffic Noise Levels (dBA) Increases over Time vs. 2016

Road	Opening Year (2018) No Project	Opening Year (2018) with Project	Future Year No Project	Future Year with Project
Seal Beach Blvd (avg. of segments north and south of Rossmoor Center Way) – Weekday/Saturday	0.20/0.24	0.27/0.29	0.54/0.58	0.60/0.62
Rossmoor Center Drive between Eastern and Western Internal Drives – Weekday/Saturday	0.04/0.04	1.30/0.79	0.39/0.39	1.56/1.09
Rossmoor Center Drive between Western Internal Drive and West Road – Weekday/Saturday	0.04/0.04	0.04/0.04	0.39/0.39	0.39/0.39
Rossmoor Center Drive between West Road and Montecito – Weekday/ Saturday	0.04/0.04	0.24/0.17	0.39/0.39	0.58/0.51

Table 4.3-5
Traffic Noise Levels (dBA) Increases over Time vs. 2016

Road	Opening Year (2018) No Project	Opening Year (2018) with Project	Future Year No Project	Future Year with Project
Montecito Blvd (avg. of segments north and south of Rossmoor Center Way) – Weekday/Saturday	0.07/0.09	0.11/0.12	0.42/0.44	0.45/0.46

With decibel increases of at most 1.5, the proposed project would not result in any new uses or traffic generation that would increase noise levels in the vicinity or expose the residential neighbors to levels above those that are deemed normally acceptable in the noise ordinance, or less than 61 CNEL. The impact would be less than significant.

Impact 4.3. B The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels.

The proposed project site is currently used as parking for retail development within the Shops at Rossmoor. Construction equipment associated with building the project would be the only vibration generating sources introduced by the project. The City of Seal Beach Municipal Code limits construction to specific hours of the day, with no construction activity permitted on Sundays.

The FTA document referenced above provides vibration criteria due to construction equipment as shown in Table 4.3-4, above, and Table 4.3-6, below. Using vibration levels of typical construction equipment given in the FTA document, vibration levels at receivers nearest the project site were calculated to be as indicated in Table 4.3-6. The distance loss was calculated using equations for ground-borne vibration published by the FTA, and the distance used was from the center of the building in the development that is closest to a sensitive receptor.

Table 4.3-6
Calculated Vibration Levels of Typical Construction Equipment to Nearest Sensitive Receptor

Equipment	Vibration Level at 25ft (VdB)	Vibration Level at Nearest Sensitive Receptor (VdB)	Vibration Criteria for Frequent Events (VdB)
Jack Hammer	79	49	72
Loaded Trucks	86	56	72
Large Bulldozer	87	57	72
Vibratory Roller	94	64	72

Based on calculations to the nearest sensitive receptor, the construction of the development is not anticipated to generate vibration levels that exceed criteria given by FTA document. Impact would be less than significant.

Impact 4.3. C The proposed project could create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project due to a rooftop HVAC unit. Impact would be less than significant with mitigation.

TRAFFIC NOISE

As indicated in Table 4.3-5, which shows decibel increases of no more than 1.5 dBA, the proposed project would not result in any new uses or traffic generation that would increase noise levels in the vicinity or expose the project site to levels above those that are deemed normally acceptable in the noise ordinance. Impact would be less than significant.

OPERATIONAL NOISE - INDOOR FITNESS ACTIVITIES

The proposed health club would host various exercise activities (e.g., treadmill running, weight lifting, basketball playing, and swimming), as well as classes (e.g., aerobics and cycling). Project floor plans shows that the basketball court and swimming pool would be located on the west side of the project building closest to the nearest residences. Rooms for exercise classes are shown on the east side of the building. Depending on the specific exercise activity, interior health club sound levels can range from 65 dBA to over 85 dBA with amplified music. Exterior wall and roof elements (e.g. stucco, metal decking, gypsum board or plywood sheathing) typically offer at least 40 dBA of sound reduction. Exterior doors and windows normally underperform walls and roofs by only offering 30 dBA of reduction. This assumes that doors include full perimeter weather stripping, which is typical for exterior doors. Plans show that the basketball court—as well as swimming pool and aerobics rooms—would have single doors that lead to the exterior.

These exterior doors are emergency exits that would not be used for normal entry into the health club. The plans show a vestibule at the main entrance to the health club. Based on expected noise reductions from exterior building elements, doors, and windows, noise levels due to exercise activity within the health club are calculated to be below Municipal Code limits during the day (55 dBA) and nighttime/early morning (50 dBA) at less than 40 dBA at the residences. Impact would be less than significant.

OPERATIONAL NOISE - OUTDOOR PARKING LOT ACTIVITIES

Operation of the proposed project would produce noise associated with such activities as vehicle traffic, delivery trucks, loud conversations, opening and closing of car doors, car horns, etc. in the adjacent parking lot. Since the project does not include a loading dock, it is assumed that delivery trucks would be relatively small, such as for delivering packages, rather than large tractor trailers used for transporting palletized goods. The mentioned noise sources above are typical of commercial/retail uses, including those existing today on site within the Shops at Rossmoor center. To understand how these activities generate noise, similar health clubs were observed in Culver City and Garden Grove as early as the 5:00 A.M. hour. At both sites, the fitness lot was unshielded from the highways, unlike the project site; street noise (not the fitness center or its respective parking lot activity) controlled both the constant and loud sporadic noise even at the early hour. While useful to observe these activities to apply to the project, the strong influence of the city streets made the data measured not clean enough to use in analysis for the new project site. To isolate offending noise sources for analysis, each of the anticipated noise sources within the project parking lot and listed above was individually measured separately.

Each isolated measured noise source was calibrated to the distance it was measured in a noise propagation model in Bruel & Kjaer Predictor 11.0. Then, the noise level reaching the residences to the west and north were calculated. The loudest noise source that was closest to thresholds in the Noise Ordinance was the car horn, which achieved 47 dBA at the west residential complex and 50 dBA at the north residential complex, assuming the noise would occur at parking lot locations as close as possible to the residences. Both these levels are well below the limit of 50 dBA (Noise Ordinance) + 20 dBA, as well as 41 dBA (actual quietest ambient level at the site) + 20 dBA. The horn noise would be audible at the residences compared to the ambient levels but would not exceed City-established noise thresholds. Noise associated with outdoor activity in the parking lot would be less than significant.

HVAC ROOFTOP UNIT NOISE

The health club would be served by 13 HVAC units located on the rooftop. Approximately one-half of the rooftop units would be located on the western half the building, and the remaining would sit on the eastern half. No screening is proposed. Based on manufacturer's sound data for the basis of design rooftop units, cumulative noise levels due to the project rooftop units are calculated to be 53 dBA at the nearest residential property line; this is calculated at maximum equipment operation, which is the worst-case scenario. This impact would be significant.

Mitigation options are available to suppress noise generated by the rooftop units to a point to achieve the Municipal Code limit of 50 dBA at the adjacent residential units. The noise consultant has provided options for reducing noise associated with operation of the HVAC units: 1) install an equipment screen or parapet on the roof, 2) install baffles/silencers/attenuators on the equipment, or 3) install quieter equipment that can be shown to achieve the

required standard. These mitigation options are described below in the Mitigation Measures section. With mitigation incorporated, the project's impact on ambient noise levels would be less than significant.

Impact 4.3. D The proposed project could create substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project during project construction. Impact would be less than significant with mitigation.

Construction of the proposed project would generate temporary increased noise levels at the property line. While construction activity would be required to occur within the time periods established in the Noise Ordinance, peaks in construction equipment work could be considered objectionable by some residents in adjacent units. Mitigation Measure NOI-2 is included to reduce the potential effects of construction noise on adjacent properties. They have been separated via the City of Seal Beach General Plan requirements for construction and standard practices for acoustical control. With mitigation incorporated, the project's impact on ambient noise levels would be less than significant.

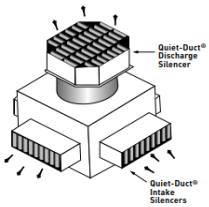
Mitigation Measures

Impact Noise-1: Cumulative noise levels due to operation of the project's HVAC rooftop units are calculated to be 53 dBA at the nearest residential property line, which exceeds the Municipal Code limit of 50 dBA. Thus, the rooftop units would potentially cause noise standard exceedances by 3 dBA, which could have a significant impact on nearby residences.

Mitigation Measure Noise-1: Since HVAC rooftop unit noise levels would exceed Municipal Code limits of 50 dBA, one of the three following options—or any other comparable approach that will achieve the required noise reduction—will be implemented by the project applicant. The project applicant will be required to submit a plan to the City, prepared by an acoustical engineer or otherwise qualified specialist, documenting that HVAC rooftop units and associated mitigating features will achieve the Municipal Code standard.

Mitigation Option 1. Install a screen or parapet around the HVAC units. To be an effective noise barrier, the screen or parapet should extend at least one foot above the tallest rooftop unit and be continuous at the north and west edges of the health club building.

Mitigation Option 2. Utilize baffles/silencers/attenuators. Each rooftop unit will be fully enclosed with noise control devices located at air ventilation to lessen the noise radiating from the equipment. A representative figure of this concept is shown to the right.



Mitigation Option 3. Install quieter HVAC units. Once specific HVAC rooftop units are selected, sound data from their manufacturer can be used to show that the Code limit of 50 dBA at nearby property lines will not be exceeded.

Impact Noise-2: Construction of the project would generate temporary increased noise levels at the property line of the project site. While construction activity would occur within the time periods established in the Noise Ordinance, peaks in construction equipment work could be considered objectionable by some residents in adjacent units.

Mitigation Measure Noise-2: During construction, the applicant/develop shall employ the following standard practices for mitigating construction noise:

- Implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas and document methods to be employed to minimize noise impacts on adjacent noise-sensitive land uses. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To

the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings.

- Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
- Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Utilize “quiet” air compressors and other stationary equipment where feasible and available.
- Designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints, and require implementation of reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.

Additionally, construction activity will be limited to the hours indicated in Table 4.3-3.

Impact with Implementation of Mitigation Measures

Impact would be less than significant with implementation of the mitigation measures.

4.4 Traffic and Transportation

Based on the results of a Traffic Impact Analysis (TIA) prepared by LSA Associates in January, 2017, the proposed project can be implemented without impacting the design or the operation of the surrounding intersections and roadways with the implementation of project off-site improvements. These improvements consist of the extension of the northbound left-turn lane on Seal Beach Boulevard (see discussion below). The evaluation of intersection and roadway levels of service (LOS) shows that the addition of project traffic to existing, Project Completion Year (2018), and Future (2035) General Plan Buildout traffic volumes would not significantly impact the study area intersections or roadways according to City performance criteria.

Project access circulation and queuing were also analyzed. Based on the circulation and queuing analysis, the addition of project traffic would contribute to the northbound left-turn queue at the intersection of Seal Beach Boulevard and Rossmoor Center Way, which under conditions today is deficient. The extension of this northbound left-turn pocket is a project off-site improvement. Although not necessary to mitigate impacts of the project on traffic, the applicant proposes an option to widen Rossmoor Center Way to install a second westbound lane. This improvement provides a dedicated lane for turns into the health club parking lot, allowing no delays to through traffic travelling westbound on Rossmoor Center Way. These project off-site improvements are not required by the City or California Environmental Quality Act (CEQA) guidelines but have been evaluated to investigate concerns raised by the local community.

Environmental Setting

EXISTING AND SURROUNDING LAND USE

A project-specific traffic/circulation and parking analysis, authored by LSA Associates Inc. and dated January, 2017 (included in its entirely in Appendix E), was prepared to assess project traffic and parking impacts. The analysis was prepared consistent with the City Traffic Impact Study Guidelines (March 2010) and the City's General Plan (December 2003). The January, 2017 traffic study updated a previous traffic study completed for the same project in October, 2015. The 2016 TIA update is based on traffic counts collected in October, 2016.

The traffic analysis reviewed the weekday A.M., P.M., and weekend peak-hour level of service (LOS) at study intersections and roadway segments for the following scenarios:

1. Existing (2016) conditions with current occupancy of the Shops at Rossmoor retail center
2. Existing (2016) conditions with estimated full occupancy of the retail center
3. Existing (2016) conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed health club
4. Project Completion Year (2018) conditions with estimated full occupancy of the Shops at Rossmoor retail center
5. Project Completion Year (2018) conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed health club
6. Future (2035) General Plan Buildout conditions with estimated full occupancy of the Shops at Rossmoor retail center
7. Future (2035) General Plan Buildout conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed health club

STUDY AREA

Seal Beach Boulevard is a north-south arterial that provides access to both residential and commercial uses within the City of Seal Beach (4.4-1). Seal Beach Boulevard is a six-lane Major Arterial per the City's General Plan, which provides connection to Interstate 405 (I-405) and the Interstate 605 (I-605) (via Katella Avenue). The 1.2-mile section of Seal Beach Boulevard between I-405 and Bradbury Road provides connection to commercial uses both east and west of Seal Beach Boulevard via local collector streets. There are retail/commercial uses on either side of Seal Beach Boulevard between St. Cloud Drive and Bradbury Road. The Shops at Rossmoor retail/commercial center west of Seal Beach Boulevard

recently underwent modifications and changes at several locations and is close to full occupancy, with only one unoccupied restaurant space of 8,827 square feet (former Marie Callender's). Existing traffic along Seal Beach Boulevard includes the traffic from the occupied retail and restaurant space within the Shops at Rossmoor, as well as residential traffic from the Rossmoor community, but does not include traffic generated by the restaurant space that is currently unoccupied. In order to analyze the traffic conditions along Seal Beach Boulevard when the Shops at Rossmoor is fully occupied, traffic for the unoccupied restaurant space was added to existing traffic volumes.

The following roadway segments and intersections were analyzed based on City criteria for conducting traffic studies:

Roadway Segments

1. Seal Beach Boulevard between:
    - Rossmoor Way and Bradbury Road
    - Bradbury Road and Rossmoor Center Way
    - Rossmoor Center Way and Town Center Drive
    - Town Center Drive and St. Cloud Drive
    - St. Cloud Drive and Lampson Avenue
    - Lampson Avenue and I-405 Northbound ramps

2. St. Cloud Drive between:
    - Seal Beach Boulevard and Yellowtail Drive

3. Montecito Road between:
    - Yellowtail Drive and Copa De Oro Drive
    - Copa De Oro Drive and Mainway Drive
    - Mainway Drive and Bradbury Road

4. Rossmoor Center Way between:
    - Montecito Road and Seal Beach Boulevard

Intersections

1. Seal Beach Boulevard/I-405 Southbound ramps
2. Seal Beach Boulevard/I-405 Northbound ramps
3. Seal Beach Boulevard/Lampson Avenue
4. Seal Beach Boulevard/St. Cloud Drive
5. Seal Beach Boulevard/Town Center Drive
6. Seal Beach Boulevard/Rossmoor Center Way
7. Seal Beach Boulevard-Los Alamitos Boulevard/Bradbury Road
8. Yellowtail Drive/St. Cloud Drive (unsignalized)
9. Montecito Road/Copa de Oro Drive (unsignalized)
10. Montecito Road/Mainway Drive-Rossmoor Center Way (unsignalized)
11. Montecito Road/Bradbury Road (unsignalized)
12. West Road/Rossmoor Center Way (unsignalized)
13. Internal Driveway (Eastern)/Rossmoor Center Way (unsignalized)
14. Internal Driveway/Towne Center Drive (unsignalized)
15. Internal Driveway (Western)/Town Center Way (unsignalized)

Exhibit 4.4-1 shows the existing intersection lane geometrics at all 15 intersections.

METHODOLOGY

The traffic study methodology is described in detail in the traffic study in Appendix E. To determine the peak-hour intersection operations at signalized intersections within the study area, intersection capacity utilization (ICU) methodology was used per City of Seal Beach Traffic Study Guidelines. The ICU methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. The ICUs were developed for this study using the Traffix (Version 8.0) software.

According to the City of Seal Beach Traffic Impact Study Guidelines, LOS at an intersection is considered to be unsatisfactory when the ICU exceeds 0.90 (LOS D). As such, improvements are recommended at locations that operate at LOS E or F. The relationship of ICU (v/c ratio) to LOS is shown in Table 4.4-1.

Table 4.4-1
Seal Beach Operating Conditions for Levels of Service

LOS	Operating Condition	ICU (v/c ratio)
A	Free flowing, virtually no delay. Minimal traffic.	<0.60
B	Free flow and choice of lanes. Delays are minimal. All cars clear intersection easily.	0.60-0.69
C	State flow. Queue at signal starting to get relatively long. Delays starting to become a factor but still within "acceptable" limits.	0.70-0.79
D	Approaching unstable flow. Queues at intersection are quite long but most cars clear intersection on their green signal. Occasionally, several vehicles must wait for a second green signal. Congestion is moderate.	0.80-0.89
E	Severe congestion and delay. Most of the available capacity is used. Many cars must wait through a complete signal cycle to clear the intersection.	0.90-0.99
F	Excessive delay and congestion. Most cars must wait through more than one on one signal cycle. Queues are very long and drivers are obviously irritated.	>1.00

ICU = Intersection Capacity Utilization
LOS = Level of Service
v/c = volume-to-capacity

Per the City's guidelines, the following project-related increases in intersection ICU (Table 4.4-2, ICU Significance Thresholds) were used to determine if an impact is "significant" and would require mitigation.

Table 4.4-2
ICU Significance Thresholds

Existing ICU	Project-Related Increase in ICU
0.00-0.69	0.06
0.70-0.79	0.04
0.80-0.89	0.02
0.90+	0.01

ICU = Intersection Capacity Utilization

In addition to the ICU methodology of calculating signalized intersection LOS, the Highway Capacity Manual (HCM 2010) methodology was used to determine the LOS at the signalized ramp intersections governed by California Department of Transportation (Caltrans) and at unsignalized study area intersections. The HCM 2010 unsignalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle). The resulting delay is expressed in terms of LOS, as in the ICU methodology. The relationship of delay to LOS is demonstrated in Table 4.4-3 (ICU Methodology Significance Thresholds).

Table 4.4-3
ICU Methodology Significance Thresholds

LOS	Unsignalized Intersection Delay (seconds)
A	≤10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	>50.0

ICU = Intersection Capacity Utilization
LOS = level of service Source: Highway Capacity Manual 2010

Roadway segments have uniform traffic conditions and roadway characteristics. The measure used to provide an estimate of LOS is density, where density is calculated from the average vehicle flow rate per lane and the average speed. Table 4.4-4 (Level of Service and Flow Density) shows the correlation between LOS and flow density.

Table 4.4-4
Level of Service and Flow Density

LOS	Density (pc/mi/ln)
A	≤11
B	>11-18
C	>18-26
D	>26-35
E	>35-45
F	>45

LOS = level of service
pc/mi/ln = passenger cars per mile per lane

For the purposes of this project, LOS D is considered satisfactory on all study area roadway segments.

EXISTING CONDITIONS

Existing weekday morning (7:00 A.M.– 9:00 A.M.), evening (4:00 P.M.– 6:00 P.M.), and weekend mid-day (11:00 A.M.– 1:00 P.M.) peak-hour traffic conditions and LOS were analyzed for existing (2016) conditions. Intersection turn-movement counts were made at the 15 study area intersections, and daily 24-hour counts were conducted for the 11 study area roadway segments in between the study area intersections. The counts were conducted by an independent car count company for a weekday and weekend (Saturday) in November, 2016. The traffic counts are included in Appendix E. The trips generated from surrounding existing land uses, which consist of residential and retail uses east and west of Seal Beach Boulevard, are included in the counts. Count data were collected before the week of the Thanksgiving holiday. LSA collected geometric, traffic control, and posted speed limit data at all study area locations.

A summary of Existing (2016) LOS for intersections and roadway segments are presented in Tables 4.4-5 (Existing 2016 Peak Hour Intersection Level of Service Summary) and Table 4.4-6 (Existing 2016 Peak Hour Roadway Level of Service Summary), respectively. As Tables 4.4-5 and 4.4-6 indicate, all study area intersections and roadway segments currently operate at satisfactory LOS (LOS D or better).

Accident History

The City's Traffic Impact Study Guidelines require the identification and analysis of intersections or roadway segments having five or more reported accidents within the most recent 12-month period. Five accidents are a generalized figure used by City staff as an indication of potential problems that could require improvements. The accident data are included in Appendix E. The City of Seal Beach Police Department provided accident data for the years of 2015 and 2016. It should be noted that the 2016 data represents only 11 months. As such, the traffic study focused on the accidents within the study area identified in 2015.

Table 4.4-7 provides the total number of accidents reported within the study area each year. As this table indicates, five accidents or more occurred in 2015 in the vicinity of the intersections of Seal Beach Boulevard at the I-405 southbound on/off ramps, I-405 northbound on/off ramps, and Lampson Avenue. Table 4.4-8 shows a detailed description of the primary collision factor, type of accident, and number of injuries reported at each of these three locations. The most common factor at the intersections of Seal Beach Boulevard at the I-405 southbound on/off ramps and Seal Beach Boulevard at the I-405 northbound on/off ramps was unsafe speed. As the data report, the number of accidents at these two Caltrans-controlled intersections increased from 2015 through the first 11 months of 2016. The intersection of Seal Beach Boulevard and Lampson Avenue experienced five accidents in 2015 and four accidents within the first 11 months of 2016. Improvements were implemented in this location in 2011. Based on the operational analysis provided in this report, this intersection operates at an acceptable LOS and no additional improvements are recommended at this time.

Pedestrian Survey

To address concerns regarding pedestrian safety expressed via the Notice of Preparation process, the traffic study included a pedestrian and cyclist survey in the surrounding residential area. Specifically, five intersections along Montecito Road and St. Cloud Drive between Bradbury Road and Seal Beach Boulevard were counted as the most utilized pedestrian crossing points due to the presence of crosswalks. This survey revealed the presence of pedestrian activity during the peak hours. The highest number of peak-hour pedestrians observed to cross Montecito Road or Saint Cloud Drive are at the marked crosswalk on the south side of the intersection of Montecito Road and Rossmoor Center Way, with 15 pedestrians in the weekday P.M. peak hour, which does not coincide with release hours from the local schools. These pedestrians may include nearby residents traveling to and from the Shops at Rossmoor for shopping or dining in the afternoon and do not occur during periods of school travel activity. This would suggest that these pedestrians are not students. As this intersection, along with all other study intersections along Montecito Road and Saint Cloud Drive, is a low delay intersection (LOS A or B in all analysis scenarios), pedestrian and traffic conditions along Montecito Road and Saint Cloud drive are anticipated to remain largely the same. The pedestrian and cyclist counts are included in Appendix E of the EIR.

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Table 4.4-5
Existing (2016) Peak Hour Intersection Level of Service Summary

Intersection		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS
1	Seal Beach Boulevard/I-405 SB On/Off Ramps[1]	42.8	D	42.7	D	40.1	D
2	Seal Beach Boulevard/I-405 NB On/Off Ramps[1]	43.2	D	49.2	D	34.1	C
3	Seal Beach Boulevard/Lampson Avenue	0.804	D	0.792	C	0.764	C
4	Seal Beach Boulevard/Saint Cloud Drive	0.626	B	0.717	C	0.648	B
5	Seal Beach Boulevard/Town Center Drive	0.501	A	0.732	C	0.815	D
6	Seal Beach Boulevard/Rossmoor Center Way	0.535	A	0.686	B	0.668	B
7	Seal Beach Boulevard/Bradbury Road	0.726	C	0.679	B	0.627	B
8	Yellow Tail Drive/Saint Cloud Drive*	13.4	B	10.8	B	10.8	B
9	Montecito Road/Copa De Oro Drive*	11.3	B	9.5	A	8.8	A
10	Montecito Road/Rossmoor Center Way*	11.9	B	10.2	B	9.6	A
11	Montecito Road/Bradbury Road*	12.8	B	10.1	B	8.9	A
12	West Road/Rossmoor Center Way*	7.7	A	8.0	A	7.8	A
13	Internal Driveway/Rossmoor Center Way*	8.7	A	13.0	B	18.0	C
14	Internal Driveway/Town Center Drive*	7.4	A	11.5	B	15.5	C
15	Project Driveway/Rossmoor Center Way*	8.9	A	9.1	A	9.2	A

ICU V/C ratio is used for signalized intersections in the City of Seal Beach.

* Indicates unsignalized intersection. HCM delay in seconds is used for unsignalized intersections.

(Shade) = Exceeds City level of service criteria (LOS D)

1 HCM Methodology-consistent with Caltrans requirements

Table 4.4-6
Existing (2016) Peak Hour Roadway Level of Service Summary

Roadway	Segment	Direction	AM			PM			Saturday Mid-day		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	16.6	B	45.0	18.0	B	45.0	15.4	B
		Southbound	45.0	18.0	B	45.0	16.4	B	45.0	14.0	B
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	19.5	C	45.0	18.3	C	45.0	17.7	B
		Southbound	45.0	16.7	B	45.0	17.0	B	45.0	14.9	B
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	14.6	B	45.0	14.6	B	45.0	14.0	B
		Southbound	45.0	11.1	B	45.0	12.9	B	45.0	11.3	B
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	13.5	B	45.0	13.1	B	45.0	12.4	B
		Southbound	45.0	11.2	B	45.0	12.3	B	45.0	11.2	B
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	13.1	B	45.0	13.1	B	45.0	12.6	B
		Southbound	45.0	11.6	B	45.0	14.0	B	45.0	12.8	B
	Bradbury Road and Rossmoor Way	Northbound	45.0	14.7	B	45.0	13.8	B	45.0	12.4	B
		Southbound	45.0	12.4	B	45.0	14.9	B	45.0	12.8	B
Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive	-	22.8	-	D	26.5	-	C	26.7	-	C
Montecito Road*	Yellowtail Drive and Copa De Oro Drive	-	26.0	-	C	28.8	-	B	29.3	-	B
	Copa De Oro Drive and Mainway Drive	-	30.1	-	B	30.2	-	B	31.1	-	A
	Mainway Drive and Bradbury Road	-	29.1	-	B	30.3	-	B	31.2	-	A
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard	-	27.6	-	A	25.7	-	A	25.2	-	B

*Analyzed as Two Lane Roadways with a speed limit of 35 MPH
**Analyzed as Two Lane Roadway with a speed limit of 30 MPH

Table 4.4-7
North Seal Beach Accident History Summary

Location	Year	
	2016 [1]	2015
Seal Beach Boulevard/I-405 SB On/Off Ramps	7	5
Seal Beach Boulevard/I-405 NB On/Off Ramps	10	7
Seal Beach Boulevard/Lampson Avenue	2	5
Seal Beach Boulevard/St. Cloud Drive	3	2
Seal Beach Boulevard/Town Center Drive	4	3
Seal Beach Boulevard/Rossmoor Center Way-Plymouth Drive	1	2
Seal Beach Boulevard/Bradbury Road	4	3
Yellowtail Drive/St. Cloud Drive	1	0
Internal Driveway/Rossmoor Center Way	1	0
Internal Driveway/Town Center Way	1	1

Data is presented in total number of accidents per location

[1] 2016 Data represents January - November only

= Location analyzed in the traffic study

Table 4.4-8
North Seal Beach High Accident Location Details (2015)

Location	Primary Collision Factor	Type	Injury	Fatality
Seal Beach Boulevard/I-405 SB On/Off Ramps (5 total accidents)	Unsafe Speed	Rear End	0	0
	Unsafe Speed	Rear End	0	0
	Unsafe Speed	Rear End	0	0
	Unsafe Speed	Not Specified	1	0
	Lane Change	Sideswipe	0	0
		Total	1	0
Seal Beach Boulevard/I-405 NB On/Off Ramps (7 total accidents)	Unsafe Speed	Not Specified	1	0
	Unsafe Speed	Rear End	0	0
	Unsafe Speed	Rear End	0	0
	Improper Turn	Broadside	0	0
	Unsafe Speed	Broadside	0	0
	Unsafe Speed	Rear End	0	0
	Signage	Broadside	0	0
		Total	1	0
Seal Beach Boulevard/Lampson Avenue (5 total accidents)	Improper Turn	Broadside	0	0
	Unsafe Speed	Rear End	2	0
	Unsafe Speed	Not Specified	0	0
	Signage	Broadside	0	0
	Grand Theft Auto	Not Specified	2	0
		Total	4	0

Environmental Impacts

THRESHOLDS OF SIGNIFICANCE

The proposed project could result in a significant traffic or transportation impact if it:

A. Causes an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., results in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
B. Exceeds, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
C. Results in a change in air traffic patterns, including an increase in traffic levels or a change in location that results in substantial safety risks.
D. Substantially increases hazards due to design features or incompatible uses.
E. Results in inadequate emergency access.

Impact 4.0. A **The proposed project would not cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system**

Impact 4.0. B **The proposed project would not exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.**

As part of the proposed project, the following two access improvements are proposed: 1) lengthen the northbound left-turn pocket at the intersection of Seal Beach Boulevard and Rossmoor Center Way to 205 feet, and 2) widen Rossmoor Center Way between the internal driveway and Seal Beach Boulevard in order to add an additional westbound lane to the first intersection. These project off-site improvements have been assumed in the traffic study and would be fully funded by the project applicant. With regard to #2 above, the traffic study in Appendix E shows that neither the widening of Rossmoor Center Way nor the additional driveway is required to address a significant traffic impact, reduce traffic impacts, or address traffic safety impacts.

TRIP GENERATION AND PROJECTED FUTURE CONDITIONS

As indicated in Table 4.4-9 (Health Club Trip Generation), the proposed project is estimated to generate 1,218 daily trips, 52 weekday A.M. peak hour trips, 131 weekday P.M. peak hour trips, and 103 Saturday mid-day peak hour trips.

Table 4.4-9
Health Club Trip Generation

Size	Unit	ADT	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate											
	TSF	32.93	0.71	0.71	1.41	2.01	1.52	3.53	1.25	1.53	2.78
Trip Generation											
37,000	TSF	1,218	26	26	52	74	56	131	46	57	103

ADT = average daily traffic
TSF = thousand square feet
Trip rates from the Institute of Transportation Engineers (ITE), Trip Generation, Ninth Edition (2012)

UNOCCUPIED SPACE WITHIN THE SHOPS AT ROSSMOOR

To evaluate the adjacent Shops at Rossmoor retail center at full occupancy, traffic from the unoccupied space (former Marie Callender's) in the northern part of the retail center has been assumed. The unoccupied restaurant consists of 8,827 square feet just west of Seal Beach Boulevard. Trip generation for the unoccupied space was calculated based on rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation* (Ninth Edition, 2012), which is a standard reference used by jurisdictions throughout the country for estimating the trip generation potential of new development.

The former restaurant has been conservatively classified as a high-turnover restaurant use (ITE Land Use 932) to reflect the most current use. As indicated in Table 4.4-10 (Unoccupied Space within the Shops at Rossmoor Trip Generation), the unoccupied restaurant, if it were in operation, would generate 1,122 daily trips, 96 weekday A.M. peak hour trips, 87 weekday P.M. peak hour trips, and 124 Saturday mid-day peak hour trips.

Table 4.4-10
Unoccupied Space within the Shops at Rossmoor Trip Generation

Land Use	Size	Unit	ADT	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
Trip Rate[1]												
High-Turnover Restaurant		TSF	127.15	5.95	4.86	10.81	5.91	3.94	9.85	7.46	6.61	14.07
Trip Generation												
High-Turnover Restaurant	8,827	TSF	1,122	53	43	96	52	35	87	66	58	124

[1] Trip rates from the Institute of Transportation Engineers (ITE), *Trip Generation*, Ninth Edition (2012).
ADT = average daily traffic TSF = thousand square feet

The unoccupied restaurant trips were distributed throughout the study area using the same information from (Orange County Transportation Analysis Model [OCTAM]) that was utilized for the proposed project. Trips generated by the unoccupied parcel were added to the base traffic volumes to develop "with Full Occupancy" traffic volumes.

EXISTING (2016) WITH FULL OCCUPANCY CONDITIONS

To represent the full potential of traffic that could traverse Seal Beach Boulevard and the study area in the existing condition, existing weekday morning, evening, and weekend mid-day peak-hour traffic conditions were modified based on the additional traffic from the unoccupied restaurant for the Existing (2016) with Full Occupancy scenario.

The trip assignment of the unoccupied restaurant was added to the Existing (2016) counts to develop the volumes for the Existing (2016) with Full Occupancy conditions. A summary of Existing (2016) with Full Occupancy conditions LOS at study area roadway segments is presented in Table 4.4-11 (Existing 2016 with Full Occupancy Peak Hour Roadway Level of Service Summary). Table 4.4-12 includes Existing (2016) with Full Occupancy Peak Hour Intersection Level of Service Summary). As the tables indicates, all study area roadway segments and intersections are anticipated to operate at satisfactory LOS (LOS D or better).

Table 4.4-11
Existing (2016) with Full Occupancy Peak Hour Intersection Level of Service Summary

Intersection		Existing (2016) + Full Occupancy						Existing (2016) + Full Occupancy + Project								
		AM		PM		Sat		AM			PM			Sat		
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU
1	Seal Beach Boulevard/I-405 SB On/Off Ramps[1]	42.1	D	42.6	D	40.4	D	41.7	D	-	42.4	D	-	40.7	D	-
2	Seal Beach Boulevard/I-405 NB On/Off Ramps[1]	44.0	D	50.0	D	34.9	C	44.5	D	-	51.2	D	-	35.7	D	-
3	Seal Beach Boulevard/Lampson Avenue	0.812	D	0.797	C	0.774	C	0.816	D	0.004	0.804	D	0.007	0.781	C	0.007
4	Seal Beach Boulevard/Saint Cloud Drive	0.631	B	0.720	C	0.654	C	0.634	B	0.003	0.727	C	0.007	0.660	B	0.006
5	Seal Beach Boulevard/Town Center Drive	0.501	A	0.752	C	0.841	C	0.503	A	0.002	0.757	C	0.005	0.846	D	0.005
6	Seal Beach Boulevard/Rossmoor Center Way	0.539	A	0.691	B	0.673	B	0.548	A	0.009	0.733	C	0.042	0.705	C	0.032
7	Seal Beach Boulevard/Bradbury Road	0.731	C	0.684	B	0.632	B	0.733	C	0.002	0.690	B	0.006	0.636	B	0.004
8	Yellow Tail Drive/Saint Cloud Drive*	13.9	B	10.9	B	10.8	B	13.9	B	-	10.9	B	-	11.0	B	-
9	Montecito Road/Copa De Oro Drive*	11.4	B	9.6	A	8.8	A	11.4	B	-	9.6	A	-	8.8	A	-
10	Montecito Road/Rossmoor Center Way*	11.9	B	10.2	B	9.7	A	12.0	B	-	10.3	B	-	9.8	A	-
11	Montecito Road/Bradbury Road*	12.8	B	10.1	B	8.9	A	12.8	B	-	10.1	B	-	8.9	A	-
12	West Road/Rossmoor Center Way*	7.7	A	8.0	A	7.8	A	7.7	A	-	8.1	A	-	7.8	A	-
13	Internal Driveway/Rossmoor Center Way*	8.7	A	13.0	B	18.0	C	8.9	A	-	15.8	C	-	22.9	C	-
14	Internal Driveway/Town Center Drive*	7.8	A	11.6	B	16.0	C	7.8	A	-	11.6	B	-	16.0	C	-
15	Project Driveway/Rossmoor Center Way*	8.9	A	9.1	A	9.2	A	9.1	A	-	9.3	A	-	9.5	A	-

ICU V/C ratio is used for signalized intersections in the City of Seal Beach.

* Indicates unsignalized intersection. HCM delay in seconds is used for unsignalized intersections.

(Shade) = Exceeds City level of service criteria (LOS D)

[1] HCM Methodology-consistent with Caltrans requirements

Table 4.4-12
Existing (2016) With Full Occupancy Peak Hour Roadway Level of Service Summary

Roadway	Segment	Direction	Existing (2016) + Full Occupancy									Existing (2016) + Full Occupancy + Project								
			AM			PM			Saturday Mid-day			AM			PM			Saturday Mid-day		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	NB	45.0	16.8	B	45.0	18.1	C	45.0	15.6	B	45.0	16.9	B	45.0	18.3	C	45.0	15.8	B
		SB	45.0	18.1	C	45.0	16.5	B	45.0	14.1	B	45.0	18.2	C	45.0	16.7	B	45.0	14.3	B
	Lampson Avenue and Saint Cloud Drive	NB	45.0	19.7	C	45.0	18.5	C	45.0	18.0	B*	45.0	19.9	C	45.0	18.8	C	45.0	18.2	C
		SB	45.0	16.9	B	45.0	17.1	B	45.0	15.1	B	45.0	17.0	B	45.0	17.3	B	45.0	15.3	B
	Saint Cloud Drive and Town Center Drive	NB	45.0	14.8	B	45.0	14.8	B	45.0	14.3	B	45.0	14.9	B	45.0	15.0	B	45.0	14.5	B
		SB	45.0	11.2	B	45.0	13.0	B	45.0	11.5	B	45.0	11.3	B	45.0	13.2	B	45.0	11.6	B
	Town Center Drive and Rossmoor Center Way	NB	45.0	13.6	B	45.0	13.2	B	45.0	12.6	B	45.0	13.7	B	45.0	13.5	B	45.0	12.8	B
		SB	45.0	11.4	B	45.0	12.5	B	45.0	11.4	B	45.0	11.5	B	45.0	12.7	B	45.0	11.6	B
	Rossmoor Center Way and Bradbury Road	NB	45.0	13.3	B	45.0	13.2	B	45.0	12.8	B	45.0	13.4	B	45.0	13.4	B	45.0	13.0	B
		SB	45.0	11.8	B	45.0	14.2	B	45.0	13.0	B	45.0	11.9	B	45.0	14.4	B	45.0	13.2	B
	Bradbury Road and Rossmoor Way	NB	45.0	14.9	B	45.0	13.9	B	45.0	12.6	B	45.0	15.0	B	45.0	14.1	B	45.0	12.8	B
		SB	45.0	12.6	B	45.0	15.1	B	45.0	13.0	B	45.0	12.7	B	45.0	15.4	B	45.0	13.2	B
Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive	N/A	22.8	-	D	26.5	-	C	26.7	-	C	22.8	-	D	26.5	-	C	26.7	-	C
Montecito Road*	Yellowtail Drive and Copa De Oro Drive	N/A	26.0	-	C	28.8	-	B	29.2	-	B	25.9	-	C	28.7	-	B	29.2	-	B
	Copa De Oro Drive and Mainway Drive		30.0	-	B	30.1	-	B	31.1	-	A	30.0	-	B	30.1	-	B	31.0	-	A
	Mainway Drive and Bradbury Road		29.1	-	B	30.3	-	B	31.2	-	A	29.1	-	B	30.2	-	B	31.2	-	A
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard	N/A	27.6	-	A	25.7	-	A	25.2	-	B	27.4	-	A	25.1	-	B	24.7	-	B

NB = Northbound, SB = Southbound

*Analyzed as Two Lane Roadways with a speed limit of 35 MPH

**Analyzed as Two Lane Roadway with a speed limit of 30 MPH

EXISTING (2016) WITH FULL OCCUPANCY PLUS HEALTH CLUB CONDITIONS

To identify potential project impacts, project traffic was added to the Existing (2016) with Full Occupancy traffic conditions. A summary of Existing (2016) with Full Occupancy plus Project conditions weekday A.M., P.M., and weekday mid-day peak-hour traffic volumes are included in Tables 4.4-13 and 4.4-14. Table 4.4-13 includes a peak-hour intersection LOS summary for Existing (2016) plus Full Occupancy plus the Health Club, and Table 4.4-14 reports conditions for peak-hour roadway segments. As the tables indicate, all study area intersections and roadway segments are anticipated to continue to operate at satisfactory LOS (LOS D or better) with the addition of project traffic. Traffic impacts on intersections and roadway segments would be less than significant.

According to the project applicant, the proposed project is expected to be completed in late 2018. To present a near-term 2018 traffic condition, an ambient growth rate of 0.5 percent per year was added to existing traffic volumes, along with traffic from the unoccupied parcel within The Shops at Rossmoor. This growth rate is consistent with standard City practices for traffic studies.

In addition to the inclusion of an ambient growth rate, anticipated traffic from nearby planned developments that may utilize the study area roadway facilities by the time the project is planned to be built and operational was considered in the traffic analysis. No development projects were identified in Seal Beach. The neighboring City of Los Alamitos was contacted for information on anticipated developments that may contribute traffic to study area facilities. Based on information provided by City of Los Alamitos staff, traffic from the following cumulative projects were included in this analysis:

- Village 605 – 3131 Katella Avenue: Replacement of existing office use with the construction of a 113,800-square-foot neighborhood retail center within seven buildings
- Fairfield Inn & Suites – 10650 Los Alamitos Boulevard: Construction of a 108-room hotel

As shown in Tables 4.4.13 and 4.4.-14, all study area intersections and roadway segments are anticipated to operate at satisfactory LOS (LOS D or better) under Project Completion Year (2018) with Full Occupancy conditions, without and with the proposed health club. For future near-term conditions with cumulative traffic, impacts would be less than significant.

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Table 4.4-13: Project Completion Year (2018) Peak Hour Intersection Level of Service Summary

Intersection		Project Completion Year (2018)						Project Completion Year (2018) + Project								
		AM		PM		Sat		AM			PM			Sat		
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU
1	Seal Beach Boulevard/I-405 SB On/Off Ramps[1]	41.7	D	42.9	D	41.1	D	41.4	D	-	42.7	D	-	41.5	D	-
2	Seal Beach Boulevard/I-405 NB On/Off Ramps[1]	45.3	D	51.3	D	35.7	D	45.8	D	-	52.5	D	-	36.5	D	-
3	Seal Beach Boulevard/Lampson Avenue	0.822	D	0.807	D	0.794	D	0.826	D	0.004	0.814	D	0.007	0.802	D	0.008
4	Seal Beach Boulevard/Saint Cloud Drive	0.650	B	0.734	C	0.668	C	0.653	B	0.003	0.740	C	0.006	0.673	B	0.005
5	Seal Beach Boulevard/Town Center Drive	0.507	A	0.761	C	0.851	C	0.509	A	0.002	0.766	C	0.005	0.856	D	0.005
6	Seal Beach Boulevard/Rossmoor Center Way	0.549	A	0.699	B	0.681	B	0.566	A	0.017	0.741	C	0.042	0.713	C	0.032
7	Seal Beach Boulevard/Bradbury Road	0.759	C	0.698	B	0.647	B	0.761	C	0.002	0.705	C	0.007	0.651	B	0.004
8	Yellow Tail Drive/Saint Cloud Drive*	14.0	B	10.8	B	11.0	B	14.7	B	-	10.8	B	-	11.0	B	-
9	Montecito Road/Copa De Oro Drive*	11.5	B	9.6	A	8.8	A	11.6	B	-	9.6	A	-	8.8	A	-
10	Montecito Road/Rossmoor Center Way*	12.0	B	10.3	B	9.7	A	12.1	B	-	10.4	B	-	9.8	A	-
11	Montecito Road/Bradbury Road*	12.9	B	10.1	B	8.9	A	12.9	B	-	10.2	B	-	9.0	A	-
12	West Road/Rossmoor Center Way*	7.7	A	8.0	A	7.8	A	7.7	A	-	8.1	A	-	7.8	A	-
13	Internal Driveway/Rossmoor Center Way*	8.7	A	13.2	B	18.5	C	8.9	A	-	16.1	C	-	23.7	C	-
14	Internal Driveway/Town Center Drive*	7.8	A	11.8	B	16.3	C	7.8	A	-	11.8	B	-	16.3	C	-
15	Project Driveway/Rossmoor Center Way*	8.9	A	9.2	A	9.2	A	9.1	A	-	9.3	A	-	9.5	A	-

ICU V/C ratio is used for signalized intersections in the City of Seal Beach.

* Indicates unsignalized intersection. HCM delay in seconds is used for unsignalized intersections.

(Shade) = Exceeds City level of service criteria (LOS D)

1 HCM Methodology-consistent with Caltrans requirements

Table 4.4-14: Project Completion Year (2018) With Full Occupancy Peak Hour Roadway Level of Service Summary

Roadway	Segment	Direction	Project Completion Year (2018)									Project Completion Year (2018) + Project								
			AM			PM			Saturday Mid-day			AM			PM			Saturday Mid-day		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	NB	45.0	17.1	B	45.0	18.4	C	45.0	15.9	B	45.0	17.2	B	45.0	18.6	C	45.0	16.1	B
		SB	45.0	18.4	C	45.0	16.7	B	45.0	14.3	B	45.0	18.5	C	45.0	16.9	B	45.0	14.5	B
	Lampson Avenue and Saint Cloud Drive	NB	45.0	20.0	C	45.0	19.0	C	45.0	18.4	C	45.0	20.2	C	45.0	19.3	C	45.0	18.6	C
		SB	45.0	17.5	B	45.0	17.3	B	45.0	15.3	B	45.0	17.6	B	45.0	17.6	B	45.0	15.5	B
	Saint Cloud Drive and Town Center Drive	NB	45.0	15.1	B	45.0	15.2	B	45.0	14.7	B	45.0	15.2	B	45.0	15.4	B	45.0	14.9	B
		SB	45.0	11.8	B	45.0	13.2	B	45.0	11.7	B	45.0	11.9	B	45.0	13.4	B	45.0	11.9	B
	Town Center Drive and Rossmoor Center Way	NB	45.0	13.8	B	45.0	13.7	B	45.0	13.0	B	45.0	13.9	B	45.0	14.0	B	45.0	13.2	B
		SB	45.0	12.0	B	45.0	12.7	B	45.0	11.6	B	45.0	12.1	B	45.0	12.9	B	45.0	11.8	B
	Rossmoor Center Way and Bradbury Road	NB	45.0	13.5	B	45.0	13.6	B	45.0	13.2	B	45.0	13.6	B	45.0	13.8	B	45.0	13.4	B
		SB	45.0	12.4	B	45.0	14.4	B	45.0	13.2	B	45.0	12.5	B	45.0	14.6	B	45.0	13.4	B
	Bradbury Road and Rossmoor Way	NB	45.0	15.2	B	45.0	14.5	B	45.0	13.2	B	45.0	15.3	B	45.0	14.7	B	45.0	13.4	B
		SB	45.0	13.4	B	45.0	15.4	B	45.0	13.3	B	45.0	13.5	B	45.0	15.7	B	45.0	13.4	B
Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive	N/A	22.8	-	D	26.4	-	C	26.6	-	C	22.8	-	D	26.4	-	C	26.5	-	C
Montecito Road*	Yellowtail Drive and Copa De Oro Drive	N/A	25.9	-	C	28.7	-	B	29.2	-	B	25.9	-	C	28.6	-	B	29.1	-	B
	Copa De Oro Drive and Mainway Drive	N/A	30.0	-	B	30.1	-	B	31.0	-	A	30.0	-	B	30.0	-	B	31.0	-	A
	Mainway Drive and Bradbury Road	N/A	29.0	-	B	30.2	-	B	31.2	-	A	29.0	-	B	30.2	-	B	31.1	-	A
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard	N/A	27.6	-	A	25.6	-	A	25.2	-	B	27.3	-	A	25.1	-	B	24.7	-	B

NB = Northbound, SB = Southbound

*Analyzed as Two Lane Roadways with a speed limit of 35 MPH

**Analyzed as Two Lane Roadway with a speed limit of 30 MPH

FUTURE (2035) GENERAL PLAN BUILDOUT CONDITIONS

Traffic conditions for the future long-range condition, corresponding to the buildout of the City's General Plan, were analyzed. The traffic volumes for Future (2035) General Plan Buildout traffic conditions were developed based on an annual growth rate applied to the Existing (2016) weekday A.M., P.M., and weekend peak-hour traffic volumes at study intersections and roadway segments to represent a 19-year horizon. Based on discussions with City staff, a growth rate of 0.5 percent per year was applied over the time frame between Existing and Future (2035) General Plan Buildout traffic conditions to provide a conservative traffic analysis.

To account for the fully occupied retail center, the trip assignment generated earlier for the unoccupied restaurant was manually added to the Future (2035) General Plan Buildout traffic volumes to develop the volumes for the Future (2035) General Plan Buildout with Full Occupancy condition. The LOS at the study area intersections and roadway segments were identified based on this data.

A summary of Future (2035) General Plan Buildout with Full Occupancy LOS for study area intersections and roadway segments is presented in Tables 4.4-15 (Future 2035 General Plan Buildout with Full Occupancy Peak Hour Intersection Level of Service Summary) and 4.4-16 (Future 2035 General Plan Buildout with Full Occupancy Peak Hour Roadway Level of Service Summary), respectively. The LOS for study area intersections and roadway segments associated with the inclusion of the proposed project are presented in Tables 4.4-15 (Future 2035 General Plan Buildout with Full Occupancy Plus Health Club Peak Hour Intersection Level of Service Summary) and 4.4-16 (Future 2035 General Plan Buildout with Full Occupancy Plus Health Club Peak Hour Roadway Level of Service Summary), respectively.

As shown on the tables, all study area intersections and roadway segments are anticipated to operate at satisfactory LOS (LOS D or better) under Future (2035) General Plan Buildout with Full Occupancy, without and with health club conditions. Impacts related to level of service for project intersections and roadways would be less than significant**.**

As Table 4.4-15 shows, the addition of project traffic at the intersection of Seal Beach Boulevard and Rossmoor Center Way results in an ICU increase that meets the City's threshold of significance of 0.040 during the weekday P.M. peak hour. It should be noted this intersection is anticipated to operate at an acceptable LOS C or better under all peak hours in the Future (2035) General Plan Buildout with Full Occupancy with Project conditions. As all study area intersections and roadway facilities are anticipated to operate at satisfactory LOS from Existing (2016) to Future (2035) General Plan Buildout with Full Occupancy plus Project traffic conditions, operational improvements aimed at alleviating LOS deficiencies are not warranted and have not been recommended. Existing queuing issues that occur in the northbound left-turn lane at the intersection of Seal Beach Boulevard and Rossmoor Center Way are anticipated to be alleviated by the proposed improvement to the northbound left-turn lane as part of the proposed project. Although this northbound left-turn queuing is an existing concern, the project would improve the stacking distance to eliminate existing queuing deficiencies and avoid what could have been an increase in those deficiencies without this element of the project.

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Table 4.4-15: Future Buildout Year (2035) Peak Hour Intersection Level of Service Summary

	Intersection	Future Buildout Year (2035)						Future Buildout Year (2035) + Project								
		AM		PM		Sat		AM			PM			Sat		
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU
1	Seal Beach Boulevard/I-405 SB On/Off Ramps[1]	42.1	D	47.0	D	46.6	D	41.7	D	-	47.1	D	-	47.2	D	-
2	Seal Beach Boulevard/I-405 NB On/Off Ramps[1]	43.2	D	44.9	D	36.6	D	43.7	D	-	46.9	D	-	37.4	D	-
3	Seal Beach Boulevard/Lampson Avenue	0.809	D	0.848	D	0.799	D	0.813	D	0.004	0.855	D	0.007	0.806	D	0.007
4	Seal Beach Boulevard/Saint Cloud Drive	0.623	B	0.738	C	0.669	C	0.625	B	0.002	0.744	C	0.006	0.675	B	0.006
5	Seal Beach Boulevard/Town Center Drive	0.498	A	0.776	C	0.870	C	0.501	A	0.003	0.781	C	0.005	0.875	D	0.005
6	Seal Beach Boulevard/Rossmoor Center Way	0.544	A	0.713	C	0.713	C	0.559	A	0.015	0.753	C	0.040	0.744	C	0.031
7	Seal Beach Boulevard/Bradbury Road	0.766	C	0.730	C	0.680	C	0.769	C	0.003	0.736	C	0.006	0.684	B	0.004
8	Yellow Tail Drive/Saint Cloud Drive*	12.5	B	10.7	B	10.8	B	12.9	B	-	10.7	B	-	10.9	B	-
9	Montecito Road/Copa De Oro Drive*	10.4	B	9.3	A	8.8	A	10.4	B	-	9.3	A	-	8.8	A	-
10	Montecito Road/Rossmoor Center Way*	11.0	B	9.8	A	9.6	A	11.1	B	-	9.9	A	-	9.7	A	-
11	Montecito Road/Bradbury Road*	11.3	B	9.9	A	9.1	A	11.3	B	-	9.9	A	-	9.1	A	-
12	West Road/Rossmoor Center Way*	7.6	A	8.0	A	7.8	A	7.6	A	-	8.0	A	-	7.8	A	-
13	Internal Driveway/Rossmoor Center Way*	8.7	A	13.9	B	19.5	C	9.0	A	-	17.3	C	-	25.0	C	-
14	Internal Driveway/Town Center Drive*	7.7	A	11.4	B	17.9	C	7.7	A	-	11.4	B	-	17.9	C	-
15	Project Driveway/Rossmoor Center Way*	8.9	A	9.1	A	9.3	A	9.0	A	-	9.3	A	-	9.4	A	-

ICU V/C ratio is used for signalized intersections in the City of Seal Beach.

* Indicates unsignalized intersection. HCM delay in seconds is used for unsignalized intersections.

(Shade) = Exceeds City level of service criteria (LOS D)

1 HCM Methodology-consistent with Caltrans requirements

Table 4.4-16: Future (2035) Buildout with Full Occupancy Peak Hour Roadway Level of Service Summary

Roadway	Segment	Direction	Future Buildout Year (2035)									Future Buildout Year (2035) + Project								
			AM			PM			Saturday Mid-day			AM			PM			Saturday Mid-day		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	NB	45.0	14.4	B	45.0	18.5	C	45.0	15.7	B	45.0	14.5	B	45.0	18.7	C	45.0	15.8	B
		SB	45.0	19.3	C	45.0	17.4	B	45.0	14.8	B	45.0	19.4	C	45.0	17.6	B	45.0	14.9	B
	Lampson Avenue and Saint Cloud Drive	NB	45.0	16.9	B	45.0	17.9	B	45.0	17.4	B	45.0	17.0	B	45.0	18.1	C	45.0	17.5	B
		SB	45.0	16.3	B	45.0	18.2	C	45.0	15.9	B	45.0	16.4	B	45.0	18.4	C	45.0	16.1	B
	Saint Cloud Drive and Town Center Drive	NB	45.0	14.2	B	45.0	14.1	B	45.0	13.7	B	45.0	14.3	B	45.0	14.4	B	45.0	13.8	B
		SB	45.0	11.6	B	45.0	14.0	B	45.0	12.0	B	45.0	11.7	B	45.0	14.2	B	45.0	12.2	B
	Town Center Drive and Rossmoor Center Way	NB	45.0	13.6	B	45.0	13.6	B	45.0	12.7	B	45.0	13.7	B	45.0	13.9	B	45.0	12.8	B
		SB	45.0	12.1	B	45.0	13.3	B	45.0	11.7	B	45.0	12.2	B	45.0	13.5	B	45.0	11.9	B
	Rossmoor Center Way and Bradbury Road	NB	45.0	13.9	B	45.0	14.2	B	45.0	13.0	B	45.0	14.0	B	45.0	14.4	B	45.0	13.2	B
		SB	45.0	12.4	B	45.0	14.8	B	45.0	13.5	B	45.0	12.5	B	45.0	15.0	B	45.0	13.6	B
	Bradbury Road and Rossmoor Way	NB	45.0	15.7	B	45.0	14.2	B	45.0	13.3	B	45.0	15.7	B	45.0	14.4	B	45.0	13.5	B
		SB	45.0	13.0	B	45.0	16.0	B	45.0	13.4	B	45.0	13.1	B	45.0	16.3	B	45.0	13.5	B
Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive	N/A	25.5	-	C	26.5	-	C	26.7	-	C	25.5	-	C	26.5	-	C	26.7	-	C
Montecito Road*	Yellowtail Drive and Copa De Oro Drive	N/A	27.8	-	C	29.1	-	B	29.1	-	B	27.8	-	C	29.0	-	B	29.1	-	B
	Copa De Oro Drive and Mainway Drive	N/A	30.3	-	B	30.7	-	A	31.0	-	A	30.4	-	B	30.7	-	A	31.0	-	A
	Mainway Drive and Bradbury Road	N/A	29.8	-	B	30.7	-	A	31.4	-	A	29.7	-	B	30.7	-	A	31.4	-	A
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard	N/A	27.8	-	A	26.1	-	A	25.7	-	A	27.6	-	A	25.5	-	A	25.3	-	B

NB = Northbound, SB = Southbound
*Analyzed as Two Lane Roadways with a speed limit of 35 MPH
**Analyzed as Two Lane Roadway with a speed limit of 30 MPH

Impact 4.0. C The proposed project would not conflict result in a change in air traffic patterns, including an increase in traffic levels or a change in location that results in substantial safety risks.

The proposed project site is not within an area that is subject to an airport land use plan and thus would not change air traffic patterns.

Impact 4.0. D The proposed project would not substantially increase hazards due to design features or incompatible uses.

This section presents the results of the site access assessment at the shopping center with full occupancy, both without and with the proposed health club. This assessment was performed to examine traffic volumes and any potential motor vehicle, bicycle, and pedestrian conflicts that might be created with the proposed project and associated access improvements.

SITE ADJACENT DRIVEWAYS AND CIRCULATION (AT ROSSMOOR PARK)

Based on the intersection and roadway analysis and observations made by the project traffic consultant, the section of Rossmoor Center Way adjacent to the project site between Montecito Road and the internal driveways into Pei Wei and Sprouts operates at acceptable levels of service. The amount of traffic on this segment of Rossmoor Center Way is lower than the segment of Rossmoor Center Way just west of Seal Beach Boulevard. Specifically, 2,620 vehicles were counted in a 24-hour period on Tuesday, October 18, 2016 on Rossmoor Center Way between Montecito Road and the Sprouts and Pei Wei driveways, while 8,267 vehicles were counted in the same period on Rossmoor Center Way between the Sprouts and Pei Wei driveways and Seal Beach Boulevard. In an effort to provide perspective on what these volumes mean for traffic, the City considers 12,500 vehicles per day to be the capacity for a two-lane undivided roadway, like the segment of Rossmoor Center Way between Montecito Road and the Sprouts and Pei Wei driveways.

Additionally, weekday A.M., P.M., and weekend mid-day peak hour counts at the unsignalized Rossmoor Park outbound-only driveway to the north of the site revealed a maximum of 46 peak-hour vehicles leaving the residences during any peak hour. This translates to approximately one vehicle leaving the Rossmoor Park residential development every 78 seconds during the weekday P.M. peak hour. Combined with the daily volumes counted on Rossmoor Center Way directly in front of this driveway, which are within the 12,500 vehicles per day capacity, the operations at this location and along this segment are considered acceptable and would not result in unacceptable interruptions in vehicular movements because of traffic.

It needs to be clarified that this does not apply to the segment of Rossmoor Center Way between the Sprouts and Pei Wei driveways and Seal Beach Boulevard, which experiences more than three times the daily traffic of the segment discussed above. Further analysis of the segment of Rossmoor Center Way between the Sprouts and Pei Wei driveways and Seal Beach Boulevard and the overall traffic operations at the intersection of Seal Beach Boulevard and Rossmoor Center Way are the focus of the following analysis.

ROSSMOOR CENTER WAY AND SHOPS AT ROSSMOOR ACCESS AND CIRCULATION

As part of the site access assessment, existing and potential turn-pocket queuing issues at site access points and site-adjacent intersections were analyzed using the SimTraffic (Version 9.1) software. SimTraffic is analysis software that provides a microscopic model that more accurately simulates real world conditions as compared to macroscopic analysis tools such as Traffix. SimTraffic tracks and collects measures of effectiveness for each vehicle in a traffic system during a simulation. Due to variability that arises from simulations of this nature, multiple simulation runs for each analysis scenario have been averaged to draw representative queuing results. This method more accurately measures the full impact of queuing and blocking of traffic.

Table 4.4-17 (Site Access Queuing Summary) shows queuing results for Existing (2016) with Full Occupancy without and with project traffic and indicates that existing peak-hour queues at site access points and site-adjacent intersections are

anticipated to be sufficiently stored by existing facilities, with the exception of the northbound left-turn pocket at the intersection of Seal Beach Boulevard and Rossmoor Center Way. The existing weekday P.M. and weekend midday 95th percentile peak-hour queues extend past the storage provided by the existing northbound left-turn pocket. The northbound left-turn pocket currently provides 105 feet of storage with a 100-foot transition. However, as Table 4.4-17 shows, a potential queue of 190 feet (without the project) during the weekday P.M. peak hour could spill back into the adjacent through lane.

Because this northbound left-turn lane will be improved by the project applicant concurrent with project implementation, the added project traffic to this queue is not anticipated to spill back into the adjacent through lane. The addition of traffic associated with the project to this movement is anticipated to result in a 95th percentile queue of 198 feet during the weekday p.m. peak hour. It should be noted that anticipated queue lengths are not directly correlated to their associated volumes, as queuing for a given movement is also dependent on traffic signal operations.

This existing queuing issue would be eliminated with the lengthening of the northbound left-turn pocket included as part of the proposed project. All other site access points and site-adjacent intersections are anticipated to be sufficiently served by existing facilities.

Eastbound and westbound queues on the segment of Rossmoor Center Way between the internal driveway and Seal Beach Boulevard are shown as adequately accommodated in Table 4.4-17 for both Existing (2016) with Full Occupancy without and with the proposed project. However, field observations and experience with this segment reveal that vehicles on occasion fill up the 233 feet between the driveways to the Shops at Rossmoor and Seal Beach Boulevard. The lack of overflow shown in the analysis may be a function of vehicles staying in the upstream northbound left and southbound right movements on Seal Beach Boulevard to avoid illegally blocking the intersection. The queues in Table 4.4-17 show that anticipated inbound queues reach 200 feet in the weekday P.M. peak hour, a length that is less than 40 feet from filling up the entire available inbound lane. The operations of this segment of Rossmoor Center Way affect the upstream northbound left-turn queues, which have been identified in Table 4.4-17 as exceeding the currently available storage.

PROJECT OFF-SITE IMPROVEMENTS

As part of the proposed project and as noted above, the applicant proposes to implement two off-site improvements to access facilities. These include lengthening of the northbound left-turn pocket at the intersection of Seal Beach Boulevard and Rossmoor Center Way to 250 feet and widening Rossmoor Center Way between the internal driveway and Seal Beach Boulevard. This section provides details on these project off-site improvements.

Northbound Left-Turn Pocket Lengthening

The northbound left-turn movement is currently experiencing queues that could extend past the existing left-turn pocket during periods of peak demand. The provision of dual left-turn lanes is one possible solution to long queues. However, if an unequal utilization of the left-turn lanes were probable, the effectiveness of providing two lanes would be greatly diminished. In addition, right-of way may be necessary to implement dual left-turn lanes. In these circumstances, extending the queue available to the single lane may be a better option. As previously referenced Table 4.4-17 shows, the northbound left-turn pocket would require a storage length of approximately 190 feet (an extension of 85 feet) to accommodate Existing (2016) with Full Occupancy peak-hour queues and a storage length of approximately 198 feet (an extension of 93 feet) to accommodate Existing (2016) with Full Occupancy plus Project peak-hour queues. As illustrated in Exhibit 4.4-2, the existing landscaped median along Seal Beach Boulevard would require modification and possibly vacation to provide the recommended storage length. As shown in Exhibit 4.4-2, a storage length of 250 feet (an extension of 145 feet) would not reduce the existing 100-foot southbound left-turn pocket providing access to the adjacent Target shopping center, but may create a situation where the two adjacent left-turn pockets would effectively be “back to back.”

Even though the project would involve extending the northbound turn lane, it should be noted that the proposed project’s contribution to this existing and future queuing deficiency is at most 17 percent during any peak hour under Existing (2016) with Full Occupancy plus Project conditions.

Table 4.4-17
Site Access Queuing Summary

Intersection		Movement	Storage Length	95th Percentile Queue (ft)		
				AM	PM	Sat Mid-day
Existing (2016) with Full Occupancy						
Existing Signal Timing						
6	Seal Beach Boulevard/Rossmoor Center Way	NBL	105	103	190	168
		EBL	230	113	213	185
		EBTR	230	78	81	87
13	Internal Driveway/Rossmoor Center Way	EBLT	190	51	48	56
		EBTR	190	51	50	52
		WBLTR	230	89	165	156
Existing (2016) with Full Occupancy plus Project						
Existing Signal Timing						
6	Seal Beach Boulevard/Rossmoor Center Way	NBL	250	107	198	176
		EBL	230	128	**240**	200
		EBTR	230	82	96	103
13	Internal Driveway/Rossmoor Center Way	EBLT	190	50	56	53
		EBTR	190	49	53	59
		WBLTR	230	96	200	172
Rossmoor Center Way Reconfiguration (Two Westbound Lanes, One and a Half Eastbound Lanes)						
6	Seal Beach Boulevard/Rossmoor Center Way	NBL	250	115	224	210
		EBTL	230	121	231	223
		EBR	150	58	**168**	**168**
13	Internal Driveway/Rossmoor Center Way	EBLTR	190	58	73	80
		WBLT	230	77	180	145
		WBR	230	55	58	64
Addition of Right-In Only Driveway on Seal Beach Boulevard						
13	Internal Driveway/Rossmoor Center Way	EBLT	190	50	50	55
		EBTR	190	50	50	56
		WBLTR	230	85	189	164

Storage Length = Storage length as measured from stop bar to the end of lane striping, ft = feet, NB = northbound, EB = eastbound, L = left, T = through, R = right
BOLD = Exceeds existing storage length

As part of the project proposed, the applicant additionally proposes to make the following offsite improvement to enhance area traffic flow.

Reconfiguration of Rossmoor Center Way (Two Westbound Lanes and One and a Half Eastbound Lanes)

As illustrated on Exhibit 4.4-3, an improvement to reduce the westbound queuing on Rossmoor Center Way between the internal driveway and Seal Beach Boulevard is proposed to increase the capacity for vehicles entering the project site at Rossmoor Center Way/Seal Beach Boulevard. Providing two inbound lanes (460 feet) would increase the storage for incoming vehicles and reduce the chance that vehicles would back out onto Seal Beach Boulevard. The addition of a second westbound lane along Rossmoor Center Way would reduce westbound (inbound) queue lengths to approximately 180 feet (from 200 feet) in the new westbound shared left-turn/through lane and approximately 64 feet in the new westbound right-turn lane. This would mean that the total queue in both lanes, 244 feet, would fit within the total capacity of both lanes (460 feet). However, the restriction of the eastbound lanes along Rossmoor Center Way is anticipated to lengthen eastbound (outbound) queues.

The constraint of this improvement is that the two outbound lanes, which provide 460 feet of storage (230 feet in each lane from Sprouts/Pei Wei to Seal Beach Boulevard), would be reduced to one lane (approximately 380 feet of storage, 230 feet in the shared through left-turn lane and 150 feet in the right-turn lane).

The eastbound (outbound) queues at the intersection of Seal Beach Boulevard and Rossmoor Center Way would be approximately 231 feet (from 240 feet) in the eastbound shared left-turn/through lane and approximately 168 feet (from 96 feet) in the eastbound right-turn lane. The traffic and queueing analysis in the traffic study describes how vehicles on occasion back up past the internal intersection due to the queue of vehicles waiting for the green light at Rossmoor Center Way/Seal Beach Boulevard. Based on observations made in the field by LSA staff, the majority of vehicles turn left at the intersection.

In conclusion, the widening of Rossmoor Center Way would improve existing queuing conditions and avoid any new queuing conditions and the improvement would not increase safety hazards. **Impact would be less than significant.**

PEDESTRIAN MOVEMENT

To illustrate the project's effect on local traffic adjacent to the pedestrians identified, the weekday ADT counts taken in October, 2016 for segments of St. Cloud Drive and Montecito Road are shown below alongside the anticipated project daily traffic.

Table 4.4-18
Existing and Project-Related ADT near Pedestrian Travel Paths

Roadway	Segment	Existing ADT*	Project ADT*	Percent Increase
Saint Cloud Drive	Seal Beach Boulevard and Yellowtail Drive	12,295	61	0.4%
Montecito Road	Yellowtail Drive and Copa De Oro Drive	6,275	49	0.8%
	Copa De Oro Drive and Mainway Drive	5,895	37	0.6%
	Mainway Drive and Bradbury Road	5,647	37	0.7%
* ADT = Average Daily Traffic				

The increases in daily traffic due to project traffic represent an increase of less than one percent at each roadway segment measured. As a result project traffic would not alter existing traffic volumes or the existing pedestrian experience in any noticeable way. **Impact would be less than significant.**

Impact 4.0. E The proposed project would not result in inadequate emergency access.

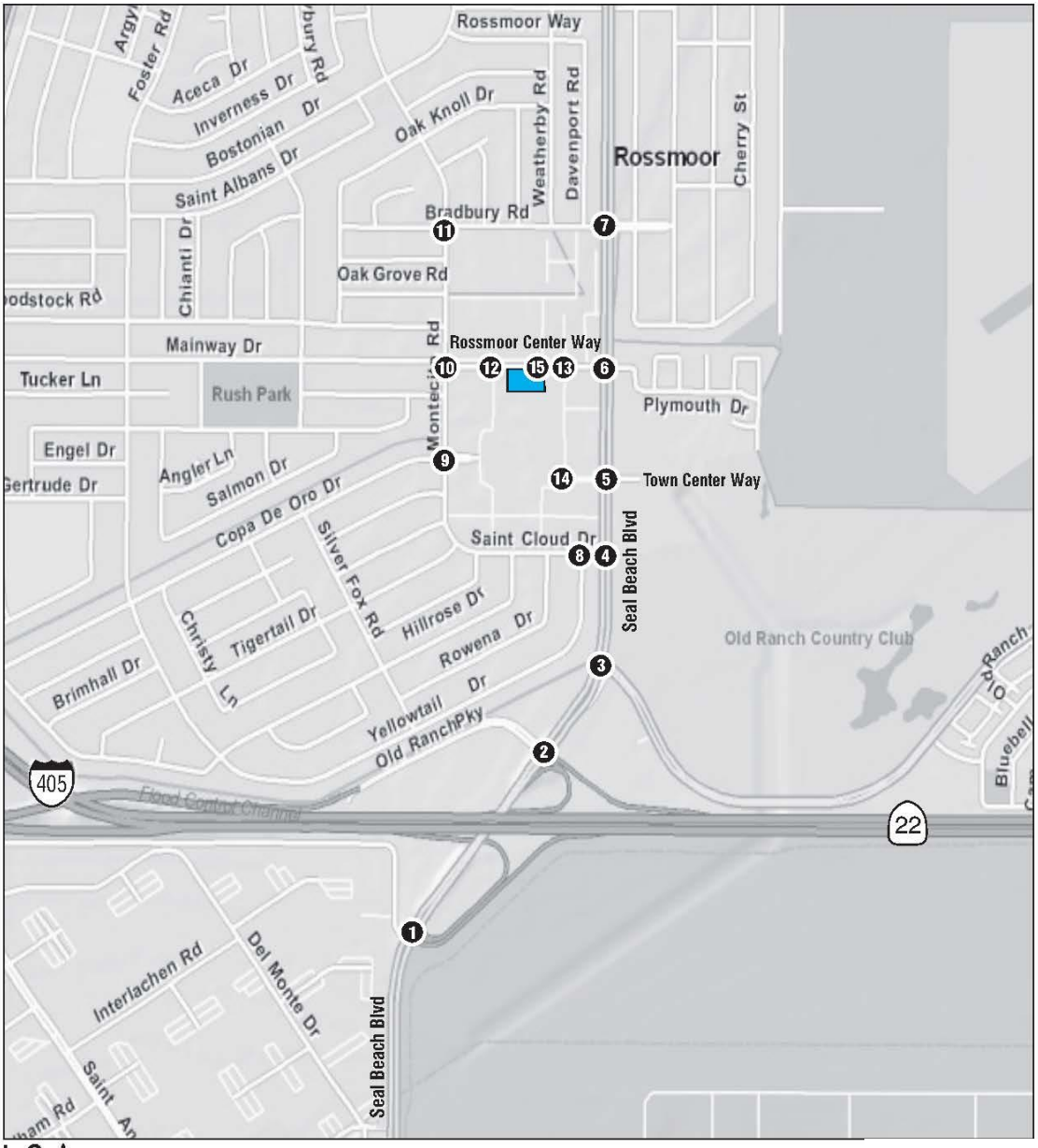
The proposed project does not include any feature around the building that would impede emergency access, nor would the project result in substantial additional traffic volumes that would decrease the LOS and potentially impede emergency vehicle movement**.** Impact would be less than significant.

Mitigation Measures

No mitigation measures are required.

Level of Significance with Mitigation Incorporated

Not applicable.



LSA

LEGEND

- Project Site
- 8 - Study Area Intersection

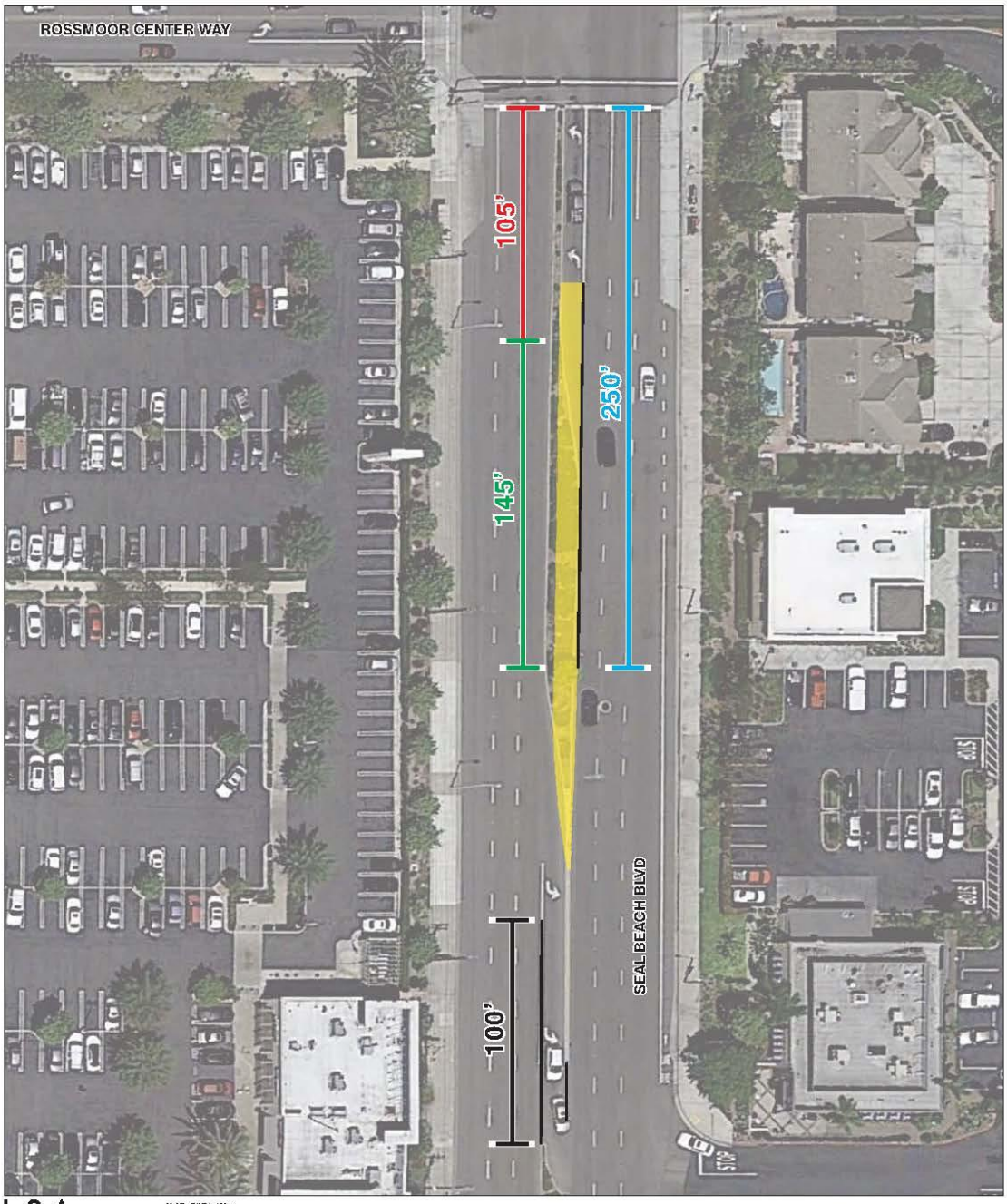
Health Club within The Shops at Rossmoor

Project Location and Study Area Intersections

SOURCE: ESRI

I:\MPA1401\G\Location & Study Ints.cdr (12/13/2016)

EXHIBIT 4.4-1



LSA

LEGEND
- Recommended Turn Pocket Extension
- Existing Turn Pocket Storage
- Recommended Turn Pocket Storage
- Recommended Extension

0 30 60
FEET

SOURCE: Google Earth

I:\MPA1401\G\Turn Pocket Extension.cdr (3/3/2017)

Health Club within The Shops at Rossmoor
Recommended Turn Pocket Extension

EXHIBIT 4.4-2

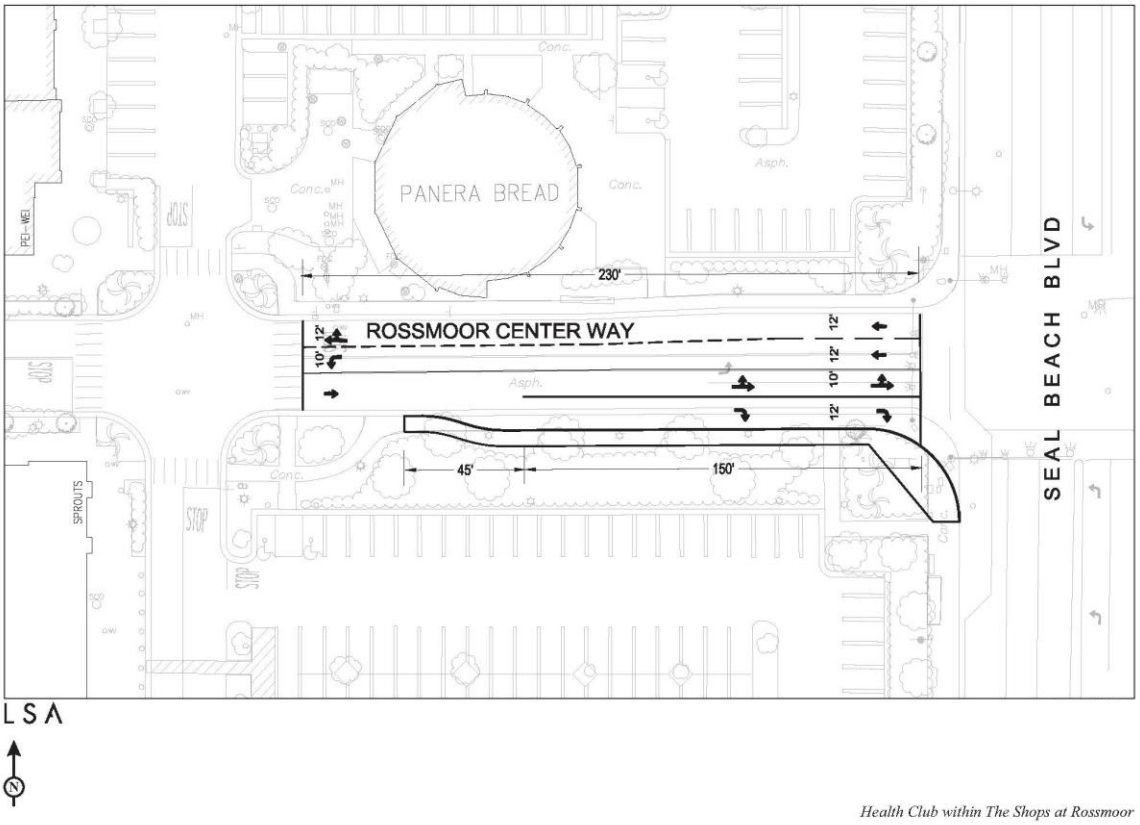

PANERA BREAD
ROSSMOOR CENTER WAY
SEAL BEACH BLVD
230'
45'
150'
12'
10'
12'
10'
12'
Conc.
Asph.
STOP
PED-WEL
SPROUTS
LSA
N
Health Club within The Shops at Rossmoor
Rossmoor Center Way Reconfiguration Alternative
SOURCE: Avantec
I:\MPA1401\G\RCW Reconfig Alt.cdr (3/3/2017)

EXHIBIT 4.4-3

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Alternatives 5.0

Purpose

Section 15126.6 of the CEQA Guidelines requires analysis of a reasonable range of alternatives to the proposed project that would feasibly attain some or all or the main objectives of the proposed project while avoiding or substantially lessening one or more of the significant environmental effects that would occur. This chapter includes examination of alternatives that could reduce short-term construction noise impacts and long-term operational noise impacts (the roof-mounted HVAC equipment) since these are the only potentially significant impacts associated with the project (and can be fully mitigated).

Rationale for Alternative Selection and Alternatives Considered but Rejected

An EIR is not required to consider alternatives that are infeasible, unreasonable, or overly speculative. The CEQA Guidelines do not establish or recommend a standard for the number of alternatives that must be addressed. Instead, the CEQA Guidelines require that an EIR describe a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. The range of alternatives is determined on a case-by-case basis depending on the unique characteristics of the project location, the project objectives, the environmental setting, and the potentially significant impacts that are associated with the project. Accordingly, the specific criteria established by the CEQA Guidelines, and used in this Draft EIR, for the selection of a reasonable range of alternatives for the project are whether it:

1. Feasibly accomplishes most or all of the project's main objectives

2. Avoids or substantially reduces one or more of the significant environmental effects associated with the project

The only potentially significant impacts requiring mitigation which have been identified in this EIR are potential noise impacts resulting from: 1) operation of the roof-mounted HVAC equipment (which would be mitigated with shielding or baffling; see Impact Noise-1) and 2) possible temporary construction noise (which would be mitigated by implementing a construction-related noise mitigation plan; see Impact Noise-2). It should be noted that both of these impacts were determined to be reduced to a less-than-significant level with implementation of the identified mitigation measures.

Alternatives Considered but Rejected

As discussed under Impact 4.3.D in Section 4.3 of the DEIR, absent mitigation, the mounting of the HVAC units on the rooftop could result in a violation of City noise standards due to the potential for the units to generate over 50 dBA as measured at the nearest residences. In the worst-case scenario, the proposed HVAC units would exceed the City's noise standards by no more than 3dBA. To put this 3dBA excess into context, it is worth noting that, as stated in Section 4.3, a 3dBA increase represents the point at which a noise increase "will be generally perceivable by most people." Yet, it falls short of the 5dBA increase in noise which "is considered a noticeable change by most people." Because the amount of noise at issue with respect to the HVAC units is so minimal as to be "perceptible" but not yet "noticeable" and mitigation measures have been provided to reduce this potential project noise impact to a level of insignificance, alternatives focused on the location of the HVAC units have been considered, but rejected, as not providing a meaningful basis for consideration.

Based on community input, an alternative to improving the westbound queuing on the segment of Rossmoor Center was evaluated by LSA (traffic consultant). An additional access point into the retail center would decrease the number

of vehicles using this segment. The alternative proposed an inbound only driveway south of Rossmoor Center Way near the existing Subway restaurant.

Upon discussions with City staff and the City's transportation consultant, further investigation of the feasibility of this alternative access improvement was conducted. The City would require a 120-foot deceleration lane on Seal Beach Boulevard to allow the new driveway. This investigation revealed the following challenges of implementing the new driveway and right-in only lane:

- Adding a deceleration lane could pose considerable conflicts with existing public utilities which would render this option financially infeasible;
- A new driveway would result in a reduction of onsite parking spaces;
- Several of the operating tenants will have to grant their approval for the design;
- The utilization of the new driveway is less than 50 inbound peak hour vehicles.

Due to the challenges associated with the Seal Beach Boulevard driveway and right-in only improvement, this alternative was not considered feasible. The Rossmoor Center Way widening alternative is considered to be feasible and thus is the preferred access improvement alternative and have been incorporated into the project description.

Another alternative considered but rejected was placing the proposed project at an alternative location in Seal Beach (a location not in the Shops at Rossmoor; see Alternative 2). Noting that the applicant for the project is the owner of the Shops at Rossmoor, this alternative was rejected because it would not meet any of the applicant's project objectives, including those of expanding uses at the Shops at Rossmoor and building out the shopping center in accordance with the City's adopted land use entitlements for the center. Given that the City has adopted policies for uses within the center and the proposed project fits within those policies, it would not be appropriate for this EIR to indirectly reconsider those policies by evaluating an offsite alternative. Additionally, the CEQA statute does not require that an EIR's list of project alternatives include finding an alternative location for the project, and Section 15126.6(a) of the CEQA Guidelines requires only that the EIR describe and evaluate "a range of reasonable alternatives to the project, or to the location of the project." Nonetheless, an alternative to the proposed location of the project is addressed in Alternative 2, which would place the project at a different site within the retail center.

Alternatives Considered

ALTERNATIVE 1: "NO PROJECT" ALTERNATIVE

According to Section 15126.6(e)(2) of the CEQA Guidelines, the evaluation of alternatives in an EIR shall include a "no project" scenario, defined as "...what is reasonably expected to occur in the foreseeable future if the project was not approved, based on current plans and consistent with available infrastructure and community services." For the purpose of this EIR, this alternative assumes that the proposed project would not be constructed. Under Section 15126(e)(3)(B) of the Guidelines, where, as here, the proposed project is "a development project on identifiable property," the "no project" alternative must address "predictable actions by others, such as the proposal of some other project," as opposed to analyzing "a set of artificial assumptions that would be required to preserve the existing physical environment." Therefore, this alternative assumes that if the proposed project is not approved, another project would take its place on this same site.

The applicant has proposed the project at this specific project site and configuration based on detailed marketing and siting analyses. The project site is zoned for the general commercial use, has adequate services and utilities, meets all parking requirements while maintaining the center's parking compliance as a whole, and otherwise is suitable for the fitness center. The center has general commercial zoning, parking in excess of City requirements, and a parking field which, from a planning perspective, invites further commercial development at the project site. As a result, from a business perspective and based upon the fact that the owner of the Shops at Rossmoor already has proposed the

health center use for the project site, it is highly predictable that if the project is not approved, the owner would pursue other general commercial uses for the project site and the existing environmental conditions would not be maintained. Therefore, evaluation of the "no project" alternative identifies and focuses upon the practical result of the project's non-approval. If the fitness center is not approved, another general commercial use with similar impacts to the proposed project could be built on the site consistent with City planning and zoning regulations.

The Seal Beach Municipal Code allows many commercial uses in the General Commercial zone, both as a matter of right and subject to Conditional Use Permit approval (such as the proposed health club). Uses permitted as a matter of right include retail sales businesses, coffee houses, and professional offices. Conditionally permitted uses include full-service restaurants with alcohol sales, building materials sales, and day care centers.

The key public concern raised through the Notice of Preparation process regarding the proposed project was traffic generation and traffic safety. In the analysis in this EIR, traffic impacts have been found to be less than significant. However, to examine how alternative allowed uses on the site might compare to the proposed project in terms of daily trip generation, a comparison of trip rates by land use type was made to determine if any alternative uses would reduce traffic volumes generated.

Table 5-1 provides evening peak-hour trip generation numbers for the proposed land use (health club) and for other uses both permitted and/or conditionally permitted in the General Commercial zone. The trip rates are compared by taking the size of the land use in 1,000 square feet (the proposed project is 37,000 square feet) and multiplying that by the trip rate. For the proposed project, the multiplier 37 would be used with the trip rate to compare the project to other uses. For example, the proposed project would generate 131 vehicle trips per hour to the site during the peak commute hour (4:00 to 6:00 P.M.), whereas a walk-in bank would generate 449 trips during evening peak hours (or 318 trips more than proposed use). A general office use would generate 55 trips during the evening peak hour (or 76 less fewer than the proposed use).

Table 5-1
ITE Trip Rates[1] for Various General Commercial Land Uses

Land Use	ITE Traffic Generation Type	Trip Generation (ITE Trip Rate) per thousand square feet
Commercial Recreation (conditional use)	Health/Fitness club	P.M. Peak Hour: 3.53
Permitted Uses		
Banks and other financial institutions	Bank (walk-in)	P.M. Peak Hour: 12.13
Coffee house/dessert shop	Bakery and cafe	P.M. Peak Hour: 28.00
Nurseries	Garden center	P.M. Peak Hour: 6.94
Office, business and professional	General office building	P.M. Peak Hour: 1.49
Retail sales	Retail clothing store	P.M.Peak Hour: 3.73
Conditional Uses		
Banks and other financial institutions	Bank (drive-in)	P.M. Peak Hour: 24.30
Building material and services	Building materials and lumber store	P.M. Peak Hour: 4.49
Daycare center	Daycare Center	P.M. Peak Hour: 12.46
Full-service restaurant	Quality restaurant	P.M. Peak Hour: 7.49
Home Improvement Sales and Service	Hardware store	P.M. Peak Hour: 4.84
Hospital/clinic	Clinic	P.M. Peak Hour: 5.18

[1] The Institute of Transportation Engineers'(ITE) Trip Generation informational report provides trip generation rates for numerous land use and building types. ITE Procedures estimate the number of trips entering or exiting a site at a given time (sometimes the number entering and exiting combined is estimated). ITE Rates are functions of type of development, and square footage, number of gas pumps, number of dwelling units, or other standard measurable things.

Table 5-1
ITE Trip Rates[1] for Various General Commercial Land Uses

Land Use	ITE Traffic Generation Type	Trip Generation (ITE Trip Rate) per thousand square feet
Hotels/motels	Hotel without restaurant	P.M. Peak Hour: 0.60

Additionally, it should be noted that if the "no project" alternative were considered to reflect the maintenance of the existing site conditions without change, not only are the impacts of the proposed project reduced by the proposed mitigation measures to a less-than-significant level, but improvements to existing traffic deficiencies which are proposed as part of the project description might not be made, thus leaving queuing at the northbound left-turn lane from Seal Beach Boulevard to Rossmoor Center Drive in a deficient state. The proposed project, therefore, represents an environmentally superior proposal to the existing site conditions.

ALTERNATIVE 2: ALTERNATIVE LOCATION AT THE SHOPS AT ROSSMOOR SHOPPING CENTER

A second alternative evaluated was locating the 37,000-square-foot health club to vacant tenant space within the Shops at Rossmoor, specifically the space most recently occupied by an 8,827-square-foot Marie Callender's Restaurant, just west of Seal Beach Boulevard (see Exhibit 5-1). This would require demolition of the existing restaurant building. If the health club were relocated within the shopping center, primary access could be from Seal Beach Boulevard at Towne Center Drive. A clear challenge for this alternative would be replacing an existing single-story restaurant with a health club more than three times the restaurant's square footage. The consequences of such a change would be significant, including potentially affecting short and long-term parking availability, disrupting adjacent traffic patterns, impacting business within the center, and creating additional construction impacts because of the demolition involved. As discussed below, these adverse consequences would not avoid or substantially lessen any significant environmental impact of the proposed project.

This alternative could redirect additional traffic associated with the health club from Rossmoor Center Way to Towne Center Drive if the alternative site were in the southern portion of the shopping center. However, since traffic impacts were not found to be adversely significant, relocating the proposed health club to another site within the Shops at Rossmoor would not be needed to avoid or reduce an identified significant adverse traffic impact. Additionally, although it might make a minor, if any, reduction in traffic on Montecito Road, it would not have a materially different effect on that traffic, given that the proposed project's contribution to various segments of Montecito Road already was well less than 1% of the total Montecito Road traffic (see Chapter 4.4). In the short-term, this alternative would eliminate, for nearby residents, noise associated with project construction. Construction noise, however, was not found to have a significant impact after mitigation, so this alternative would not eliminate an unmitigable significant impact.

This alternative would result in the loss of a significant sales tax revenue opportunity for the City, as it would replace a highly visible retail/restaurant site with a fitness center which would not generate significant taxable sales. Also, this alternative could require improvements to the existing left-turn lane from Seal Beach Boulevard into the Shops at Rossmoor to address today's existing queuing deficiencies at that location. While this alternative would meet one project objective of expanding the center's square footage consistent with the existing entitlements, it would not satisfy any of the others. The demolition of the building would add additional environmental considerations related to, among other things, noise, dust, and disruption of immediately adjacent traffic, to the same environmental considerations evaluated in this EIR for the proposed project. This alternative would reduce the amount of presently available customer parking located near existing businesses, including Toys R Us, Kohl's, Rite Aid, and the hair and nail salons, forcing customers to use parking in the rear of the center which is in the isolated area now proposed for the health club. In addition, from the perspective of the retailers, because of its increased height relative to the existing restaurant building (to accommodate a second floor), it might limit drivers' ability to identify businesses within the center.

Furthermore, moving the health club to the Marie Callender's site would not guarantee that another commercial building would not be developed on the project site consistent with the center's existing land use entitlements. Please refer to

the earlier discussion of the No Project Alternative. Depending on the proposed use, such a project could have greater or lesser impacts than those analyzed for the proposed project. Thus, Alternative 2 offers no clear environmental benefits over the proposed project.

Evaluation of Alternatives Impacts Relative to the Project

IMPACT COMPARISON

Air Quality

The proposed pollutant emissions associated with the proposed project would not exceed the CEQA significance threshold developed by the SCAQMD and, therefore, would not result in a significant impact. If the fitness center project is not approved, it is likely that another commercial land use would be established consistent with zoning regulations. Based on the type of use, air quality emissions could be greater or less than the proposed use, but it is most likely that other permitted general commercial uses would, like the proposed project, not exceed the SCAQMD threshold and would not, therefore, be preferable to the proposed project with respect to potential air quality impacts.

Assuming under Alternative 2 the building would be the same size and design, the air quality impacts would be similar to those assessed for the project: less than significant. If building demolition were involved, additional emissions would result. Another use or alternative location at the Shops at Rossmoor would be subject to new CEQA review to determine site-specific and vicinity air quality emissions impacts, as has been performed for the proposed project.

Greenhouse Gas Emissions and Climate Change

The proposed project would not result in direct or indirect GHG emissions that would have a significant effect on the environment or conflict with an applicable GHG reduction plan, policy, or regulation; therefore, the proposed project would not result in cumulatively considerable GHG impacts. If the fitness center project is not approved, it is likely that another commercial land use would be established consistent with zoning regulations. Based on the type of use, GHG emissions could be greater or less than the proposed use. Assuming under Alternative 2 the building would be the same size and design, the greenhouse gas impacts would be similar to those assessed for the project: less than significant. Another use or alternative location at the Shops at Rossmoor would be subject to new CEQA review to determine site-specific and vicinity GHG emissions impacts, as has been performed for the proposed project.

Noise

Two potential noise impacts have been identified for the proposed project. The first is noise from operation of the rooftop HVAC equipment. The second is construction noise. Mitigation measures have been provided so that these impacts would be reduced to less-than-significant levels.

If the fitness center project is not approved, it is likely that another commercial land use would be established consistent with zoning regulations. Any alternative use would have an HVAC system and would require construction from the ground up. All such HVAC equipment would have to comply with City noise standards. Similarly, the construction noise impacts related to the fitness center are no different than would be expected to occur from any other typical general commercial construction project. While there may be minor variations, one way or the other, in the scope of noise impacts generated by a different general commercial use, there is no basis for concluding that those impacts would be less significant than the impacts identified and mitigated in the evaluation of the proposed project.

While Alternative 2 would remove the potential for noise associated with HVAC equipment to exceed City standards at the residential property line, the alternative might involve demolition of existing structures or the loss of convenient customer parking to avoid the same noise impact as would be fully mitigated by the proposed mitigation options for the proposed project. As a result, moving to another location within the Shops at Rossmoor would not eliminate any remaining noise impact of the proposed project.

Transportation and Traffic

The proposed project would result in less than significant transportation and traffic impacts with incorporation of the improvements proposed by the applicant on Seal Beach Boulevard. It should be noted, however, that as part of the project, improvements to the northbound left turn land from Seal Beach Boulevard to Rossmoor Center Drive would be implemented. These improvements eliminate an existing queuing deficiency which the project has no obligation to remedy in full.

If the fitness center project is not approved, it is likely that another commercial land use would be established consistent with zoning regulations. Based on the type of use, trip generation could be less than the proposed project, similar to the project, or it could generate more traffic than the fitness center. The trip rate data shown in Table 5-1 above indicate that except for office, professional, or hotel uses (with no restaurant), most land uses that could be developed under existing zoning regulations could result in more evening peak-hour traffic in the project area than the proposed project. Notably, other projects might not be required to remedy the entire existing queuing deficiency that the proposed project has included. Because the City cannot require a project to improve existing deficient conditions in a manner which exceeds the project's roughly proportional contribution to the condition, it would not be proper to assume that the proposed correction of the queuing deficiency would be included as part of other general commercial projects which might be proposed if this project is not approved. As a result, the environmental impacts of other general commercial projects are likely to be equivalent to those of the proposed project, but the environmental benefits are likely to be less substantial.

Alternative 2 could redirect additional traffic associated with the health club from Rossmoor Center Way to Towne Center Drive. However, since traffic impacts were not found to be adversely significant, relocating the proposed health club to another site within the Shops at Rossmoor would not be needed to avoid or reduce an identified significant adverse traffic impact.

Environmentally Superior Alternative Other than the No Project Alternative

The proposed project is consistent with the land use and zoning designations of the City, has adequate services and utilities to serve it, and would not result in unmitigated significant impacts. In addition, it would remedy in full the existing queuing deficiency discussed above. The alternative of the construction and operation of any general commercial use on the project site is likely to present the same impacts identified for the proposed project and result in the same or equivalent mitigation of those impacts, but fail to remedy the existing queuing deficiency. Relocating the project to another location at the Shops at Rossmoor would not preclude the development of another commercial use on the project site, which could have greater or lesser impacts that the proposed project. As a result, no alternative has been identified which is environmentally superior to the proposed project.

Source: Google 2016, MIG 2017

Exhibit 5-1 Alternative 2

Rossmoor LA Fitness
City of Seal Beach California

6.0 Analysis of Long-Term Effects

CEQA requires the discussion of the cumulative impacts and growth-inducing impacts. Sections 6.1 and 6.2 address these issues as they relate to construction of the health club. Additionally, an energy conservation analysis (Section 6.3) has been prepared pursuant to California Public Resources Code Section 21100(b)(3) and Appendix F of the CEQA Guidelines.

6.1 CUMULATIVE IMPACTS

Sections 15130(a) through 15130(e) of the State CEQA Guidelines require that an EIR include a discussion of cumulative impacts. Section 15355 of the State CEQA Guidelines defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Section 15130(b)(1) of the State CEQA Guidelines identify two methods to determine the scope of projects for cumulative impact analysis:

> List Method. A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
>
> Projection Method. A summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.

The analysis below uses the list method. Although the City of Seal Beach did not have any cumulative projects to consider in the analysis, the neighboring City of Los Alamitos provided two projects that could contribute cumulatively to project impacts, in particular regarding traffic and transportation.

- Village 605 – 3131 Katella Avenue: Replacement of existing office use with the construction of a 113,800-square-foot neighborhood retail center within seven buildings
- Fairfield Inn & Suites – 10650 Los Alamitos Boulevard (north of Bradbury Road): Construction of a 108-room hotel

AESTHETICS

The Initial Study found that no significant aesthetic impacts are associated with development of the health club. There are no other projects in the immediate vicinity that are proposed to be built in the near future; therefore, the project would not contribute cumulatively to the degradation of scenic vistas, views, visual character, or increase impacts related to light and glare.

AGRICULTURAL RESOURCES

Analysis of agricultural impacts was addressed in the Initial Study. No agricultural impacts would be associated with the health club as there are no agricultural resources in the project vicinity. The project could not contribute cumulatively to loss of farmland or forest land, or conflict with agricultural or timberland zoning.

AIR QUALITY

The context for assessing cumulative air quality impacts is the South Coast Air Basin in terms of national and State criteria pollutant standards. The immediate vicinity of the project site is the context for localized levels of criteria pollutants. Cumulative short-term, construction-related emissions and long-term, operational emissions from the project would not contribute considerably to any potential cumulative air quality impact because short-term project

and operational emissions would not exceed any SCAQMD daily threshold. As it is required for the proposed project, other concurrent construction projects and operations in the region, such as the Village 605-3131 Katella Avenue Project and Fairfield Inn & Suites located in the City of Los Alamitos, would be required to implement standard air quality regulations and mitigation pursuant to CEQA requirements. Such measures include compliance with SCAQMD Rule 403, which requires actions to limit dust and particulate matter emissions. Impacts would be less than significant.

Biological Resources

Analysis of biological resource impacts was addressed in the Initial Study. No biological resource impacts would be associated with the health club. Because the project would have no biological impact, it would not contribute cumulatively to loss of listed or special concern species, natural communities, wetlands, or movement corridors. Also, it would not conflict with local policies or ordinance protecting biological resources, including a habitat conservation plan.

Cultural Resources

Analysis of cultural resource impacts was addressed in the Initial Study. No significant cultural resource impacts would be associated with the development of the health club. Consultation with Native American tribes pursuant to AB52 was conducted, and no impacts were identified. Since cultural resource impacts associated with a relatively small infill project are primarily site specific, the project will not contribute cumulatively to a change or significance in a historical, archaeological, or paleontological resource, or adversely affect important Native American resources.

Geology and Soils

Analysis of geologic and soil related impacts was addressed in the Initial Study. No significant impacts related to geologic or soil resources would be associated with the health club. Since geologic and soil impacts associated with a relatively small infill project are primarily site specific, the project would not contribute cumulatively to exposing people or structures to hazards associated with earthquakes, strong seismic shaking, ground failure, landslides, or unstable soils.

Greenhouse Gas Emissions

Unlike air quality, which is influenced by local and regional factors and is therefore considered on the local or regional scale, the effects of global climate change are the result of greenhouse gas (GHG) emissions worldwide. Individual projects do not generate enough GHG emissions to influence global climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described Section 4.2, Greenhouse Gases, the proposed project would not result in direct or indirect GHG emissions that have a significant effect on the environment or conflict with an applicable GHG reduction plan, policy, or regulation. Therefore, the project would not result in cumulative considerable GHG impacts.

Hazards and Hazardous Materials

Analysis of impacts related to hazards and hazardous material impacts was addressed in the Initial Study. No significant impacts related to hazards and hazardous materials would be associated with construction of the health club. The project would not contribute cumulatively to exposing people to hazards associated with the transport of hazardous materials, hazardous materials upset, or hazardous emissions because it is not the type of project that involves routine transport of hazardous material, or which produces hazardous emissions. No hazards associated with public or private airports impact the immediate surrounding area.

HYDROLOGY AND WATER QUALITY

Analysis of hydrology and water quality related impacts was addressed in the Initial Study. No significant impacts related to hydrology and water quality would be associated with construction of the health club. The project would tie into the existing storm water system of the shopping center and it would implement appropriate best management practices in the design of the landscaping. During construction, the project would comply with NPDES regulations. As a result, the project would not contribute cumulatively to the violation of any water quality standards, depletion of groundwater resources, altering drainage courses or patterns, flooding, or other water quality degradation.

LAND USE AND PLANNING

Analysis of impacts related to land use and planning was addressed in the Initial Study. No direct impacts related to land use and planning would result from the health club. Indirect impacts relating to air quality, greenhouse gases, noise, and traffic/transportation are addressed in this EIR. Because the project would not have any direct land use impacts, the project would not contribute cumulatively to dividing a community, creating conflicts with land use plans and policies, or conflict with a habitat conservation plan.

MINERAL RESOURCES

Analysis of impacts on mineral resources was addressed in the Initial Study. No impacts related to mineral resources would be associated with the health club. Because the project would have no impacts on mineral resources, it would not contribute cumulatively to the loss of known mineral resources of local value to the region or State or locally important mineral resources.

NOISE

Implementation of the proposed project would have a localized operational impact related to the operation of a rooftop HVAC units, but the impact would be reduced to less than significant with implementation of a mitigation measure that would screen or otherwise suppress HVAC noise to achieve City standards. The project would not contribute cumulatively to an increase in short-term or long-term noise or vibration impacts because the cumulative projects considered in the analysis are too far away from the project site to contribute to or exacerbate project noise.

POPULATION AND HOUSING

Analysis of impacts related to population and housing was addressed in the Initial Study. No impacts related to population and housing would be associated with construction of the health club, including growth-inducing impacts since the project is an infill project. For this reason, the project would not contribute cumulatively to inducing population growth, displacing substantial numbers of housing units, or displacing substantial numbers of people.

PUBLIC SERVICES

Analysis of impacts related to public services was addressed in the Initial Study. No significant impacts related to population and housing would be associated with development of the health club. There are no other projects in the immediate vicinity that are proposed to be built in the City in the near future; therefore, the project would not contribute cumulatively to City's ability to provide adequate services for fire protection, police protection, schools, parks, or other public facilities.

RECREATION

Analysis of impacts related to recreation was addressed in the Initial Study. No impacts related to recreation would be associated with the health club. Because the project will have no impacts on recreation resources, it would not contribute cumulatively to accelerated degradation of neighborhood parks or to the need to construct or expand recreational facilities which might have an adverse physical effect on the environment.

TRANSPORTATION AND TRAFFIC

According to the project applicant, the proposed project will be completed by the end of 2018. In order to present a near-term 2018 traffic condition, an ambient growth rate of 0.5 percent per year was added to existing traffic volumes along with traffic from the unoccupied parcel within The Shops at Rossmoor. This growth rate is consistent with the growth rate utilized in the previous traffic analysis and which was reached through consultation with City staff.

In addition to the inclusion of an ambient growth rate, anticipated traffic from nearby planned developments that may utilize the study area roadway facilities by the time the project is planned to be built and operational was considered in the analysis. The neighboring City of Los Alamitos was contacted for information on anticipated developments that may contribute traffic to study area facilities. Based on information provided by City of Los Alamitos staff, traffic from the cumulative projects in Los Alamitos cited above was included in the analysis.

Summary of Project Completion Year (2018) with Full Occupancy Peak Hour LOS for study area intersections and roadway segments are presented in previous Tables 4.4-13 (Project Completion Year 2018 with Full Occupancy Peak Hour Intersection Level of Service Summary) and Table 4.4-14 (Project Completion Year 2018 with Full Occupancy Peak Hour Roadway Level of Service Summary), respectively. LOS for study area intersections and roadway segments associated with the addition of the proposed project (plus Health Club) are presented in previous Tables 4.4-15 (Project Completion Year 2018 with Full Occupancy Plus Health Club Peak Hour Intersection Level of Service Summary) and 4.4-16 (Project Completion 2018 with Full Occupancy Plus Health Club Peak Hour Roadway Level of Service Summary), respectively. As shown on the tables, all study area intersections and roadway segments are anticipated to operate at satisfactory LOS (LOS D or better) under Project Completion Year (2018) with Full Occupancy conditions, without and with the proposed health club. Cumulative traffic impacts would be less than significant.

UTILITIES AND SERVICE SYSTEMS

Analysis of impacts related to utilities and service systems was addressed in the Initial Study. No significant impacts related to utilities and service systems would be associated with development of the health club. There are no other projects in the immediate vicinity that are proposed to be built in the near future; therefore, the project would not contribute cumulatively to the exceedance of wastewater treatment standards, the need to build new or expanded wastewater facilities, the need to expand water supplies, or the need to increase the capacity of landfills.

6.2 GROWTH-INDUCING IMPACTS

Growth-inducing effects include ways in which the proposed project could foster economic or population growth, either directly or indirectly, in the surrounding environment. A prime example is a major infrastructure project or road extension which provides urban service capacities to currently undeveloped areas, thus removing an obstacle to population growth. The proposed health club project would generally serve the existing population and is not the type of land use that would cause new residents to move to the area. The surrounding neighborhood is fully urbanized. Thus, the project would not create growth-inducing effects.

6.3 ENERGY CONSERVATION

The purpose of this analysis is to assess the short- and long-term energy demand of the proposed project, identify proposed and required conservation measures, and assess the extent to which the proposed project would conserve energy. Project energy demand would not be wasteful, inefficient, or unnecessary if the project would not increase energy demand over typical construction and operating requirements.

The goal of conserving energy implies the wise and efficient use of energy. In order to assure that energy implications are considered in project decisions, CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy (see Public Resources Code section 21100[b][3]). Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, cost effectiveness may be determined more by energy efficiency than by initial dollar costs. A lead agency may consider the extent to which an energy source serving the project has already undergone environmental review that adequately analyzed and mitigated the effects of energy production.

ENVIRONMENTAL SETTING

According to the California Energy Commission's (CEC) 2013 Integrated Energy Policy Report, Californians consumed about 280,561 gigawatt hours (GWh) of electricity and more than 12,700 million British thermal units (BTU) of natural gas in 2012.[1] The U.S. Energy Information Administration estimates that by 2024, California's electricity consumption will reach between 308,277 GWh and 337,713 GWh, an annual average growth rate of 0.79 to 1.56 percent, and natural gas consumption is expected to reach between 13,773 million and 14,175 million BTU by 2022, an average annual growth rate of 0.7 to 0.94 percent.

Three large investor-owned utility companies supply energy to California: Pacific Gas and Electric (PG&E), San Diego Gas and Electric, and Southern California Edison.[2] Approximately 70 percent of California's electricity is generated from power plants located within the State and from plants that are outside of the state but owned by California utilities. About 10 percent is imported from the Pacific Northwest and 20 percent from the American Southwest.[3] In-state power is attained from 61.1 percent natural gas, 17.1 renewable energy and 11.7 percent large hydropower. A small portion of the State's local energy, 0.8 percent, is generated from coal.

Due in part to the State's emphasis on renewable energy, California is second in leading the nation when it comes to net electricity generation from renewable resources. A top producer of electricity from conventional hydroelectric power, California is also a leader in net electricity generation from several other renewable energy sources. In 2010, California generated 58,881 GWh in renewable electricity, accounting for 22.7 percent of the State's overall electricity sales.

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[1] California Energy Commission (CEC) 2013. *Renewables Portfolio Standard Eligibility: Seventh Edition.* Publication Number: CEC-300-2013-005-ED7-SD

[2] California Public Utilities Commission (CPUC) 2013. *California Renewable Portfolio Standard (RPS)*. http://www.cpuc.ca.gov/PUC/energy/Renewables/index.htm. Accessed August 18, 2014.

[3] California Energy Commission (CEC) 2011. *2011 Integrated Energy Policy Report*. Publication Number: CEC-100-2011-001-CMF. Accessed July 25, 2015. <http://www.energy.ca.gov/2014publications/CEC-100-2011-001/CEC-100-2011-001-CMF.pdf>

According to the CEC, total electricity use in Orange County was 20,887 million kilowatt hours (kWh) in 2015, including 14,092 million kWh of consumption for non-residential land uses. Natural gas consumption was 551 million therms[4] in 2015, including 234 million therms from non-residential uses.[5]

REGULATORY SETTING

Clean Energy and Pollution Reduction Act of 2015 (SB-350)

On April 29, 2015, Governor Edmund G. Brown Jr. signed Executive Order B-30-15, establishing a new statewide goal to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030. The Clean Energy and Pollution Reduction Act of 2015 (Senate Bill 350, DeLeon, Chapter 547, Statutes of 2015) (SB 350) subsequently codified two of the Governor's goals for reducing carbon emissions: increasing renewable electricity procurement to 50 percent by 2030, and doubling energy efficiency savings by 2030. The State currently uses renewable energy to serve about 25 percent of its electricity consumption.[6]

California Building Standards Code

The California Building Standards Code (Title 24 of the California Code of Regulations) was enacted in 1978 to ensure that all new construction meets a minimum level of energy efficiency standards. California's Building Energy Efficiency Standards are updated on an approximate three-year cycle. The current 2016 standards went into effect January 1, 2017. Subchapters 7 and 8 of Title 24, Part 6 contain mandatory standards for new low-rise residential buildings related to insulation, heating and cooling, lighting, shading and roofing.

Seal Beach has adopted the 2016 edition of the CBC (Title 24), including the California Green Building Standards Code. The project would be subject to the California Green Building Standards Code, which requires that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies for large buildings, divert construction waste from landfills, and utilize low pollutant-emitting finish materials.

ENERGY DISCUSSION

Short-term energy demand would result from construction of the health club. This would include energy demand from worker and vendor vehicle trips and construction equipment usage. Long-term energy demand would result from operation of the health club. This would typically include energy demand from vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. This discussion generally describes the energy needs of these activities and how they are applicable to the proposed project.

Construction Activities

The proposed project involves the construction of a single-story, 37,000-square-foot private health club located in the City of Seal Beach. The health club would be constructed on a parking lot currently serving the Shops at Rossmoor. Project construction is anticipated to begin in mid-2017, with completion by the end of 2018. Construction would require the use of heavy-duty construction equipment (e.g., backhoes, scrapers, loaders, etc.) during most phases of construction. Phasing of construction associated with development of the proposed health club would involve demolition of the existing pavement on the project site, site preparation, site grading, building construction, paving, and painting (including restriping of the entire Shops at Rossmoor parking lot). This construction would result in use of gasoline and diesel fuels used to power workers' vehicles and equipment.

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[4] Thems a unit of heat equivalent to approximately 100,000 BTUs.

[5] California Energy Commission (CEC) 2016. "Electricity Consumption by County". Web. <http://ecdms.energy.ca.gov/elecbycounty.aspx>

[6] California Energy Commission (CEC) 2014. *Renewable Energy Overview and Programs.* http://www.energy.ca.gov/renewables/. Accessed August 19, 2014.

Operational Activities

Once constructed, the private health club would provide numerous amenities to its members. Facilities in the health club would include free weights, circuit training, a pool, a basketball court, separate rooms for aerobics and spinning, a personal training room, men's and women's showers and lockers, a hot yoga studio, a physical therapy room, and a children's area. Operation of the health club would involve energy usage from mobile sources (used by members to get to the health club), electricity (used for lighting, powering equipment, and water transport), and natural gas (for heating).

In addition to estimating criteria pollutants and greenhouse gas emissions, the California Emissions Estimator Model (CalEEMod, Version 2016.3.1) utilized in Section 4.3, Air Quality, and Section 4.7, Greenhouse Gases, also provides some utility consumption estimates (including solid waste generation). Metrics provided below for electricity and natural gas utilize this estimated information.

Mobile Sources

Mobile source energy demand primarily is associated with individual vehicle energy demand and therefore gasoline and diesel fuel primarily, as well as electricity increasingly for electric vehicles. Mobile source energy demand may also be associated with public transportation such as buses and trains associated with natural gas, diesel fuel, or electricity.

Electricity and Natural Gas Use

Energy consumption resulting from physical operation of the proposed health club would come in the form electricity and natural usage. Electricity would be used to power the lighting, air conditioning, and various pieces of equipment (e.g., treadmills, ellipticals, etc.). Natural gas would most likely be used to heat various portions of the facility, such as the hot yoga studio, the pool water, and the showers. The CalEEMod model run estimates the proposed health club would consume approximately 775 million BTUs per year, and approximately 350,000 kilowatt-hours per year (kWh/yr).

Water and Wastewater

Electricity would indirectly be required to transport and treat water at the proposed health club. Potable water would be transported to the facility by existing utility lines serving the Shops at Rossmoor. This water conveyed to the facility would then be used for drinking, showering, and swimming. Wastewater generated by showering and/or other hygienic activities would be transported to a wastewater treatment facility where it would undergo purification. The CalEEMod model run estimates total water usage related to the proposed health club would be approximately two million gallons per year for indoor use. A portion of the estimated consumption of 350,000 kWh/yr would be utilized for this water transport.

Energy Conservation

The project would be subject to State water and energy efficiency regulations pursuant to the California Building Code CBC[7] that would reduce long-term project energy demand. These requirements would reduce wasteful, inefficient, and unnecessary consumption of energy over the long-term. In addition, according to LA Fitness representatives LA Fitness designs its projects with many energy-efficient features (Greg Gill, LA Fitness, 2/02/17), including the following:

1. High-efficiency LED lighting, fully dimmable generating up to 30% reduction in lighting energy
2. Occupancy sensors to reduce energy use in unoccupied rooms
3. Daylight harvesting zones to turn off lights when enough daylight is available
4. Heat exchanger (using hot water already in circulation for showers and faucets) in lieu of separate gas-heater to heat pool

[7] California Building Standards Commission. 2011 California Building Code. January 2011.

5. Heat exchanger utilizes locker area hot water in lieu of separate gas-heater to heat pool
6. High-efficiency low-glare glass in excess of code requirement
7. High insulation levels at the walls of R 19 in excess of code requirements
8. Cool roof
9. Skylights
10. 96% efficient water heaters
11. Central Energy Management System, that turns off HVAC and lighting to rooms when they are not scheduled for use
12. Demand response signal from the utility that reduces energy use by 15% when the utility is experiencing a peak
13. Demand control ventilation system, which uses sensors to automatically reduce outside air intake when there are fewer occupants
14. Hands-free auto faucets with flow restrictors

CONCLUSION

The proposed project involves the construction and operation of a new health club on an existing parking lot within an established commercial center. The area in which the project is located is urbanized and developed with residential land uses to the west and north and commercial development to the south and east. Due to the project's location, it is likely people living in the area or visiting the area would be inclined to visit the health club instead of travelling to a health club that may be farther away. Although the project would increase energy usage compared to current conditions, this energy would not be wasteful or inefficient due to the building codes and standards the project would comply with. Furthermore, as a new facility, many of the pieces of equipment located in the proposed health club would be new higher energy efficient equipment, and as stated above, many energy-efficient features would be designed into the building. Energy demand for the project would not be wasteful, inefficient, or unnecessary.

6.4 UNAVOIDABLE SIGNIFICANT ENVIRONMENTAL IMPACTS

The analysis presented in Section 4 found that the project would not create any unavoidable significant environmental impacts.

7.0 Effects Found Not to Be Significant

CEQA Guidelines Section 15128 requires a statement indicating the reason that various possible significant effects are determined not to be significant and therefore are not discussed in the EIR. The November, 2016 Initial Study prepared for the project determined that the impacts listed below would not occur or would be less than significant; therefore, these topics have not been further analyzed in this DEIR. Please refer to Appendix A (Initial Study/Negative Declaration) for explanations of the basis for these conclusions.

AESTHETICS

- Scenic Vista – No Impact
- Scenic Resources – No Impact
- Visual Character – Less than Significant Impact
- Light and Glare -- Less than Significant Impact

AGRICULTURE RESOURCES

- Farmland Mapping and Monitoring Program – No Impact
- Agricultural Use/Williamson Act – No Impact
- Rezoning Forest Land/Timberland – No Impact
- Conversion/Loss of Forest Land – No Impact
- Farmland Conversion – No Impact

BIOLOGICAL RESOURCES

- Sensitive Natural Communities – No Impact
- Riparian Habitat/Sensitive Natural Community – No Impact
- Wetlands – No Impact
- Wildlife Migration – No Impact
- Local Policies/Ordinances Protecting Biological Resources – Less than Significant Impact
- Conservation Planning – No Impact

CULTURAL RESOURCES

- Historical Resources – No Impact
- Archaeological Resources – Less than Significant Impact
- Paleontological Resources – Less than Significant Impact
- Human Remains – Less than Significant Impact
- Tribal Consultation under AB52: In January, 2017, the City of Seal Beach send letters to Tribes that had requested consultation on projects being proposed in the City regarding the preparation of the DEIR for the project. The Gabrieleno Band of Mission Indians – Kizh Nation responded to the consultation request on February 1, 2017. They requested that their certified Native American Monitor be on site during ground-disturbing activities, which is a typical request but generally not necessary in already-developed areas.

GEOLOGY AND SOILS

- Fault Rupture – No Impact
- Seismic Ground Shaking – Less than Significant Impact
- Landslides – Less than Significant Impact
- Loss of Topsoil – Less than Significant Impact

- Expansive Soil – Less than Significant Impact
- Septic Tanks – No Impact

HAZARDS AND HAZARDOUS MATERIALS

- Hazardous Materials Transport/Use/Disposal – Less than Significant Impact
- Release of Hazardous Materials – Less than Significant Impact
- Hazards near Schools - Less than Significant Impact
- Located on Known Hazardous Site – No Impact
- Airport Land Use Plan – Less than Significant Impact
- Private Airstrips – Less than Significant Impact
- Emergency Planning – Less than Significant Impact
- Wildland Fires – No Impact

HYDROLOGY AND WATER QUALITY

- Water and Wastewater Standards – Less than Significant Impact
- Groundwater Supplies and Recharge – Less than Significant Impact
- On – and Off-Site Erosion – Less than Significant Impact
- On – and Off-Site Flooding – Less than Significant Impact
- Water Quality – No Impact
- 100-Year Flooding and Housing – No Impact
- Impedance/Redirection of 100-Year Flooding – No Impact
- Dam or Levee Failure – No Impact
- Seiche, Tsunami, or Mudflow – No Impact

LAND USE AND PLANNING

- Division of Communities – No Impact
- Conflict with Applicable Land Use Policies, Plans, Regulations – Less than Significant Impact
- Conservation Planning – No Impact

MINERAL RESOURCES

- Regional Mineral Resources – No Impact
- Local Mineral Resources – No Impact

NOISE

- Airport Vicinity – Less than Significant Impact
- Private Airstrip Vicinity – Less than Significant Impact

POPULATION AND HOUSING

- Induce Substantial Growth – Less than Significant Impact
- Displacement of Housing – No Impact
- Displacement or People – No Impact

PUBLIC SERVICES

- Fire Protection – Less than Significant Impact
- Police Protection – Less than Significant Impact
- Schools – Less than Significant Impact
- Parks -- Less than Significant Impact
- Other Public Facilities – No Impact

RECREATION

- Increase Use of Neighborhood Parks – No Impact
- Require Expansion of Recreational Facilities – No Impact

UTILITIES AND SERVICE SYSTEMS

- Exceed Wastewater Treatment Requirements – Less than Significant Impact
- Require Construction of New Wastewater Treatment Facilities - Less than Significant Impact
- New Stormwater Drainage Facilities - Less than Significant Impact
- Have Sufficient Water Supplies - Less than Significant Impact
- Landfill Capacity – Less than Significant Impact
- Comply with Solid Waste Regulations – No Impact

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Preparation Team

City of Seal Beach (Lead Agency)

211 Eighth Street
Seal Beach, CA 90740
(562) 431-2527

Jim Basham, Community Development Director
Crystal Landavazo, Senior Planner
Steven Fowler, Associate Planner

Land Use and Planning, Air Quality and Climate Change, and Environmental Analysis

MIG, Inc.
537 S. Raymond Avenue
Pasadena, CA 91105
www.migcom.com
(626) 744-9872

Laura Stetson, AICP, Principal
Victoria Harris, Senior Environmental Analyst
Chris Dugan, Senior Environmental Analyst
Phil Gleason, Project Analyst
Cameron Hile, Project Analyst and Graphics

Traffic and Transportation

LSA Associates, Inc.
20 Executive Park, Suite 200
Irvine, CA 92614

Prepared under the supervision of Donson H. Liu, T.E.

Noise

Veneklasen Associates, Inc.
1711 16th Street
Santa Monica, CA 90404

Prepared under the supervision of Richard Silva

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9.0 Response to Comments on DEIR

The City of Seal Beach, as the lead agency, prepared a Draft Environmental Impact Report (DEIR) for the proposed LA Fitness Health Club dated March 2017. The DEIR was circulated for a 45-day public review period which began on March 9, 2017 and ended on April 24, 2017. During the review period, the City received correspondence from more than 200 individuals, three government agencies, and two private organizations commenting on the environmental effects of the project and largely on the project itself. Pursuant to the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] §15088, the City has reviewed all comments received on the LA Fitness Health Club DEIR, evaluated comments on environmental issues, and prepared written responses to the substantive comments on environmental issues which are set forth in this chapter. In accordance with CEQA (14 [CCR] §15132) the decision-making body of the lead agency must certify that: (1) the FEIR has been completed in compliance with CEQA, (2) the FEIR was presented to the decision-making body of the lead agency and that the decision-making body reviewed and considered the information contained in the FEIR prior to approving the project, and (3) the FEIR reflects the lead agency's independent judgment and analysis. All comments are attached at the end of this chapter.

No significant changes have been made to the information contained in the DEIR because of the responses to comments, and no significant new information has been added that would require recirculation of the document. Where minor changes have been made in response to comments or to clarify information, those changes are indicated in this Final EIR using underlined and ~~strike-through text.~~

Evaluation of Comments

Organization of Responses

Section 15088 et seq. of the State CEQA Guidelines provides guidance on the evaluation and response to comments received during the 45-day period of circulation and review. The City of Seal Beach, as the lead agency, has provided responses to those comments for which CEQA requires a response. Those responses are organized as follows:

Master Responses

Many of the comments received, particularly those regarding traffic and noise impacts, are general in nature (meaning that statements of concern were made, but specific facts, evidence, or reasonable assumptions based on facts were not provided). For those comments, master responses have been prepared. These Master Responses are found in Section 9.2 below.

Specific Responses to Comments of Agencies and Organizations

Table 9-1 identifies those comments from agencies and organizations that commented upon specific environmental issues. Responses to these comments of agencies and organizations are found in Section 9.1.1 below.

Specific Responses to Comments of Individuals

Table 9-2 identifies those comments from individuals who commented upon specific environmental issues. Responses to these comments of individuals are found in Section 9.1.2 below.

No Responses Required

CEQA focuses on *environmental impacts* (emphasis provided) and the issues of concern listed in the CEQA checklist (see the Initial Study in Appendix A of the DEIR). In addition to environmental concerns addressed by CEQA, comments received on this DEIR raised concerns regarding several issues that are not within the scope of an EIR, such as parking, crime, and access for persons with disabilities. Although this Final EIR does not address these issues, they are important considerations for the City during its review of the proposed project, and where relevant to the project, comments pertaining to these non-CEQA issues will be addressed in staff reports prepared for the public hearing process. Comments listed in Table 9-2 include comments that either (1) did not address the contents or adequacy of the DEIR, but rather focused on the merits of the project, or (2) did not submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of their comments. As a result, no responses could be or are required to be provided to these comments.

Recirculation

A lead agency is required to recirculate the DEIR if "significant new information" is introduced during the public comment period. "Significant new information" includes:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it.
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

Recirculation is *not* required when new information is not significant; this includes:

- Revisions that clarify or amplify an adequate analysis
- Revisions that make insignificant modifications to an adequate analysis

These responses to comments do not make any significant changes to the information contained in the DEIR, and no significant new information has been added that would require recirculation of the document.

Table 9-1: List of Comments Received on the Draft EIR Identifying Specific Environmental Issues Requiring a Specific Response

Commenting Agency/Organizations	Comment Summary	Response Type/Location
• Orange County Fire Authority	Sets out requirements for sprinklers, hydrants, conformance with fire codes	See Section 9.1.1 - Responses to Comments Addressing Specific Environmental Issues (Specific Response Required)
• Orange County Transportation Authority	Need to add measures to mitigate bicycle conflicts and bus disruptions along project corridor	
• County of Orange Public Works Department	No comments	
• Los Alamitos-Rossmoor Friends of the Library, Del Clark, President	Poses significant harm to the safety of the community	
• Rossmoor Homeowners Association	Increase in traffic poses a significant concern to community, need to increase mitigation proposals	
Commenting Individual	**Comment Summary**	**Response Type/Location**
• Benjestorf	Traffic cutting through neighborhood	See Section 9.1.2 - Master Responses to Comments Addressing General Environmental Issues
• Leland Jay	Traffic congestion, traffic safety	
• Tony & Teresa Kozlowski	Traffic, noise, hazardous materials	
• Craig Maunders	Traffic, noise, air quality, aesthetics, alternatives	
• Gary Miller	Trip distribution based on market area; need for four lanes on Rossmoor Center Way and improved intersection at Sprout's; existing congestion on Seal Beach Boulevard; reorient building to resolve noise and traffic concerns; parking	
• Michael M Obradovitch, P.E.	Lack of sidewalks; pedestrian safety	
• Kevin Pearce	Traffic impacts	
• Wiley Rittenhouse	Traffic data not made public	
• Vicki Toutz	Traffic, water use, crime	
• Janet Wagoner	Traffic using St. Cloud/Montecito	
• Emi and Michael Wheaton	Traffic, noise, hazardous materials	
• Vanessa Widener	Traffic using St. Cloud/Montecito; impact on school children due to traffic	
• Robert L. Zambenini	ADA accessibility to shopping center	

Comments Addressing Issues Not Addressed under CEQA that Do Not Require a Specific Response

The CEQA Guidelines provides guidance on the environmental issues to be addressed during the environmental review process. CEQA focuses on *environmental impacts* (emphasis provided) and the issues of concern listed in the CEQA checklist (see the Initial Study in Appendix A of the DEIR). The letters received on this DEIR raised concerns regarding several issues that are not required to be addressed, such as overnight parking unrelated to the project, crime, and access for persons with disabilities. Although this Final EIR does not address these issues, they are important considerations for the City during its review of the proposed project, and where relevant to the project, comments pertaining to these non-CEQA issues will be addressed in staff reports prepared for the public hearing process.

The comments addressing general environmental issues are listed below in Table 9-2. The table is divided into two parts. In the first part, individuals who provided comments are listed in alphabetical order, along with a summary of their comment. In the second part of the table, individual comments from an online petition from the Coalition Against LA Fitness at Shops at Rossmoor are presented.

Master responses have been prepared to address the issues raised by these comments. These responses are found in Section 9.2 *(Master Responses to Comments Addressing General Environmental Issues – Organized by Topic).*

CEQA Guideline 15204 (c) (Focus of Review) states: "reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments." Pursuant to Section 1506, an effect shall not be considered significant in the absence of substantial evidence.

Comments that consist of general conclusory statements, speculation, or criticism that are not supported by specific references within the comment to empirical information, expert authorities, or other supporting facts do not require a response or may be responded to with a general response. For example, a general concern that a project will produce an increase in traffic, without any reference to specific locations of concern, facts to support the concern, or reasonable assumptions based upon facts, may be too vague and general to require a specific response or to warrant additional impact analysis. The comments submitted by the members of the public listed below fall within this category. Although no specific responses are necessary under CEQA, the master responses address the issues of increased traffic and noise in the project area due to project development. A master response is also provided to clarify why a response to comments related to crime is not required.

Table 9.2 List of Comments Received on the Draft EIR Addressing General Environmental Issues That Do Not Require a Specific Response

Commenting Individuals	Comment Summary ***The Master Responses address the CEQA-related issues of concern submitted by the commenters identified in this table. See Topic 1: Traffic, 2: Noise, 3: Increased Crime, 4: Aesthetics, and 5: Alternatives.***
• Lori Abbott	Increase in traffic and congestion
• Jeff Abrams	Increase in crime and traffic
• Ken Adams	Will worsen traffic in area
• Akashi Family	Increase in traffic at peak times
• Sally Allen	Will worsen traffic in area
• Rebecca Allie	Concerned with safety
• Eric and Joanne Angstadt	Increase in traffic and parking
• Rea Bacol	Concerned with increase traffic and parking overflowing to residential streets
• Alice Baldwin (2 letters)	Against building the project at the Shops at Rossmoor. Concerned with increased traffic congestion due to project location.
• Kim Baldwin	Concerned with traffic and safety. Will worsen commuting time for residents.
• Stephen Baldwin	Increase in traffic and crime in the area
• Connie Bambadji	Concerned with safety of bicyclist, like her family, and increase in traffic.
• Kathleen Barnes	Increase in traffic around area and pollution to air quality. Additional concern about traffic impact on schools in the area.
• Jeanne Beesley	Concerned about proposed project not mitigating increased traffic and pedestrian safety.

Table 9.2 List of Comments Received on the Draft EIR Addressing General Environmental Issues That Do Not Require a Specific Response

Commenting Individuals	Comment Summary ***The Master Responses address the CEQA-related issues of concern submitted by the commenters identified in this table. See Topic 1: Traffic, 2: Noise, 3: Increased Crime, 4: Aesthetics, and 5: Alternatives.***
• Terry Brown	Increase in traffic at school times
• Jennifer Burrell	Concerned with increased traffic and safety of children and residents in the area.
• Melissa Burns	Concerned with increased traffic and safety of children and residents in the area.
• Ed and Lisa Buse	Concerned with increase in traffic and safety of children and residents in the area.
• Mary Cahn	Increase traffic, noise, and crime
• Douglas Carasso	Will worsen traffic, increase safety issues, and decrease property values
• Kim Carasso	Increase in traffic and concerned about business turnover
• Todd Terlecki and Victoria Chang	Increase in traffic
• Sharon Coetta	Concerned with traffic and congestion in the area, especially for schools
• Dave Colacino	Increase traffic and noise
• Ann Collins	Concerned with traffic and disrupt local businesses
• Martha and Ken Coolidge	Increase traffic
• Janet Crook	Concerned about traffic and safety
• Irv Cuevas (2)	Concerned about public safety especially for elderly, children, and nearby residents. Increase noise, traffic, and safety issues
• Gary and Joyce Cunningham	Concerned about traffic, safety, and noise
• Robert Curry	Concerned with safety of bicyclist and pedestrians in the area, like his family, and increase in traffic.
• Nedra D'Ambrosio	Concerned with safety of bicyclist and pedestrians in the area, and increase in traffic.
• Tony De Marco	Concerned with traffic, noise, and public safety issues
• Glenn Ducat	Supports the project; it will benefit the community
• Jodi Edwards	Increase in traffic noise and pollution
• Jennifer Eng	Increase in traffic
• Angela Epstein	Concerned with increase in traffic and public safety, especially for bicyclist as her son recently witnessed an accident.
• Kevin and Melendy Fabian	Increase in traffic
• Emerson Fersch	Concern with traffic, especially for school children safety
• Sharon Frickel	Increase in traffic and safety issues for pedestrians and bicyclists
• Jennifer and Jason Friedman	Loss of space used by school for fundraiser, increased traffic, increase crime.
• Leni Gauss	Increase traffic and safety issues
• Gina George	Concerned with public safety and decrease in neighborhood potential
• Heather Gomes	Concerned with increase in traffic and safety for children in area
• Ellen Gong-Guy	Increase in traffic
• Sande Gottlieb	Increase in traffic
• Joan Griffiths	Increase in traffic and noise
• Marco Guardi	Increase in traffic
• Zoe Hagmann	Worried by increase in traffic, public safety, noise
• Aly Hale	Increase in traffic, and safety for pedestrians
• Suzi Han	Concerned with safety from increased traffic
• Joyce Harrison	Increase in traffic and noise
• Nia Hartman	Consider using parking lot for green space; wondering about where trucks will park and how they get there

Table 9.2 List of Comments Received on the Draft EIR Addressing General Environmental Issues That Do Not Require a Specific Response

Commenting Individuals	Comment Summary ***The Master Responses address the CEQA-related issues of concern submitted by the commenters identified in this table. See Topic 1: Traffic, 2: Noise, 3: Increased Crime, 4: Aesthetics, and 5: Alternatives.***
• Stephen B. Havens	Fitness club does not fit in with the neighborhood; will make parking worse for neighbors; increase in crime; noise; increase in traffic causing safety issues
• Janis Hawkridge	Concerned with traffic, safety, parking
• Otto Hefner/	Increase traffic and public safety for nearby residents who frequent area
• Linda Ho	Increase in traffic and public safety issues
• Randy Ho	Concerned with pedestrian safety, for joggers but mainly for children and traffic problems.
• Nancy Holland	Concerns about noise, pollution, and traffic congestion
• Mary Holzgang	Increase in noise and traffic
• Beverly Houghton	Concerned with increase in traffic
• Kristine Howard	Increase in traffic, and concerns about safety, especially for children who frequent the shopping center
• Andrea Howe	Concerned about increase in traffic and public safety, especially for children who frequent shopping center
• Julio and Paloma Ibarra	Increase in traffic and crime
• Amanda Ingalls	Increase in traffic
• Joanne James	Will create congestion, parking problems
• Jane Kelleher	Increase in traffic, noise, and people
• Steve and Tara Kellogg	Increase traffic, noise, and public safety issues
• Wendy Ketcham	Concerned about increase in traffic and public safety, especially for children who frequent shopping center
• Elizabeth Kline	Concerned about increase in traffic and public safety, especially for children who frequent shopping center
• Jennifer Knapp	Increase in traffic, general plan for area not built well for big infrastructure
• Melissa Knievel-Natanson	Increase noise, pollution, and traffic
• Richard and Darcy Krumhauer	Opposed to development which will bring more traffic congestion and devalue existing area
• Kim Lane	Concerns about traffic and public safety for pedestrians
• Archie Lapin	Increase traffic
• Lazar Family	Increase traffic
• Desiree Lie	Traffic congestion, pedestrian safety due to increased traffic
• Peter Lipschultz	Increase traffic, noise, and pollution
• Joi Lipton	Increase noise and lives right next door to construction site
• Marie Lutz	Increase in traffic
• Lisa Mais	Not a good fit for the development in the area
• Majella Maas	Increase traffic, limited growth plan
• Janis Manis	Concerned about parking, traffic flow, pollution, crime, and diminished urban forest and landscaping which cause negative environmental impacts
• Susan Marriot	Concerned about traffic congestion
• Richard Martin	Concerned about traffic congestion
• Mike Massion	Concerns about traffic and safety of child bicyclists
• Joseph McGlinchey	In support of the project
• Michele and Todd Meiner	Increase traffic
• Colin Miller	Increase in traffic and concerns about pedestrian safety
• Nel Miller	Concerned with impacts to children, bikers, skateboarders, and residents

Table 9.2 List of Comments Received on the Draft EIR Addressing General Environmental Issues That Do Not Require a Specific Response

Commenting Individuals	Comment Summary ***The Master Responses address the CEQA-related issues of concern submitted by the commenters identified in this table. See Topic 1: Traffic, 2: Noise, 3: Increased Crime, 4: Aesthetics, and 5: Alternatives.***
• Vanessa Miller	Traffic
• Soo Min	Increase in traffic and concerns about pedestrian safety, especially for children
• Michelle Muckey	Concerned about traffic, and pedestrian safety, for children at school hours, and public safety in the area
• Michael Norton	Increase in noise and traffic safety concerns
• Jayme Olson	Increase in traffic and decrease in neighborhood appeal
• Emily Oon	Concerned with noise from project on her home
• Kevin Oon	Concerned about noise and air pollution that could affect his home
• Paul Family	Increase in traffic, particularly for school commuters
• David Paulsen	Increase in traffic and residential safety issues
• Tracy Pearce	Project is not good for community; it will affect emergency services, traffic, air quality, noise and crime
• Lorraine and Shaun Pennington	Increase in traffic
• Beth Piburn	Increase in traffic and noise
• Jamie Ponchak	Increase in traffic and pedestrian safety, especially for children
• Terence Pochak	Increase in traffic and public safety issues
• Laurie Purcell (2 letters)	Increase in traffic and overcrowding
• Thomas Purcell	More traffic, noise, police involvement
• Karen Quinn	Increase in traffic and public safety issues, especially for children
• Cheri Real	Concerned for safety, especially for children, due to increase in traffic
• Carrie Rieth	Concerned for safety, especially for children, due to increase in traffic
• Scott Alan Rivers	Increase in traffic and public safety concerns; inadequate traffic study and design of project based on architecture standpoint
• Kalani Robinson	Increase in traffic
• Cheryl Roeder	Increase in traffic and public safety for pedestrians, especially children
• Melissa Roudabush	Concerned with walkability of area and public safety issues
• Diane Rush	Concerned with public safety, noise, traffic mitigation, and access for emergency vehicles
• Natalie Samodouroff	Concerns about traffic, public safety issues and overbuilding in the area
• Steve Samuelson	Concerned with extra traffic and pedestrian safety, especially for seniors
• Craig Sanberg	Concerned with traffic, noise, and public safety
• Julie Guntner Saum	Increase in traffic and concern for bicyclist and pedestrian safety for families like hers
• Dan Schechter	Concerned with traffic, noise, and congestion. Project would be a disaster to the neighborhood
• Karen Schultze	Increase in traffic, decreased safety, increased noise, and out of context with neighborhood development
• Elizabeth Schutz	Increase in traffic, noise, and safety issues
• Bill and Lori Scott	Concerned with traffic and public safety, particularly for small children. Concerned with loss of small-town development
• Angelique Simpson	Increase in crime and public safety issues
• Lauren Sosenko	Concerned with increase in traffic and pedestrian safety, especially for children
• Debbie Stea	Concerned with extra traffic and pedestrian safety
• John Stea	Increase in traffic and public safety
• Elizabeth Stevenson	Increase in traffic

Table 9.2 List of Comments Received on the Draft EIR Addressing General Environmental Issues That Do Not Require a Specific Response

Commenting Individuals	Comment Summary ***The Master Responses address the CEQA-related issues of concern submitted by the commenters identified in this table. See Topic 1: Traffic, 2: Noise, 3: Increased Crime, 4: Aesthetics, and 5: Alternatives.***
• Betty Stobaugh	Increase in traffic disrupting commuting times
• Bill and Donna Strickland	Increase in traffic, and concerned about pedestrian safety, especially for residents and children who walk and bike to shopping center
• Felice Sussman	Concerned with traffic, noise, crime, and the threat to the safety of children
• Karen Swenson	Concerned with increased traffic and safety
• Susan Taylor	Public safety issues and traffic concerns
• Sarah Tello	Increase traffic and public safety issues
• Sany Tessier	Increase in traffic
• Christine Theodore	Increase in traffic
• Tatiana Thoene	Increase in traffic, noise, and public safety issues
• Amy Thomas	Increase in traffic, especially concerned for children's safety
• Bill Thomas	Traffic, busy streets, more car noise, more fumes, lost parking
• Jim and Janet Wagoner	Concerned with traffic and public safety
• James Wethe	Concerned with increased traffic, pedestrian safety, and public safety
• Erin and Michael Wheaton	Concerned with traffic and public safety, particularly how this affects children
• Shari White	Concerned about local and cumulative traffic impacts
• Michael and Lynn Wilson	Concerned with traffic and public safety, particularly how this affects children
• Sherri Witkwoski	Project does not fit in community development needs and concerns with public safety
• Pete Wu	Will worsen traffic in the area
• David Zawolkow	Increase in traffic
• Bob Zato	Concerned with noise for nearby residences
• Priscilla Zehner	Concerned with traffic affecting pedestrian safety in area
• Zerbel Family	Increase in traffic
• Leo and Lydia Zuvich	Concerned with increased traffic, pedestrian safety, and public safety issues

Online Comments from the Coalition Against LA Fitness at Shops at Rossmoor

Below is a compilation of comments from the online petition organized by the Coalition Against LA Fitness at Shops at Rossmoor. The content of each response has been edited to correct spelling, punctuation, and grammar. Note the Master Responses address most of the issues of concern submitted by the commenters in this Table. See Topic 1: Traffic, 2: Noise, 3: Increased Crime, 4: Aesthetics, 5: Alternatives.

- Marilee Bryant, Los Alamitos, CA I'm signing because I feel this project will intensify the already crowded parking lot conditions in the shopping center.
- Mark Sievert, Rossmoor, CA This will cause too much congestion. I travel Main Way and Seal Beach Blvd daily.
- Robin Woodson, Los Alamitos, CA Do not want club at this location! Would cause too much traffic on our streets in Rossmoor.
- Susan Marriott, Los Alamitos, CA I do not want LA Fitness built at the Rossmoor Center.
- Carol Manning, Los Alamitos, CA Rossmoor Center is built up enough ... stop adding more businesses. Add to the local environment ~ go green: small park, community grow garden, etc.
- Donna Klarstrom, Los Alamitos, CA There is NO NEED for an LA Fitness in this neighborhood! There's a gym right down Karelia that can more than fill the needs of people in this area. Parking is already off the charts!

Online Comments from the Coalition Against LA Fitness at Shops at Rossmoor
• Nishi Marquez, Los Alamitos, CA I am in opposition to this type of business opening in the proposed location and the increased traffic and population it will bring to the neighborhood. • Katherine Livieratos, Rossmoor, CA The horrific traffic we will have. It's horrible now, our safety and more criminal acts. • JoAnn Goostree, Seal Beach, CA This will create horrible increase in our traffic...Stop it now. • Tom Akashi, Los Alamitos, CA I have witnessed the noise and traffic created by other 24 hr fitness. I am a member of one and cannot imagine how one in this small parking lot will benefit our community. • Brigid Wethe, Los Alamitos, CA I am against the worsening traffic, increased crime and decreased quality of life for those who live in Rossmoor • Sandy Michaels, Long Beach, C. I do not want more traffic. • Chris Chubb, Los Alamitos, CA Traffic is already insane on Seal Beach Blvd. Plus traffic noise will increase farther back in Rossmoor with this boondoggle develop. And NOBODY wants a gym there! • Debbie Fawcett, Seal Beach, CA It will create more traffic and slower response times for first responders, and we have plenty of LA Fitness opportunities in the area. I am a member and it's only 10 minutes to either Garden Grove or LB Bellflower locations • Teri Price, Los Alamitos, CA I don't want LA Fitness to build a gym. We don't need it and it will just impact the traffic in the area. • Chris Espo, Long Beach, CA Rossmoor should not be impacted by this traffic and exposure to our community. Seal Beach should find a location closer to their main population. • Gabriel Ferramola, Los Alamitos, CA No need for more congestion and traffic! • Sandra Kelley, Seal Beach, CA LA Fitness will drastically increase traffic to our already extremely over crowded streets in both residential and business areas. • Brian Kibler, Los Alamitos, CA Project is wrong this location. It will negatively impact community. • Janice Kussler, Los Alamitos, CA Drastic increase in traffic • Colin Miller, Santa Barbara, CA. Concerned with safety and traffic • Wendy Mosbaugh, Los Alamitos, CA Negative impact to Rossmoor • Jeff Heeren, Los Alamitos, CA We don't need more vehicle and pedestrian traffic in the neighborhood. • Heather Gomes, Los Alamitos, CA I'm signing because I do not want the LA Fitness building here in Rossmoor! It will create unnecessary traffic... we already have enough traffic. • Erica Malcolm-Siepker, Rossmoor, CA Traffic is bad enough already. This will double it. • Shannon Purmalis, Los Alamitos, CA I am signing because I do not support a health club at this location. My primary concern is traffic and quality of life for my family. • Darcy and Richard Krumhauer, Los Alamitos, CA We are opposed to the amount of traffic this will bring to the area. • Jacqueline Patterson, Los Alamitos, CA We already have enough congestion in our neighborhood!

Online Comments from the Coalition Against LA Fitness at Shops at Rossmoor
• Cheryl Kent, Seal Beach, CA We do not need more traffic and crime in our community. • Jennifer Stuart, Los Alamitos, CA The safety of our families will be negatively impacted by the increased traffic. Seal Beach needs to be good neighbor! • Josie Allison, Seal Beach, CA We already have way too much traffic to add more to this once quaint city. How about a good restaurant instead? The restaurants in this area are not great. There is also an LA Fitness not too far in Valley View near Chapman. • Cheryl Campbell, Seal Beach, CA I am signing because I believe LA Fitness will increase traffic in an already congested area. The citizens said no before so this issue should not have to be revisited. LA Fitness is not wanted in the area. • Dan Schechter, Los Alamitos, CA I think this project will degrade our community due to increases in traffic, noise, and decreased public safety. • Stephanie Doucette, Los Alamitos, CA As a result of a 24/7 gym, traffic and car exhaust will continue to endanger the lives of the residents and their children. • Melissa Burns, Los Alamitos, CA This project will dramatically increase the traffic into our neighborhood. • Cynthia Bell, Huntington Beach, CA Enough building and development already! More is not better. There are gyms locally to provide for those who want them. Build a park. • Terry Gilbert, Los Alamitos, CA Quality of life and safety of the children will be harmed if this facility goes in. We already have too much traffic in this area. Do not build the gym here. • Karen Paul, Rossmoor, CA more traffic. less safety. parking lots of health clubs are easy targets for thieves---talk to any police department that responds to car break-ins in fitness club parking lots and they will tell you. la fitness's proposed fixes to turn lanes will do nothing to mitigate traffic on seal beach blvd. or in the rossmoor shopping center. it is already very crowded. i can just see people speeding through there trying to get in or out of the center-total nightmare! i am not fooled by the p.r. messages that la fitness is putting out there. makes it all seem like lollipops and rainbows. not to our community. this is not a good fit for this location. put your health club in a more appropriate location: in an industrial park where residents daily lives are not affected adversely by traffic congestion from the thousands of extra car trips to and from the gym every day...until 11 pm. the added traffic will end up taking alternate routes through rossmoor to exit the gym. this is our neighborhood where kids walk and ride their bikes. safety will be compromised. the majority of the community does not want an la fitness here. it will produce the exact opposite of a healthy lifestyle for us and our children. • Tanya Demeter, Los Alamitos, CA Already traffic and crime increased in Rossmoor since Shops at Rossmoor center was built. Not a good location for LA fitness being too close to residential areas and behind Sprouts with inappropriate access and taking away parking spaces from residents and their guests. • Elise Ringheim, Los Alamitos, CA I'm signing because it affects me and my family along with the potential value of my home. • C Masur, Los Alamitos, CA I'm signing because it will cause an incredible amount of additional traffic! • Melinda Brawner, San Juan Capistrano, CA Safety first. I work in law enforcement and have first responders for fire and paramedics in my family. I say no to this project and you should stop it! • Yasmine Tifrit, Seal Beach, CA I'm concerned about this for many reasons. The traffic alone is massive problem. I shop in this center regularly and it's already a nightmare. I have two children that are in school in the district and getting them to and from takes forever due to congestion. The crime rate is very scary and sad since the development of the department stores, why add more, why bring more people in to our neighborhood? There's already a gym on Katella and one on Valley View, let people go there.

Online Comments from the Coalition Against LA Fitness at Shops at Rossmoor
• Eileen Rzepnick, Los Alamitos, CA I am signing because I think the congestion and traffic is already impossible. I cannot imagine a gym in that location. • Hyun Min, Los Alamitos, CA I walk around the shopping complex with kids and already too much traffic. • Wolfgang Konrad, Seal Beach, CA Increased traffic, unsafe for children • Ellie Clarke, Seal beach, CA Don't need another gym and too much traffic in the area already ~ we need more parks and green space please!! • Bernard Goldberg, Los Alamitos, CA The traffic would burden an already crowded area. • Doug Carasso, Newport Beach, CA LA Fitness would ruin the peaceful area. It's already getting kind of crowded with businesses. But LA Fitness would likely bring in many more, and at all hours of the day and night. There will be too much traffic, which will lead to congestion and danger to the many children walking in the area, including the parking lots. I strongly urge the city to put the LA Fitness somewhere else, somewhere less crowded with businesses already. I mean, we already have, right next to each other, Ralphs, Bed Bath & Beyond, and Target on one side, among many other businesses, and a host of businesses on the other. Too much! Please stop the madness! Please look out for the residents of this area. Let us enjoy living here. Don't make this location all about how many businesses can possibly fit in a few-block area. • Alice Baldwin, Los Alamitos, CA It is not appropriate for this space. Too much traffic, people will be using residential streets to get to facility. • Summer Vance, Lakewood, CA I do not think LA Fitness would be good for our neighborhood. It will impact parking, it will cause traffic, and I worry about all the people coming in. • Kevin Oon, Melville, NY I want a safe and quiet neighborhood for my family. I want less traffic on our roads. • Emily Oon, Seal Beach, CA The proposed site for LA Fitness is directly opposite my bedroom windows. I have an 8 month old that I just finally got sleeping well. The last thing I need is added noise and pollution outside his window, and added traffic when I take him for walks in the neighborhood. • Maria Pura Mayo, Cypress, CA I'm signing because I'm convinced the increased traffic will endanger the pedestrians who walk around that area and especially endanger our many children who BIKE there frequently. The increase in cars will increase the chances of their having accidents. Also, the increase in "people" will increase issues like petty theft, mugging & introduce more burglaries in the neighborhood. • Damian McCann, Los Alamitos, CA I am signing because the area is too small for this size of building and business to occupy - does not make sense given the traffic dynamic that it would also cause. • Diane Rush, Rossmoor, CA Formerly lived near a large gym which invited drug traffic and other crime to our neighborhood. • Nancy Iacono, Rossmoor, CA I am totally against a fitness center going into the center. It is NOT what need regardless of what Mr. Potts and his team say! • Geoffrey King, Los Alamitos, CA I'm already concerned about the congestion and traffic in the area. • James Rogers, Los Alamitos, CA I do not want this built. • Randy Ho, Los Alamitos, CA I feel the addition of LA Fitness in the Rossmoor Center will reduce quality of life due to increase in traffic and decrease in safety, especially through the back streets of St. Cloud which is close to a lot of homes where kids ride bikes.

9.1 Responses to Comments Addressing Specific Environmental Issues – Comments Requiring a Specific Response

9.1.1 Responses to Comments from Agencies and Organizations

The following are specific responses prepared by the City of Seal Beach to comments from agencies and organizations previously listed in Table 9-1 in Section 9.0. Comments are summarized in *italicized text* and the response provided in regular text.

California Department of Transportation (Caltrans)

Caltrans Active Transportation Coordinator has recommended the installation of bike racks where feasible to encourage multimodal connectivity and accessibility.

Bike racks will be provided as required by City building code.

Orange County Fire Authority (OCFD)

The OCFD listed the project design features that are required to be incorporated into the project for fire protection and emergency response and final design plans will require review by the City and OCFD to ensure compliance with fire protection requirements.

The City concurs that all required fire protection and emergency design features shall be incorporated into final building design and be in place prior to occupancy, including but not limited to compliance with the 2016 California Building Code, 2016 California Green Building Standards Code, and 2016 California Fire Code, as amended.

Orange County Transportation Authority (OCTA)

The OCTA has two comments on the DEIR. Page 4.4-23, Section 4.4. "Traffic and Transportation," Subsection "Impact 4.0. D," refers to potential bicycle conflicts that might be created with the proposed Project. The District 1 and 2 Bikeways Strategy[1] identified St. Cloud-Montecito as a regional corridor – Corridor H. OCTA recommends the proposed project to consider evaluation of the following document to ensure consistency with active transportation facilities plans and to encourage enhancements along regional corridors where possible.

A review of OCTA's District 1 and 2 Bikeways Strategy document reveals that improvements along Corridor H include Class II (on-street, striped) bike lanes or a Class III Bicycle Boulevard type facility (route marked by signage). Refer to Figure 3-9 (page 3-18) and Table 4-1 (page 4-3) of the District's 1 and 2 Bikeways Strategy (2013). As discussed below in Master Response Topic 1, Issue 1 (Traffic, Montecito Road), existing and anticipated daily volumes along Montecito Road are well below the roadway's capacity. Even if 100% of the project's anticipated trips utilize Montecito Road, future volumes would be well within the capacity of a two-lane road, much less the existing four-lane road that it is today.

Because traffic volumes on Montecito Road today and in the future, are and will be well below roadway capacity, two Class II on-street striped bike lanes could be accommodated through the implementation of a "road diet" without exceeding City and County thresholds of acceptable capacities for two-lane roadways. (A road diet refers to the practice of using existing right-of-way to reconfigure a road, often by reducing the number of travel lanes for motorized vehicles and using the remaining width for bicycle and pedestrian facilities.) For reference, a two-lane roadway has an acceptable (LOS D) capacity of 12,500 daily trips. Montecito Road currently experiences approximately 6,000 daily trips, while the proposed LA Fitness project is anticipated to generate 1,218 daily trips on Montecito Road. The project traffic study did not identify any impacts on Montecito Road relative to vehicles, pedestrians, or bicycles. In general, providing Class II bicycle lanes (striped) would provide safer conditions than shared use between vehicles and bicycles. Page 5-35 of the Districts 1 and 2 Bikeways Strategy discusses retrofitting existing streets to add bikeways to accommodate safe and comfortable conditions.

[1] Orange County Transportation Authority, District 1 and 2 Bikeways Strategy, December 2010.

In summary, implementation of the proposed project would not preclude implementation of the proposed improvements to Montecito Road as described in the District 1 and 2 Bikeways Strategy.

From Page 4.4-24, OCTA currently provides bus service and has bus stops located near the Project's off-site improvements, specifically on Seal Beach Boulevard (Bus Stop ID: 6869 and 6871). OCTA recommends employing measures to reduce potential disruptions to the bus stops, in effect reducing transit service disruptions, and requests the City of Seal Beach to keep OCTA updated with any potential bus stop disruptions or street closures that may necessitate detours.

Comment noted. The project applicant will coordinate with the City Public Works Department during construction to ensure that there is no significant disruption to transit operations during project construction.

County of Orange Public Works Department

The County of Orange Public Works Department had no comments on the DEIR**.**

Los Alamitos-Rossmoor Friends of the Library, Del Clark, President

The proposed 37,000-square-foot gym will impact traffic throughout the Rossmoor community and be a major safety problem for library patrons.

Please refer to Master Responses, Topic 1 – Traffic, Issue 1 (Traffic on Traffic Montecito Road and St. Cloud Drive), Issue 3 (traffic during school hours), Issue 6 (Seal Beach Blvd & Rossmoor Center Way intersection already congested), Issue 11 (emergency response times), and Issue 21 (congestion near schools and library).

Rossmoor Woman's Club

We are concerned over the ingress and egress and increased traffic impacts of several thousand trips per day on the community, which is comparable to similar traffic patterns of gyms in the area.

Please refer to Master Responses, Topic 1– Traffic, Issue 1 (Traffic on Traffic Montecito Road and St. Cloud Drive), Issue 4 (Rossmoor Park Gate 1 Exit Only Driveway), and Issue 6 (Seal Beach Blvd and Rossmoor Center Way intersection traffic).

We are concerned about the impact to the four elementary schools located in Rossmoor and the potential safety problems this project might incur.

Please refer to Master Responses, Topic 1 Traffic, Issue 3 (traffic during school hours) and Issue 21 (congestion near schools and library).

Rossmoor Homeowners Association

Traffic*. Gym traffic will cut through Rossmoor using St. Cloud and Montecito. Also, it will reverse the efforts of the Los Alamitos School District and Orange County to mitigate traffic congestion during school hours. Also, the developer and Seal Beach need to find a solution to address parking displacement of adjacent residents using the center's lot.*

Please refer to Master Responses – Topic 1 - Traffic, Issue 1 (traffic on Montecito Road and St. Cloud Drive).

As indicated in the Draft EIR, the parking lot at the Shops at Rossmoor is currently underutilized and meets all parking requirements of the City's Zoning Code. Upon completion of the project the Shops at Rossmoor will continue to meet the parking requirements of the Zoning Code, and no required parking for either the project or the overall shopping center will be lost. With regard to the concern expressed about "parking displacement," the project does not propose to address in any way the permission that has been granted by the center's management which has allowed adjacent residents to park overnight in the center's parking Lot, and the City is not being asked to exercise any discretion with respect to overnight parking by adjacent residents. The permitted overnight use of the center's parking lot by adjacent residents is a management issue for the shopping center which is independent of any decision related to the project, and remains in the sole discretion of the shopping center management. As a result, resident parking availability is not part of the project and this is not a CEQA issue.

9.1.2 Responses to Comments from Individuals

The following are specific responses prepared by the City of Seal Beach to comments from individuals previously listed in Table 9-1 in section 9.0. Comments are summarized in *italicized text* and the response provided in regular text.

Debra Benjestorf

Traffic. *St. Cloud/Montecito will be used as a cut-through route to avoid traffic on Seal Beach Boulevard. Cars currently travel at high speeds.*

Please refer to Master Responses, Topic 1 - Traffic, Issue 1 (traffic on Montecito Road and St. Cloud Drive).

Leland Jay

Traffic. *Traffic at Seal Beach Boulevard and Rossmoor Center Way is a complete cluster. There is no mitigation for traffic from the west at Montecito and Main Way, which will be the logical travel path for LA Fitness patrons.*

Please refer to Master Responses, Topic 1 – Traffic, Issue 10 (trip distribution) and Issue 16 (traffic at Montecito and Main Way).

Tony & Teresa Kozlowski and Emi and Michael Wheaton

The Kozlowskis and Wheatons provided the same comments, so they are addressed here together. Only the comments that pertain to the content of the DEIR are addressed; opinions about the project or rhetorical questions are not addressed, as they have no bearing on the content of the DEIR.

Traffic*. There is already heavy traffic on entire boulevard, especially during school drop off and pickup times. Drivers will take a short cut through Rossmoor if gym goes in. The extremely unsafe backup due to customers walking into and out of Sprouts will only get worse. Impact of congested traffic on emergency response vehicle. School district has offered low cost bus service and staggered school start times due to fact there is already too much traffic.*

Please refer to Master Responses – Topic 1 - Traffic, Issue 1 (traffic on Montecito Road and St. Cloud Drive), Issue 3 (traffic during school hours), Issue 4 (Rossmoor Park Gate 1 Exit Only Driveway), Issue 9 (undo efforts of school district to mitigate traffic), and Issue 21 (congestion near schools and library).

Noise*. The EIR does not account for slamming car doors, trunks, conversations, motorcycle engines, and car alarms.*

To evaluate potential noise scenarios, the noise study includes measurements taken as early as 5:00 A.M. of sound sources at other LA Fitness facilities. It is reasonable to assume that the proposed LA Fitness may have similar sound sources. Sources measured included loud conversations, opening/closing of car doors, car horns, and other random noises associated with those facilities, as indicated on page 4.3-11 of the DEIR. The proposed LA Fitness will not have a loading dock. The individual sound sources were assessed relative to limits in the City's Noise Ordinance, which have been established as noise levels which are reasonable to accept under the specific scenarios described in the Noise Ordinance. Results relative to these limits were used to determine significant impacts with respect to CEQA. The noise analysis concluded that the noise impacts associated with parking lot noise would be less than significant.

Hazardous Materials. *Concentrated chlorine or oxidizer and acids are part of the routine cleaning of swimming pools/athletic equipment. There is no mention of a loading dock or storage for these materials. Shouldn't the proximity to residences mandate the preparation of a hazardous materials and emergency response plan, given the use of toxic chemicals used?*

The use of chemicals for the swimming pool and athletic equipment is not extraordinary and would not require the routine transportation of hazardous chemicals. Cleaning products and pool chemicals would be part of routine deliveries along with other supplies used at the facility. The health club would have a storage area designated for cleaning supplies, similar to other commercial businesses in the Shops at Rossmoor center. Special storage areas will be designated for pool chemicals as well. LA Fitness complies with Occupational Safety Health Administration (OSHA) requirements for the safe handling and storage of any hazardous materials. Supplies are typically ordered every one to two weeks, so large inventories are not maintained on site. The facility would not have a loading dock; all deliveries would be

made through the front door by professional service representatives during normal business hours. Delivery trucks would use the established vehicle access routes that exist in the Shops at Rossmoor center. Thus, operation of the proposed project would not result in the delivery, storage, or use of toxic chemicals other than standard cleaning products and pool supplies.

Craig Maunders

Traffic. *There appears to be considerable contention with the ITE Trip figure for the project of 1,218. Both nearby gym employees and users assert this figure to be low. Sources affiliated with the ITE readily advise checking against local data or alternative models. Since this is easy to do, it is odd that the DEIR makes no disclosure of the results. CEQA Guideline 15151 states "...the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible.... The courts have looked not for perfection but for adequacy, completeness and a good faith effort at full disclosure...". I assert the present document fails on all three of these latter criteria.*

See Master Responses to Topic 1 - Traffic, Issue 7 (ITE data).

Reliance upon Seal Beach Traffic Study Guidelines, and Orange County Transportation Analysis Model to arrive at trip distribution pattern likewise appears feeble. Conclusion drawn there from may well be correct for shoppers who intend visits to the stores / shops at the front of the Center, but not Project clients who will almost certainly find the gym entrance closer to Montecito Road, and therefore access via it preferable. DEIR assertion in this regard flagrantly breaches common sense. The purpose of the EIR is to inform, not misinform.

Please refer to Master Responses –Topic 1 - Traffic, Issue 10 (reliance on Seal Beach traffic study guidelines and OCTA Model.)

Air Pollution. *Air pollution consequences of the alternative trip generation numbers are not accounted for.*

As a standard, the City uses ITE numbers for trip generation. For consistency of analysis in the EIR, these traffic generation figures were used for the air quality analysis as well. Thus, no change to the air quality analysis is needed.

Traffic Noise. *Noise consequences of the alternative trip generation numbers are not accounted for.*

As a standard, the City uses ITE numbers for trip generation and the Seal Beach Traffic Study Guidelines and Orange County Transportation Analysis Model to arrive at trip distribution patterns. For consistency of analysis in the EIR, these same distribution patterns and traffic volumes were uses for the noise analysis. Thus, no change to the noise analysis is needed.

Noise Impacts on Adjacent Uses. *The reflective impact of this tall building on traffic noise from Rossmoor Center Way to the Rossmoor Park condominiums to the north does not appear included in the noise estimates in Figure 4.3.5 despite a request that the EIR preparer do so in a NOP comment letter.*

It is assumed that this comment refers to Table 4.3-5. The changes in dBA levels in Table 4.3-5 were based on increased traffic counts due to the project, as indicated in the traffic study prepared for the project. Sound reflection off the proposed LA Fitness building was considered in the analysis and determined to be insignificant due to the area of the project building, location of the project building with respect to nearby receivers, and barrier effect from the existing brick wall along the south side of Rossmoor Park condominiums.

Trips at Driveway on Rossmoor Center Way. *The DEIR section on Site Adjacent Driveways (page 4.4-23) combines a condominium gate exit figure computed in seconds per vehicle with daily volumes and compares to the gross capacity of the roadway of 12,500 vehicles per day. It goes on to assert the impact would be "acceptable," yet it cites no objective basis for making this claim. The risk to hundreds of residents for whom this is the only vehicular outlet from their homes will not find it acceptable when they discover that, although the street capacity is sufficient; during peak hours, opportunity to exit is foreclosed because remaining safe access to Rossmoor Center Way has been usurped by traffic attributable to the new development and its driveway behind Sprouts. Yet one can see clearly that this would be "acceptable" ...to applicant.*

It is a source of particular distress that, during the EQCB meeting on April 5, 2017 the City's traffic consultant was identified as being involved in a decision to "filter" this key residential exit from the impact analysis of the traffic study. That might have been fine if this were an assessment of street capacity, but not for CEQA impacts. In short, LSA Associates has analyzed the impact of the Rossmoor Park Condominium exit on the Project. CEQA demands instead that the assessment be made of the impact of the proposed project on Rossmoor Park condominiums. In my opinion, this DEIR still does not.

Please refer to Master Responses – Topic 1 - Traffic, Issue 4 (Rossmoor Park Gate 1 Exit Only Driveway).

***Loading Area Noise**. Site plan fails to identify either loading dock, nor dumpster/trash pickup location(s). Noise impact assessments(s) thereof are therefore missing and DEIR incomplete.*

The LA Fitness building does not require or include a loading dock, as the business operations would not involve frequent large-scale deliveries. Deliveries of supplies would be provided by existing service providers to the shopping center including, the U.S. Postal Service, UPS, and Federal Express. Trash collection facilities used by LA Fitness would be the same as those that service the shopping center. These require regular pick up, which is part of the service provided by shopping center management.

***Parking Lot Noise.** Veneklasen's noise assessment in the Operational Noise - Outdoor Parking Lot Activities section on page 4.3-11 relates the use of a noise assessment model. This is very convenient as we're led to believe a car horn parked there produces a figure of 47 dBA directly at the west residential property line. Perhaps this implies that on any given day, one can park a stock automobile near that property line, with confidence that the 90 dBA sound emitted from its horn respects the property line mere inches away.*

The noise assessment model utilized actual sound levels of sources measured at other LA Fitness facilities. Source levels were not fabricated or obtained from text books, etc. No observed sound sources were measured to be 90 dBA.

***Aesthetics.** DEIR sweeps aesthetic impacts "under the rug," yet the applicant proposes obliteration of landscaping on Seal Beach Blvd. where left turn lane is extended will result in a more "industrial" look more akin to City of Industry or Santa Ana. Why is this no impact?*

The impact criteria under the CEQA Guidelines regarding aesthetic impacts is whether the project will "substantially degrade the existing visual character or quality of the site and its surroundings." Removing a small strip of landscaping along Seal Beach Boulevard does not rise to a level of significance under CEQA; therefore, removal of the landscaping to install a longer turn lane is not a significant aesthetic impact.

***Alternatives.** DEIR addressing of Alternatives seems fixated on the athletic club. Its apparent assertion that a 37,000-square-foot donut shop would bring more traffic is hilarious. Seems like an extension of the "boutique shopping" theme adopted elsewhere at the center could do much to provide revenue to the owner, and to the city. Why aren't the natural addition of shoes, accessories, books, or even a small hardware store not part of the alternatives? I claim this section fails to meet the criteria for "good faith."*

Please refer to Master Responses – Topic 5 – Alternatives.

Also, as stated in the Master Response, an alternative need not be considered if it would not avoid or substantially lessen any of the significant effects of the project. Effects of the project have been found to be less than significant for all environmental issues except for HVAC and construction noise, both of which are mitigated to less than significant levels. Therefore, an alternative project built in the same location does not need extensive consideration under CEQA. Also, the No Project alternative discussion beginning on page 5.0-2 of the DEIR and Table 5-1 in particular identifies several potential other uses that could locate on the site, including a few—such as an office building or a hotel—that would generate fewer evening peak-hour trips than a health club. Retail sales businesses, such as those suggested in the comment and shown in Table 5-1, could result in comparable or higher peak-hour trips relative to a health club.

Gary Miller

***Traffic – Target Market.** The residential location of anticipated patrons and their route to the facility must be identified for any traffic study. It has been noted that anywhere from fifty to eighty percent of the center's target market is the community of Rossmoor and yet there are only three entrances to the center from Montecito and three from St. Cloud, while the rest are all along Seal Beach Blvd. where traffic is extensive. Rossmoor residents will be pretty much forced to use Rossmoor Center Way and/or to come out St. Cloud and Bradbury onto Seal Beach Blvd. to enter the frontage portion of the center, thereby increasing traffic on Seal Beach Blvd. It would be ideal if they could just come and go from the back of the center and never have to get out onto Seal Beach Blvd.*

See Master Responses to Topic 1 – Traffic, Issue 1 (Montecito Road Traffic) and Issue 10 (Trip Distribution).

***Traffic – Rossmoor Center Way.** A new facility (LA Fitness) in back of Sprouts will increase traffic in the northbound left-turn pocket lane of Seal Beach Blvd. to Rossmoor Center Way. Today, northbound traffic trying to access the center on Seal Beach Blvd. is often backed up in both of the northbound pocket turn lanes and the traffic often sticks out into the left through lane creating a dangerous situation for both Rossmoor Center Way and Town Center Drive. This needs to be addressed by reconfiguring the signal and/or lengthening the left*

turn pocket lane of the recently improved median. Lengthening the pocket lanes needs to be accomplished without interfering with the southbound pocket lanes for traffic turning east into the Target Center. Also, an additional entrance/exit could be added just north of Subway sandwich facility, onto the southbound lane of Seal Beach Blvd, relieving traffic demands on Rossmoor Center Way.

The traffic analysis prepared for the DEIR found that under existing conditions without the proposed project, the existing northbound left-turn lane on Seal Beach Boulevard onto Rossmoor Center Drive experiences queuing deficiencies during periods of peak demand. However, the project description includes a reconfiguration of the existing northbound left-turn lane which will extend that lane by 145 feet. Not only will this planned element of the project correct the existing deficiency, it will preclude any additional queuing deficiency caused by the project. Although not necessary to mitigate impacts of the project on traffic, the applicant also proposes to widen Rossmoor Center Way to install a second westbound lane. This improvement provides a dedicated lane for turns into the parking lot immediately adjacent to Sprouts, thus minimizing delay for through traffic travelling westbound on Rossmoor Center Way.

Traffic – Seal Beach Boulevard *Seal Beach Blvd. is the city's only north-south through street. In many areas, there are no side streets for extra traffic. As such, it handles a tremendous amount of traffic and asking it to accommodate more, is difficult as it already most likely is at a Level of Service (LOS) F at peak travel times, which due to the variety of traffic, is from 7 am to 9 am, from 2:30 pm to 7 pm. There is not only the usual to/from-work travel traffic, but also the school traffic, as all school children in the district use Seal Beach Blvd, with the exception of elementary school children in Old Town and the Hill that attend McGaugh. Consideration of the impact of the I-405 Improvement Project must also be considered because in 2023 traffic will increase on Seal Beach Blvd. due to the project, i.e., congestion at the county line and congestion caused by tolling.*

See Master Responses to Topic 1 – Traffic, Issue 5 (Cumulative Methodology).

Site Plan. *LA Fitness proposed building location should be more to the south, at least 20 feet or so, but not on top of Rossmoor Center Way, especially if Rossmoor Center Way is widened, which should happen. Do not construct the building where it is presently planned as that will forever prevent traffic from easily accessing the center from the community of Rossmoor from Montecito. People will go the way of the least amount of traffic.*

See Master Responses to Topic 1 – Traffic, Issue 1 (Montecito Road Traffic), Issue 4 (Rossmoor Park Gate 1 Exit Only Driveway), and Issue 10 (Trip Distribution).

One other issue to consider: rotate the LA Fitness building 90 degrees, elongate it, and moving it further west, possibly to West Road, so that the back of the building would be to the condos, and with parking for the LA Fitness to the east of the building (the back of Sprouts). Experience from the earlier center where there was a movie theater, demonstrated problems in the evening with movie-goers talking and slamming car doors upon leaving after the movie was over. This same behavior would exist with patrons from LA Fitness leaving as late as 11 pm., as well as patrons arriving at 5 am.

See Master Responses to Topic 2 – Noise. The project will not result in noise impacts in its proposed configuration and with mitigation incorporated to address HVAC noise.

Parking. *Finding a solution to the parking woes of adjacent residents is within the scope of the project, and I urge it be considered in the EIR.*

Nearby residents have been allowed to use a portion of the parking lot at the Shops at Rossmoor by the shopping center management for overnight parking. However, resident overnight parking is not part of the fitness center project subject to environmental review or discretionary action by the City. The project does not propose to address in any way the permission granted by the center's management for overnight resident parking, or for the City to exercise any discretion in connection with overnight resident parking. Currently the shopping center meets the City's on-site parking requirements, and would continue to do so following construction of the fitness center. The permitted overnight use of the center's parking lot by adjacent residents is a management issue for the shopping center which is independent of any decision related to the project, and remains in the sole discretion of the shopping center management. As a result, resident parking availability is not part of the project, and this is not a CEQA issue.

CEQA also focuses on *environmental impacts* (emphasis provided) and the issues of concern listed in the CEQA checklist (see the Initial Study in Appendix A of the DEIR). In addition to environmental concerns addressed by CEQA, comments received on this DEIR raised concerns regarding several issues that are not within the scope of an EIR, including parking. Although this Final EIR does not address parking issues, they are important considerations for the City during its land use review of the proposed project, and comments pertaining to these non-CEQA issues will be addressed in staff reports prepared for the public hearing process.

Alternate Plan. *I am well aware that LA Fitness wants to construct a building in The Shops at Rossmoor. However, if it does not come to fruition, perhaps another type of building could be constructed at that site: an office building of similar size would have better hours, not disrupt the sleep of the condo residents (gym members leaving late at night, closing car doors, talking -- voices do carry.) There would not be a need for parking after say 6 pm, thereby not conflicting with the residents from the condos who would wish to park along the back of their building.*

See FEIR Chapter 5, Alternative 1: "No Project" Alternative and Alternative 2: Alternative Location at the Shops at Rossmoor Shopping Center. Also, refer to Master Responses – Topic 5 – Alternatives.

Michael M Obradovitch, P.E.

Traffic and Pedestrian Safety. *Pedestrian hazards that currently exist at the Shops at Rossmoor will be exacerbated by the proposed LA Fitness. South Road and West Road in particular will be the source of pedestrian/vehicular conflicts.*

The internal drive aisles to the Shops at Rossmoor are designed to provide vehicular access to/from parking spaces within the center. These are not public streets. Parking is not provided along the drive aisles but lead customers to the parking areas in the center from surrounding public streets, as is the case with a typical shopping center. The project does not involve any change to this existing condition. Sidewalks that exist today on Rossmoor Center Way will be retained.

Kevin Pearce

Traffic – Use of ITE Manual. *The traffic study uses trip generation data from the ITE traffic manual. Actual data from local LA Fitnesses would be more realistic.*

See Master Responses to Topic 1 - Traffic, Issue 7 (ITE data). The ITE traffic manual projections represent a fair composite of expected trips to be generated by a health and fitness facility. As for trip generation from other facilities, it must be noted that a variety of factors, most notably demographics and location, can create variations in the number and timing of trips which a facility will generate. In the case of the proposed project, it is anticipated that the Silver Sneakers program, the proximity of the project to large numbers of senior citizens, and the resulting atypical driving patterns (i.e., car-pooling and similar means of transport) and timing of usage (i.e., seniors are less likely to use the facility at typical "peak hours") will produce correspondingly atypical traffic counts. By using the generally accepted ITE traffic manual, standardized trip counts for similar facilities are likely to provide a fair and reasonable projection of trips.

Traffic at Sprouts/Pei Way Intersection. *This four-way stop does not work today. Adding an additional lane on Rossmoor Center Way will only increase the amount of overcrowding.*

See Master Responses to Topic 1 - Traffic, Issue 8, which addresses this particular location.

Traffic – Alternative Travel Routes. *People will look for other routes to get to the proposed gym (through Rossmoor), thus undoing the work of the Los Alamitos School District to mitigate traffic problems during school drop-off/pick-up hours.*

See Master Responses to Topic 1 - Traffic, Issue 1 (Montecito Road) and Issue 3 (school hour traffic).

Wiley Rittenhouse

Traffic – *The traffic counts and projections does not account for possible variance in data.*

See Master Responses to Topic 1 - Traffic, Issue 12 (collection and analysis methodology).

Vicki Toutz

Traffic and Pedestrian Safety. *Pedestrian hazards that currently exist throughout the Shops at Rossmoor will be exacerbated by the proposed LA Fitness.*

See Master Responses, Topic 1 – Traffic, particularly Issues 1 (Montecito Road and St. Cloud Drive), 6 (Seal Beach Boulevard and Rossmoor Center Way), 8 (lane design), and 9 (alternative routes).

Energy and Water Use. *Energy and utilities usage in the area will be severely impacted. Currently, Golden State Water Company has been under conservation standards. They have implemented stage mandatory water conservation and ration usage. Presently, residences are asked to limit days and volume of water or penalties may be applied. LA Fitness will drastically increase water volume in the area! Showers, pool and normal water services in a large active facility will only increase the water usage in the area. No matter how many energy efficient and/or water saving devices used, the usage will drastically increase. Hence, tighter restriction will be placed upon the residences resulting in increased conservation of our own residences. Edison electric demands will increase as the AC units run all day and into the night significantly stressed the demand on hot days.*

The analysis of impacts on energy and water use was performed by contacting the service providers to determine if they have the capacity to service the project. Per the 2016 Initial Study, "Water use by the building would be roughly 9,730 gallons per day, or approximately 11 afy (acre-feet per year). As the Urban Water Management Plan anticipates an overall increase in demand associated with development in the area over 2010 conditions, and the water demand for this project is within that demand assumption, impacts would be less than significant. The project would not substantially deplete water supplies, and the project would have a less than significant impact on entitled water supplies." (Initial Study, p. 66) Additionally, the analysis includes the consideration of energy conservation and how the project meets energy conservation standards (this is included in Chapter 6.3 of the DEIR).

Crime. *The Shops of Rossmoor have seen an increase in police and security presence, and I am sure an increase in crime. Since the fitness facility draws hundreds of cars parked unattended all day and into the night it is possible for crime to escalate. With the proximity of the fitness center to the adjacent residential community increased policing problems and an unintended crime spill over into the neighborhood is likely.*

See Master Responses, Topic 3 - Increased Crime.

Janet Wagoner

Traffic. *St. Cloud/Montecito will be used as a cut-through route to avoid traffic on Seal Beach Boulevard.*

Please refer to Master Responses, Topic 1 - Traffic, Issue 1 (Traffic on Montecito Road and St. Cloud Drive).

Emil and Michael Wheaton

See above response to Tony & Teresa Koziowski above.

Vanessa Widener

Traffic Impact on Schools. *The LA Fitness project will undo the progress made to improve traffic in the Rossmoor neighborhood, particularly during school hours.*

Please refer to Master Responses – Topic 1 - Traffic, Issue 1 (traffic on Montecito Road and St. Cloud Drive), Issue 3 (traffic during school hours).

Robert L. Zambenini

Handicapped Accessibility. *The commenter is concerned that the project will not be required to provide accommodation per the American with Disabilities Act (ADA).*

While this is not an environmental issue per se, absence of ADA improvements could create traffic safety concerns in the immediate project vicinity. The developer of the LA Fitness facility, as a private business that provides services for the public, will be required to provide accessibility for the disabled in accordance with federal and local regulations.

9.2 Master Responses to Comments Addressing General Environmental Issues – Organized by Topic

The following responses prepared to address general environmental issues raised in the public comments. Responses are organized by broad topics raised by the comments received: traffic, noise, increased crime, aesthetics, and alternatives. The traffic topic is further subdivided by specific issues identified in the comments.

Topic 1 - Traffic

Numerous commenters raised concerns about traffic impacts. The following are organized by particular traffic issues.

Issue 1: Traffic on Montecito Road and St. Cloud Drive

Many of the comments related to St. Cloud Drive and Montecito Road. This response addresses traffic volumes, accidents and speeding, and pedestrian safety, particularly regarding school children.

St. Cloud Drive and Montecito Road and several intersections along both roadways were included as study area facilities in the Traffic Study. As shown on page 3 of the Traffic Study, the following Montecito Road facilities were included in the study:

Roadway Segments:

St. Cloud Drive between:
- Seal Beach Boulevard and Yellowtail Drive

Montecito Road between:
- Yellowtail Drive and Copa De Oro Drive
- Copa De Oro Drive and Mainway Drive
- Mainway Drive and Bradbury Road

Intersections:

4. Seal Beach Boulevard/St. Cloud Drive
8. Yellowtail Drive/St. Cloud Drive (unsignalized)
9. Montecito Road/Copa De Oro Drive (unsignalized)
10. Montecito Road/Mainway Drive-Rossmoor Center Way (unsignalized)
11. Montecito Road/Bradbury Road (unsignalized)

Response 1.1 - Montecito Road Traffic

Many comments expressed general concern regarding the volume of traffic on Montecito Road. As shown on Tables A, G, I, and K of the Traffic Study, the intersections listed above operate at City acceptable levels of LOS C or better for every scenario (Existing, Opening Year, and the year 2035) analyzed in the DEIR. City guidelines consider LOS D acceptable. Similarly, Tables B, H, J, and L show that the roadway segments listed above operate at City acceptable levels of LOS C or better for every scenario analyzed. City guidelines consider LOS D acceptable.

The County of Orange Traffic Engineering Department recently produced a traffic study for the Rossmoor community titled “Rossmoor Traffic Study” on September 26, 2016. This study is attached for reference as Appendix F of the EIR. The existence of this study was not known at the time of DEIR preparation. The study was conducted to address a request made by the Rossmoor Homeowners Association at the May 21, 2015 Orange County Traffic Committee meeting to remove time-based parking restrictions on both sides of Foster Road/Hedwig Road between Druid Lane and Wallingsford Road. In addition, the study examined Rossmoor community concerns regarding traffic congestion (created by peak school pick up/drop off), parking availability, and bicycle safety. This study involved collection of accident data (over a 13-year period) plus daily vehicular traffic and vehicle speeds between the years of 2013 and 2015. Additionally, this study included a school mobility survey conducted by the Los Alamitos Unified School District of 203 parents detailing from where and how they get to and from school. The survey showed that of the 203 survey respondents, 56% of the children are driven to school, 18% walk, and 10% ride bikes.

(The County's Rossmoor Traffic Study did not focus on school hours but did involve several days of field reviews noted above on during the peak school pick up and drop off periods. The study reviewed the school enrollment over the last 13 years.)

The daily traffic counts taken for the County's Rossmoor Traffic Study corroborate the daily traffic counts taken for the LA Fitness Traffic Study in showing existing daily traffic counts along Montecito Road from Rossmoor Center Way to Bradbury Road of approximately 5,800 to 6,000 daily trips, similar to those counted for the LA Fitness Traffic Study.

For comparison, the City of Seal Beach Circulation Element (2003) shows St. Cloud Drive from Montecito Road to Seal Beach Boulevard to carry 9,300 daily trips while having a design capacity of 25,000 vehicles per day. By City planning methods, a road such as Montecito Road/St. Cloud Drive, with a capacity of 25,000 daily trips, can handle up to 15,000 daily trips before dropping to LOS B. City guidelines specify LOS D as acceptable. The County's Rossmoor Traffic Study and the City's Circulation Element's analysis of daily traffic along Montecito Road and St. Cloud Drive are in line with the daily and peak hour volumes and operations analysis results of the LA Fitness Traffic Study.

The LA Fitness, based on Institute of Transportation Engineers (ITE) national guidelines utilized by the City, is anticipated to generate a total of 1,218 daily trips. Montecito Road can handle approximately 9,000 more daily trips than its current load before degrading to an acceptable LOS B. This would roughly suggest that even if every one of the 1,218 daily trips generated used Montecito Road, Montecito Road could handle all the traffic generated by the LA Fitness, in addition to a use several times more intense than the LA Fitness and still be considered to operate at LOS A, the highest level of efficiency under the LOS standard used by the City and most jurisdictions throughout the State.

As the project Traffic Study concluded, traffic operations on St. Cloud Drive and Montecito Road (LOS operations for road segments) would not decline due to project traffic for any of the scenarios analyzed in the DEIR. All segments of these roadways currently operate at LOS D or better during the morning peak period, afternoon peak period, and Saturday midday period, and project traffic would not change the LOS.

Importantly, the information in the County of Orange Traffic Engineering Department's September 2016 study corroborates the data and conclusions contained in the project Traffic Study. Because the County's study only clarifies and amplifies the information in the project Traffic Study and does not present any significant new information, as defined by CEQA Guidelines Section 15088.5, recirculation of the DEIR is not required.

Response 1.2 – Montecito Road Accidents and Speeding

Consistent with City guidelines, the Traffic Study included an accident history analysis that starts on page 11. City guidelines consider intersections or roadway segments experiencing five or more reported accidents within the most recent 12-month period as requiring additional analysis. The City uses five accidents as an indication of potential problems that could require improvements. This accident data was obtained from the City Police Department, Caltrans, and California Highway Patrol's internet database of all reported accidents.

As shown on Table C of the Traffic Study, no locations north of Lampson Avenue experienced five or more accidents for the years analyzed. Additional accident data for the Rossmoor community was obtained from County Traffic Engineering staff. To address the community concerns made at the City Environmental Quality Control Board hearing in April 2017 about accidents along Montecito Road, LSA contacted County Traffic Engineering staff about vehicular accident data for Montecito Road from March 2012 to March 2017. The County Traffic Engineering department maintains a comprehensive database of traffic accidents for unincorporated parts of Orange County. This data has been attached for reference as Appendix G of the EIR. Because the County's accident data corroborates traffic accident data presented in the project Traffic Study and does not present any significant new information, as defined by CEQA Guidelines Section 15088.5, recirculation of the DEIR is not required.

As shown in the Orange County Traffic Engineering Department's accident data, no single location experienced more than one accident within the most recent 12-month period. Accidents along Montecito Road do not meet the City's thresholds for potential problems.

Speeding was also expressed by the community as a concern. The County's Rossmoor Traffic Study provided speed surveys collected throughout 2015 along 11 major roads in the Rossmoor community. As shown in the Rossmoor Traffic Study, Montecito Road experiences 85th percentile speeds of 38 miles per hour. The 85th percentile speed is the highest speed at which 85 percent of all cars are traveling at or lower than. This means that 85 percent of cars on Montecito Road are traveling at 38 miles an hour or slower. This is the speed that is usually looked at to determine appropriate speed limits. As the speed of Montecito Road is 35 miles per hour, this would suggest that the majority of road users are abiding by posted speed limits. The LA Fitness Traffic Study included a roadway segment analysis along

Montecito based on the Highway Capacity Manual (HCM) methodology (Table B). Speed is considered as part of this analysis. As a result, the speed along Montecito is approximately 31 mph or less during the peak hours of the day. This is below the posted speed limit.

The above information summarizes the data and analysis in the County's Rossmoor Traffic Study. Accident trends and speeding are both further discussed in that document in Appendix F on page 8. As stated in the conclusions of that report, the community had an overall decline in vehicular volume, speed, and collisions compared to historical data. Specific recommendations were made to streets internal to the community and not within the LA Fitness Study area.

Response 1.3 – Montecito Road Pedestrian and School Safety

The LA Fitness Traffic Study focused on potential conflicts between project traffic and the most immediately nearby school, Rossmoor Elementary School on Montecito Road. The other public schools in the Rossmoor community — Hopkinson Elementary, Lee Elementary, and Weaver Elementary — are not located along the primary travel routes serving the Shops at Rossmoor center and the project site. In the event an LA Fitness member uses Montecito Road to access the site (from Los Alamitos/Seal Beach Boulevard), the only school they would pass by is Rossmoor Elementary School. The three other elementary schools cited above within Rossmoor are not located along through streets that connect to collector streets serving the Shops at Rossmoor.

The project Traffic Study contains a pedestrian conditions analysis on page 16. This analysis of pedestrian activity specifically looked at the number of pedestrians and bicyclists crossing the five intersections with crosswalks along Montecito Road between St. Cloud Drive and Bradbury Road. Additionally, LSA collected vehicle counts during the morning (7:00 A.M. – 8:00 A.M.) and afternoon (2:00 P.M. – 3:00 P.M.) peak hours during which students arrive to and leave from the local elementary schools. This analysis looked at the potential increase in traffic that would come from the LA Fitness as a percentage during these periods to illustrate what the change in car traffic would feel like to pedestrians. Based on the table shown on page 16, the project would result in an increase in vehicle trips of approximately one percent during school periods along Montecito Road. As shown on page 16 of the project Traffic Study, the proposed project is expected to add two vehicles (approximately one car every 30 minutes) during the a.m. peak hour and seven vehicles (approximately one car every eight and one-half minutes) during the midday school hour. Based on standard traffic engineering analysis, the addition of these vehicles on Montecito Road at this rate would be barely perceived by the public.

Montecito Road has sidewalks along its entire length, with six crosswalks for pedestrians to cross St. Cloud/Montecito between Seal Beach Boulevard and Bradbury Road.

Along the west side of Montecito/St. Cloud, a landscape buffer (parkway) is provided between Bradbury Road to Seal Beach Boulevard. The east side does not have a parkway. In addition, for most of the stretch of Montecito Road, the existing on-street parking generally is occupied during peak hours during which students arrive to and leave from the local elementary schools; the parked cars provide another significant buffer between pedestrians and vehicles traveling on Montecito Road and St. Cloud Drive.

Due to these separate facilities that allow for safe pedestrian and vehicle movement with minimal interaction between the two, the number of vehicles on the street will have little to no effect on pedestrians on the sidewalks or in crosswalks. This is corroborated by the accident analysis described above.

With regard to bicycle riders along Montecito/St. Cloud, please refer to the response above to the Orange County Transportation Authority.

Issue 2: Include the Bay Theatre Project as a cumulative impact and address any concerns and impacts.

Response 2 – Bay Theatre Project

The Bay Theatre project represents a proposal to restore a historic single-screen theater, which has been unoccupied since 2012, as a movie house and live entertainment venue. The theatre is located at 340 Main Street, south of Pacific Coast Highway near downtown Seal Beach, south of 1-405 and approximately four miles from the Shops at Rossmoor.

The location of the Bay Theatre puts two major routes between the theater and the LA Fitness site: Pacific Coast Highway and I-405. This would indicate that patrons of the Bay Theatre outside of north Seal Beach/Rossmoor community would likely utilize routes such as Pacific Coast Highway and I-405, bypassing the area around the LA Fitness.

The remaining traffic generated by this use is included in the ambient growth rate utilized in the Traffic Study. This ambient growth rate of 0.5 percent per year would be greater than the potential trips to and from the Bay Theatre during weekday A.M. and P.M. and Saturday mid-day peak hour traffic on Seal Beach Boulevard.

Issue 3: Address concerns and impacts of traffic during school hours.

Response 3 – School Hour Traffic (see also Response 1.3 above and subsequent Response 21)
The morning drop-off period traffic for the elementary schools occurs during the same morning peak-hour traffic period that was analyzed in the LA Fitness Traffic Study. As such, the morning school hour is already included in the weekday a.m. peak hour since it occurs during the same time frame.

The afternoon pick-up period traffic along Montecito was counted as a part of the pedestrian analysis reported on page 16 of the LA Fitness Traffic Study. These volumes were shown to be approximately the same or lower than those counted and analyzed as part of the weekday a.m. and p.m. peak hour analysis. Analysis of traffic operations is dependent on the number of cars counted. The relationship between existing traffic volumes and project volumes along St. Cloud Drive and Montecito Road during the a.m. peak hour, mid-day peak hour, p.m. peak hour, and full 24-hour daily period are shown in the following table:

Roadway	Segment	Analysis Period[1]	Existing Trips	Project Trips	Percent Increase
Saint Cloud Drive	Seal Beach Boulevard and Yellowtail Drive	AM Peak	966	2	0.2%
		Midday Peak	929	7	0.8%
		PM Peak	987	7	0.7%
		ADT	12,295	61	0.5%
Montecito Road	Yellowtail Drive and Copa De Oro Drive	AM Peak	552	2	0.3%
		Midday Peak	555	7	1.3%
		PM Peak	685	7	1.0%
		ADT	6,275	49	0.8%
	Copa De Oro Drive and Mainway Drive	AM Peak	427	2	0.5%
		Midday Peak	511	5	1.0%
		PM Peak	495	5	1.0%
		ADT	5,895	37	0.6%
	Mainway Drive and Bradbury Road	AM Peak	536	2	0.4%
		Midday Peak	540	4	0.7%
		PM Peak	498	4	0.8%
		ADT	5,647	37	0.7%

[1] Analysis Period: Weekday AM Peak (7:00 a.m. – 8:00 a.m.); Weekday Midday Peak (2:00 p.m. – 3:00 p.m.); Weekday PM Peak (4:00 p.m. – 6:00 p.m.); ADT = Average Daily Traffic

As counted, traffic on Montecito Road south of Mainway Drive was lower during the after school pick-up period than during the p.m. peak hour commute period and approximately the same as the a.m. peak hour commute period north of Mainway Drive. The analysis of the a.m. and p.m. peak hours would identify similar or higher levels of traffic and therefore the same or more potential impacts than the school hour traffic. As no impacts were identified along Montecito Road during the a.m. or p.m. peak hours, analysis of the school hour traffic was not warranted.

Note that the County of Orange Traffic Engineering Department's September 2016 traffic study for Rossmoor evaluated pedestrian conditions during school drop-off and pick-up periods. The County did not identify the need for any traffic safety or operational improvements in the vicinity of Rossmoor Elementary School or along Montecito Road.

Please proceed to Page 9-22 for Issue 4

For the above reasons, the Bay Theatre Project already would have been considered in the cumulative traffic analysis in the DEIR with the use of the ambient growth rate and future traffic forecasts.

Issue 3: Address concerns and impacts of traffic during school hours.

Response 3 – School Hour Traffic (see also Response 1.3 above and subsequent Response 21) See Page 9-21.A
The morning drop-off period traffic for the elementary schools occurs during the same morning peak-hour traffic period that was analyzed in the LA Fitness Traffic Study. As such, the morning school hour is already included in the weekday A.M. peak hour since it occurs during the same time frame.

The afternoon pick-up period traffic along Montecito was counted as a part of the pedestrian analysis reported on page 16 of the LA Fitness Traffic Study. These volumes were shown to be lower than those counted and analyzed as part of the weekday p.m. peak hour analysis.

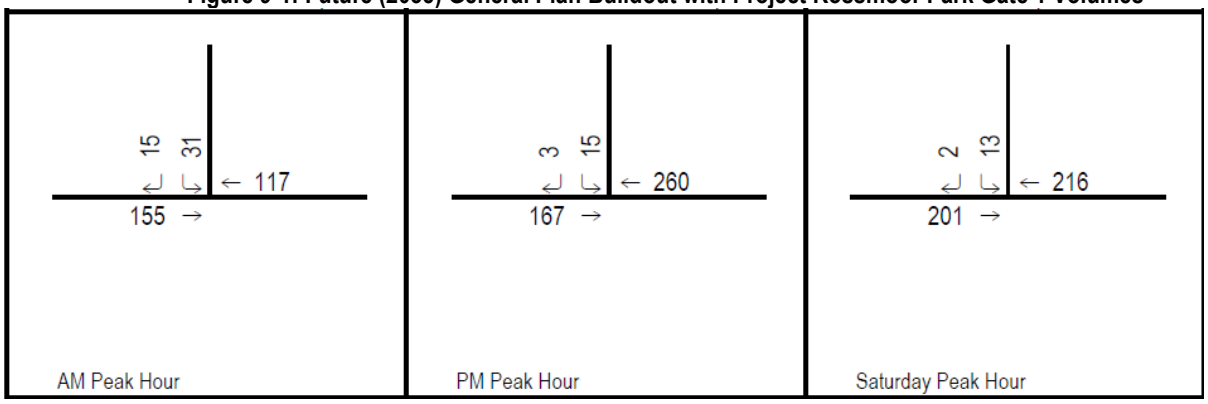
As counted, traffic on Montecito Road was lower during the after school pick-up period than during the p.m. peak hour commute period. The analysis of the P.M. peak hour would identify higher levels of traffic and therefore more potential impacts than the school hour traffic. As no impacts were identified along Montecito Road during the P.M. peak hour, further analysis of the school hour traffic was not warranted.

Note that the County of Orange Traffic Engineering Department's September 2016 traffic study for Rossmoor included analysis of traffic conditions during school drop-off and pick-up periods. The County did not identify the need for any traffic safety improvements in the vicinity of Rossmoor Elementary School.

Issue 4: Incorporate and elaborate on the data collected for the exit of the Rossmoor Park Association Condos onto Rossmoor Center Way, and address any concerns and impacts.

Response 4 – Rossmoor Park Gate 1 Exit Only Driveway
Gate 1 of the Rossmoor Park Association Condominiums is an exit-only driveway across Rossmoor Center Way from and the area between the LA Fitness site and the Pei Wei/Sprouts internal intersection. Counts were conducted at this location in both May and October of 2016. For purposes of this analysis, the October 2016 counts were utilized as they are more recent and collected on the same dates as the counts collected for the Traffic Study. These driveway counts, combined with anticipated 2035 traffic, with the LA Fitness, are shown below.

Figure 9-1: Future (2035) General Plan Buildout with Project Rossmoor Park Gate 1 Volumes



Traffic from the Future (2035) General Plan Buildout with Project conditions was chosen for this driveway analysis since these counts represent the worst case that was analyzed in the LA Fitness Traffic Study. All other scenarios would involve lower traffic volumes. Consistent with City guidelines for intersection analysis and the methodologies of the Traffic Study, the driveway was found to operate at acceptable LOS B or better during all three peak hours.

Additionally, queuing at the driveway and at the Sprouts/Pei Wei intersection was examined. This queuing analysis is consistent with the City-approved queuing analysis methodology shown in Table M: Site access Queuing Summary in the LA Fitness Traffic Study. This includes looking at the worst case 95th percentile queues.

Table A: Rossmoor Park Driveway Future (2035) General Plan Buildout with Project LOS and Queuing

Peak Hour	Intersection LOS		Southbound Queuing of Vehicles Exiting Rossmoor Park Association Condominiums Driveway (ft.)	Eastbound Queuing of Vehicles on Rossmoor Center Way at Sprouts / Pei Wei Driveway (ft.)
	Delay (sec.)	LOS		
Weekday a.m.	10.6	B	48	59
Weekday p.m.	11.4	B	41	67
Saturday mid-day	11.4	B	36	78

Notes: LOS = Level of Service; sec = seconds; ft = feet

As shown on Table A, cars using the Gate 1 driveway to exit the Rossmoor Park Association Condominiums may queue up to 48 feet at the exit gate, or approximately two car lengths, at the worst times in the morning. Separately, eastbound vehicles on Rossmoor Center Way may experience queuing at the Sprouts/Pei Wei driveway of as much as 78 feet, or approximately three to four car lengths.

As a result, vehicles using the Gate 1 driveway to exit the Rossmoor Park Association Condominiums should not be blocked by the worst projected queuing on Rossmoor Center Way because the distance between Gate 1 and the Sprouts/Pei Wei driveway is approximately 120 feet, or 32 feet more than the anticipated worst-case queuing.

Additionally, as shown on Table A above, the post-project level of service at the Sprouts/Pei Wei intersection remains at LOS B, within the City's acceptable standards for intersection operations. Therefore, from the perspective of both queuing and level of service, the project does not result in significant impacts relative to the Gate 1 exit of the Rossmoor Park Association Condominiums. Count sheets and analysis worksheets are included in the Traffic Study in Appendix E of the EIR.

Issue 5: Cumulative Impact Analysis – Specifically, Bay Theatre and the Car Wash

Response 5 – Cumulative Methodology

The concern expressed is that the cumulative impact analysis did not address three projects: the Bay Theatre in downtown, a car wash across from the Shops at Rossmoor, and the I-405 improvement program.

With respect to the Bay Theatre, see the response above to Issue 2: Bay Theatre with regard to this project.

With regard to the car wash at the Mobil Station across from the Shops at Rossmoor, this was a car wash that was requested to be added by City staff in winter of 2015. However, it was removed for this Traffic Study, as by the time counts were taken in October 2016, this car wash was observed to be operating. As these counts represent real cars observed on a specific day when the car wash was operating, cars that enter and exit the car wash were included in the Traffic Study. The car wash, therefore, is appropriately part of the existing baseline conditions and not a "cumulative project."

With regard to planned improvements to I-405 and related cumulative impacts, the Traffic Study showed that with LA Fitness, no traffic impacts would be created at the ramps to the I-405. The I-405 Improvement Project (SR-73 to I-605) is not anticipated to be completed until the year 2023, which is beyond the project opening year. Thus, this future scenario was not included in the analysis.

Overall, as described in detail in pages 23 and 32 of the Traffic Study, cumulative, opening year volumes were developed based on a 0.5 percent per year growth rate approved by City staff. Unoccupied uses that were anticipated to be occupied by the time the project will be operational were also included. This included the previous Marie Callendar's restaurant within the Shops at Rossmoor which is now vacant.

As described on page 32 of the Traffic Study, anticipated projects in Los Alamitos were requested from Los Alamitos planning staff. This list included the following two projects:

- Village 605 – 3131 Katella Avenue: Replacement of existing office use with the construction of a 113,800-sf neighborhood retail center with seven buildings
- Fairfield Inn & Suites – 10650 Los Alamitos Boulevard: Construction of a 108-room hotel.

Information pertinent to the traffic analysis, such as portions of traffic studies related to these two projects, was also provided by Los Alamitos planning staff. This information and the vacant restaurant use were both included in the Project Completion Year (2018) traffic forecasts. This analysis forecast represents the cumulative condition.

Impact methodologies for cumulative conditions are the same as for existing and future conditions, which are consistent with City guidelines.

Issue 6: Traffic at the Seal Beach Boulevard and Rossmoor Center Way intersection is already congested.

Response 6 – Seal Beach Boulevard/ Rossmoor Center Way
The intersection of Seal Beach Boulevard and Rossmoor Center Way meets City guidelines for level of service acceptability and experiences similar levels of traffic as other intersections along Seal Beach Boulevard/Los Alamitos Boulevard. Seal Beach/Los Alamitos Boulevard is recognized as a major north-south corridor in Orange County that provides access to residents to other parts of the county and the greater Southern California region. City and County guidelines and planning have set operations thresholds at levels appropriate to the type of facility that Seal Beach Boulevard is; these thresholds are in line with other similar major arterials in the county. As shown in the results of the Traffic Study, the City's General Plan Circulation Element, and the County's 2016 Traffic Flow Map and roadway planning capacities indicate that Seal Beach Boulevard is operating at acceptable levels for a major arterial in the heart of the greater Los Angeles and Orange County region (LOS D or better). Recently, the City of Seal Beach upgraded the signal timing and synchronization of signals along the Seal Beach Boulevard corridor. The City will be monitoring traffic conditions in order to maintain signal timing and make adjustments as necessary to facilitate traffic and minimize congestion and queuing.

Issue 7: The traffic study has been based on information from the ITE trip manual book. This information has been found in many courts of law to not work in all circumstances and have been found to be off by over double the amount.

Response 7 – ITE Methodology
The ITE trip manual book is a generally accepted source for information pertaining to the vehicle trip generation of a broad range of land use categories. Because it anticipates future traffic generation on the basis of established general traffic characteristics for similar uses, it provides a reliable source of information to formulate traffic projections. The project Traffic Study conforms with the City's Traffic Study Guidelines with regard to methodology and use of the ITE manual.

Issue 8: The new design and lane reconstruction for the Shops at Rossmoor at Rossmoor Center Way and Seal Beach Boulevard is flawed.

Response 8 – New Turn Lanes
Intersection 13, the Internal Driveway/Rossmoor Center Way in the project Traffic Study, meets City standards for intersection operations for every analysis scenario in the DEIR. Standards for acceptable conditions are LOS D, as stated by the City in its published Traffic Study Guidelines. This intersection performs no worse than LOS C for all scenarios analyzed in the DEIR, thus outperforming the City's standard.

Queuing along Rossmoor Center Way was analyzed in Table M on page 47 and in the Project Off-Site Improvements discussion starting on page 48 of the Traffic Study. As described in this analysis, the addition of an inbound lane (for a total of two inbound lanes) and two outbound lanes (including a dedicated right-turn lane) at Rossmoor Center Way from Seal Beach Boulevard will improve existing conditions and accommodate the addition of LA Fitness traffic.

Typically, adding capacity on a road, such as an extra lane, helps hold more cars. Hence, busier streets such as Seal Beach Boulevard have more lanes than Montecito Road to handle more vehicles while moving them along at a reasonable speed. This concept is the basis behind the proposed Rossmoor Center Way widening and its anticipated effect of relieving congestion even when there are more cars. As concluded in the project Traffic Study, for all scenarios analyzed this intersection will operate at LOS C or better in the morning peak period, evening peak period, and Saturday midday.

Issue 9: People will look for other routes to get to the proposed gym project, i.e. St. Cloud to Montecito, Bradbury to Montecito, Orangewood, Foster, etc. This will undo the efforts that the Los Alamitos Unified School District has done to mitigate traffic problems during peak school to/from hours.

Response 9 – Use of Alternative Routes
The traffic volumes from the project Traffic Study and County's Rossmoor Traffic Study suggest that the school district's busing efforts were not to mitigate the issue of too much traffic congestion throughout the day, but rather to address concentrated periods of traffic during student drop-off and pick-up periods. In addition, the County's Rossmoor Traffic Study focused on the internal streets within Rossmoor and provided alternative improvements.

Moreover, project traffic is anticipated to increase the number of cars on Montecito Road only by approximately one percent, an amount which will not be noticeable, as discussed previously in Master Response 1.1 (Montecito Road Traffic). Only one of the four elementary schools in Rossmoor is located on Montecito Road: Rossmoor Elementary, with its main entrance on Shakespeare Drive. The locations of the other three elementary schools are not on roads that connect to collector roadways linking to Montecito Road. With regard to Rossmoor Elementary, there would be no reason for vehicles leaving the LA Fitness to divert from Montecito to Shakespeare Drive, particularly if it meant incurring considerable delays by engaging with the peak hour school drop-offs and pick-ups. This means that of the four schools

in Rossmoor, only one would be located on a road where vehicle trips would increase due to the proposed project. As indicated in Master Response 1.3, the one percent increase in traffic volumes would be negligible.

Issue 10: Reliance upon Seal Beach Traffic Study Guidelines, and Orange County Transportation Analysis Model to arrive at trip distribution pattern appears feeble.

Response 10 – Trip Distribution
As is standard for all traffic impact studies in Seal Beach, the trip distribution used in the project Traffic Study was performed using City and County guidelines, data collection, and computer models. These models and studies are developed by traffic engineers for the region using the best information available. As such, they provide substantial evidence of projected traffic conditions and provide consistency in traffic analyses.

Issue 11: Congested traffic will affect emergency response vehicle response times.

Response 11 – Emergency Response
Emergency access is a concern of all projects that the City takes seriously. The City's Fire and Police departments have been consulted as part of the project review process, and neither expressed concern with regard to current conditions response times nor with regard to the proposed fitness center and roadway improvements.

Issue 12: What is absent is any mention of the variance in the data. Without this, the effect of the changes is incomplete.

Response 12 – Methodology
The comment is noted. CEQA calls for projections supported by substantial evidence. Perfection is neither required by CEQA, nor attainable. Statistical variation, whereby a series of measurements is obtained, however useful in terms of scientific accuracy, is not the standard approach to collecting and analyzing data for traffic studies. The project Traffic Report used the standard approach outlined in the City's traffic impact analysis guidelines, which reflect industry standards. Traffic data is collected for typical conditions during a 24-hour period and during the weekday and Saturday peak hours. It should be noted that the data collected for the LA Fitness project is comparable to the data collected by the County for the Rossmoor Traffic Study.

Issue 13: Traffic—over 610 cars in and 610 out in addition to the cars already entering Rossmoor Center Drive. Coming in on Rossmoor Center drive is already a traffic tie up.

Response 13 – Existing Conditions
The resulting traffic from adding these trips to this section of Rossmoor Center Way meets City roadway and intersection operations guidelines for acceptability. The additional westbound lane, proposed by and to be provided by the developer, was confirmed by the City as appropriate following examination of alternatives such as a right-turn only driveway at Subway on Seal Beach Boulevard. The widening of Rossmoor Center Way was determined to be the most effective approach to accommodate new trips and address current concerns. The addition of an inbound lane (for a total of two inbound lanes) and two outbound lanes (including a dedicated right-turn lane) will significantly improve this section of Rossmoor Center Way.

Issue 14: The Traffic Report is extremely faulty.

Response 14 – Accuracy of Traffic Report
Comment noted. City staff hired a third party/independent reviewer who reviewed the traffic report and went through three rounds of comments/responses that included, but was not limited to, verifying base data and future traffic scenarios, all analyses and recommended project improvements. This review occurred prior to approval of the methodology, analysis, and findings of the LA Fitness Traffic Study.

Issue 15: The latest EIR has "mitigation" for this current traffic problem on northbound Seal Beach Boulevard by extending the left -turn lane going southbound at the Islands Restaurant.

Response 15 – Seal Beach Boulevard Turn Lane onto Rossmoor Center Way
The southbound left turn will not be eliminated or reduced. City engineers, the City's independent third-party engineering reviewer, roadway measurements, and engineering plans all confirm that enough space exists to lengthen the northbound left turn on to Rossmoor Center Way (to approximately 250 feet) while maintaining the southbound left-turn pocket length (approximately 100 feet). There is additional space to shift the 100-foot southbound left-turn pocket southerly (approximately 30 to 35 feet) as well. Hence, a total length of approximately 460 to 470 feet exists between intersections, which allows for the 250-foot northbound left-turn pocket, 90-foot bay tapers (back-to-back between both left-turn lanes), and a 100-foot southbound left-turn lane (total 440 feet). The actual design and layout would be determined in the engineering design phase.

Issue 16: There is no mitigation for traffic from the West at Montecito and Main Way.

Response 16 – Main Way
Traffic counts, accident data, and the County's Rossmoor Traffic Study, in addition to the project Traffic Study, concluded that no mitigation is required on Montecito since no impact will occur, and that the roadway today is substantially underutilized (County/City capacity of 25,000 vehicles per day, currently handles 5,800 to 6,000 daily trips). The roadway will continue to operate at acceptable LOS C or better, within the City's standard, with the addition of project traffic. Also, accident data report one or fewer accidents per year in the last five years at any one location. Therefore, no mitigation is required.

Issue 17: The DEIR section on Site Adjacent Driveways (page 4.4-23) combines a condominium gate exit figure computed in seconds per vehicle with daily volumes and compares to the gross capacity of the roadway of 12,500 vehicles per day. It goes on to assert the impact would be "acceptable," yet it cites no objective basis for making this claim.

Response 17 – Condominium Access
Master Response 1.2 (Montecito Road Accidents and Speeding) and Master Response 4 (Rossmoor Park Gate 1 Exit Only Driveway) address the condominium driveway access.

Issue 18: Approximately halfway between there Rossmoor Center Way and South Way, there is a road that provides access from Montecito to South Road. Additionally, do note that South Road provides ingress from and egress to St Cloud in several places. All of these are frequently used by pedestrians and are likely to see increased use as traffic congestion at Rossmoor Center Way and Seal Beach Blvd (primary access to LA Fitness) becomes increasingly more difficult.

Responses 18 – Internal Circulation
Please refer to Response 1.2 (Montecito Road Accidents and Speeding) and Response 1.3. Montecito Road Pedestrian and School Safety)

Issue 19: The lack of a sidewalk(s) and appropriate provisions to safeguard pedestrians presents a hazard that will only be augmented by a significant increase in traffic along with frustrated drivers given the anticipated development of LA Fitness in this area.

Response 19 – Sidewalks
As noted previously, the traffic study does not identify "a significant increase in traffic." The City and County standards for sidewalk widths is a minimum of five feet. Sidewalks that meet this minimum requirement exist on both sides of Rossmoor Center Way. Thus, adequate sidewalks exist along Rossmoor Center Way for any pedestrians to walk to/from the proposed project. As evidenced by the operation of the intersections and very limited number of accidents in the area over the past five years, the project will not create hazardous conditions that are unsafe for pedestrians and bicyclists.

Issue 20: The current study states LA Fitness development would not have a significant increase in traffic volume and/or flow. This is very interesting, because the builder anticipates problems and has already agreed to increase traffic lanes into the Center by Panera off Seal Beach Boulevard and increase the length of turn lanes off Seal Beach Boulevard.

Response 20 – Seal Beach Boulevard Improvements
Comment noted. As noted above, the planned lengthening of the left-turn pocket on Seal Beach Boulevard and the widening of Rossmoor Center Way are not mitigation measures required to address a significant project impact. These improvements are proposed by the applicant outside of City guidelines and CEQA to alleviate local community concerns and improve the overall operation of the Shops at Rossmoor. The purpose of the extended left-hand turn lane on Seal Beach Boulevard is to alleviate an existing queuing issue on Seal Beach Blvd.

Issue 21: The prospect of adding the LA Fitness which will bring an influx members and cars during peak morning school drop-off hours is unfathomable. The addition of the LA Fitness will "un-do" the progress we have made as a community to improve traffic. Project will also cause congestion in the area of the Rossmoor/Seal Beach branch of the Orange County Library and will threaten the safety of all children going to the library.

Response 21 – Congestion Near Schools and Library
Response 1.3 (Montecito Road Pedestrian and School Safety) and Response 3 (School Hour Traffic) address traffic conditions around Rossmoor Elementary School and the library. Accident data provided by the County and other sources indicate that no unsafe traffic conditions exist on St. Cloud/Montecito.

Topic 2 - Noise

Several commenters stated that the EIR does not account for slamming car doors, trunks, conversations, motorcycle engines, and car alarms which can be heard by nearby residents.

To evaluate potential noise scenarios, the noise study includes measurements taken as early as 5:00 A.M. of sound sources at other LA Fitness facilities. It is reasonable to assume that the proposed LA Fitness may have similar sound sources. Sources measured included loud conversations, opening/closing of car doors, car horns, and other random noises associated with those facilities, as indicated on page 4.3-11 of the DEIR. The proposed LA Fitness will not have a loading dock. The individual sound sources were assessed relative to limits in the City's Noise Ordinance, which have been established as noise levels which are reasonable to accept under the specific scenarios described in the Noise Ordinance. Results relative to these limits were used to determine significant impacts with respect to CEQA. The noise analysis concluded that the noise impacts associated with parking lot noise would be less than significant.

Topic 3 - Increased Crime

An increase in crime is not an environmental issue subject to review under CEQA. CEQA Guidelines expressly provide that "[m]ere uncorroborated opinion or rumor does not constitute substantial evidence." (Guidelines, §15384, subd. [a]). In addition, under CEQA, "significant effect on the environment" is defined as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment." (Guidelines, §15382).

Therefore, absent both data to support the conclusion that the project will lead to an increase in crime and evidence demonstrating that the increase in crime will result in physical changes in the environment, the comments that the project will increase crime do not rise to the level necessary to require further study under CEQA. Nonetheless, it should be noted that for many years, adjacent residents have been permitted to park their vehicles overnight in the same general vicinity as now proposed for the LA Fitness facility, and reported outbreaks of crime related to these unattended vehicles has not occurred.

Topic 4 - Aesthetics

The project's aesthetic impacts were evaluated consistent with the requirements of CEQA in Section 4.1, Aesthetics, of the Initial Study. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The analysis was based on review of project maps and drawings, aerial and ground-level photographs of the project area, renderings of the proposed project, and planning documents. The site is in an urbanized setting within an existing shopping center, with residential development to the immediate north and west. The Initial Study concluded that proposed project would have no impact on scenic vistas and resources since no scenic vista or scenic resources exist within the site vicinity.

The Initial Study also assessed the project as a potential source of substantial light or glare which would adversely affect day or nighttime views in the area, and concluded that impact would be less than significant due to use of non-reflective building materials and conformance with the City's outdoor lighting standards, which requires lighting to be directed downward and away from adjacent properties.

Topic 5 - Alternatives

Several commenters suggested that the project would be better situated in a different location in the City.

According to CEQA Guidelines Section 15126.6 (a) "Alternatives to the Proposed Project. An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible."

Under CEQA Guidelines Section 15126.6 (f) (1), among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent).

Finally, under Section 15126.6 (f) (3) "An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative."

The discussion in Section 5.0, Alternatives of the EIR has been modified to include additional explanatory text to describe why examining an alternative location was considered but rejected. The following is the revised text from the FEIR:

> Another alternative considered but rejected was placing the proposed project at an alternative location in Seal Beach (a location not in the Shops at Rossmoor; see Alternative 2). Noting that the applicant for the project is the owner of the Shops at Rossmoor, this alternative was rejected because it would not meet any of the applicant's project objectives, including those of expanding uses at the Shops at Rossmoor and building out the shopping center in accordance with the City's adopted land use entitlements for the center. Given that the City has adopted policies for uses within the center and the proposed project fits within those policies, it would not be appropriate for this EIR to indirectly reconsider those policies by evaluating an offsite alternative. Additionally, the CEQA statute does not require that an EIR's list of project alternatives include finding an alternative location for the project, and Section 15126.6(a) of the CEQA Guidelines requires only that the EIR describe and evaluate "a range of reasonable alternatives to the project, or to the location of the project." Nonetheless, an alternative to the proposed location of the project is addressed in Alternative 2, which would place the project at a different site within the retail center. ~~This alternative was rejected because it would not meet any of the applicant's project objectives, including those of expanding uses at the Shops at Rossmoor and building out the shopping center in accordance with existing land use entitlements. However, an alternative location is addressed in Alternative 2, which would place the project in a different location within the retail center.~~

ORANGE COUNTY FIRE AUTHORITY
P.O. Box 57115, Irvine, CA 92619-7115 • 1 Fire Authority Road, Irvine, C
92602
Jeff Bowman, Fire Chief **(714) 573-600**
www.ocfa.org

March 20, 2017

Community Development Department
211 8th Street
Seal Beach, CA 90740

Subject: Draft EIR LA Fitness Project

To whom it may concern:

Thank you for the opportunity to review the subject document. As stated in the document, the Orange County Fire Authority (OCFA) provides fire protection and emergency medical services response to the project area. We have the following comments regarding the subject document:

- Project Design Features and Mitigation Measures required to minimize impact to fire service and risk to community include:
  - The project is subject to review by the City and the OCFA for various construction document plan checks for the applicable fire life safety codes and regulations. The project will be subject to the 2016 editions of the CBC, CFC and related codes.
  - Structures of this size and occupancy are required to have automatic fire sprinkler systems designed per NFPA 13 as required in the 2016 CBC, CFC.
  - A water supply system to supply fire hydrants and automatic fire sprinkler systems is required. Fire flow and hydrant spacing shall meet the minimums identified in the codes. Please refer to the California Fire Code Appendix section. These tables are also located in OCFA Guideline B09, Attachment 23.
  - Fire apparatus and personnel access to and around structures shall meet the minimum development standards of the OCFA and California Fire Code

requirements. Please reference Section 2 of the OCFA's Guideline B-09 at www.ocfa.org.

- If the project scope includes or requires the installation of traffic signals on public access ways, these improvements shall include the installation of optical preemption devices.

In addition, we would like to point out that all standard conditions with regard to development, including water supply, built in fire protection systems, road grades and width, access, building materials, and the like will be applied to this project at the time of plan submittal.

Sincerely,

Tamera Rivers
Management Analyst
(714) 573-6199

CC:
Division Chief Ken Cruz
Deputy Fire Marshal Tim Kerbrat

OCTA

BOARD OF DIRECTORS

Orange County Transportation Authority

Orange County Transportation Authority

Orange County Local Transportation Authority

Orange County Service Authority for Freeway Emergencies

April 24, 2017

Mr. Steven Fowler
Associate Planner
City of Seal Beach
211 Eighth Street
Seal Beach, CA 90740

Subject: **Draft Environmental Impact Report (SCH# 20170110033) for the Proposed LA Fitness Health Club**

Dear Mr. Fowler:

Thank you for providing the Orange County Transportation Authority (OCTA) with the Draft Environmental Impact Report for the Proposed LA Fitness Health Club Project (Project). The following comments are provided for your consideration:

- Page 4.4-23, Section 4.4. 'Traffic and Transportation', Subsection 'Impact 4.0. D', refers to potential bicycle conflicts that might be created with the proposed Project. The District 1 and 2 Bikeways Strategy (Dec 2013) identified St. Cloud-Montecito as a regional corridor -- Corridor H. OCTA recommends the proposed Project to consider evaluation of the following document to ensure consistency with active transportation facilities plans and to encourage enhancements along regional corridors where possible.
  - The District 1 and 2 Bikeways Strategy (Dec 2013) http://www.octa.net/pdf/OCTAD12%20Report12-31-2013.pdf

- From Page 4.4-24. OCTA currently provides bus service and has bus stops located near the Project's off-site improvements, specifically on Seal Beach Boulevard (Bus Stop ID: 6869 and 6871). OCTA recommends employing measures to reduce potential disruptions to the bus stops, in effect reducing transit service disruptions, and requests the City of Seal Beach to keep OCTA updated with any potential bus stop disruptions or street closures that may necessitate detours.

Orange County Transportation Authority
550 South Main Street / P.O. Box 14184 / Orange, California 92863-1584 / (714) 560-OCTA (6282)

OC PublicWorks
Integrity, Accountability, Service, Trust
Shane L. Silsby, Director

April 21, 2017 NCL-17-022

Steven Fowler
City of Seal Beach
Community Development Department
211 Eighth Street
Seal Beach, CA 90740

Subject: Notice of Availability of a Draft EIR for the Proposed LA Fitness Health Club

Dear Steven Fowler:

The County of Orange has reviewed Notice of Availability of a Draft EIR for the Proposed LA Fitness Health Club and has no comments at this time. We would like to be advised of any further developments on the project. Please continue to keep us on the distribution list for future notifications related to the project.

Sincerely,

per Laree Alonso

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

300 N. Flower Street, Santa Ana, CA 92703
P.O. Box 4048, Santa Ana, CA 92702-4048
www.ocpublicworks.com
714 667 8800 | info@OCPW.ocgov.com

From: **LaDelle Clark** **<[redacted]>**
Date: **Thu, Apr 13, 2017 at 9:17 AM**
Subject:
To: edeaton@sealbeachca.gov
The Los Alamitos-Rossmoor Friends of the Library is strongly opposed to the LA Fitness project in the Shops of Rossmoor. See attachment.
Placing a 37,000 sq.ft. gym in a residential neighborhood with 4 elementary schools, more than 13,000 residents, poses significant harm to the safety of the community.

Respectfully,
Del Clark, President
Attached letter:
The Los Alamitos-Rossmoor Friends of the Library has taken a position of strong opposition to the construction of the 37,000 sq.ft. LA Fitness facility to be located in the Shops of Rossmoor for the following reasons:

1. Proximity. The location of the planned facility is in extreme close proximity to our library, one of the most highly patronized libraries in the county, serving the communities of Seal Beach, Los Alamitos, Cypress, Rossmoor ; in addition, this location is adjacent to residential neighborhoods making it incompatible with the area.
2. Traffic/Safety. The impact of increased traffic of approximately 2000 trips per day poses a major safety problem for our library patrons, especially our school children who use the library after school hours which is also heavy use time for gyms.

For these reasons, the Los Al-Rossmoor Friends of the Library Board stands in opposition the LA Fitness project.

Action taken at Los Alamitos-Rossmoor Board Meeting, April 12, 2017

Since 1957 Rossmoor Homeowners Association

Rossmoor Homeowners Association
P.O. Box 5058
Rossmoor, California, 90721
562) 799-1401, www.Rossmoor-RHA.org

March 31, 2017

Steve Fowler,
City of Seal Beach Planning Department
211 Eight Street
Seal Beach, CA 90740

Dear Mr. Fowler

The Rossmoor Homeowners Association has reviewed the draft Environmental Impact Report for the LA Fitness Club Project at the Shops of Rossmoor and has serious concerns about the adequacy of the parking and traffic analysis. This letter is a supplement to the letter the RHA submitted in January.

The RHA appreciates the opportunity to offer these comments on two key issues.

First, it believes the EIR assessment fails to adequately address the potential for gym traffic to divert from the expected route along Rossmoor Center Way and instead approach the gym by cutting through our community on St. Cloud and Montecito.

The EIR simply asserts without support that this route is not likely. In fact, existing congestions in the Shops at Rossmoor make such an alternative route possible. We want Seal Beach to prepare mitigations and solutions if such alternate routes to the gym occur during operations.

Second, we are very concerned that the withdrawal of the existing convenience afforded to nearby condominium residents to park in the lot near the proposed gym will result in dozens of vehicles finding alternative parking on the

residential streets of unincorporated Rossmoor. The RHA believes it is the responsibility of Seal Beach to insure parking is adequate for its residential developments within its own boundaries and that it does not impose burdens on adjacent jurisdictions.

The RHA has long worked with adjacent cities, the Los Alamitos Unified School District and the County of Orange on traffic impacts within and outside our community. The county and the school district have undertaken extensive and costly efforts to mitigate traffic congestion during school hours, which impacts not only Rossmoor residents but many Seal Beach parents who drive their children to one of Rossmoor's four elementary schools.

The LA Fitness operation, a high volume retail establishment, could reverse the improvements that the county and school district, the very district that serves your city, have undertaken.

The school district has begun a program offering low cost bus service to the Rossmoor schools from Seal Beach and has cited about 200 families that are subscribing to the service each day. The health club is almost certain to add many more vehicle trips than that to Rossmoor streets.

We are particularly concerned about increased traffic volumes on St. Cloud and Montecito roads, which carry large volumes of vehicles to Rossmoor Elementary School, as well as Weaver Elementary and Hopkinson Elementary. It also is a main pedestrian and bicycle route to the schools.

The city must require the developer to improve the analysis on how future patrons will access the club. The main entrance seems to be west bound from Seal Beach Boulevard on Rossmoor Center Drive, an access road that is already

congested from serving the large number of retail stores at the front of the complex.

While the two mitigations in the EIR are encouraging, it is speculative whether it will accommodate existing and future traffic pressures. We are concerned that visitors to the sports center not originating in Rossmoor will find an alternative route through our community, accessing the club eastbound on Rossmoor Center Way or from a freight entrance at the stop of sign of Copa De Oro.

Either route would cause serious traffic problems during school hours. Moreover, the freight entrance does not appear to be properly engineered for general traffic, even though it would provide access to the club.

The RHA wants the city to prepare a plan to address such a problem if it develops. It is not acceptable for the city to approve a high volume retail establishment that would congest an essential transportation route through a residential neighborhood in an adjacent jurisdiction.

The other issue of serious concern is the informal agreement that the Shops of Rossmoor made to allow Seal Beach residents in nearby apartments to park in the lot that is slated for development. The accommodation relieved the problem of Seal Beach condo residents parking in front of private homes in Rossmoor.

If this accommodation is lost, Seal Beach must find a solution to the overflow parking from the apartments.

One obvious approach is for the city to increase the parking in the existing lot through a parking structure, providing enough parking for both the gym and residents. The cost can be passed on to the city’s residents or the health club.

Another option is to require the developer to allocate a certain number of marked parking spaces for the city’s use, which the city could then allocate to the condominium. Seal

Beach and Rossmoor are not depressed communities that must struggle to attract business investments, but rather sought after locations that should be able to strike reasonable compromises with businesses that want to operate in our communities.

The RHA has heard significant opposition to the development of the health club. While we do not believe new development is a bad thing in our community, we want it to be done without impairing the safety of pedestrians, congesting our residential streets or causing overflow parking into neighborhoods from a Seal Beach apartment complex.

Beverley Houghton, RHA president
Ralph Vartabedian, RHA traffic committee chairman

From: Debra Benjestorf [mailto:dllenhar@gmail.com]
Sent: Friday, April 21, 2017 1:48 PM
To: Crystal Landavazo
Subject: Re: Next board meeting relating to LA fitness development for Shops at Rossmoor

Hello Crystal,
This is Debra Benjestorf and I am a resident of Rossmoor. We have spoken in the past, but I would like to reiterate my position on the development of LA Fitness at the Shops of Rossmoor. I am totally opposed to its development in this shopping center. As stated at numerous environmental and planning meetings I am not opposed to developing at the center, but totally opposed to LA Fitness. The fitness center backs to residential streets. Although the developer was stating they would increase the left turn lane into the center, you know as well as I, the least resistance will be used; i.e. St. Cloud/ Montecito then cutting through an already congested parking area. I live on the corner of Druid and St. Cloud and getting out of our driveway is already a challenge as the cars come around Montecito at a high rate of speed. There are no stop signs so speed is what is happening. Seal Beach Police Department does not patrol this area, only Orange County Sheriff's and from time to time CHP.
In planning, the developer is very non committal to the number of members, but be that as it may, 24 hour Fitness has approximately 17,000 members and 70,000 people use the gym on a monthly basis. If you put that in numbers that's over 2300 people "a day"... we are a residential area that cannot handle that kind of traffic with kids riding bikes, older people trying to go to the community center or library. Not to even describe the additional crime that comes with a gym of the proposed size. I would appreciate if you would include my comments and pass them forward to the planning commission. Again, I am totally opposed to the development of LA Fitness at the Shops of Rossmoor. Thank you for your time.
Debra Benjestorf
Dllenhar@hotmail.com

Sent from my iPhone

On Jun 10, 2016, at 5:16 PM, Crystal Landavazo <clandavazo@sealbeachca.gov> wrote:

Good Afternoon Ms. Benjestorf,

The Environmental Quality Control Board is a recommending body, not an approval body. The EQCB made their recommendation which will be forwarded to the Planning Commission for their review. The applicant was required to address the concerns and comments raised by the EQCB and this will be forwarded to the Planning Commission for their review on June 20, 2016.

Feel free to call me or Steve Fowler if you would like to further discuss.

Respectfully,

Crystal Landavazo, Senior Planner

City of Seal Beach - 211 Eighth Street, Seal Beach, CA 90740

(562) 431-2527, Ext. 1324

For Information about Seal Beach, please see our city website: http://www.sealbeachca.gov

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-----Original Message-----
From: Debra Benjestorf [mailto:dllenhar@gmail.com]
Sent: Thursday, June 09, 2016 7:28 PM
To: Crystal Landavazo
Subject: Re: Next board meeting relating to LA fitness development for Shops at Rossmoor

Good morning Crystal, I just received an email from Steven Fowler, Assistant Planner advising the Planning Commission is going to hold a meeting on 6-20-16 @ 7:00 p.m. to consider a conditional permit for L.A. Fitness at the shops of Rossmoor. Please advise how this is moving forward when there was to be additional environmental/traffic studies conducted. At the last meeting we were advised this would not move forward and the board voted 4-1 to get additional studies. Please help me understand what is happening. Thank you.

Debra Benjestorf

Sent from my iPhone

> On May 19, 2016, at 4:51 PM, Crystal Landavazo <clandavazo@sealbeachca.gov> wrote:

>

> Good Afternoon Debra,

>

> Thank you for providing your information. We will add you to a notification list so that we can send any future notices and agendas when they are available.

>

> You are always free to contact me or Steve Fowler (he copied on this email) with any questions related to this project or any other planning concern.

>

> Respectfully,

>

> Crystal Landavazo, Senior Planner

> City of Seal Beach - 211 Eighth Street, Seal Beach, CA 90740

> (562) 431-2527, Ext. 1324

>

>

> For Information about Seal Beach, please see our city website: http://www.sealbeachca.gov

>

> NOTICE: This communication may contain privileged or other confidential information. If you are not the intended recipient of this communication, or an employee or agent responsible for delivering this communication to the intended recipient, please advise the sender by reply email and immediately delete the message and any attachments without copying or disclosing the contents. Thank you.

>

>

> -----Original Message-----

> From: Debra Benjestorf [mailto:dllenhar@gmail.com]

> Sent: Thursday, May 19, 2016 4:29 PM

> To: Crystal Landavazo

> Subject: Next board meeting relating to LA fitness development for Shops at Rossmoor

>

> Good afternoon Crystal, thank you for providing your information to me last night. I am following up with this message so I can be included in your email process relating to the potential development of LA Fitness at the Shops of Rossmoor.

> Thank you,

> Debra Benjestorf

> Dllenhar@hotmail.com

>

> Sent from my iPhone

From: leland jay [redacted]
Sent: Monday, April 24, 2017 2:18 PM
To: Steven Fowler
Subject: LA Fitness

Mr. Fowler,

With regard to the proposed LA Fitness development, I'd like to kindly bring your attention to the attached panoramic photo. This photo was taken by me at the corner of Seal Beach Blvd. and Rossmoor Center Way from the Southwest corner. Notice: 1) The light is green for the eastbound traffic on Rossmoor Center Way while the southbound traffic at the intersection is completely blocking their path. Also note that: 2) With panoramic photos, moving objects often get distorted. The reason that the objects in this panoramic photo are not distorted is because these cars were at a complete standstill when this photo was taken. The traffic at this intersection is a complete cluster.

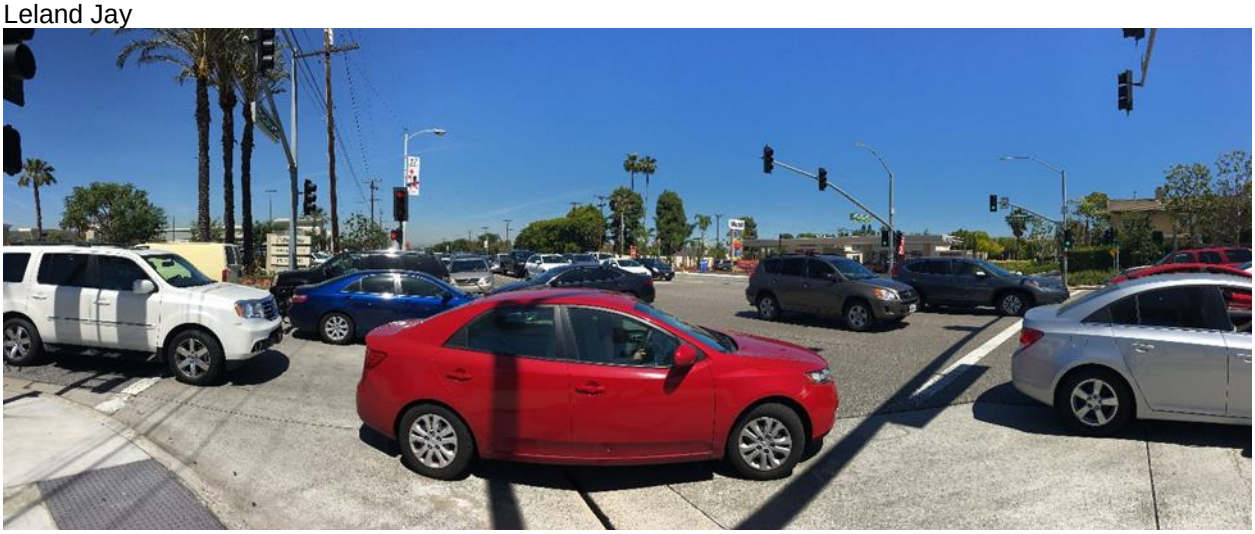
Now I see that the latest EIR has "mitigation" for this current traffic problem by extending the LH turn lane going northbound, and eliminating a LH turn lane going southbound at the Islands Restaurant. (I believe this is adding another safety problem for southbound traffic because you'll have spillover from the LH turn lane at Town Center Drive while cars are speeding south to hit the lights to get onto the freeways, but that's not my main point.)

My main point is from the West. There is no "mitigation" for traffic from the West at Montecito and Main Way. LA Fitness claims to be bringing a healthy lifestyle to serve the needs of the community. If residents from Rossmoor wanted to use LA Fitness, why would they drive out to Seal Beach Blvd from the North or from St. Cloud from the South, and then turn onto Rossmoor Center Way at Panera Bread to go to the gym? They wouldn't. They would enter from the West at Main Way from Montecito Rd. Once out-of-area transient traffic to LA Fitness realizes that the Panera Bread corner is a complete cluster (regardless of whatever "mitigation" the city does), they will come to the gym through Montecito too. A congested bottleneck on Seal Beach Blvd is one thing, but this will create a bottleneck in a residential community where children ride their bikes to school, and where my 82-yr-old mother goes for her walks.

The bottom line is that the proposed LA Fitness doesn't fit at this location. The traffic problem will be a burden for the residential streets in the community and the latest EIR does nothing to address that problem. Thanks for your consideration.

Kind regards,

Leland Jay



From: Tony Kozlowski []
Sent: Sunday, April 23, 2017 11:11 AM

To: Steven Fowler
Subject: Opposition to LA Fitness

Mr. Fowler:

My family is opposed to the proposed LA Fitness in the parking lot at the Shops at Rossmoor.

Traffic	Noise
• **Already heavy traffic on entire boulevard, especially during school drop off and pick up times** • **Due to the heavy traffic on the entire boulevard, drivers will then take a short cut through Rossmoor. Rossmoor is a residential neighborhood, not a major boulevard, but will become one if the gym goes in.** • **Even if you make an extra lane on Rossmoor Center Way, you can't do anything about the back-up due to customers walking into/out of Sprouts. It is already backed up and is extremely unsafe. It will only be worse.** • **How will emergency response vehicles get thru the congested traffic?** • **At its own cost, the school district has even begun a program offering low cost bus service to all the schools from Seal Beach, Los Alamitos, and Rossmoor due to the fact that there is already too much traffic** • **For the first time in decades, the district has had to stagger the start times of all the elementary schools to help with the congestion of traffic. Why do we want to add more traffic?**	• **EIR report should take into account slamming car doors, trunk lid, etc.** • **EIR report doesn't address conversation of gym clients in close proximity of residential properties** • **EIR doesn't mention car or motorcycle engines starts and revving near residential property** • **Car alarms sounding right next to residential property line to the west-these can reach the vicinity of 90 DBA and fifty percent duty cycle for minutes at a time-where is this accounted for?** • **Report fails to account for increase in noise due to replacement of landscaping on Seal Beach Blvd and Rossmoor Center Way. Is that why noise measurements at other LAF locations could not be used?** • **Report does not address the reflective properties of the building itself. Along Rossmoor Center Way, there is an existing cinderblock wall and the huge gym will create a reverberation chamber amplifying traffic noise and reflecting it into bedroom windows to the north.**

Hazardous Materials • **Concentrated chlorine or oxidizer & acids are part of the routine cleaning of swimming pools/athletic equipment. There is no mention of a loading dock or storage for these materials.** • **Shouldn't the proximity to residences mandate the preparation of a hazardous materials and emergency response plan, given the use of toxic chemicals used?**	**Parking** • **Effective May 31, 2017 no parking from the condos will be allowed, thus moving them onto streets of Rossmoor. These cars belong to Seal Beach residents and now are being forced to park in front of Rossmoor residences. Is this being a nice neighbor?** • **This parking issue is a community, city problem. The city created it? What is Seal Beach going to do about it?**
Aesthetics • **Loss of landscaping on Seal Beach Blvd where left turn lane is extended will result in a more "industrial" look more akin to City of Industry or Santa Ana-Why is this no impact?** • **Is applicant saying the aesthetic improvement at the Shops which was part of its own redevelopment plan years ago be razed when it suits it desire for expansion?** • **Will applicant bull-doze trees & landscaping in the proposed project when it discovers that the parking is inadequate?**	**Alternatives** • **Why should the community now be "held hostage" due to poor planning of the developer years ago?** • **Seems like an extension of the "boutique shopping" theme adopted elsewhere at the center could do much to provide revenue to the owner, and to the city.** • **Why aren't the natural addition of sheoes, sporting goods, or small hardware store not part of the roadmap?**

Public Safety / Crime

- **Large population of elderly persons in our community (including coming from Leisure World) who are driving and walking in and through Shops at Rossmoor. The added traffic and congestion from the LA Fitness will create a potentially dangerous condition to the elderly community.**

- **Large population of school aged children in our community. There are four elementary schools (grades K-5 including pre-school aged children at the Child Development Centers at the various school sites) in Rossmoor. Children from Rossmoor, Los Alamitos, Rossmoor Highlands, Seal Beach (CPE and CPW) as well as surrounding cities attend the elementary schools as well as the two middle schools (Oak and McAuliffe) and Los Alamitos High School. Children drive, bike, walk and bus to school.**

- **The Los Alamitos Unified School District has also implemented a "Walk to School" program encouraging children to walk to school in an effort to reduce and relieve traffic and congestion.**

- **To respond to complaints and concerns about large amount of school-related traffic and safety of students, the Los Alamitos Unified School District instituted staggered start times/dismissal times for the schools. The staggered start/dismissal times are an effort to reduced and relieve traffic and congestion.**

- **The Rossmoor/Seal Beach branch of the Orange County Library is situated along Montecito (on the curve between St. Cloud and Rossmoor Center Way). In addition to the general members of the community who visit the library, children visit the library. The library is located along the route of persons going to the proposed LA Fitness which will increase traffic and congestion in the area of the library which will threaten the safety of children.**

- **Increased traffic and congestion from the proposed LA Fitness will result in delays in emergency vehicles (fire, police, ambulance) responding to the Shops at Rossmoor as well as the other businesses along Los Alamitos/Seal Beach Blvd., and the residents in Rossmoor, Ross moor Highlands, Los Alamitos and Seal Beach.**

- **Increased crime from the proposed LA Fitness. Generally speaking, gyms attract organized crime including breaking into cars in the parking lot (knowing the owners are in the gym) and breaking into gym lockers. The LA Fitness will invite crime into the neighborhood.**

Additionally, I am considering to begin a drive with our local residents to boycott all of the businesses in the Shops of Rossmoor if the plans to build the LA Fitness go forward.

Regards,

Tony & Teresa Kozlowski

From: Craig Maunders [mailto:csmaunders@yahoo.com]
Sent: Monday, April 24, 2017 10:45 AM
To: Steven Fowler
Subject: LA Fitness Health Club DEIR

Text Box:

The City of Seal Beach

April 23, 2017

Mr. Steve Fowler, Assistant Planner
Community Development Department
Seal Beach, CA 90740

Reference: LA Fitness Health Club
Draft Environmental Impact Report

Attachment: Comments to reference DEIR

Dear Steve,

Please find my comments attached.

Best regards,

Craig Maunders
12200 Montecito Road, Apt. J206
Seal Beach, California
90740

Attachment

1. There appears to be considerable contention with the ITE TG Trip figure for the project of 1,218. Both nearby

gym employees and users assert this figure to be low. Sources affiliated with the ITE readily advise checking

against local data or alternative models. Since this is easy to do, it is odd that the DEIR makes no disclosure
of the results. CEQA guideline 15151 states "...the sufficiency of an EIR is to be reviewed in the light of what is
reasonably feasible.... The courts have looked not for perfection but for adequacy, completeness and a good
faith effort at full disclosure..." I assert the present document fails on all three of these latter criteria.

2. Reliance upon Seal Beach Traffic Study Guidelines, and Orange County Transportation Analysis Model to
arrive at trip distribution pattern likewise appears feeble. Conclusion drawn there from may well be correct for
shoppers who intend visits to the stores / shops at the front of the Center, but not Project clients who will

almost certainly find the gym entrance closer to Montecito Road, and therefore access via it preferable. DEIR
assertion in this regard flagrantly breaches common sense. The purpose of the EIR is to inform, not

miss-inform.

3. Air pollution consequences of 1, above are therefore not accounted for.

4. Noise consequences of 1, & 2, above, are therefore not accounted for.

5. The reflective impact of this tall building on traffic noise from Rossmoor Center Way to the Rossmoor Park
condominiums to the north does not appear included in the traffic noise estimates in figure 4.3.5, despite a

request that the EIR preparer do so in a NOP comment letter.

6. The DEIR section on Site Adjacent Driveways (page 4.4-23) combines a condominium gate exit figure

computed in seconds per vehicle with daily volumes and compares to the gross capacity of the roadway

of 12,500 vehicles per day. It goes on to assert the impact would be "acceptable," yet it cites no objective

basis for making this claim. The risk to hundreds of residents for whom this is the only vehicular outlet from
their homes will not find it acceptable when they discover that, although the street capacity is sufficient;

during peak hours, opportunity to exit is foreclosed because remaining safe access to Rossmoor Center

Way has been usurped by traffic attributable to the new development and its driveway behind Sprouts.

Yet one can see clearly that this would be "acceptable" ...to applicant.

It is a source of particular distress that, during the EQCB meeting on April 5, 2017 the City's traffic

consultant was identified as being involved in a decision to "filter" this key residential exit from the impact
analysis of the traffic study. That might have been fine if this were an assessment of street capacity, but

not for CEQA impacts. In short, LSA Associates has analyzed the impact of the Rossmoor Park

Condominium exit on the Project. CEQA demands instead that the assessment be made of the impact

of the proposed project on Rossmoor Park condominiums. In my opinion, this DEIR still does not.

7. Site plan fails to identify either loading dock, nor dumpster / trash pickup location(s). Noise impact
assessments(s) thereof are therefore missing and DEIR incomplete.

8. Veneklasen's Noise assessment in the Operational Noise - Outdoor Parking Lot Activities section on

page 4.3-11 relates the use of a noise assessment model. This is very convenient as we're led to believe
a car horn parked there produces a figure of 47 dBA directly at the west residential property line. Perhaps
this implies that on any given day, one can park a stock automobile near that property line, with

confidence that the 90 dbA sound emitted from its horn respects the property line mere inches away.

Perhaps Veneklasen would be willing to arrange a demonstration for the planning commission, or city

council. In my opinion, it is not the noise levels, but the technical credibility that has descended below
significance.

9. DEIR sweeps aesthetic impacts "under the rug," yet the applicant proposes obliteration of landscaping
on Seal Beach Blvd. where left turn lane is extended will result in a more “industrial” look more akin to City
of Industry or Santa Ana- Why is this no impact?

10. DEIR addressing of Alternatives seems fixated on the athletic club. Its apparent assertion that a

37,000 square foot donut shop would bring more traffic is hilarious. Seems like an extension of the

“boutique shopping” theme adopted elsewhere at the center could do much to provide revenue to the

owner, and to the city. Why aren’t the natural addition of shoes, accessories, books, or even a small

hardware store not part of the alternatives? I claim this section fails to meet the criteria for "good faith."

From: Michael M.Obradovitch, P.E. <[redacted]
Date: Thu, Apr 13, 2017 at 12:17 AM
Subject: PUBLIC SAFETY ISSUE -- WEST & SOUTH ROADS in SEAL BEACH
To: smassalavitt@sealbeachca.gov, mvaripapa@sealbeachca.gov, edeaton@sealbeachca.gov, tmoore@sealbeachca.gov, ssustarsic@sealbeachca.gov
Cc: editor@sunnews.org
Honorable Mayor and Members of the Seal Beach City Council,

As a California Professional Engineer and now inactive Registered Environmental Accessor, I would like to alert you to what I believe is an existing (pedestrian) hazard in the Shops at Rossmoor Center. I believe that you and the developer are affected. This hazard will be aggravated by the development of the LA Fitness Center and the markedly increased traffic in this area under current conditions. Please review the following discussion along with my attachment and forward it your City Engineer, Mr. Michael Ho, your City Attorney and Mr. Steve Fowler the Assistant City Planner for further review and comprehensive community feedback.

In the figure appended to this email, I draw your attention to two Roads that criss-cross the Shops at Rossmoor Center parking lot. West Road runs North-South from Rossmoor Center Way to South Road. South Road runs from Montecito Road (by the Library) to Seal Beach Boulevard. Moreover, approximately half-way between there Rossmoor Center Way and South Way, there is a road that provides access from Montecito to South Road. Additionally, do note that South Road provides ingress from and egress to St Cloud in several places. All of these are frequently used by pedestrians and are likely to see increased use as traffic congestion at Rossmoor Center Way and Seal Beach Blvd (primary access to LA Fitness) becomes increasingly more difficult. The aforementioned roads appear to be legitimate and designated Seal Beach roads that have ostensibly been "merged" into and/or overtaken by the developer for use as parking facilities. For all intents and purposes they are no longer distinguishable from the developer's parking lot. Aside from the possibility that public interest has been and is being undermined, I do believe there may be a public safety issue.

These roads are used by pedestrians – including Rossmoor and Seal Beach residents -- to access the shopping center from a variety of directions. The lack of a sidewalk(s) and appropriate provisions to safeguard pedestrians presents a hazard that will only be augmented by a significant increase in traffic along with frustrated drivers given the anticipated development of LA Fitness in this area. Your efforts to address public safety including an indicated need for public parking is likely to impact the LA Fitness development.

Before authorizing and/or initiating the LA Fitness Development, I would respectfully suggest that you consider public safety and interest by allocating room for a sidewalk(s) –even if you may need to do so by eminent domain.

Having walked along those roads, my recommendation is that you NOT rush approval of LA Fitness development until there has been a thorough review of the situation and a provision for sidewalks including a possible allowance for public parking for Seal Beach residents.

Sincerely,

Michael M Obradovitch, P.E.
Consulting Engineer (M23841 & I4206)

Rossmoor

From: Kevin Pearce [mailto:coalitionagainstlafitness@gmail.com]
Sent: Sunday, April 23, 2017 3:04 PM
Subject: Traffic Concerns with the DEIR and the Reality of the Traffic

This letter is to address the traffic concerns with the DEIR for the proposed LA Fitness Project behind Sprouts in the city of Seal Beach.

1. The traffic study has been based on information from the ITE trip manual book. This information has been found in many courts of law to not work in all circumstances and have been found to be off by over double the amount. The data that the developer is using for this DEIR is the most minimal traffic trip studies that can be found. If the city allows this minimal amount of trip data to be used for this project, the city is putting itself in a bad situation. The city needs to require that the developer uses actual LA Fitness monthly facility usage data. A sampling needs to be taken from many of the local LA Fitness's to come up with numbers that are more realistic in regards to gym usage. The numbers that the developer is using are less than half of what the actual numbers should be.

2. The new design and lane reconstruction for the Shops at Rossmoor at Rossmoor Center Way and Seal Beach Blvd is flawed. It will create more of a bottleneck, because there will be extra lanes that still go into the same congested intersection. By increasing the amount of ingress/egress to the four way stop sign near the Sprouts and Pei Wei, this will only increase the amount of overcrowding and make the problem worse. The current situation with the traffic back up is being caused by pedestrians/vehicles backing up and pulling out at the four way stop and at Sprouts. This new lane design does nothing to alleviate the current traffic problems and will only exacerbate it. This is already a horrible traffic situation at peak times and there is no way it can handle any more cars. Adding extra lanes and longer cueing lanes will only make people think you are solving the traffic problem, when actuality you are making the problem worse.

3. Due to the two above circumstances, people will look for other routes to get to the proposed gym project, ie. St. Cloud to Montecito, Bradbury to Montecito, Orangewood, Foster, etc. This will undo all of the efforts that the Los Alamitos Unified School District has done to mitigate traffic problems during peak school to/from hours. The school district has spent countless man hours and money to stagger the start times of all of the elementary schools and middle schools and provided low cost busing to address the severe traffic congestion throughout the entire Seal Beach, Los Alamitos, and Rossmoor communities. This is historical, due to the fact that they never had to do this sort of drastic implementation just for traffic.

In closing, if the city of Seal Beach chooses not to address the use of the trip data coming from the ITE manual and not from actual gym data this will result in future litigation.

Kevin Pearce

Coalition Against LA Fitness

From: Wiley Rittenhouse [redacted]
Sent: Saturday, April 22, 2017 4:53 PM
To: coalitionagainstlafitness@gmail.com; Steven Fowler
Subject: LA Fitness project

To whom it may concern,

My wife and I went to one of the information sessions for this project and the following detail has occurred to me:

There were several figures presented as projected mean increases in traffic at a number of studied points in the traffic pattern. It was not clear whether these figures represented national averages, regional averages, or something else. Presumably, the figures inferred from other studies were aggregated with studied/observed figures from existing local traffic. What is absent is any mention of the variance in the data. Without this, the effect of the changes is incomplete. A more compelling case could have been made taking the variance into account and providing confidence intervals for the projected mean increases. This was not done. If these calculations were done, they should be made available to the public. Otherwise, we are not being given the whole story, and it leaves the impression, potentially falsely, that the increases will not be that bad. No meaningful assertion can be made merely from stating mean values.

Wiley Rittenhouse
[redacted]

--Wiley

From: Vicki Toutz []
Sent: Sunday, April 23, 2017 6:03 PM
To: Steven Fowler
Cc: Vicki Toutz
Subject: AGAINST.. LA Fitness Project

April 23, 2017

TO: Steve Fowler Assistant Planner, City of Seal Beach,
Department of Community Development

Dear Mr. Fowler,

I am writing this letter to Seal Beach City Council about serious concerns regarding the environmental impact study and projected consequences of proposed LA Fitness Center in The Shops of Rossmoor.
As a residence, who lives in the impact area and frequents The Shops of Rossmoor about three to times a week there are significant concerns about proceeding with this major development. A few of these basic concerns regarding the new development are: increased traffic, pedestrian safety (which is already an issue in front of Sprouts) crosswalk safety into the Shops (particular St. Cloud near F& F Bank which is extremely dangerous), inadequate parking, traffic grid lock entering and exiting off and onto Seal Beach Blvd., traffic turning from Seal Beach Blvd into the Center taking short cuts through the parking lot and spilling onto Montecito and St. Cloud, unsafe turns by Kohl's, Staples, and In and Out and crime. Presently many of these concerns already exist and make shopping at Rossmoor Center inconvenient, frustrating and almost impossible to handle at peak times.
The current study states LA Fitness development would not have a significant increase in traffic volume and/or flow. This is very interesting, because the builder anticipates problems and has already agreed to increase traffic lanes into the Center by Panera off of Seal Beach Blvd., and increase the length of turn lanes off of Seal Beach Blvd.
Energy and utilities usage in the area will be severely impacted. Currently, Golden State Water Company has been under conservation standards. They have implemented stage mandatory water conservation and ration usage. Presently, residences are asked to limit days and volume of water or penalties may be applied. LA Fitness will drastically increase water volume in the area! Showers, pool and normal water services in a large active facility will only increase the water usage in the area. No matter how many energy efficient and/or water saving devices used, the usage will drastically increase. Hence, tighter restriction will be placed upon the residences resulting in increase conservation of our own residences. Edison electric demands will increased as the AC units run all day and into the night significantly stressed the demand on hot days.
Past year, The Shops of Rossmoor have seen an increase in police and security presence, and I am sure an increase in **crime**. Since the fitness facility draws hundreds of cars parked unattended all day and into the night it is possible for crime to escalate. With the proximity of the fitness center to the adjacent residential community increased policing problems and an unintended crime spill over into the neighborhood is likely.
Pollutants and traffic noise are also concerns for the increased building in the area. The hours this facility are open will only increase the above mentioned. Yes, the builder has provided an environmental impact study by law and the results must meet State guidelines.

However, environmental statistic/studies can be slanted to defend or oppose almost any project. Ultimately the impact of this project is upon the immediate residences that back up to this project, which are in your city limits, and the overflow parking and traffic brought onto the Rossmoor streets. Having a fitness center in your bedroom is not the answer to convenience! No right minded person can safely say pollutants, noise, traffic, lighting, crime, etc. will NOT AFFECT the neighbors or community.

I strongly recommend you rethink this project and withdraw the LA Fitness Center plan, knowing the negative impact it has upon the community.

Sincerely,
Vicki Toutz
Rossmoor Resident

From: janet [redacted]
Sent: Thursday, April 06, 2017 3:37 PM
To: Steven Fowler
Subject: LA Fitness proposal

Dear Mr. Fowler

I wish to express my OPPOSTION to the proposed LA Fitness to go in behind Sprouts at the Shops at Rossmoor. All large gyms face a major street: ex. Valley View, Katella, Bellflower, etc.
This is the first time LA Fitness is attempting to put one in a residential area.

As an Official for the Seal Beach, Orange County area you have the ability to help keep the charm and quaintness of our Rossmoor Community, or to make life very uncomfortable for those who have lived here for many years. Our lives are in your hands, in your Vote. Seal Beach and Rossmoor are very special, quaint areas and we wish to keep them like that.

I was in the audience of a 4 hour meeting last night with over 50 people expressing their concerns over this project. You were there too and heard the concerns and passion of our community.
Some of my concerns are:

- ***Traffic—***over 610 cars in and 610 out in addition to the cars already entering Rossmoor Center Drive. Coming in on Rossmoor Center drive is already a traffic tie up.
- The Traffic Report given last night was extremely faulty. The numbers anticipated and what was counted just don't add up. The EIR Committee asked for this to be re-done as all could see it was not truly representative of what would be actual numbers.
- ***Crime element***—all LA Fitness gyms have had multiple reports of break ins and theft of wallets, purses and laptops.
- ***Noise element***—for all those who live surrounding this area will be affected by loitering noise, Air Conditioners going 18 hours a day.

Think of it as if it were going to be put next to your bedroom window. If that were the case how would you vote? Imagine putting it on the greenbelt on Electric St. next to the Red Car.

I'm pleading with you to Vote NO for this project. It just isn't the right fit for our community.

Thank you for reading this.

Janet Wagoner
[redacted] Silver Fox
Rossmoor, CA 90720

Janet Wagoner

From: Emi Wheaton [mailto:emidoesmydo@gmail.com]
Sent: Monday, April 24, 2017 4:32 PM
To: coalitionagainstlafitness@gmail.com; Steven Fowler
Subject: La Fitness pros and cons

Hi I am a Rossmoor resident living on Martha Ann. I absolutely love our community but here are some cons about this project.

Traffic
- Already heavy traffic on entire boulevard, especially during school drop off and pick up times
- Due to the heavy traffic on the entire boulevard, drivers will then take a short cut through Rossmoor. Rossmoor is a residential neighborhood, not a major boulevard, but will become one if the gym goes in.
- Even if you make an extra lane on Rossmoor Center Way, you can't do anything about the back-up due to customers walking into/out of Sprouts. It is already backed up and is extremely unsafe. It will only be worse.
- How will emergency response vehicles get thru the congested traffic?
- At its own cost, the school district has even begun a program offering low cost bus service to all the schools from Seal Beach, Los Alamitos, and Rossmoor due to the fact that there is already too much traffic
- For the first time in decades, the district has had to stagger the start times of all the elementary schools to help with the congestion of traffic. Why do we want to add more traffic? Noise
- EIR report should take into account slamming car doors, trunk lid, etc.
- EIR report doesn't address conversation of gym clients in close proximity of residential properties
- EIR doesn't mention car or motorcycle engines starts and revving near residential property
- Car alarms sounding right next to residential property line to the west-these can reach the vicinity of 90 DBA and fifty percent duty cycle for minutes at a time-where is this accounted for?
- Report fails to account for increase in noise due to replacement of landscaping on Seal Beach Blvd and Rossmoor Center Way. Is that why noise measurements at other LAF locations could not be used?
- Report does not address the reflective properties of the building itself. Along Rossmoor Center Way, there is an existing cinderblock wall and the huge gym will create a reverberation chamber amplifying traffic noise and reflecting it into bedroom windows to the north.

Hazardous Materials
- Concentrated chlorine or oxidizer & acids are part of the routine cleaning of swimming pools/athletic equipment. There is no mention of a loading dock or storage for these materials.
- Shouldn't the proximity to residences mandate the preparation of a hazardous materials and emergency response plan, given the use of toxic chemicals used? Parking
- Effective May 31, 2017 no parking from the condos will be allowed, thus moving them onto streets of Rossmoor. These cars belong to Seal Beach residents and now are being forced to park in front of Rossmoor residences. Is this being a nice neighbor?
- This parking issue is a community, city problem. The city created it? What is Seal Beach going to do about it?

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- Loss of landscaping on Seal Beach Blvd where left turn lane is extended will result in a more "industrial" look more akin to City of Industry or Santa Ana-Why is this no impact?
- Is applicant saying the aesthetic improvement at the Shops which was part of its own redevelopment plan years ago be razed when it suits it desire for expansion?
- Will applicant bull-doze trees & landscaping in the proposed project when it discovers that the parking is inadequate? Alternatives
- Why should the community now be "held hostage" due to poor planning of the developer years ago?
- Seems like an extension of the "boutique shopping" theme adopted elsewhere at the center could do much to provide revenue to the owner, and to the city.
- Why aren't the natural addition of sheoes, sporting goods, or small hardware store not part of the roadmap?

Public Safety / Crime
- Large population of elderly persons in our community (including coming from Leisure World) who are driving and walking in and through Shops at Rossmoor. The added traffic and congestion from the LA Fitness will create a potentially dangerous condition to the elderly community.
- Large population of school aged children in our community. There are four elementary schools (grades K-5 including pre-school aged children at the Child Development Centers at the various school sites) in Rossmoor. Children

from Rossmoor, Los Alamitos, Rossmoor Highlands, Seal Beach (CPE and CPW) as well as surrounding cities attend the elementary schools as well as the two middle schools (Oak and McAuliffe) and Los Alamitos High School. Children drive, bike, walk and bus to school.

- The Los Alamitos Unified School District has also implemented a "Walk to School" program encouraging children to walk to school in an effort to reduce and relieve traffic and congestion.
- To respond to complaints and concerns about large amount of school-related traffic and safety of students, the Los Alamitos Unified School District instituted staggered start times/dismissal times for the schools. The staggered start/dismissal times are an effort to reduced and relieve traffic and congestion.
- The Rossmoor/Seal Beach branch of the Orange County Library is situated along Montecito (on the curve between St. Cloud and Rossmoor Center Way). In addition to the general members of the community who visit the library, children visit the library. The library is located along the route of persons going to the proposed LA Fitness which will increase traffic and congestion in the area of the library which will threaten the safety of children.
- Increased traffic and congestion from the proposed LA Fitness will result in delays in emergency vehicles (fire, police, ambulance) responding to the Shops at Rossmoor as well as the other businesses along Los Alamitos/Seal Beach Blvd., and the residents in Rossmoor, Ross moor Highlands, Los Alamitos and Seal Beach.
- Increased crime from the proposed LA Fitness. Generally speaking, gyms attract organized crime including breaking into cars in the parking lot (knowing the owners are in the gym) and breaking into gym lockers. The LA Fitness will invite crime into the neighborhood.

There are many friends and families in our community they agree with all of the above. We want to keep our community safe and quiet.

Thank you.
Emi & Michael Wheaton

From: Vanessa Widener []
Sent: Sunday, April 23, 2017 8:48 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Schelly Sustarsic; Thomas Moore
Cc: [redacted] Momma; Building Official; [redacted] Leslie Medina; Crystal Landavazo; Brian McKinney
Subject: Opposition to LA Fitness proposal

Dear Mr. Fowler and Distinguished Council Members:

Thank you for the opportunity to express my concerns regarding the proposed LA Fitness at the Shops at Rossmoor. While I appreciate the desire of the owner/developer to utilize every square inch of the Shops at Rossmoor for profit, I implore you to find a balance between profit and people and recognize the LA Fitness is not a good "fit" for our community.

I am **opposed** to the LA Fitness project for many reasons. However, my biggest concern is the fact that the inevitable increase in traffic will negatively impact the safety of my family.

As you know, there is a large population of school aged children in our community. There are four elementary schools (grades K-5 including pre-school aged children at the Child Development Centers at the various school sites) in Rossmoor. Children from Rossmoor, Los Alamitos, Rossmoor Highlands, Seal Beach (College Park East and College Park West) as well as surrounding cities attend the elementary schools as well as the two middle schools (Oak and McAuliffe) and Los Alamitos High School. While many children are driven to school, children are encouraged to ride bikes, walk and take the bus to school. In fact, the Los Alamitos Unified School District implemented a "Walk/Ride Your Bike to School" program encouraging children to walk/ride to school in an effort to reduce and relieve traffic and congestion. Moreover, to reduce/relieve school-related traffic and improve the safety of students, the Los Alamitos Unified School District instituted staggered start times/dismissal times for the schools. My family is doing our part to help relieve the traffic. To that end, my son attends Weaver Elementary School and my daughter attends McAuliffe Middle School. Both of my children ride their bikes to Weaver and my daughter then rides the bus from the bus stop at Weaver to McAuliffe. The prospect of adding the LA Fitness which will bring an influx members and cars during peak morning

school drop-off hours is unfathomable. The addition of the LA Fitness will “un-do” the progress we have made as a community to improve traffic.

Moreover, the Rossmoor/Seal Beach branch of the Orange County Library is situated along Montecito (on the curve between St. Cloud and Rossmoor Center Way). In addition to the general members of the community who visit the library, children visit the library. My children frequently ride their bikes or walk to the library. Because the library is located along the inevitable route of cars traveling to the proposed LA Fitness, traffic and congestion in the area of the library will increase which will, in turn, threaten the safety of all children including mine.

The expected increased crime associated with the LA Fitness (based on crime report statistics of other gyms) is upsetting as it again effects the safety of my family.

The concerns I've articulated above only scratch the surface of the anticipated problems associated with the LA Fitness in this location, but I hope it provides you with meaningful insight into the adverse effects the project will have on families like mine. Thank you for your time.

Vanessa Widener, Rossmoor resident

-----Original Message-----
From: Robert [redacted]
Sent: Saturday, April 22, 2017 9:42 AM
To: Steven Fowler
Subject: EIR Comments

I would like to comment on the Draft EIR for LA Fitness proposed addition to Rossmoor Shopping Center.

My wife is in a wheelchair or sometimes mobility scooter. We have attempted to use the Shops at Rossmoor but unfortunately its very difficult at best. For instance, going from our area in Rossmoor via St. Cloud/Montecito Ave and then down Rossmoor Center Way the present sidewalk do not allow room for her to navigate. We attempted to go to Peet's Coffee this route a couple of times and gave up.

When attended the meeting at Old Ranch Country Club, the representative for the LA Fitness Center said they did not have to comply with Americans Disabilities Act as a health club.

There is not adequate information in this EIR to allow me to see the solution for Handicapped people to navigate around this new health club when the present situation is inadequate and this addition makes the situation even worse.

Also I go to Sprouts shopping at least twice a week and the present traffic situation is basically gridlock which ever way you enter the parking in front of Sprouts.

I urge the rejection of this addition to the Rossmoor Shops and that Seal Beach and the owners try to find a better tenant with less impact on traffic.

Thank you,

Robert L. Zambenini

[redacted] Hill Rose Drive, Los Alamitos, CA 90720

From: Lori Abbott [mailto:Abbott_Lori@hotmail.com]
Sent: Monday, April 24, 2017 12:19 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina;michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official;coalitionagainstlafitness@gmail.com
Subject: proposed LA Fitness Club

To Whom it may concern,

I am originally from Seal Beach, my parents are original owners in Seal Beach CPE, and still reside in Seal Beach CPE. I have seen many changes throughout the years and a increase of traffic 100% on Seal Beach blvd. While I don't oppose progress, a major chain health club of this size would increase the traffic and congestion to the area surrounding rossmoor and seal beach to unbearable levels.

The Rossmoor center is already over run by to much traffic and has many Rossmoor residents shopping elsewhere to avoid the highly populated area. The small town feel is why so many families in Rossmoor,Seal Beach and the surrounding areas have chosen to make a home, and with a major chain health club that is open 24hours and so public, that feeling of a small community will be gone.

I urge the a reconsideration of a different location for the proposed LA Fitness health club.

Lori Abbott

Rossmoor Resident

From: Jeff Abrams [mailto]
Sent: Friday, April 21, 2017 5:32 PM
To: Steven Fowler
Subject: No No No on the LA Fitness Gym in Roosmoor

Hello, My experience as a lifelong Gym member at 24 Fitness and Bally's and even back to Jack La Lanne was the surrounding stores, neighborhoods and people will be majorly inconvenienced to a large degree, They will have a lesser quality of life. The residents of Roosmoor already have too many thefts.. I am a 2 time car theft victim. But worse, there will be a group of people that we laughingly call Gym Rats. Sad truth be told , many people use the Gym for their most basic hygiene and sometimes live in their cars. The traffic is already out of hand for us Roosmoor residents. No No No on this project

Jeff Abrams
Roosmoor resident for 17 years

-----Original Message-----
From: Ken Adams [
Sent: Monday, April 24, 2017 11:27 AM
To: Steven Fowler
Cc: Denise Adams
Subject: LA Fitness project

To whom it may concern,

We are adamantly opposed to the construction project of the LA fitness in the Rossmoor Shopping Center. We already have high traffic areas around the mall, and do not need a business with operating hours as long as this place would have causing further congestion and noise in and around the area.

Please reconsider !

Thanks,
Ken and Denise Adams
25 year residents of Seal Beach.

Ken Adams
Pathfinder Logistics
[redacted]

From: Akashi Family []
Sent: Sunday, April 23, 2017 10:14 AM
To: Steven Fowler
Subject: Against LA Fitness Project

Mr. Steve Fowler
I am currently a member of a 24 hour fitness center and I live in Seal Beach / Rossmoor. I have noted that most of 24 Hr Fitness center which I go to are very crowded in the morning before work and after work. The building codes for parking does not take this into consideration. The fitness center member stand 2 to 3 deep trying to get to exercise machines. Peak attendance is at the same time as school traffic which already is a problem. Traffic study only account for daily flows. The gym goers are younger, live outside of this area and in very much in a hurry. This will degrade our Seal Beach / Rossmoor area. Please reject this project and approve which has a constant steady flow.

From: Sally Allen [redacted]
Sent: Saturday, April 22, 2017 11:32 AM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: L.A. Fitness proposal

As a resident of Seal Beach, I strongly oppose the new development proposed by L.A. Fitness in the Rossmoor area.

My opposition is focused on the addition of more vehicle congestion along Seal Beach Blvd., which is already an issue, and the fact that there will be even more congestion due to people getting to the gym site at the end of the work day or prior to work. Prior to work is when students are going to their schools. And, it has already been noted that because of the amount of students, starting times have had to be staggered.

As a resident of Old Town, I try to time my access over the bridge to get to businesses as much as possible at times where there is less traffic. But, even so, getting from the Bridge to Katella with the many stop signs is already time consuming. With more traffic due to L.A. Fitness it will cause even more issues.

We do not need added congestion along Seal Beach Blvd and this will only be heightened with the addition of L.A. Fitness and the size of the “complex” they are proposing. Already we have Anytime Fitness in Seal Beach which accommodates a great number of members and is **open 24 hours** which is a bonus. L.A. Fitness is not offering this time frame thus there will be a greater impact of users during their open hours since there are specified times of use. With Anytime Fitness’ hours, those who use have a greater ability to use the facility at all hours. Also, Anytime traffic flow getting to the facility is not impacted by going down Seal Beach Blvd. for access and attracts those coming from Westminster.

I strongly oppose permitting of the new gym due to what I have mentioned but also feel many of the other issues raised in comments are also applicable to my position.

Please do not vote for this new facility!! The only advantage I can see would be added revenue to the city. But, at what cost to the inconveniences and frustrations of those of us in the community and who live here.

Sally Allen
[redacted]
[redacted] 11th Street
Seal Beach 90740

From: [redacted] []
Sent: Monday, April 24, 2017 12:12 AM
To: Steven Fowler; Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Brian McKinney;ledina@sealbeachca.gov; michelle.steel@ocgov.com; ssustaric@sealbeachca.gov; Thomas Moore; Crystal Landavazo; Building Official
Subject: NO Against Approving the LA Fitness Center in the Shops as Rossmoor

As a resident who lives on Montecito Drive just a few hundred feet from the potential location of the fitness center, I implore you all to vote NO on this project.

As you can see by the pictures I have taken and attached, the exit from my condo complex is not safe. These trucks blocking our line of sight to turn left or right puts us all in grave danger because we cannot see to make a safe turn.
The driveway behind Pei Wei to CPK should be reopened to allow delivery trucks to make their deliveries instead of blocking the roads and parking lot spaces for customers.

These pictures are just a sample of the trucks that continuously block Rossmoor Center Drive by the Sprouts/Pei Wei intersection. The fire department also parks their trucks on the street when they shop in Sprouts instead of parking in the parking lot behind Sprouts where there is plenty of parking.

This area is a neighborhood with houses, schools, youth sports, a library, shopping and other residential amenities.

This large project does not belong in a neighborhood. Mr. Potts himself has said that the mixing of commercial and residential projects is not a good fit. We would like to see a smaller scope project (similar stores to the ones already in the shopping center, small hardware store, food courts, etc) that fits the residential neighborhood and boutique type shopping that already exists.

Traffic is, has been and continues to be a major issue. There are many problems with this project, but, we all keep addressing traffic because it is a very real and dangerous fact of life.

Daily there are kids, animals, strollers, cars, buses, motorcycles and pedestrians that fill the area. The small transit buses from Leisure World and OCTA to drop off people stop right at the corner of the Sprouts intersection blocking traffic back to Seal Beach Blvd.

It doesn't matter how far back you make the left turn lane or how many new lanes Rossmoor Center Way you put in. The space between Seal Beach Blvd and the Sprouts intersection can only hold 8-9 cars. Daily traffic is backed on to Seal Beach Blvd so the southbound lanes cannot move on a green light until the cars turning left get out of the street.

The extended left turn lane will only back up on Seal Beach Blvd also and block the left turn lane in to Target so the cars can't turn as they are supposed to.

Help us keep our quaint small town charm that all of us enjoy. Isn't that why we choose to live here?

As an official and protector of our community, you have the power to do the right thing and vote NO as the only acceptable vote.

Thank you

Rebecca Allie
Seal Beach

-----Original Message-----
From: Joni Angstadt [[redacted]]
Sent: Friday, April 21, 2017 3:46 PM
To: Steven Fowler
Subject: LA Fitness

Mr Fowler

We are against putting a new LA Fitness behind Sprouts.

We have lived in Rossmoor for over 30 years before either of the 2 big shopping centers were built. Since their construction the traffic on Los Alamitos Blvd has become atrocious. Adding the Fitness center would only double the traffic , not only on the Blvd but also in Rossmoor , cause parking problems plus bring in more crime.

Seal Beach only cares about tax revenue they will receive but do not care to be good neighbors.

Please reconsider giving them a permit.

Eric and Joanne Angstadt

From: REA BACOL [[redacted]]
Sent: Saturday, April 22, 2017 1:18 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official; coalitionagainstlafitness@gmail.com
Subject: Proposed LA Fitness Project

Dear Sir/Madam,

Please hear my plea regarding the proposed LA Fitness project behind Sprouts in Seal Beach.

I live on Mainway in Rossmoor near the intersection of Mainway and Montecito/St. Cloud. I witness cars, that are not familiar with our streets, blowing through this crosswalk and stop sign without stopping or even slowing down. It happens constantly! The traffic in this area has increased by leaps and bounds in the last several years, regardless of what the reports say. Please don't add to this disaster by bringing this gym to fruition.

In addition to the traffic, the parking on our streets will be directly affected by the gym. The condominiums on Montecito that have Seal Beach addresses use the parking lot behind Sprouts for their overflow. On any given day or night you will find 70-90 cars parked in that lot. What do you think happens to all those cars when they are refused parking in that lot? I'll tell you because it's happened before. They end up Parking on all of our streets causing a traffic and parking nightmare! Is it really so much to ask that we are able to park our own cars in front of our own homes? Rossmoor is not a newly planned community with wide driveways and 2 & 3 car garages. This neighborhood was established in the 50's and most driveways are wide enough for 1 car only. Had we bought our home, 20 years ago, in downtown Seal Beach or any beach community, this would have been expected. But not here.

Please stop the LA Fitness project!

Sincerely,

Rea Bacol

Rossmoor Resident

From: Alice Baldwin [redacted]
Sent: Monday, April 17, 2017 5:34 PM
To: Steven Fowler
Subject: no to la fitness

Mr Fowler,

The shops at Rossmoor do not need an LA fitness. It will bring in too many people who will use the community of Rossmoor as their private short –cut to avoid the inevitable traffic and congestion that will be a result of all the additional cars. No change to the set up from Seal Beach Blvd will alleviate this mess.

If Seal beach wants an LA fitness , let them put it somewhere else, (of which there are many available spots).

Be a good neighbor vs. bowing to the corporations and more revenue.

Sincerely
Alice Baldwin

From: Alice Baldwin [redacted]
Sent: Wednesday, April 05, 2017 2:36 PM
To: Steven Fowler
Subject: STOP LA FITNESS

Please do all you can to keep LA fitness from going to into the Shops at Rossmoor.
It is too big a facility w too much traffic to go where they are planning.
It will severely impact Rossmoor and the Seal Beach residents who live in the condos.

PLEASE TO DO NOT ALLOW LA FITNESS TO BE BUILD THERE.
THERE ARE OTHER PLACES IN SB WHERE IT WOULD BE MORE APPROPRIATE.

Sincerely,
Alice Baldwin

From: Kimberly Baldwin [redacted]
Sent: Monday, April 24, 2017 4:21 PM
To: Steven Fowler
Subject: I oppose having a 24 hour fitness in my backyard

My name is Kim Baldwin and I am a Rossmoor resident. I am against the building of the LA Fitness in the shops at Rossmoor for many reasons, however traffic and safety top the list.

I have seen the parking lot of the 24 hour fitness on Bellflower and Spring and there is no way The Shops are Rossmoor can accommodate that amount of traffic.

The Shops at Rossmoor are already tough to navigate around Sprouts and Staples and I park behind those shops because it is almost impossible to park in the front. Furthermore it can take up to seven minutes to drive down Seal Beach Blvd. between St. Cloud Dr. and Bradbury as it currently is. It won't be long before the gym members go "the back way" through St. Cloud and Montecito and add congestion and additional wear and tear on Rossmoor streets that were not built with that kind of traffic in mind.

By going to the proposed gym via Rossmoor streets, they will be impacting our safety. Think of the kids that walk and ride their bikes to school or the park. Non residents won't take the time to take a second look for kids, they will be rushing off to hit the gym.

I strongly urge you to please deny LA Fitness' bid to violate our community. Say no to LA Fitness and show that you hear the overwhelming number of people that are reaching out to you. After all, it's people that make our community special, not a corporate franchise.

Thank you.

Kim Baldwin
[redacted] Yellowtail Dr.
Rossmoor.

From: Stephen Baldwin [redacted]
Sent: Monday, April 24, 2017 4:30 PM
To: Steven Fowler
Subject: No on LA Fitness

I am a Rossmoor resident and I do not support LA Fitness becoming a part of The Shops at Rossmoor.

A gym of this size would bring far too many people into the area causing traffic, crime (cars in gym parking lots seem to be frequently vandalized) and chaos.

Please vote NO and protect this area of Seal Beach and Rossmoor.

Thank you,

Stephen Baldwin
Yellowtail Dr., Rossmoor

From: Connie Bambadji [mailto:cbambadji@gmail.com]
Sent: Monday, April 24, 2017 4:50 PM
To: Steven Fowler
Subject: Say NO to LA Fitness

Dear Mr. Fowler,

I am writing to let you know that I am extremely opposed to an LA Fitness gym being built in the shopping center behind Sprouts Market.

My children and I walk, ride bikes, and shop in the area of the neighborhood that will be most impacted by this gym. The shopping center is crowded as it is with the shops and restaurants that already exist. The traffic is already bad, and I know that this gym would bring in a lot more cars, people, and crime to the shopping center as well as the Rossmoor neighborhood. It is a fact that gyms as well as movie theaters bring more crime into neighborhoods.

I know I don't live in Seal Beach, but I do shop in Seal Beach, and the success of the local shopping center depends on the Rossmoor homeowners. Until this point, we have seen the shopping center as an asset to the community. We eat there and shop there...we keep it in business. An LA Fitness Facility will not be an asset to the shopping center or the neighborhood. There is an LA Fitness is West Garden Grove just 4.6 miles away. There is no need to build one in our community.

I hope you will consider my input and value the patronage of our community. Please say no to LA Fitness...it is just too much negative for this community.

Thank you,
Connie Bambadji

-----Original Message-----
From: Kathy Barnes []
Sent: Sunday, April 23, 2017 5:06 PM
To: Steven Fowler
Subject: LA Fitness

I am writing this to you to express my deep concern about the ramifications of allowing this business to be located in the Rossmoor Shopping Center. I am not opposed to a smaller building and business to be located there but one that would not attract people there from 5 a.m. To 11 p.m.
That shopping center is already a nightmare to enter from any of the entrances. I have seen many near miss accidents and many disgruntled drivers there in the last few years. Seal Beach Blvd is strained to the max with the traffic from the many businesses between the San Diego Freeway and Bradbury. The boulevard cannot handle another 2000+ cars a day that the gym estimates it will attract.
The quality of life for those Seal Beach residents who occupy the four condo buildings that back the center should also be strongly considered. They do not live there to have a gym in their backyard since most of the condos already have some type of exercise room or pool. They will be exposed to more air quality issues with both the building of the gym and the 2000+ car fumes a day that will be traveling there. Your citizens need to come first!
You also need to be a good neighbor to the Rossmoor citizens who will have more condo cars parking on their streets and gym patrons who will be looking for a quicker route into the gym when the traffic is backed up on the boulevard. Since the majority of LAUSD elementary schools are located inside the Rossmoor tract the traffic is already very congested at certain times of the day and safety for those students and parents should also be considered.

There are already at least 15+ small and large gyms within a 5 mile radius that the citizens of Seal Beach, Los Alamitos, Rossmoor, and West Garden Grove can attend- not another one is needed. At some point in time an area becomes over developed and the safety and quality of life of its citizens must become a priority! Please consider this when you are considering this LA Fitness request. It was close to being denied once and it must be denied again! Thank you for your time and consideration.
Sincerely,
Kathleen Barnes
Rossmoor CA

-----Original Message-----
From: Jeanne Beesley [[redacted]
Sent: Monday, April 24, 2017 2:47 PM
To: Steven Fowler
Subject: Comments to draft EIR for the LA Fitness at the Shops at Rossmoor

Hello,

I have reviewed the draft EIR for this project and also attended one of the informational open houses. As a Rossmoor resident who patronizes The Shops at Rossmoor, I don't feel that the proposed changes on Seal Beach Blvd, or the road that runs between Sprout's and Pei Wei, will be sufficient to mitigate the extra traffic that the fitness center will bring. This 4-way intersection is already incredibly congested, and a danger to pedestrians crossing the intersection and also to those crossing from the parking lot to Sprout's as a result of traffic backing up into the intersection. The proposed changes will do nothing to remedy this situation.

In my opinion, the shopping center parking was very badly planned originally, requiring all traffic entering the parking lot to pass in front of the shops, where pedestrians are crossing. The added traffic from the fitness center will only make this situation much, much worse. Personally, I will avoid shopping at the center if this project is built, especially at Sprout's, since that is where the congestion will be worst.

Unless the planners can come up with a real solution that won't add to the congestion at this intersection, this will be a very poor addition to the Shops at Rossmoor.

Please be considerate of the Rossmoor and Los Alamitos residents, who must live with your decisions.

Thank you,

Jeanne Beesley

From: Terry Brown [redacted]
Sent: Monday, March 20, 2017 6:26 PM
To: Steven Fowler
Subject: LA Fitness

If this is going forward which I am against, as the traffic study was not done at correct school times AND more important the impact on where the apartment people can park there 70/120 cars now what about offering the impacted present residents of Main way/Tucker lane and other Main Streets exiting Montecito from the library down to Bradbury with street permit parking similar to Seal Beach.

So I totally oppose this project unless we have street permit parking in vicinity by project

Sent from my iPad
Terry Brown
ELG Haniel Metals Inc,
Consultant Advisor
Mobile [redacted]
Office. [redacted]
E-Mail [redacted]

From: Jennifer Burrell [mailto:jburrell99@gmail.com]
Sent: Monday, April 24, 2017 3:26 PM
To: Steven Fowler
Subject: LA Fitness

Dear Mr. Fowler,
I am writing to let you know that I am extremely opposed to an LA Fitness gym being built in the shopping center at the end of my street. I live on Brimhall Drive in Rossmoor. My street exits at Montecito right by the library.

My children and I walk, ride bikes, and shop in the area of the neighborhood that will be most impacted by this gym. The traffic is already so bad, and I know that this gym would bring in a ton more cars and people.

I know I don't live in Seal Beach, but I do shop in Seal Beach, and the success of the local shopping center depends on the Rossmoor homeowners. Until this point, we have seen the shopping center as an asset to the community. We eat there and shop there...we keep it in business.

I hope you will consider our input and value our patronage. Please say no to LA Fitness...it is just too much for this community.

Thank you,
Jennifer Burrell

From: Melissa Burns [redacted]
Sent: Monday, April 24, 2017 4:20 PM
To: Steven Fowler
Subject: NO TO LA FITNESS

Mr. Fowler,

I am writing to let you know that I am extremely opposed to an LA Fitness gym being built in the shopping center at the end of my street. I live on Copa de Oro Drive in Rossmoor. My street exits at the first stop sign at Montecito where most of the traffic will turn into this development to avoid the center traffic.

My four young children and I walk, ride bikes, and shop in the area of the neighborhood that will be most impacted by this gym. This area is already impacted during peak travel times, and it will only worsen. I know that this gym would bring in a ton more cars and people. I am greatly concerned for the safety and well being of my children and other children that live in this neighborhood if this project is allowed to go through.

I know I don't live in Seal Beach, but I do shop in Seal Beach, and the success of the local shopping center depends on the Rossmoor homeowners. Until this point, we have seen the shopping center as an asset to the community. We eat there and shop there...we keep it in business.

I hope you will consider our input and value our patronage. Please say **No to LA Fitness**...it is just too much for this community.

Thank you for your consideration and time.
Sincerely,

Melissa Burns
[redacted] Copa de Oro Drive
Rossmoor

From: Melissa Burns [[redacted]]
Sent: Monday, April 24, 2017 4:20 PM
To: Steven Fowler
Subject: NO TO LA FITNESS

Mr. Fowler,

I am writing to let you know that I am extremely opposed to an LA Fitness gym being built in the shopping center at the end of my street. I live on Copa de Oro Drive in Rossmoor. My street exits at the first stop sign at Montecito where most of the traffic will turn into this development to avoid the center traffic.

My four young children and I walk, ride bikes, and shop in the area of the neighborhood that will be most impacted by this gym. This area is already impacted during peak travel times, and it will only worsen. I know that this gym would bring in a ton more cars and people. I am greatly concerned for the safety and well being of my children and other children that live in this neighborhood if this project is allowed to go through.

I know I don't live in Seal Beach, but I do shop in Seal Beach, and the success of the local shopping center depends on the Rossmoor homeowners. Until this point, we have seen the shopping center as an asset to the community. We eat there and shop there...we keep it in business.

I hope you will consider our input and value our patronage. Please say **No to LA Fitness**...it is just too much for this community.

Thank you for your consideration and time.
Sincerely,

Melissa Burns
[redacted] Copa de Oro Drive
Rossmoor

From: Ed Buse []
Sent: Monday, April 24, 2017 12:00 AM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com; Ed Buse
Subject: LA Fitness

As longtime Rossmoor residents, we are strongly opposed to the development of the LA Fitness in the Shops of Rossmoor.

Traffic: Seal Beach Blvd. is already too busy. The projection of over 2,000 car trips for the gym per day, Seal Beach Blvd will make it worse. To avoid traffic, cars will take shortcuts behind the center and through our neighborhood streets. The EIR has suggested traffic improvements for getting in and out of the center; this is what we need now, we do not see it fixing the traffic problem long term. This traffic will also add more pollution, which can be a contributor to health issues.

Crime: With more cars passing through the neighborhood, it exposes our residents' to crime and also at the "proposed" gym location and parking lot. There are many crime related news articles specifically for LA Fitness throughout the country. There have been a lot of car burglaries on streets near the proposed development, more cars in the area can also increase crime.

Safety: Having additional traffic going through the shopping center and our neighborhood streets, safety all around is something to think about. Especially for our residents; who are active on foot and on bike, children riding to and from school, or my family who enjoys to walk or ride bikes and go to get something to eat.

Location: Trying to squeeze a 37,000sf monstrosity gym, adding traffic and noise, behind a shopping center within a hundred yards of condominiums and apartments, next to 3,400 homes… a building this size does not belong there. Purchasing a home in our neighborhood may not be as desirable with a gym so close, therefore our home prices will go down.

This gym will have a huge negative impact for our neighborhood, and it is not a good fit for the Shops of Rossmoor. We, like many other Rossmoor residents, support Seal Beach. Please take time to listen to all of our concerns and support us in maintaining our quality of life in our small community and say/vote NO to LA Fitness!

Thank you for your time,
Ed & Lisa Buse

-----Original Message-----
From: Larry cahn [[redacted]]

Sent: Monday, April 24, 2017 3:10 PM
To: Steven Fowler
Subject: Lafitness in Rossmoor

Please do NOT allow LA fitness to build in the Rossmoor center. It will impact my Rossmoor neighborhood with increased traffic, increased noise and increased crime. The single lane entrance and exit between the Chinese restaurant and the sprouts will force entering and exiting from the LA fitness through our neighborhood. Even with the planned increase in lanes from Los Alamitos blvd can not account for the single lane next to the sprouts.

The intersection is already so poorly planned that there is backup onto Los al blvd and the roadway in front of sprouts is an accident waiting to happen due to foot traffic into and out of sprouts.

We the residents of Rossmoor do not want the LA fitness!

Mary Cahn

Sent from my iPad

From: Douglas Carasso [redacted]
Sent: Monday, April 17, 2017 9:55 AM
To: Steven Fowler
Subject: LA Fitness

Dear Mr. Fowler,

As a resident of the Old Ranch community across the street from where LA Fitness is proposed to be built, I strongly oppose this construction, for the following four reasons.

First, the neighborhood, with the “Target Magnet,” is already hugely crowded. Driving in this neighborhood is getting more and more difficult each day, with the high concentration of popular stores and eateries. We are very lucky to have In N Out, Chipotlle, and Chick Filet so close. But this draws a lot of people to the area already. Combine that with the trifecta across the street of Target, Bed Bath & Beyond, and Ralphs, and you can tell how already busy this area is, primarily in terms of vehicle traffic.

Second, this is a family/residential neighborhood. So there are a lot of kids here, going to and from the local stores, with or without parents. Safety is therefore a paramount concern to me. I myself have a young son.

Third, LA Fitness has not yet shown that it has sufficient potential customers to justify its existence in this neighborhood. It requires a certain number of members to stay in business. If it cannot meet that number, it will close. And we will be left with an empty building. Based on its location hidden behind the Sprouts, it would likely not be visible enough to attract enough new customers to stay in business. I’m sure your experience with abandoned buildings shows that this is not a desirable element to any neighborhood.

Fourth, while the idea of having a local gym may be appealing to some (including myself), there is already a 24 Hour Fitness just a few minutes away on Katella. A far more appropriate location for the LA Fitness would be away from residents but still close, near the intersection of Westminster and Seal Beach Blvd. That might also serve to increase customers at the hotel right there.

In sum, putting an LA Fitness in the proposed location in the Seal Beach Rossmoor area would make the neighborhood more crowded and less safe, decrease property values, not be a sustainable business, likely result in an abandoned building, and be more appropriate elsewhere in the city. For these reasons, I respectfully request that you do all you

can to prevent this LA Fitness from appearing behind the Sprouts or anywhere else in that shopping center.

Thank you for considering my thoughts on this. Should you wish to discuss any of the above with me, please do not hesitate to write.

Douglas M. Carasso
From: Kim Carasso [redacted]
Sent: Thursday, April 06, 2017 7:09 PM
To: Steven Fowler
Subject: Opposition to Proposed LA Fitness

Per my Councilwoman's directive, I am forwarding a copy of the letter I sent to each council person in opposition to the proposed LA Fitness. Please include a copy in all materials submitted for any Environmental Impact and Planning Commission meetings.

Thank you,
Kim Carasso

Dear Councilwoman Sustaric

I write to express my opposition to the proposed LA Fitness project at the Shops of Rossmoor. The entrance to my community is off Plymouth (the entrance that gym members would likely use). The traffic at this intersection and the entrance to the shops is already awful. If we add additional traffic associated with the gym, I cannot imagine the log jam. Between all of the morning traffic with parents dropping off kiddos at the Los Al schools and gym traffic, the intersection will be a quagmire. You can guarantee and increase in accidents from people becoming angry at waiting for the lights and attempting to run through as a result of impatience.

I also worry about what happens when the gym fails. I saw when because it is my understanding that the gym proponents advised residents at a recent meeting that they expect virtually all of the membership to come from local residents(I suspect that they made this argument to offset the concern about traffic as they claimed most will walk or ride bikes to the gym--not sure what they base that assumption on), but that their estimate for the number of members necessary to make the gym profitable is about double the number of proposed members. Doesn't make much sense, does it?

If that is true, the gym goes under in short order. Then what? A giant vacant building with a limited use remains and becomes a nuisance --attracting people dumping unwanted furniture, vagrants, graffiti and crime. Given the fact Marie Callendar's has sat vacant now for two years, I don't think my concerns are unfounded.

I understand that the parking lot is a huge piece of real estate and can and should be used for something. A proper retail or mixed use project, that includes a parking structure and includes another means of egress/ingress would make sense.

It's just that the proposed concept fails the take into account the impact on the surrounding homeowners --including the Seal Beach residents who will be adversely and directly affected. Traffic studies will bear out our concerns. Similarly, the concerns about membership potential needs to be assessed. There is absolutely no valid reason in allowing this project go in if it is doomed to fail--that serves no purpose for anyone.

Please heed the concerns of your constituents and vote no.

Thank you,

Kimberly A. Carasso
12275 Nantucket Pl
Seal Beach, CA 90740

**It should be noted that we received no formal notice of any upcoming meeting in this topic. Notice really should be given so that all of those affected can comment.

From: Victoria Chang [redacted]
Sent: Wednesday, March 22, 2017 12:44 PM
To: Steven Fowler
Subject: LA Fitness project

Hi Mr. Fowler,
I am a Rossmoor resident and wanted to write that I strongly oppose the LA Fitness plan for many reason. California is already SO crowded and you can't drive a few miles without getting stuck in traffic. We moved to Rossmoor because it had a sleepy town feel and even in the last 7 years, there seems to have been a lot of development and thus a lot more traffic. Getting into and out of that shopping center is already difficult and even as a pedestrian, pretty unsafe walking into and out of Sprouts, which was poorly planned IMHO. We can't continue to sustain this type of growth at the costs of our residents and community members. Safety is already a big issue and traffic within Rossmoor due to our schools which rightfully attract residents from outside our neighborhood. Please help block this unnecessary facility, which I think will draw outsiders to our already too crowded unsleepy community.

Best,
Todd Terlecki and Victoria Chang

From: Sharon c [redacted]
Sent: Monday, April 24, 2017 11:46 AM
To: Steven Fowler
Cc: Kevin Pearce
Subject: Proposed LA Fitness Center in Rossmoor Shopping Center

Dear Mr. Fowler,

We are very upset to hear that an LA Fitness Center is being considered as an added building to the already over-crowded and congested Rossmoor Shopping Center. It is shocking that Seal Beach would even entertain and consider such a proposal.

Has it occurred to you that:

- Due to the heavy traffic on the entire boulevard, drivers will then take a short cut through Rossmoor. Rossmoor is a residential neighborhood, not a major boulevard, but will become one if the gym goes in.
- Even if you make an extra lane on Rossmoor Center Way, you can't do anything about the back-up due to customers walking into/out of Sprouts. It is already backed up and is extremely unsafe. It will only be worse.
- How will emergency response vehicles get thru the congested traffic?
- At its own cost, the school district has even begun a program offering low cost bus service to all the schools from Seal Beach, Los Alamitos, and Rossmoor due to the fact that there is already too much traffic
- For the first time in decades, the district has had to stagger the start times of all the elementary schools to help with the congestion of traffic. Why do we want to add more traffic?

We are one of those homes that surround the apartment and townhome living on Montecito and Bradbury, where the residence already park on our street and in front of our homes. By adding more parking limitations to them, they will flood our peaceful residential living. This is insanity and is a theft of what we chose and purchased when we moved into our neighborhood. By locking us in by crowded congested traffic and living, you are moving the boulevard into our neighborhoods, and that violation is alarming that a City would do that to community living.

Please consider our very strong disapproval of the LA Fitness Center into the Rossmoor Shopping Center.

Sincerely,
Sharon Coletta
[redacted] Old Mill Road
Rossmoor

From: Dave Colacino []
Sent: Monday, April 24, 2017 6:35 AM
To: Steven Fowler
Subject: L.A. Fitness

Good Morning. I would like to express my great concern over the proposed L.A. Fitness project. Traffic is already gridlocked on Seal Beach Blvd. Extending turn lanes is not a solution. A project this size is not a good fit for the community and will further degrade the quality of life for local residents. The Shops at Rossmoor is a busy place, with that many more expected visits per day, I feel it will be unmanageable. Crime and noise seems to follow these places. If the decision makers lived in the vicinity, I'm sure they would agree and would see this as a very large problem and a bad idea. There are plenty of small gyms in the vicinity for our community, and there are plenty of large gyms like L.A. Fitness in the surrounding cities. Thanks for your consideration.

Dave Colacino
Rossmoor

From: ANN COLLINS [redacted]
Sent: Friday, April 07, 2017 6:29 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@sealbeachca.gov
Cc: Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official; coalitionagainstlafitness@gmail.com
Subject: Please good neighbors work together

Dear all copied on here that work on the behalf of Seal Beach,

We are all close neighbors - if I walk 4 houses down my block and cross the street I am in Seal Beach. I grew up on Dolphin Avenue in Seal Beach and haven't gone far.
I shop on main street, get my hair done on main street, we take our friends and family to Walts, to Thai on Main, and many other restaurants. I am a good citizen to Seal Beach. I don't speed through town, don't litter, and support the community in every way equal to someone who 4 houses away might live/work in Seal Beach.

Our children go to the same Los Al schools, they play sports together, they are in many activities together.

Why then, would the Seal Beach council ever vote for something you abhor for the downtown area of Seal Beach but somehow may feel it is ok to impose on us here in Rossmoor?
I understand the revenue aspect but how much is enough? There is substantial business revenue from Rossmoor Town Center already. And there is room to add yet another - but let's choose one that you all would be happy to have in Old Town - a business without all of the many negative affects of 24 Hour Fitness.

I fervently oppose the 24 Hour Fitness project.
The traffic aspect is major and has a ripple negative affect beyond traffic - more people speeding, going through stop signs, driving tired, taking short cuts, parking in our neighborhood. Our housing community will be adversely affected by such a large

business that has such extended hours. Increased crime with more people coming into our area.
You would never consider this near your homes. Please be good neighbors and vote against this.
We are one community all of us even if my zip code is slightly different and I hope all of you will vote to be my good neighbor.

Thank you for listening and I hope you will carefully and thoughtfully consider our pleas.

Respectfully,

Ann Collins
3242 Mainway
Rossmoor, CA

Hello Steve,
I am writing to you about the proposed LA fitness center. We are residents of seal beach and frequent the shops at rossmoor. The area is quite congested as it is now with the traffic on seal beach blvd. The ingress and egress to the center is often a nightmare. . We frequent Sprouts, Marshall's, Home Goods, CPK. I don't know how much more traffic this area can handle.
In addition, la fitness will not produce any sales tax to the city of seal beach.
It is for these reasons that we are strongly opposed to having the fitness center located at the shops of rossmoor.

Sincerely,
Martha and ken Coolidge
CPE residents

-----Original Message-----
From: Janet []
Sent: Sunday, April 23, 2017 8:56 PM
To: Steven Fowler
Subject: Opposition to LA Fitness

Dear Mr Fowler,
I am sending you this email in STRONG opposition to the LA Fitness project slated to be built behind Sprouts. Instead of writing a lengthy email, I will put it in bullet points.

Traffic/Congestion
* It's already bad
* It's difficult now for emergency vehicles to get through the area from Lampson and Bradbury on Los Al Blvd.
* There is already a bottleneck at the intersection of Rossmoor Center Way and Los Al Blvd. Extending the lane won't solve the problem since only 8-9 cars fit on Rossmoor Center Way from Los Al Blvd. The 4 way stop sign at Sprouts/Panera causes it. Very rarely do I get through on the first signal.
* In frustration people will look for alternative routes. One being turning onto St Cloud from Los Al Blvd. That intersection is already impacted since many cars upon turning either make a quick left onto Yellowtail or a right into Rite Aid. Once again I have sat through a few signals waiting to turn.
* Another route will be turning onto Bradbury from Los Al Blvd. The county recently reconfigured it and has taken it from a 2 lane each way street to virtually a single lane each way street. The county did it for safety reasons. The influx of traffic will impact the safety they were after.
*Monetico will also be used as an route. It was not designed to handle the traffic it will not incur.

Safety
*.Since there will be vastly increased traffic/congestion safety is the upmost concern. I have witnessed many accidents and near misses at the 4 way stop sign at Sprouts/ Panera. I've also witnessed pedestrians almost getting hit.
* The 4 way stop sign at Rossmoor Center Way and Montecito isn't much better. Since it's offset near misses of cars and pedestrians happen daily. My husband almost was hit head on since the women followed the car that preceded her.
*. Montecito is a residential street not a major thoroughfare which is what it will become if the project goes through.

* Rossmoor Center Way was not designed to be a major thoroughfare either.

LA Fitness
* The size of the facility, hours of operation and over 2,000 people daily is too large of a project for a back parking lot.
* It's not designed to be a residential gym, in order to be successful it will need to draw on many communities bringing more cars to an already congested area.

I am not opposed to any development in the back lot but a development that benefits the developer but isn't a burden on the surrounding community. On a side note, I am an active person who workouts 5 days a week. Fitness is important but LA Fitness negatively impacts far too many people and communities to make it a viable project for this area.

Sincerely,
Janet Crook

Sent from my iPad
From: Irv Cuevas [[redacted]]
Sent: Monday, April 24, 2017 2:23 PM
To: Steven Fowler
Subject: No To L.A. Fitness

Dear Mr. Fowler …. please do all in your power to stop construction of L.A. Fitness in the Rossmoor Center of Seal Beach ….

I'm sure you are now aware of all the noise, traffic, and safety issues and concerns raised by neighboring homes and condos adjacent to the proposed facility. It would seem the negatives far outweigh any positives that developers are offering. If something must be built there, why not devote the space to something smaller, and more neighbor friendly? There are already several smaller fitness facilities in Seal Beach who will be adversely affected by this behemoth competitor. Thanks for your attention and consideration.

Irv Cuevas
[redacted] Montecito Rd.
Bridgecreek Villas Condos
Seal Beach, CA 90740

From: Irv Cuevas []
Sent: Saturday, April 22, 2017 7:40 PM
To: Steven Fowler
Subject: NO to L.A. Fitness

Dear Mr. Fowler: Please consider the following. I live in a condo on Montecito …. adjacent to the proposed Fitness Center. Please do all possible to prevent the facility from being built. Regards, Irv Cuevas [redacted]. Seal Beach, CA 90740

Public Safety / Crime

- **Large population of elderly persons in our community (including coming from Leisure World) who are driving and walking in and through Shops at Rossmoor. The added traffic and congestion from the LA Fitness will create a potentially dangerous condition to the elderly community.**

- **Large population of school aged children in our community. There are four elementary schools (grades K-5 including pre-school aged children at the Child Development Centers at the various school sites) in Rossmoor. Children from Rossmoor, Los Alamitos, Rossmoor Highlands, Seal Beach (CPE and CPW) as well**

as surrounding cities attend the elementary schools as well as the two middle schools (Oak and McAuliffe) and Los Alamitos High School. Children drive, bike, walk and bus to school.

- **The Los Alamitos Unified School District has also implemented a "Walk to School" program encouraging children to walk to school in an effort to reduce and relieve traffic and congestion.**

- **To respond to complaints and concerns about large amount of school-related traffic and safety of students, the Los Alamitos Unified School District instituted staggered start times/dismissal times for the schools. The staggered start/dismissal times are an effort to reduced and relieve traffic and congestion.**

- **The Rossmoor/Seal Beach branch of the Orange County Library is situated along Montecito (on the curve between St. Cloud and Rossmoor Center Way). In addition to the general members of the community who visit the library, children visit the library. The library is located along the route of persons going to the proposed LA Fitness which will increase traffic and congestion in the area of the library which will threaten the safety of children.**

- **Increased traffic and congestion from the proposed LA Fitness will result in delays in emergency vehicles (fire, police, ambulance) responding to the Shops at Rossmoor as well as the other businesses along Los Alamitos/Seal Beach Blvd., and the residents in Rossmoor, Ross moor Highlands, Los Alamitos and Seal Beach.**

- **Increased crime from the proposed LA Fitness. Generally speaking, gyms attract organized crime including breaking into cars in the parking lot (knowing the owners are in the gym) and breaking into gym lockers. The LA Fitness will invite crime into the neighborhood.**

April 22, 2017

Steve Fowler
Assistant Planner
City of Seal Beach

Dear Mr. Fowler:
I hope you are doing well.
I am writing this letter in regards to the proposed L.A. Fitness Center that is planned for the Rossmoor Shops Center.
We, my wife and I moved into our Rossmoor community in November of 1987, 3 months after we were married. We have raised our 2 children here and we are very happy living in the Seal Beach, Rossmoor, and Los Alamitos community.
We are very distressed about this proposed gym that will be interfering in our specific area.
The very much additional traffic, crime, noise and other unwanted aspects that it will bring along, at all hours, will really upset our lives, homes and community.
I attended a planning meeting and spoke up against this proposed Fitness center. Many many objections were brought up at this meeting not only by the people of Rossmoor that attended but also Seal Beach residents (that have to take their children to the Los Al schools and pass by on Seal Beach Blvd). Not one resident spoke in favor of this proposal.
We are still at a loss why this proposed fitness center is even being brought up again since it failed the first time.
The EIR presented at the planning meeting (April 5) was a very leaky document at best as you should know since you were at this meeting. The traffic indicated in the report didn't even use the area concerned traffic patterns. Bottom line, widening the left turn lane at SB Blvd. and Rossmoor

Center Way will alleviate nothing. It is already a major problem and that is not even taking into consideration the widening of Rossmoor Center Way at Panera Bread and Sprouts only to that intersection. Thus creating a huge bottleneck there! This makes no sense.
I indicated in my 5 minute address that the people coming and going to the Fitness Center (and more than likely all people coming to the Rossmoor Shops) will take the path of least resistance and drive in by using St. Cloud – Montecito – and Bradbury thus thru the back door (All Traffic in Rossmoor) to Rossmoor Center Way.
We in Rossmoor have no representation here all we can do is write letters and protest. Seal Beach will get additional tax base revenue and we will get all the crime and traffic.
This is very unfair.
All the neighbors on our block Woodstock (Montecito) are vehemently against this.
We implore you for your help in denying this proposal.

Respectfully,

Gary and Joyce Cunningham

April 23, 2017
Mr. Steve Fowler
Assistant Planner
City of Seal Beach Department of Community Development
211 Eighth Street,
Seal Beach, CA 90740

Dear Mr. Fowler,
My name is Robert Curry. I am writing you today to share my thoughts on the proposed LA Fitness building that the city of Seal Beach is considering permitting in the Shops at Rossmoor.
My family and I moved to Rossmoor 2 years ago. My wife and I have two children under the age of 5. Like many young families, my wife and I moved our family to Rossmoor because we want our children to grow up in a safe, comfortable community with a good school district. We've found that to be Rossmoor. Our experience in Rossmoor has been incredible thus far. From the community outreach to movie nights in the summer, Rossmoor really is an amazing community.
But to hear that and LA Fitness is being proposed is concerning. As a person who frequents the Shops at Rossmoor, I can tell you that traffic is already congested getting in and out there. With an LA Fitness on the other side of Sprouts, I'm sure traffic will double getting in and out. Sprouts already has severe congestion and back-ups occur quite frequently already with cars and pedestrians going in and out of Sprouts. A few questions to wonder:

- How do emergency crews get thru when there will be heavy traffic?
- If there is heavy traffic, will LA fitness patrons start traversing through Rossmoor to get to the gym?
- Parking is already a nightmare. I park behind Sprouts right now, but with LA Fitness possibly going in, where can I park to get groceries for my children?
- With more people coming through, that means more crime. We know that cars are a target at Gyms. What does Seal Beach propose to do when crime goes up?

My family and I enjoy riding our bikes around Rossmoor like other families. It's a nice community to enjoy bike rides because it is so quiet and comfortable to ride a bike. We ride them to the library, over to some of the restaurants at the shops of Rossmoor and just enjoy riding them around the community. We are always careful of course, but if this gym is added and more traffic persists, the bike riding days could be over due to the amount of cars in this neighborhood.

My daughter will be attending Rossmoor Elementary in September. She will be walking to school with myself or her mother every day. We will walk because we want to reduce traffic in Rossmoor, but if there is much more traffic due to the proposed LA Fitness, I may re think that as walking could become much more dangerous in our the Rossmoor community.
Thank you for allowing me to express my feelings about LA Fitness. I do oppose this as I don't think this gym will bring any benefit to the community. It only brings danger and increases the current challenges we already have. Please think about all the people in Rossmoor, especially the children. They need to continue to have a safe, comfortable place to live. Please do not allow this project to get the green light. It will do more harm than good for the people of Rossmoor.

Regards,
Robert Curry

From: [redacted] [mailto:rangeflamingo@aol.com]
Sent: Monday, April 24, 2017 8:12 AM
To: Steven Fowler
Subject: LA Fitness Project

Dear Mr. Fowler,

I am writing to you about my concerns for the proposed fitness center in the back of the Shops at Rossmoor.

My family and I live on the corner of Main Way Drive and Montecito in Rossmoor. The house we live in has been in the family for 50 years. Living on the corner allows us to see quite a bit of action concerning traffic.

Last week Los Al School District was on break, but the traffic did not let up. I counted 121 cars going through this intersection from 3:45 to 4:10 on Monday. I did not count the kids on bikes, the kids on skateboards, or the parents with kids in strollers....not to mention just plain pedestrians. Imagine how many more cars would have been counted if classes were in session as this is the time that parents pickup children from the after-school day care programs at each school site. The study that was done didn't even come close to this count,

Besides the numerous close calls between cars on a daily basis, there are many actual accidents here. There won't be any reports on this accidents as the parties involved will exchange information, maybe take a cell phone picture, then move on. But the accidents do happen regardless if reported.

One block from us is Rush Park. It is a park which serves the community....not just Rossmoor, but Seal Beach also. It is home to family picnics, baseball games, soccer practice, movies at night, the list goes on... The point is that Rossmoor meshes very well with the other local cities. It's streets are already full of cars welcoming families. The added traffic from this fitness club will not only impact the shopping center, it will be a huge detriment to the surrounding streets.

I urge you to consider how much your Seal Beach Community uses Los Alamitos/Seal Beach Blvd and the surrounding streets of the center. There is a real concern for safety not only for cars, but for the citizens on the streets.

Thank you so much,
Nedra D'Ambrosio
Main Way, Rossmoor

From: [redacted]
Sent: Saturday, April 22, 2017 12:04 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: Opposition to proposed LA Fitness Club

Mr. Fowler,

I am opposed to the proposed site where the LA Fitness Club is to be built. I live in Rossmoor and do not want to see my community burdened with the increased heavy traffic it will bring to Montecito and other streets in Rossmoor. We already have heavy traffic issues doe to School drop off and pick ups and vehicles leaving the shopping center currently. The LA Fitness' claim of 6500 members, is vastly under represented, there will be thousands more members that will most defiantly impact the neighborhood. You don't need to be a traffic engineer to realize this.

Because Seal Beach has not rectified the long standing problem with the condominium properties parking issue on Montecito, those resident's vehicles will be displaced onto the Rossmoor community. This is not acceptable. I am very disappointed at the attitude and lack of respect the ownership group has taken in their attempts to mitigate some of these issues. It seems they don't really care about these concerns.

Again, I am in opposition to the LA Fitness Proposal (Rossmoor Center) for these reasons:

Traffic
Noise
Public Safety/crime
Parking

Submitted by,

Tony DeMarco

[redacted] Bostonian Dr
Rossmoor, CA 90720

From: Glenn Ducat [[redacted]
Sent: Saturday, April 22, 2017 9:37 AM
To: Steven Fowler
Subject: Public Comment RE LA Fitness Center Project

Steve,

Below are my written comments re the LA Fitness Center project. (I have also attached a Word document with these comments.) I hope to address the Planning Commission in May.

I am writing in SUPPORT of the proposed LA Fitness Center in the Shops at Rossmoor.

I have lived in Rossmoor for 35 years. I believe the proposed facility will be a GREAT ADDITION to our community.

Traffic – One way or another, Seal Beach MUST fix the existing traffic mess in the vicinity of Sprouts. If the LA Fitness Center project is NOT approved, then Seal Beach will have to foot the bill to make the improvements. I believe the extra lanes on Rossmoor Center Way and the lengthened turn lane on Los Al Blvd will go a long way toward resolving the traffic flow (or lack of flow) at the Sprouts

corner. Straight-thru and right-hand-turn cars will be able to enter and exit the area much more efficiently than they can now. They will not have to wait behind left-hand-turn cars headed to Sprouts and adjacent stores.

Extra Traffic – 1) The new facility WILL generate more car traffic to the area. However, the number of car arrival and departures from LA Fitness will be a SMALL FRACTION of the number of cars currently moving through the area. Because of the added lanes (discussed above), I believe car movement through the area will be far better than it is now, even with the extra traffic generated by LA Fitness. 2) Also, it is important to note that traffic to the fitness center will have no fewer than 4 alternative routes for arriving and departing the area. The extra traffic added to any single route will be miniscule. 3) How much extra traffic will there be? I went to the LA Fitness at Bellflower and Stearns. At the peak hour of 5:15 pm to 6:15 pm on a weekday, there were, by my count, 210 clients and staff in the facility. If the average "dwell time" per client at the facility is 120 minutes (typical of my workout) the maximum number of arrivals and departures would be 2 X 1.75 = 3.5 cars per minute. Mind you, this is the maximum possible number of trips at the busiest time of the day. This is a tiny fraction of the number of cars moving through the Sprouts intersection at the busiest time of the day. In addition, these 3.5 cars per minute would be arriving and departing along 4 possible routes to the front of the facility. In other words, on average, one car per minute would be moving along paths to or from the facility at the busiest time of the day. This is virtually nothing compared to the current traffic numbers on Rossmoor Center Way. (At peak hours I've counted as many as 32 cars per minute moving through the Sprouts corner alone.) 4) But here's another important point. Many of the car trips to the facility will actually NOT be new or additional car trips. People these days don't typically make single purpose car trips. They drop something off at the Post Office, head over to the dry cleaner, stop at Sprouts to buy something for dinner and grab a coffee along the way. My point is: if someone adds a stop at the gym, this is NOT an ADDED car trip. That car was already on the road moving through our community. This is NOT extra traffic. Also, consider a person who is an "early morning

exerciser." That person is going to work. If he or she stops at the gym on their way to work, they are not an EXTRA car trip; they are the same car trip one hour or so earlier. Because those cars are now shifted to non-peak traffic hours in the community, the use of the gym facility has actually smoothed out the traffic flow into and out of Rossmoor. By shifting car trips out of peak hours, traffic flow could actually be better. The same is true in the evening hour for people returning from work.

Recommendation to the Planning Commission – Require the developer to add numerous bike racks at the facility. This will further cut down on the number of car trips. Clients coming from Rossmoor will constitute a large proportion of facility users and the availability of bike racks will enhance the value of the gym experience.

Benefit to the Community – The opponents of the facility imply that the facility will be very heavily used. However, if you think about it, what would a high number of users mean? It would mean that a significant number of people in the community are using the facility. It will be something they WANT. In other words, it would be a favorable addition to the community. The opponents also suggest that the club would require 20,000 members to be viable. That is pure fantasy and reflects a basic misunderstanding or misrepresentation by opponents. LA Fitness is a "membership" club. As a member, I can go to any LA Fitness anywhere. The viability of their business model doesn't depend on membership at any single club. In fact, the three other nearest LA Fitness facilities are on Valley View above Lampson, at the Traffic Circle and on Bellflower at Stearns. All three are newly renovated facilities. All three will continue to attract clients FROM THEIR IMMEDIATE COMMUNITIES. It's not as if residents of Garden Grove or Downey are suddenly going to begin driving out of their way to Rossmoor to use "our" gym; they will continue to use the facility closest to them. Therefore, the majority of the users will be from Rossmoor, the Highlands, College Park and Los Alamitos, i.e. – the LOCAL community. Furthermore, the facility will not have a high visibility location, e.g., next to the freeway. Therefore, the presence of the club will not attract casual passers-by; it will serve locals who know it's there.

Building Community – Almost nobody has spoken about the benefits in terms of building community. I use the Bellflower LA Fitness typically 3 times a week. I very often see the same people there every time I go. People meet new friends, talk, spend time together. It's a "community" (of users) within the community. It's a unique meeting space that promotes people getting to know one another, something that doesn't typically happen at Kohl's, Sprouts or Staples, for example.

Crime – The opponents suggest that the facility will substantially increase crime and imply that Rossmoor will be over-run with criminals if the facility is built. That is nonsense. I have been going to LA Fitness facilities (or its predecessor facilities) for over 20 years and never been the object of a crime. I was curious about the claim of increased crime, so I talked to staff at the two clubs where I go and they indicated that occasionally (rarely), a client who uses a locker without putting on a lock is the object of theft. Well, duh. That's just stupidity or laziness on the part of the client. The club even provides small, free, lockable lockers for people to stash wallets, keys and the like. I also talked to the LB Police, East Division (near the Bellflower facility) and the Garden Grove Police Department (near the Valley View facility.) Both indicated that there had been reports of thefts from cars parked at the facilities and that most often it was because the victim left valuables in the car when they entered the gym to workout. Again, I'm not surprised. A lot of crime is "crime of opportunity." Think about police warnings at Christmas time: "Never leave wrapped packages in plain sight in your car." It's just common sense. As I said, I have been going to LA Fitness facilities for a very long time and never experienced or even heard about clients being the object of crimes. Building the center will NOT cause a massive crime wave to sweep over Rossmoor as the opponents imply.

Benefits to Nearby Neighbors – Opponents focus on the impact to local neighbors of the future facility. Because of the numerous pathways to and from the facility, I do not believe the facility will cause any significant increase in local traffic. But on the positive side, the

nearest neighbors will have a world-class workout facility within easy walking distance. That will be a HUGE benefit to many of those property owners either for themselves as residents or for their tenants. It will not be a negative; it will be a highlighted benefit. I would strongly urge LA Fitness to offer nearby residents (residents whose property immediately abuts the parking areas for the new facility) a free annual membership for one year and half price membership for the second year. They may just find that having the club within easy walking distance is a real asset.

Impact on Local Businesses – I have argued that in today's world, people seldom make single purpose car trips. They typically make several stops to accomplish several things. I fully expect the new facility will increase business at stores in the immediate vicinity of the facility (Sprouts, Staples, Kohl's, Babies Are Us, coffee shops, restaurants) and the increase business will come not from "added" car trips, but from "multi-purpose" car trips that are already taking place. For example, when I go to the Bellflower LA Fitness, I nearly always stop at the Trader Joe's across the street. If I went to our local club in Rossmoor Shops, I would probably stop at Sprouts to pick up those items I needed – i.e., more local shopping. Local businesses should be highly favorable toward the new development.

Impact on Competing Workout/Exercise Businesses – LA Fitness serves its clients with great equipment and facilities, but it may not be "for everyone." Many people like smaller, individualized workout experiences. Those people will not join LA Fitness. They will continue to go to smaller gyms or utilize personal "group" workouts in the Rossmoor parks. It is also unlikely that masses of people will switch from 24 Hour Fitness (or similar) to LA Fitness because typically these gyms have an initial membership fee and their clients will have developed friends and familiarity in their existing facility. Most likely, they will continue with their own facility. However, if they do switch, it will be because LA Fitness has something unique to offer that they are not getting where they currently work out. If LA Fitness does have an impact on other workout businesses, it will be because the LA Fitness "product" is better. It will force the other businesses to serve its clients better. That's how the market works.

Rights of the Land Owner – I believe a strong case can be made for allowing a land owner to use his asset as he sees fit, PROVIDED, the proposed facility is completely compatible with the local community values. For example, I would not be in favor of an X-rated movie theater, a porn shop or a marijuana dispensary. They would NOT be compatible with the nature of our local community. The proposed facility, however, conforms to and is compatible with community interests.

SUMMARY – I whole-heartedly support the approval of the proposed LA Fitness Center in the Shops at Rossmoor. The facility will serve predominantly local residents and be an asset. The proposed roadway changes that the developer has proposed are 100% necessary; either Seal Beach will have to pay for those upgrades or the developer will have to pay as part of the development; it is more appropriate for the developer to foot the bill. The roadway additions will solve the majority of the EXISTING traffic problems and the minimal extra traffic arising from the operation of the facility. The developer has land use rights and as a matter of principle, those rights should be respected. Local police departments serving other LA Fitness facilities have not reported outrageous increases in crimes and especially not criminal activities overflowing into the surrounding communities; thefts of items from cars parked at such facilities have increased, but those crimes are completely avoidable if clients use common sense.

Respectfully submitted,

Glenn Ducat
[redacted]

From: Jodi Edwards [redacted]
Sent: Friday, April 21, 2017 12:22 PM
To: Steven Fowler
Subject: Traffic - pollution - noise

Dear Steve,

I'm shocked and appalled that the LA Fitness building is still being considered after all of the complaints you have had. I own my condo in Seal Beach and please make a note of my complaint that despite efforts and planning meetings SB is still considering putting a gym where it is going to cause a lot of traffic, noise, and pollution. Please reconsider NOT putting a gym in such s rediculous spot.

If you need to reach me, please contact me via email.

Sincerely,
Jodi Edwards.

Jodi Edwards [redacted]

Steven Fowler

From: Jennifer Yee Eng [redacted]
Sent: Sunday, March 19, 2017 4:33 PM
To: Steven Fowler
Subject: No to LA Fitness at Shops at Rossmoor

Dear Mr. Fowler,

I am emailing to say that I OPPOSE putting an LA Fitness Club at the Shops at Rossmoor.

I am a Rossmoor resident, and I am familiar with the area since the time of the bowling alley. The traffic in and out of the Shops of Rossmoor is too intense already due to the present retail shops in the area. The entrance at Rossmoor Center Way is always clogged up, due to people going in and out for Sprout's Market, and the eateries in that area. The alternate entrances are also clogged up due to In and Out, and Chik Filet. People who commute in and out of the area along St. Cloud or Bradbury are often impatient and angry, honking at those who patiently wait to turn into their residential streets.

The presence of the LA Fitness will increase traffic further because people who use fitness facilities come in and out on a routine basis several times a week. The addition of these commuters will cause further obstruction of traffic for people who live in the area already, go to school in the area, and people who bike in the area.

We don't need LA Fitness for the area residents in the Shops at Rossmoor. There are several parks in Rossmoor, and plenty of hiking opportunities. 24 Hour Fitness and Pure Barre are a reasonable distance away. If anything, the traffic will be a deterrent to potential club customers.

Why not put LA Fitness in a less populated, less traffic congested area? Such as Old Ranch?

Sincerely,
Jennifer Eng
Rossmoor resident

1

-----Original Message-----
From: Angie Epstein [mailto:aepstein1@socal.rr.com]
Sent: Saturday, April 22, 2017 2:01 PM
To: Steven Fowler; Sandra Massa-Lavitt; Schelly Sustarsic; Mike Varipapa; Thomas Moore; Ellery A. Deaton; Crystal Landavazo; Building Official; Brian McKinney; Leslie Medina; Michelle.Steel@ocgov.com
Subject: opposition to proposed addition to The Shops at Rossmoor

Dear Mr. Fowler and all of Seal Beach planning and City Council Members,

I would like to voice my serious concerns with the proposed addition of LA Fitness to the Shops at Rossmoor location.

I am a resident of Rossmoor since 2002 when we purchased our home on Oak Knoll Drive. We have 2 children.

I am NOT against LA Fitness, nor am I against the Shops at Rossmoor however, the location is just too close to and between two family communities and a shopping center is already riddled with way to much traffic and congestion. I have seen several accidents in the parking lot and cars backed up onto Los Alamitos Blvd at various times throughout the day. Pedestrians, bicyclists and cars all share these roadways coming in and going out. I see drivers in these vehicles getting irate at the traffic, pulling u turns and speeding down Rossmoor Center Way as an alternative to get out only to find kids on bicycles at the intersection of Montecito and Rossmoor Center Way. This in and of itself is already an extremely dangerous situation.

My son and his friend were riding their bikes and his friend was hit by a person with no drivers license, no insurance and it was awful. This driver was in a hurry to get out of the Rossmoor Center. This has prevented my children from riding their bikes to get a yogurt or sandwich at the Rossmoor Center.

In addition to the above, since the inception of the “new” Shops at Rossmoor, (Toys R Us, Marshalls and Sprouts), I have personally experienced a huge increase in crime.

1. My SUV was stolen off my driveway

2. All my Christmas decorations including a large blow up merry go round stolen off my yard.

3. The uplights in my garden were all taken (hardwired) 4. A bistro set taken from the front of my house 5. My car broken into, ransacked and a felony committed after over $3,000 of prescription sunglasses taken.

6. Husbands car window shattered and Navagation system stolen.

7. Bench stolen from front porch

This is BEFORE the new “Rossmoor” shops. LA Fitness at the proposed site will increase traffic and congestion that will result in delays in emergency vehicles (fire, police, ambulance) responding to the Shops at Rossmoor as well as the other businesses along Los Alamitos/Seal Beach Blvd. and the residents in Rossmoor, Rossmoor Highlands, Los Alamitos and Seal Beach.

Increased crime from the proposed LA Fitness will also occur. Generally speaking, gyms attract organized crime including breaking into cars in the parking lot. IN ADDITION, this will expose our community to more theft and crime, violence and burglaries.

There are many gyms very close to Los Alamitos/Seal Beach boarder. This is not a fit for this community/shopping center and I strongly urge you to not allow this mis-fit to be built.

Sincerely,

Mrs. Angela Epstein

[redacted] Oak Knoll Drive

Rossmoor, CA 90720

[redacted]

[redacted]

Steven Fowler

From: Melendy Fabian [redacted]
Sent: Monday, April 24, 2017 11:57 AM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: Fwd: Proposed LA Fitness Gym Facility Behind Sprouts

Sent from my iPad

Begin forwarded message:
>
> Dear Steve,
>
> With all due respect, it is my opinion that building another gym
> facility at this location will have a detrimental affect on the local populace due to a variety of reasons. Having been a past resident of Manhattan Beach, I have seen the negative impacts on local residents firsthand especially due to traffic congestion. This was one of the primary factors that prompted my family's relocation to CPC over nineteen years ago.
>
> Since that time, we have initially enjoyed the commercial redevelopment of this area, including the various options for shopping, eateries, etc. However, we are at a juncture now where traffic on Seal Beach Blvd. and Kabella Ave. has become burdensome, especially before and after work. Adding a LA Fitness Center to this community will only increase the bottleneck that residents currently encounter.
>
> The parking issue is another concern. When overcrowding occurs, the answer in most cities, including the downtown area of Seal Beach, is to install parking meters or pay parking lots to enhance revenue for the city coffers. This always seems to be a natural progression when parking becomes a premium in an area. People then resort to parking in residential areas, thereby affecting street parking for friends or relatives visiting local residents. The only way to preclude this from occurring, is to build a multilevel parking structure that now becomes an eyesore for the local inhabitants and could cause a detrimental affect on the gym members, especially for an unaccompanied female.
>
> Also, as it is, I can already visualize gym members utilizing the library parking lot because they are unable locate a viable spot dedicated for the gym. This will become an issue for library patrons since parking in that area is already at a premium.
>
> These are just a few of a multitude of issues that will create a deleterious effect on our local community, especially given the fact that there are many options already available to us if we decide to purchase a gym membership.
>
> Sincerely,
>
> Kevin and Melendy Fabian
>
>
>
>
>
>
> Sent from my iPad

From: Emerson Fersch [mailto:emerson.fersch@outlook.com]
Sent: Monday, April 24, 2017 1:57 PM

To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: Re: LA Fitness

Dear Mr. Fowler:

I am a resident of Rossmoor, having just moved there about 3 years ago. I want to voice my opposition to the proposed establishment of the LA Fitness gym.

My only question for any council person who supports the gym is this: Do any of them currently have or have had in the past children that attend(ed) a school in Rossmoor? If so, they are aware of how difficult it is to get in and out of that neighborhood in the mornings and afternoons. It is actually absurd--- I work in Long Beach and learned quickly that if I want to get out of the neighborhood in less than 10-12 minutes, I need to leave well before 8am or well after 830. Adding gym traffic to the equation will only make it worse. This is an issue that affects all area residents equally, regardless of their exact address.

I have actively trained at a gym for close to 30 years. I love working out at the gym. And I truly see the attraction to bring one to this center. That said, the traffic in the area is bad enough already, and to add an additional high volume draw to the area will only make it worse.

Thank you for your time and consideration.

Emerson Fersch
[redacted] Saint Albans Dr
Los Alamitos/Rossmoor

[redacted]

-----Original Message-----
From: Sharon Frickel [[redacted]]
Sent: Monday, April 24, 2017 4:56 PM
To: Steven Fowler
Subject: Opposition the the LA Fitness in Seal beach/ rossmoor

Hello,

I am writing to you because I am opposed to the LA Fitness being put in Rossmoor parking lot . It's just not the right fit for our community. I have lived in rossmoor for 6 years and moved here for the quiet neighborhood and fantastic schools.

This is going to cause much more traffic! There is plenty of traffic and congestion from the 4 elementary schools, 2 middle schools , and high school. We don't need more from a gym!

It is overcrowded as it is during the day in that center. My kids and I like to bike and walk up to the center on the weekends and after school and if a gym is put there, that will be impossible and unsafe for us. I have avoided many car wrecks in there. I am also concerned about the crime and noise. We know that with gyms , there is more crime and break ins in cars.

People from other communities are going to come to this gym. There is a gym right up the street. Also, the gym is open long hours and that will coarse lots of noise in the parking lot for our neighbors. Please find another spot for the gym. Thank you for reading this and taking it into consideration.

Sincerely ,

A concerned rossmoor resident

Sharon Frickel

[redacted]

From: Home [redacted]
Sent: Thursday, April 06, 2017 2:01 PM
To: info@lafitness.com
Cc: Sandra Massa-Lavitt; Schelly Sustarsic; Mike Varipapa; Thomas Moore; Ellery A. Deaton; Crystal Landavazo; Building Official; Michelle.Steel@ocgov.com
Subject: Proposed LA Fitness In Seal Beach CA

To whom it may concern,

My family as well as most neighbors in the Rossmoor, Ca community are vehemently opposed to LA fitness building in our community. While it is technically Seal Beach, Rossmoor is an unincorporated area within Los Alamitos. Seal Beach is trying to utilize this area as an income stream but it will adversely affect the Los Al and Rossmoor Community.

The location is also where they have done the local fundraiser for the high School, The Taste of Los Al, for over 15 years. This raises over $150k for the school. That will be gone. The traffic in our small neighborhood will be immense. They did an initial study saying that 800 cars will be coming into our area. Now they are saying that is not the case. The Street St. Cloud will be jammed as well as the already congested area in front of Sprouts. There is a small library on the corner that all the kids ride their bikes to. The parents are considering not letting the kids ride due to the impending traffic issues.

Lastly, It will 100 percent bring crime to the area. The management at 24 hour fitness told me and my friend who had both of our cars broken into at that gym , said that a police officer is at the Cypress 24 hour Fitness EVERYDAY because a car is broken into at that gym every. Criminals watch women walk in without their purses and they break into the cars. I do not want that in our area. You should talk with management about this.

You need to ask LA Fitness about a crime study.
Jennifer and Jason Friedman.

From: Otto Hefner [mailto:ottoella@att.net]
Sent: Monday, April 24, 2017 3:13 PM
To: Steven Fowler
Subject: LA Fitness in Shops of Rossmoor

Dear Mr. Steve Fowler,

I have lived n Leisure World for over 17 years and I do not want to see LA Fitness built behind Sprouts in the Shops of Rossmoor. There are many reasons that concern me; some are traffic, safety and crime. This type of business is not a good fit for our community and especially the residents, like myself, who it will affect. I hope the city will vote against the LA Fitness.

Sincerely,
Leni Gauss

From: [redacted] [[redacted]]
Sent: Monday, April 24, 2017 4:25 PM
To: Steven Fowler
Subject: Proposed LA Fitness in Seal Beach

Dear Mr. Fowler,

I am writing regarding the proposed LA Fitness that the Rossmoor Center investors want to build behind Sprouts. I live on the corner of Walker Lee Dr. and Montecito in a home that my family and I love and we are already experiencing more theft and car break-ins in the last few months. We just had our cars broken into last week. They used the gadget you can buy on the internet that mimics your key fob to your car and opens your car without setting off the alarm. I could not imagine all the traffic and more theft and cars speeding down Montecito with the proposed LA Fitness going in here right in our backyard. Kids ride their bikes around here and mothers walk their babies in strollers and it would not be safe with more than 1,000 more cars traversing through here every day.

There are families' homes it will directly affect with the hours that LA Fitness would be open from 5:00 a.m. to 11:00 p.m. They will be hearing car alarms being activated and going off and car doors slamming at all hours but the six hours that LA Fitness will be closed. It will diminish their quality of life.

I understand that the investors want to put a business in there, but the LA Fitness is definitely NOT the right fit for the space. I am begging you to please do NOT vote in the LA Fitness. We are very good neighbors and I hope you feel the same about us here in Rossmoor. I love Seal Beach!

Please, please, please do not let them build the LA Fitness right in our own backyard. It is literally half a block from my home. I have heard my friends who are Seal Beach residents on the Hill and in CPE do not want this also. We have three LA Fitnesses that people can go to and work out within a few miles all around us and a 24 Hour Fitness within three miles from the proposed LA Fitness.

I also support all the small gyms in Seal Beach and Los Alamitos that are trying to make it and not be put under by a corporate company. I always love to support the small business owners. My dad is a small business owner and I was raised watching my dad work hard in his business to help it grow and create relationships with his customers he has had for years and I would love for the small gyms to have the same success story.

Thank you so much for reading this and taking my letter to heart!

Feel free to contact me if you have any questions! We're neighbors!

Gina George, CSR
Network Deposition Services
[redacted]

From: Heather Gomes [[redacted]]
Sent: Monday, April 24, 2017 4:58 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: LA FITNESS

Hello Steve,

I am writing to voice my opposition to the LA Fitness mega gym, in the Rossmoor Shopping Center. I have lived in Rossmoor with my husband for 12 years. We bought our home here to raise our family in the quiet, charming neighborhood. We live extremely close to Montecito and have trouble at times parking in front of our own home…AND this is before this mega gym gets built. No movement by these cars for days. The city of Seal Beach has provided minimal parking to the 4 Condominium Associations all located on Montecito. Add the addition of the potential 2,000 plus cars to the mix and this will create an extreme amount of parked cars on

Rossmoor streets. This will create unnecessary foot traffic, noise in front of my home at undesirable hours of the night and morning. Also in turn creating more crime in our neighborhood. The EIR report should take into account the slamming of car doors, trunk lids, etc. and also should address car/motorcycle engines starts and revving near residential property.

My children are now of the age when they can bike through the neighborhood safely to friends houses, library and restaurants. This will not be the case if this facility is built. It will bring in too much added congestion of cars to the community. That is a shame and one that can be avoided if we stop this development.

I am asking you, a member of the Seal Beach City Council, to be the voice of the residents in and around your community, and please veto this development. As a Rossmoor resident, I would be happy to support the development of a much smaller business. One that would bring in less traffic and normal business hours of 9/10am-7/8pm . I just cannot support LA Fitness.

Thank you for your time and consideration,

Heather Gomes

-----Original Message-----
From: Ellen Gong-Guy [[redacted]]
Sent: Monday, April 24, 2017 4:38 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com; Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: Opposition to the LA Fitness Facility

Dear Mr. Steve Fowler,

I am writing to you to express my opposition to the proposed LA Fitness facility At the Shops in Rossmoor.

The building of this facility will increase traffic on Seal Beach Boulevard. At this time, the traffic is already very congested and it is difficult to get in and out of the center on Rossmoor Center Way. It is a normal occurrence to have to wait 2 cycles to get through the light to make that left turn. With an increase due to gym traffic, the wait will easily be much longer. Increased traffic also becomes a safety issue for children and adults who walk on Los Alamitos/Seal Beach Boulevard.

The Seal Beach/Los Alamitos/Rossmoor areas currently have in excess of 30 gyms in a three mile radius. Many of those gyms are owned and operated by residents of the local area. A big box gym, will be detrimental to the livelihood of these owners. They are our neighbors and friends.

I am not opposed to putting another business in the spot of the proposed gym and have nothing against LA Fitness but a business that has regular business hours (8:00-5:00) would be a better fit.

Please vote against the proposed LA Fitness facility!!

Thank you for your consideration.

Ellen Gong-Guy

Rossmoor Resident

From: [redacted]]
Sent: Saturday, April 22, 2017 4:46 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official; coalitionagainstlafitness@gmail.com
Subject: LA Fitness

The LA Fitness 'Health' Club is supposed to promote "Good Health". How is that possible with their hours of operation? The American Medical Association for years has recommended 7 ½ to 8 hours of sleep per night for "Good Health". LAFHC will be open 18 hours 5 days and 17 hours 1 day per week plus the arrival and departures of employees that equates to 5 hours 5 days and 6 hours 1 day of quiet sleep time and Sunday the only quiet sleep time. This will never "settle in" it will be 6 days per week, every week, every month, every year! There will be the stopping and starting of cars, closing or slamming of car doors, alarm system being set and unset or going off 'accidently', various levels of conversations, HVAC machinery, etc. 6 days a week that will add to noise that will not "settle in". Why should my neighbors and I be deprived of our sleep and "Good Health"? Please reject this project - our health matters. Thank you for your consideration.

Sande Gottlieb

[redacted] Montecito Road [redacted]

Seal Beach, CA

-----Original Message-----
From: Joan Griffiths [[redacted]
Sent: Saturday, April 22, 2017 11:29 AM
To: Steven Fowler
Subject: LA Fitness in Rossmoor

Mr Fowler,
I am writing in opposition to the proposed LA Fitness in Rossmoor. Traffic in the proposed area is a big problem now. With the additional cars for the gym, the traffic will be intolerable. Increasing the length of the left turn lane on Seal Beach Blvd and adding additional lanes on Rossmoor Center Drive is not going to help the problem. The gym is going to negatively effect Rossmoor community life as well as the Seal Beach community living in that area. The endless traffic and noise are going to ruin the lovely family communities that exist now. Please use your influence to stop the LA fitness plan. I have lived in Rossmoor for 45 years. LA Fitness behind Sprouts market is not going to add to the quality of life here or in Seal Beach.

Sincerely,
Joan Griffiths

Sent from my iPad

From: Marco []
Sent: Sunday, April 23, 2017 9:35 AM
To: Steven Fowler
Subject: LA Fitness Traffic Study

Mr. Fowler:
Last month I attended a meeting of the city's Environmental Commission which discussed the LA Fitness project's traffic impact. After listening to the traffic study's results, I found the study flawed in the following ways:

- It failed to contemplate traffic entering Rossmoor Center Way from the west, off Montecito, heading eastbound to project site. Since commuters like using the path of least resistance, gym users will likely enter from Bradbury and use Montecito to access Rossmoor Center Way as they'll avoid congestion heading westbound caused by the Sprouts/Pei Wei intersection.
- It failed to contemplate traffic entering from St. Cloud, again using either the several parking lot access points along St. Cloud (Rite Aid, Toys R Us etc..) or Rossmoor Center Way. The two left hand turn pockets for St. Cloud on Seal Beach Blvd tend to be filled throughout most of the day. With drivers turning left at Yellowtail from St. Cloud, additional gym traffic using those pockets on Seal Beach Blvd is likely cause further backups into the Blvd intersection and more accidents for those wishing to avoid those turning left on Yellowtail.

While the numbers described in the study remain suspiciously underestimated, any further traffic impact on the area regardless of these numbers won't likely be mitigated through the measures described in the presentation. The better option for LA Fitness is to use an existing vacant building at the proposed Village 605 project. There's plenty of infrastructure, parking and space there.

I appreciate your attention and time in reviewing this input.

Marco Guardi

From: Zoe [[redacted]]
Sent: Saturday, April 22, 2017 12:48 PM
Cc: Kevin Pearce
Subject: LA Fitness Project

I'm a person who goes to the gym everyday, and I'm happy to drive my 3 miles as opposed to the conveinience of driving 1 mile from my home in Rossmoor.

The negative impacts LA Fitness would bring, such as decrease in safety, increase in crime, increase in traffic…is too high a price to pay for convenience, especially when another business can be placed in the same location without the negative impacts.

There are over 25 gyms within a 3-4 mile radius of the center. Many with a Seal Beach address. LA Fitness would create a huge risk for these smaller businesses to go under. These smaller gyms were here first, the owners working hard to build their membership and become successful to provide a living for themselves in a already competitve industry. I am not affiliated to any of these independent gyms, I knowwi it would be terrible if the city does not watch out for the preexisting businesses in their city. I did meet a gym owner at the Seal Beach 10k race and he is truly concerned.

I believe another business would be successful in this location without placing a threat to preexisting businesses, home owners in Rossmoor and the many other issues of concern already mentioned.

Please make a responsible and moral decision on the impacts you will make on our communities. Make this a win win situation where the mall owner can make money th a different business and keep our kids and families safe all at the same time.

Thank you,
Zoe Hagmann

From: Zoe [mailto:[redacted]
Sent: Wednesday, April 19, 2017 3:24 PM
To: Building Official; Thomas Moore
Cc: Crystal Landavazo; medina@sealbeachca.gov; michellesteel@ocgov.com; Steven Fowler
Subject: FW: LA Fitness Project SB

To All Involved in the LA Fitness Decision,

I'm a person who goes to the gym everyday and I'm happy to drive 3 miles to my gym. Although, a gym 1 mile away from my home would be conveinent, I do not believe this is the safest choice for our community.

Luckily my kids are grown, for my piece of mind, but many families have young children and we need to come together as a community, as advocates for the kids of our neighborhood. A big corporate gym and the many cars it would bring to the area is not a safe fit for The Shops At Rossmoor. Please bring a business to the center without the negative impacts.

Please think safety first.

Thank you,
Zoe Hagmann

From: Zoe [[redacted]
Sent: Thursday, April 06, 2017 3:16 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com
Cc: Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: LA Fitness Project SB

Hello to all involved in the LA Fitness Project,

Many of us Rossmoor homeowners have evaluated the Pros and Cons of this project.

Pros:
SB revenue
Mall owner optimize land profitability
Conveinence

Cons:
Increase in traffic (how many people will want to sit in a 250 ft. lane)
Increase in crime
Increase in noise for those who live nearby
Increase in neighborhood exposure to criminals
Decrease in safety

Decrease in safely crossing Montecito for those parking on nearby neighborhood streets now impacted with more traffic
Decrease in safety for kids riding bikes
Decrease in safety for the elderly

Nearby homes at risk for property devaluation, lower comps, decrease in home values

As we can all see this project is all about money, while putting lives at risk! This business is not the right fit for the location. Please get your planning teams working on bringing a business without all of these very serious negative effects on the community!

I live in the middle of Rossmoor. My family will NOT be effected by many of the issues listed above, **but** our community members will be effected. My kids are grown and I don't have to worry about them riding their bikes, **but** we have many community members with kids on bikes. My family won't be crossing Montecito due to parking on the nearby streets, **but** many community members will be…

I go to the gym every day and I am happy to drive 3 miles away to keep the negative effects away from my community. These negative effects are too high a price to pay for conveinence and money! LA Fitness is lying about their anticipated numbers…compare them to their biggest competitor which brings in 2,300 members per day…this is not to be compared to an independent gym such as Rossmoor Athletic Club, we need to realistice.

Please make the responsible and moral decision to keep our community safe, please bring a business without the high risk. One person killed in this unsafe area is one too many and the City of Seal Beach and the property owner will be held responsible.

Zoe Hagmann

From: Aly Hale [mailto:alyhale6@gmail.com]
Sent: Monday, April 24, 2017 4:05 PM
To: Steven Fowler
Cc: Home
Subject: LA Fitness

Dear Mr. Fowler,

I am writing to let you know that I am extremely opposed to an LA Fitness gym being built in the shopping center behind Sprouts in the Rossmoor Shopping Center. I live on Silver Fox Rd in Rossmoor.

My family and I will be directly impacted by building this gym. Not only do we walk to the shopping center often, we also shop in the area that will be most impacted by this gym. The traffic is already horrific in our neighborhood. I know that this gym would bring in a ton more cars and people. Not to mention the safety concerns the increased traffic and people will bring!

I know I don't live in Seal Beach, but I do shop in Seal Beach, and the success of the local shopping center depends on the Rossmoor homeowners. Until this point, we have seen the shopping center as an asset to the community.

I hope you will consider our input and value our patronage. Please say no to LA Fitness...it is just too much for this community.

Thank you,
Aly Hale

From: Suzi [redacted]
Sent: Thursday, April 06, 2017 6:06 PM
To: Steven Fowler
Subject: LA Fitness Project at the Shops at Rossmoor

April 6, 2017

Dear Mr. Fowler,

My name is Suzi Han. I am a teacher in Los Alamitos, as well as a resident. I want to voice my serious concerns with the prospect of LA Fitness coming to the Shops at Rossmoor location. In no way am I against LA Fitness; my concern is with the location. The location is literally nestled between two family communities and a shopping center already riddled with too much traffic and congestion. Pedestrians, bicyclists, and motorists all share congested roadways coming in and going out. I've witnessed many drivers speeding in Rossmoor to get to/from the Shops, which is a danger to everyone. I have personally witnessed two pedestrians being hit by cars. I rarely send my children out to ride bikes to the Shops because I fear for their safety. Next year, I planned to have my daughter ride her bike to school; if LA Fitness moves into the Shops, we will be seriously reconsidering for safety reasons, along with many of our other neighbors.

Putting an LA Fitness in the Shops will only create MORE traffic, MORE danger for our children and pedestrians, and MORE stress for concerned mothers and teachers in our community. My concern is for the safety of our residents and our children. Please RECONSIDER moving LA Fitness into our neighborhood.

Thank you!
Sincerely,
Suzi Han

March 15, 2017

Steve Fowler
Assistant Planner
Department of Community Development
211 Eighth Street
Seal Beach, CA 90740

Mr. Fowler,

I have resided at Leisure World in Seal Beach for over three years. When I first moved here, there was a proposal to develop a gym at The Shops at Rossmoor.

If I recall correctly, this project was voted down because of its potential adverse impact on the residents in that area in the form of parking, traffic, noise, etc. Gyms are by reputation parking hogs.

Nothing has changed since this last application. Therefore, I do not approve of this project.

Respectfully,

Joyce Harrison

Joyce Harrison
[redacted] Monterey Road, Unit [redacted]
Seal Beach, CA 90740

From: Kevin Pearce [redacted]]
Sent: Sunday, April 09, 2017 10:28 AM
To: Steven Fowler; michelle.steel@ocgov.org; Michelle.Steel@ocgov.com; Sandra Massa-Lavitt; Schelly Sustarsic; Mike Varipapa; Thomas Moore; Ellery A. Deaton; Crystal Landavazo; Building Official; Brian McKinney; Leslie Medina
Subject: No to LA Fitness

I haven't heard of anyone talking about green space. All the folks who live in the Seal Beach condos have absolutely zero green space in their neighborhood. They use Rossmoor parks and the parking lot where they want to put the gym. The poor kids who live just north of the parking lot use it for walking to school, walking to shopping, skate boarding, riding bikes. Are there any requirements that Seal Beach provide green space for so many kids and families? Maybe this area should become green space if it is used or could be used as such.

The minor improvements to the entrance and exit at Seal Beach Blvd still doesn't take into account the Truck Parking. The drawings I saw show roads but my photos show truck parking. Where will these trucks go? Will they make another dedicated lane just for them on Rossmoor Center Way and in the exit behind Sprouts? The first truck was parked there for a long time. I saw it when I drove past one time and it was still there when I returned so I snapped the photo. The second photo shows typical truck parking behind sprouts. Since the lines are not drawn on the pavement I don't know if they are in the planned access/egress lanes. they are also parked so close to the road that they are a turning hazard when you try and look right.

Nia Hartman
[redacted]

STOP
STOP

VOICE OF REASON : LA FITNESS PROPOSAL
ROSSMOOR SHOPPING CENTER

Date: Saturday, April 15, 2017
Submitted by: Stephen B. Havens
Rossmoor Resident : [redacted] Kempton Dr. Rossmoor, Ca.

City of Seal Beach
Community Planning Department
Attn: Steve Fowler, Assistant Planning
10 Civic Center Place
Santa Ana, Ca. 92701

Dear EQCB Board Members and Planning Commissioner Members:

My wife and I have lived in Rossmoor for the last 47 years. We have raised three children attended St. Hedwig's and our children all have graduated from Los Alamitos H.S. Seal Beach and Rossmoor and the surrounding area have been great to raise families and gain respite from the sprawling humanity of freeways and jobs. We take great pride and feel very fortunate to have chosen this area to be community members. The reason for this letter is to help you formulate your thoughts and express our opinion on the Health Club Proposal that is working its way through the Community Development Process. Here is the Voice of Reason ringing out every day in the memory banks of my mind:

The question is WHY? Why would a City allow a 37,000-sf health club in an almost land locked area for a building of this size; and, planned, to attract 1500 workout trips per day or more. If you observe around So. Calif. you will note that most health clubs of this size and membership goals are located adjacent to a major arterial. This means four major traffic lanes for direct access to the site, and the site is not situated where one must traverse down what is much like an alley-way and can only be accessed on one side. The EIR study compared this site to all health clubs across the United States. Whereas, the most comparative analysis should have compared this site with other Health Clubs that are tucked away inside a shopping area with only limited access from a small alley- way of two lanes. Yes, it may be difficult to find such a comparative building and for GOOD reason: It is not a good fit. This is obvious to a reasonable person, that this proposed Health Club does not suit this location primarily due to access, and secondly, due to the proximity of Housing on the North, on the West, and to the South. In addition, parking is constrained due to the already existing overflow from housing projects that have been approved or apartments that have been converted to Condo's without sufficient onsite parking to accommodate the resident occupancy. The residents of Rossmoor living on access streets off of Montecito already are deluged with overflow parking from these housing projects.

When City officials consider this site for approval, your voice of reason should prompt you to make a list of pros and cons on the following major points for discussion:

I. Does it provide a service to the Community that the Community doesn't already have? Answer: "NO" there are several health clubs within a 5-10 minute

commute of various sizes, quality, and equipment. Seal Beach and or Rossmoor does not need another Health Club particularly of this Size.

II. Does it provide continued revenue to the City that is sustainable and is greater than the additional cost and expense of future maintenance? Answer:
"Not really" Yes the City will receive a windfall in fees and additional property tax, but probably won't receive any additional sales tax. Few people will shop at mall, people are there to work out and not shop. The trend today is to shop on the Web, that is why many retail stores are failing, shopping centers across the U.S. are failing in large numbers because people do not NEED to go to stores when they can shop on line and have it delivered.

Other areas that need to be considered and pay particular- attention to added service expense:

(1) Crime will definitely increase-Health Clubs attract crime, theft of wallets, valuables in cars, cars stolen, theft, burglary, organized crime, drug traffic, assault, a review of Health Club crime on the Web leads to many police activities and reports.
(2) Parking lots will be trashed, bottles, wrappers, fast food throw-a-ways.
(3) Noise complaints from residents resulting from loud music from the club, from the cars, from visitors in parking lots, motor cycles, loud trucks, doors slamming, people coming and going while residents are sleeping, and ambulances from injuries at the health club.
(4) Traffic accidents will increase, bicycles, mothers walking on Rossmoor way with the children in strollers, cars crashing into each other due to the congested area.
(5) It is estimated by realtors that homeowner within a 1000 feet of the Health Club and Montecito, St. Cloud, and Bradbury will have their property values decrease by at least $25,000-50,000 per year. Yes, this is the responsibility of Seal Beach and Orange County---loss of property taxes to Seal Beach and Orange County. Can you imagine losing $25-50K of your home value so you can see more traffic coming and going in your neighborhood. It is totally absurd!!
(6) The current parking at this site must be addressed. Residential overflow and Sprout customers are now parking at this site. Why?

The 246 Regency Apartments were converted to condos many years ago. The parking for this site was never addressed, why because there was plenty of overflow parking in the commercial area. The same holds true for the Condos at the West of the site. Parking overflows have always used the commercial lot. In addition, overflow parking has sprawled into the Rossmoor streets collecting onto Montecito**. So, the overflow was a direct result of poor planning by the City of Seal Beach**. There should have been a parking structure on the commercial site. Now with a health club proposal, once again there should be a parking

structure as part of the proposal...We don't see one...why....Same reason ...**Poor planning.**

WHY WOULD THE CITY WANT TO BE A BAD NEIGHBOR TO THE ROSSMOOR RESIDENTS? The communities interact at community events, at the schools, at the parks, at the pools, and particularly at the High Schools. There are sporting events, academic projects, team funding, grad night and a host of other activities where it is essential that we have good neighborly relations. We both share the ambiance of a beach community. Allowing this health Club to be approved is ABSOLUTELY, POSTIVELY, not acting in the best interest of your neighbors.

Conclusion:

Please consider short term and long term effects of your decision...Make a list, write down the pros and cons of your decision. You will soon realize that the Negatives strongly outweigh the positives of your decision. The right to develop private property is great and acceptable...however, the use of a Health Club at this site is the WRONG FIT, THE WRONG SITE. YOU MUST DISAPPROVE!!!

Sincerely,

Stephen B. Havens
Resident of Rossmoor, 47 years.

From: Janis Hawkridge [redacted]
Sent: Thursday, April 20, 2017 7:20 PM
To: Steven Fowler; Kevin Pearce
Subject: LA Fitness project at Rossmoor, Seal Beach, CA

As an owner and resident of the Rossmoor Park area, I wish to raise my objections to the proposed LA Fitness project. The traffic and congestion is already bad in the area, especially at the times when LA Fitness gyms have the most attendance. With the increase in traffic it will cause additional delays and hardship to current property tax payers.This is also the time when local children are likely to be out on the streets or on their bikes. It's likely that people who would normally shop at the Shops at Rossmoor will go elsewhere if they are unable to get access or find parking.

There are also 3 LA Fitness facilities within 3.8 miles of this proposed location, so this one is unnecessary. Their websites show a graph of their busiest times, all of which coincide with commute traffic and shoppers.

Old like to see Rossmoor property values improve, not go down due to increases in congestion and the other issues such as crime in our neighborhood.

Janis Hawkridge
Owner
[redacted] Montecito Road, [redacted]
Seal Beach CA 90740

From: Janis Hawkridge [redacted]
Sent: Friday, April 14, 2017 9:05 PM
To: Michelle.Steel@ocgov.com; Leslie Medina; Brian McKinney; Building Official; Steven Fowler; Ellery A. Deaton; Mike Varipapa
Subject: Re: Fitness project in the Shops at Rossmoor

To reiterate my earlier e-mail:

As an owner and resident of the Rossmoor Park area, I wish to raise my objections to the proposed LA Fitness project. The traffic and congestion is already bad in the area, especially at the times when LA Fitness gyms have the most attendance. With the increase in traffic it will cause additional delays and hardship to current property tax payers.This is also the time when local children are likely to be out on the streets or on their bikes. It's likely that people who would normally shop at the Shops at Rossmoor will go elsewhere if they are unable to get access or find parking.

There are also 3 LA Fitness facilities within 3.8 miles of this proposed location, so this one is unnecessary.

Janis Hawkridge
Owner
[redacted] Montecito Road, D325
Seal Beach CA 90740

From: Janis Hawkridge [redacted] janis.hawkridge@gmail.com
Sent: Sunday, April 09, 2017 7:16 PM
To: Michelle.Steel@ocgov.com; Leslie Medina; Brian McKinney; Building Official; Steven Fowler; Ellery A. Deaton; Mike Varipapa
Subject: Fwd: Fitness project in the Shops at Rossmoor

Shelly Sustarsic
562.431.2527 x 1504
City Council District THREE (Hill, Coves, Heron Pointe)
Mike Variposa
562.431.2527 x 1503
From: Otto Hefner [[redacted]]
Sent: Monday, April 24, 2017 2:58 PM
To: Steven Fowler
Cc: Otto Hefner
Subject: LA Fitness gym

Dear Steve Fowler,

As a resident of Leisure World, I do not approve of an LA Fitness in the Shops of Rossmoor. If the city really needs a gym, there must be other empty spaces they can build it on, because we do not have room for one on this side of town and near Rossmoor and Los Alamitos. The traffic on Seal Beach Blvd. is already terrible from the 405 all the way to Katella, I drive it almost daily, for Dr. appointments and my shopping, and it can take me 10-20 minutes up or down the Blvd. Also, adding more cars will make it more unsafe than it already is for us residents who drive, walk, shop or dine there. I have a nice gym here and I plan to continue going there.

Thank you,
Otto Hefner

-----Original Message-----
From: Linda Ho [[redacted]]
Sent: Monday, April 24, 2017 4:51 PM
To: Steven Fowler
Subject: Please say No to LA Fitness

>

> Dear Steve,

>

> As a nearby resident of the proposed location of LA Fitness in Seal Beach, I am very much opposed to the gym. The gym is so close to the residents and the parking lot will be a prime target of theft. Our community already is experiencing car break ins, the gym will make it so much worse.

>

> Furthermore, there will be many more cars zooming by Montecito to take the short cut to the gym. I fear for my children's safety when they bike along this residential road. Please say 'No' to this gym.

>

> Much appreciation,

>

> Linda Ho

>Sent from my iPhone

From: Randy Ho []
Sent: Monday, April 24, 2017 9:31 AM
To: Steven Fowler
Subject: Nearby resident very concerned about LA Fitness impact to pedestrian safety on Montecito Road

H Steve,

I am a resident that lives near the Seal Beach apartments and am very concerned about possible plans to construct a LA Fitness right nearby.

I jog on Montecito Road 3x a week and have observed how so many cars disobey stop signs and zoom on by without disregard for pedestrian safety, especially for a residential road.

Just yesterday afternoon at 6:00 PM, I was jogging on Montecito Road and almost got hit as I was crossed the street on a four way stop on Montecito Road and Rossmoor Center Way. I was lucky as I was alert but can not imagine if little children were crossing instead. The addition of LA Fitness will only exponentially make this worse.

Since Seal Beach Blvd is already backed up, I bet many visitors of the gym will use Montecito Road as a shortcut to the gym.

Was there a traffic study impact done on Montecito Road with the addition of a large-scale corporate gym? If not, then I ask that the city and the board consider this when voting for/against the gym.

Much appreciation,

Randy S. Ho

From: NANCY holland [redacted]
Sent: Friday, April 21, 2017 12:09 PM
To: smassalvitt@sealbeachca.gov; Mike Varipapa; Ellery A. Deaton; Steven Fowler; bmckinny@sealbeachca.gov; Schelly Sustarsic; tmoore@sealbeahca.gov; Crystal Landavazo; michelle.steel@ocgov.com; Building Official; Leslie Medina
Subject: LA Fitness Project

I am opposed to the LA Fitness Project.

My name is Nancy Holland. I live at [redacted] Montecito Rd., [redacted], Seal Beach, CA 90740.

I have lived at the Rossmoor Regency for 30 years. I do not park in the lot directly behind our project. The Rossmoor Regency was built as a Condominium and we have ample parking.

All my windows and balconies face the proposed job site. This is a bedroom community, and this proposed project will have a negative effect on our quality of life.

My windows are open every day. A business opening at 5:00 AM until 11:00 PM is not acceptable. When will we sleep?

A project of this type and size should have direct Blvd. access. Cars should not be winding around behind peoples bedroom windows at this time of the day and night.

This will bring noise, pollution and traffic congestion to those of us who have been living here peacefully for years. This will hurt our property values as well.

Please reject this proposed project. They need to find a location that won't disturb so many residents of the community.

Sincerely,

Nancy Holland

Steve Fowler April 10, 20172017
Assistant Planner
City of Seal Beach Dept. of Community Development
211 Eighth Street
Seal Beach, Ca. 90740

My name is Mary Holzgang and I am a condo owner at 12200 Montecito Rd. and I am writing to you to ask you please vote against the proposed construction of an LA Fitness gym at the Shops at Rossmoor.
The construction site at the back parking lot of the Shops at Rossmoor is definitely not an ideal location for a gym.
My bedroom windows will end up being 50-60 feet from the gym. Not something I and my neighbors look forward to sleeping near.

I visit the Shops at Rossmoor a lot and I do enjoy shopping there.
However, the access streets to the Shops are congested as it is and the addition of the gym would add greatly to the traffic problems of that area. It is hard enough to exit the condos as it is now.
The nature of the gym business requires many cars constantly coming and going all day, using this already crowded access road.

As I understand the City of Seal Beach will not gain very much revenue from the gym and the impact on the community will be so very negative.

Please vote against this construction.
Thank you for your time.

Sincerely,
Mary Holzgang

From: Bev Houghton []
Sent: Sunday, April 23, 2017 5:35 PM
To: Steven Fowler
Subject: Regarding Proposed LA Fitness Project

As a resident of Rossmoor I am deeply concerned about the impact that having the LA Fitness business in the Shops at Rossmoor will have on our community. All of the information I have read, the opinions I have heard and the conversations I have had with individuals involved in the project are very disturbing. Although I realize that any one in business wants to make money, there has to be a moral and ethical standard involved that considers the safety, invasion of and quality of life of those impacted. Contrary to what the "party line" is regarding impact on traffic and parking on Montecito and nearby streets, the fact is that drivers will use Montecito Road as "short cut" rather than dealing with the traffic off of Seal Beach Blvd. The increased traffic will increase the risk for pedestrian accidents from people crossing Montecito Road. There will be more people crossing Montecito Road if they need to park on the adjacent streets due to new parking restriction in the Shops at Rossmoor lot. Montecito Road already needs to be upgraded with safer crossing markings, speed control additions and better lighting.

Regards,
Beverley Houghton
Rossmoor Resident

-----Original Message-----
From: Kristine Howard []
Sent: Sunday, April 23, 2017 9:48 AM
To: Steven Fowler
Subject: LA Fitness

Please help us stop LA Fitness at this residential location! Traffic is already terrible in the morning and afternoon in Los Alamitos Blvd. I already try to avoid Rossmoor Center dr by Sprouts and Pei Wei because traffic is too difficult. I can't imagine what it will be like with a large gym taking up the rest if the space in that high traffic center. My kids already ride bikes and skateboards up to that center and it would be extremely dangerous to add still more traffic speeding through that center.
Not to mention that there are already too many cars parked in the residential street behind the center with pedestrians crossing from between them across Montecito creating dangerous conditions on a daily basis.
Those are just a few of the reasons a large gym is a terrible fit for that center.
Thank you,
Kristine Howard
Sent from my iPhone

From: Andrea Howe [[redacted]]
Sent: Monday, April 24, 2017 3:26 PM
To: Steven Fowler
Cc: Kevin Pearce; Art Howe
Subject: LA Fitness Proposed Project

Hello Steve,

I am writing as a Rossmoor resident, to voice my opposition to the development of an LA Fitness mega gym, in the Rossmoor Shopping Center. My husband grew up here, his parents are original homeowners in Rossmoor, and I was lucky enough to be introduced to this charming community when we began dating over 20 years ago. We are small business owners in Los Alamitos and spend much of our time and money in and around Los Alamitos and Seal Beach. We also have 3 children in the Los Al school district, and feel blessed to raise them in such a wonderful community.

As development and traffic only increases in Southern California, the residents of Rossmoor, Los Alamitos and Seal Beach, by opposing this development, are doing our best to preserve all the wonderful benefits that our small community still has to offer, including local schools, parks and eateries we can safely walk and or bike to. While business development progress is inevitable, we must be careful stewards of the land we all have to live in and around.

The Seal Beach shopping center, as you know, is already host to a plethora of large stores and restaurants, and inclusion of a 37,000 square foot national chain gym will only make the current traffic situations worse. Traffic in and around the shopping center is already stretched to its limits, and while there are many reasons why I oppose the development of this gym including noise, potential for increased crime and parking congestion, the increased car traffic that this gym will inevitably bring is my biggest concern.

My children are now of the age when they can bike up to the shopping center to visit our wonderful Rossmoor Public Library, pick up an ice cream cone from Rite Aid after eating lunch at Chipotle. While traffic in the shopping center is already intense, I trust that they can safely manage the ins and outs of biking through the center. Add in another potential 2000+ cars to the mix though, and I can no longer see myself as a responsible parent, allowing them to bike up to the center unsupervised. That is a tragic shame and one that is avoidable if we stop this development.

On Tuesday March 28th, at a LA Fitness open house meeting at Old Ranch Country Club, head developer Marty Potts told me, in response to the safety concerns of my children biking and walking through the center, "I wouldn't let my kids bike through the center as it is!" Thus he acknowledged that the traffic situation was already bad, and the development of the LA Fitness would only make a bad situation worse. This is unconscionable.

I am begging you, a member of the Seal Beach City Council, to please heed the warnings of the residents in and around your community, and please veto this development. As a Rossmoor resident, I would be happy to support the development of a much smaller scale business in that area, one which would bring in less traffic and hold more traditional business hours. I just cannot support LA Fitness.

Thank you for your time and consideration,

Andrea Howe

From: Julio Ibarra [redacted]
Sent: Wednesday, March 22, 2017 5:27 PM
To: Steven Fowler
Subject: Fitness club in Rossmoor

Dear Mr Fowler,
Both my wife Paloma and myself are extremely concerned with the idea if building even more businesses in the Shops at Rossmoor Center. We have been residents of Rossmoor since 1986 and we have never been more unhappy than with all the commercial construction that has occurred in the last several years.

We moved to Rossmoor because of the schools and it was a peaceful neighborhood with relatively little traffic and it was not hard to get in and out of the neighborhood. Every day is getting harder, more traffic not only in Los Alamitos but in the turns to the shopping areas on both sides of the street that sometimes ends up blocking the traffic because the lines are so long to turn into the shopping areas.

We are sure that the traffic is going to be even worse with the fitness center and we absolutely oppose to it. If our voices count please write us down as opposing the project.

The last issue that bothers us is the increase in crime in the neighborhood. I am not sure if this is due to the fact that we have much more traffic entering Rossmoor than ever before but we are very concerned about this. We are Captains of the neighborhood watch and it worries us to see what is happening in our residential area.
There is nothing good for us. Traffic, crowds, potential increase in crime...

Sincerely,
Julio and Paloma Ibarra
[redacted] Coleridge Dr.

From: Amanda Ingalls [[redacted]]
Sent: Monday, April 24, 2017 4:27 PM

To: Steven Fowler
Subject: LA Fitness

Dear, Mr. Fowler:

I am writing to let you know that I am extremely opposed to an LA Fitness gym being built in the shopping center at the end of my street. I live on the middle section of Brimhall Drive in Rossmoor.

My children and I walk, ride bikes, and shop in the area of the neighborhood that will be most impacted by this gym. The traffic is already so bad, and I know that this gym would bring in a ton more cars and people.

I know I don't live in Seal Beach, but I do shop in Seal Beach, and the success of the local shopping center depends on the Rossmoor homeowners. Until this point, we have seen the shopping center as an asset to the community. We eat there and shop there...we keep it in business.

I hope you will consider our input and value our patronage. Please say no to LA Fitness...it is just too much for this community.

Thank you,
Amanda Ingalls

From: James, Joanne [[redacted]
Sent: Friday, April 14, 2017 9:18 AM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com**; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official;** coalitionagainstlafitness@gmail.com
Subject: OPPOSITION TO LA FITNESS - SEAL BEACH

I am a resident of the Rossmoor neighborhood. I wish to express my OPPOSTION to the proposed LA Fitness to go in behind Sprouts at the Shops at Rossmoor. The shopping center parking lot is already too congested and is difficult to maneuver in its current state. A gym of this magnitude should not be in a residential neighborhood, it will forever increase the traffic to an intolerable rate which will be unchangeable upon completion of the gym. The charm of Rossmoor will be forever affected by LA Fitness. This is not the place for the gym, it is not wanted.

Joanne James, Legal Office Manager
Law Offices of Nancy A. Halas (Orange Legal)
Law Offices of Aimee J. Treece (Oklahoma CityLegal)
Employees of Liberty Mutual Group
Phone: [redacted]
Cell:
Desktop **Fax:** [redacted]

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From: Jane Kelleher []
Sent: Monday, April 24, 2017 6:48 AM
To: Steven Fowler
Subject: No on LA Fitness

Morning Steve,

LA Fitness is not a good fit for Los Alamitos/Rossmoor/Seal Beach.

We don't want to be a Huntington Beach or 2nd St. with all the crowds and noise and traffic!

Thank you,

Jane Kelleher
Seal Beach, CA 90740

From: TARA KELLOGG [redacted]
Sent: Monday, April 24, 2017 4:57 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: LA Fitness Project

Steve and others,

Our family is completely against the City of Seal Beach approving the LA Fitness proposal. It's approximation to our community and the negatives a gym like this brings with it (increased traffic, noise and crime) effect Rossmoor tremendously, not to mention the Seal Beach apartment and condo units bordering our community.

Already parking is an issue with the overflow of these Seal Beach residences spilling over into Rossmoor streets.

Traffic from Rossmoor Center Way frequently backs up onto Seal Beach Blvd. as well as congestion near the Sprouts center. Using that street as a throughfare will no longer be an option with the addition of a large fitness center.

Please put your LA Fitness deep in the heart of Seal Beach where it belongs.

Thank you,

Steve and Tara Kellogg

[redacted] Oak Way Drive, Rossmoor

[redacted]

From: Wendy Ketcham [redacted]
Sent: Friday, April 21, 2017 3:10 PM
To: Steven Fowler
Cc: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official; coalitionagainstlafitness@gmail.com
Subject: Please stop LA Fitness

Dear Mr. Fowler,

I am writing to you to urge you to do everything you can to stop the building of an LA Fitness in the Shops of Rossmoor. This project will reduce our quality of life and the value of our property.

My husband and I have been residents of Seal Beach and Rossmoor for the majority of our lives and it saddens us to witness the continual downturn of our community. Our number one complaint is traffic. I dread driving to the Shops of Rossmoor and many times I avoid it by shopping somewhere else. The boulevard is dangerous, the 4-way stop outside of Sprouts is overly congested and driving through the lot is a joke. There is no way that adding a gym is going to help any of these problems.

I also have 4 boys, who over the years have ridden their skateboards and bikes over to the center. But if this project goes through, I would be more hesitant to let them go. There is no safe route to get across the parking lot and more cars would only make it more dangerous for them.

In conclusion, myself nor any member of my family will ever frequent this gym and we strongly feel it should not be built in this center.

Thank you for your time,

Wendy Ketcham

-----Original Message-----
From: Elizabeth Kline [mailto:brownlizzard@icloud.com]
Sent: Monday, April 24, 2017 3:37 PM
To: Steven Fowler
Subject: LA fitness

Hello I would like to voice my concern for the proposed fitness center behind sprouts. I own a home right off of Montecito Rd and Bradberry. I can't even begin to tell you how upsetting the thought of more traffic flowing in and out of this area is for me and my family.

The streets are already congested with the parking situation at the condos/town homes we have had family members forced to park a block down the road in the PM hrs. On my way home from dropping off my kids a few months back I saw a car nearly run a kid on their bike down, the child was forced to crash in order to prevent the person from hitting them this was at main way behind the shops. During the lunch hours the Rossmoor center is so congested I won't even go near it. I ask you not only to not stand in favor of the fitness center but challenge you to take part in coming up with a solution to the already congested traffic problem we home owner face everyday. There is a LA fitness already off valley view, it's huge and the parking lot was completely full, the thought of all that traffic make me feel unsafe and the thought of letting my kids ride their bikes to school is definitely out of the question. Please hear me out, I vote no on the fitness center!

Thank you for you time.

Elizabeth Kline

From: Jennifer Knapp [mailto:jenniferc[redacted]
Sent: Monday, April 24, 2017 4:44 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: Please Reject the project for LA Fitness... Please read. Thank you.

Dear Mr. Fowler,

I have lived in Seal Beach and Los Alamitos for a total of 42 years. I currently reside in Rossmoor with my husband and two children. My husband was raised in Rossmoor. Both my husband parents and my parents live here in Rossmoor as well. As I write this letter, I am speaking on behalf of our parents as well. We have seen our community grow and change throughout the years. We have all lived here and watched our entire community grow exponentially... unfortunately, the growth has been too much.

The traffic has exponentially increased, bringing congestion, pollution, traffic accidents and a marked difference in our community. Clearly, there are too many cars and too much big business. We have to drive around certain areas to avoid congestion. Please know that creating more lanes, taking away the tree lined center dividers is only going to add to this problem. This is not a form of relief... Our kids ride our bikes here, we don't need more congestion.

When the original designer/developer created our community, Rossmoor, I am sure that he did not have in mind anything that it looks like now in the surrounding area. Almost every store/restaurant is a big chain (they are the only ones who can afford space at The Shops at Rossmoor). Very different than the smaller shops that used to make up our community (Holiday Hardware, pet store, my friends Dads dental office, Rick Rack, several banks, kids clothing stores, unique small 1 owner restaurants like Davios, Champs, Rosmoor bowl, Rossmoor Pasteries etc.). There was not Target, BB&B, Ralphs, Islands, etc. There was a field and one bank on the other side of SB Blvd. There was no Retirement Center, another strip mall, Ayres Hotel. On the corner of SB and Lampson, there were additional putting greens and one gas station. Now there are stores everywhere you turn. Yes, one could

argue that is convenience, but in the opinion of hundreds, possibly thousands of residents, this has all brought too many people, too much traffic and is changing our tight knit comminty.

I have a vested interest in seeing our community preserve itself and all of the families, children and people who live here.

Please hear us and please understand that putting in LA FITNESS in the middle of all the other huge stores, is something our community, as a group, **DOES NOT WANT.** Please listen to your constituents and please make a decision that is best for our community. *If you lived here and grew up here I am sure that you would feel similarly....*

Thank you so very much for your consideration and relaying this message to the appropriate people. Can you please confirm that you have received my message. Thank you.

Sincerely,

Jennifer Knapp

[redacted] Davenport Rd.

Rossmoor, 90720

To: Steve Fowler, City Council, and Elected Officials

I'm writing to you as both a Seal Beach resident and business owner and on behalf of the Rossmoor Regency Home Owner's Association of which I'm the current president.

This Gym presents SERIOUS safety issues to the neighborhood and will undoubtedly affect the quality of life of hundreds that will be living within just a few hundred feet of this proposed gym. You have heard from hundreds of resident about the increased traffic, crime, and pollution we will be forced to live with. **This gym is neither wanted nor needed in this area.**

Therefore, I don't want to reiterate the dozens of problems that will come from this gym, but what you will hear from me over and over and over until it gets thru is the impact this will have on PEOPLE. The EIR addresses lots of factors, but what it hasn't even come close to addressing is the HUMAN FACTOR.

Marty Potts was quoted in the OC Register saying "Commercial properties and Residential properties just don't live well together, that's why we work to soften our footprint."

Well he couldn't be more right about the residential and commercial co-habitation part, but he couldn't be more wrong about "softening" their footprint. Have they softened their footprint from the last proposal that was voted against by our city council members? Short Answer: NO!

"Noise produces direct and cumulative adverse effects that impact health and that degrade residential, social, working and learning environments with corresponding real(economic) and intangible(well-being) losses. The aim of enlightened governmental controls should be to protect citizens from the adverse effects of airborne pollution, including those produced by noise. People have a right to choose the acoustical nature of their environment. It should not be impose by others.
Southern Medical Journal –"Noise Pollution; A Modern Plague"

It's still a 37,000 sq ft. gym being shoe-horned into a small parking lot that's way too close to surrounding residents and leaves absolutely zero options for parking as growth and business increases with the current shops. This begs the question of how the center will be fairing 5 years from now. Do you think that area will have any LESS people? Of course not, the area will continue to grow in population and in a few short years the center will have risen to the level of complete inefficiency with gridlock, lack of parking, lack of access, and community safety issues
Additionally, if this unprecedented greed grab is allowed to continue it will be the first time an LA Fitness will be in such close proximity to hundreds of residents.
The EIR did address noise; however inadequately, in an attempt to make it seem there would be no "significant" impact. Looking at the nature of this club with any subjectivity would tell you otherwise. This developer funded EIR used a CEQA approved noise level monitoring device for two days to make a case for themselves that noise wouldn't be a problem by using scientific mumbo jumbo and skirting around facts.
The EIR FAILED to address what the cumulative effects of the increase in noise would be on humans when exposed 19+hours a day. Once again, let's think about the HUMAN FACTOR and not some CEQA approved gadget that makes the impacts sound "unsubstantial" on paper.
5000- That's the number of citations in the National Library of Medicine database that documents the adverse effects of noise pollution on the human body.

This Gym will end up in the backyard of 3 major condo buildings that combined have more than 600 units. Assume each unit has 2 people and this will affect more than 1200 Seal Beach residents. We aren't talking about a few houses backing up to the gym; we're talking about hundreds whose bedroom windows would face the gym. And, like most places in Seal Beach there is little to no AC and we all have our windows open almost year round.
The proposed hours are 5am-11pm. However, with staff arrivals, cleaning crews and deliveries this thing will be active basically 24hours a day. Noise in that parking lot reverberates off Sprouts and the adjacent building and comes blaring into our windows. That will subject us to **19 hours a day** of:

- General Noise pollution/Operational Noise from the Gym being so close
- Cars driving in and out
- Car Doors Slamming
- Car Alarms
- Car Clickers

- Car Stereos
- Loud Talking from Gym goers.
- Bright Lights shinning in our bedroom windows
- Loud Music from the gym
- Delivery Trucks after hours and idle noise
- Increased pollution and exhaust
- The construction phase: earth movers, dump trucks, cranes, exhaust, majorly increased dust and particulates going on 6 days a week

My bedroom window will be less than 200 feet from the gym and only a few feet from its parking lot. Where's the respite for us? When do we get a break from the cumulative strain that will be imposed on us from the above list?
I can tell you with absolute certainty that the noise created by the gym and its members will be absolutely affect our quality of life.
Here's Why- **Example:** The Taste of Los Alamitos. It's for a great cause and we support our local schools, but it's a day when half our building's residents find somewhere else to go if not attending because it is so disruptive and loud. Beginning with deliveries in the morning at 6am and cars going in and out, set up, and folks talking. The sound from this event is amplified by the surround buildings and cement wall so much that the event might as well be in my living room. This is NOT an exaggeration.
Elected Officials and Board Members: Would you want a 37,000 sq ft gym operating just right outside your bedroom? What about 6 days a week construction phase? Knowing the proven increase in crime associated with these gyms, would you want it right outside where you park your car? If you wouldn't have it, please don't ask your residents to swallow this.
Finally, the initial EIR found in its significant findings section (pg.68) that this project could have a "potentially serious impact" on the environment which "will cause substantial adverse effects in humans either directly or indirectly". Our community, our children, and our elderly don't deserve to be the "test subjects" of this.
Seal Beach is where I worked my tail of to buy our first home. Seal Beach is where I proudly own a local business. Seal Beach is my community, my lifelong friends and my home. I AM SEAL BEACH! So please, put your people above their profits. This will make dollars for the developers and LA fitness, but makes NO SENSE FOR SEAL BEACH.

Respectfully Submitted,
Melissa Knievel- Natanson
Rossmoor Regency, Montecito Rd.

-----Original Message-----
From: []
Sent: Friday, April 21, 2017 5:05 PM
To: Steven Fowler; coalitionagainstlafitness@gmail.com
Subject: LA Fitness Project

Seal Beach Planning,
We are opposed to the Fitness project on the grounds that it will generate an insurmountable amount of traffic for Seal Beach and Los Alamitos. If Seal Beach needs another fitness club, why not put it in a location closer to the majority of your residents? If the center needs more development how about something more low impact, like offices. Why do we want to make our environment just another congested, nondescript shopping megapolis like the rest of L A? That's not what attracted us to this area. All of us share the same schools and existing shopping areas, so have a heart and do not OK this project on the very edge of your city thinking you will get all the tax revenue and none of the headaches. Many Seal Beach residents commute through this impacted area, for example, going to the high school, and it is going to be a nightmare. Please turn down this project!

Sincerely, Richard and Darcy Krumhauer, Los Alamitos

From: Kelley [redacted]
Sent: Thursday, April 06, 2017 7:03 PM
To: Sandra Massa-Lavitt; Steven Fowler; Ellery A. Deaton; Thomas Moore; Mike Varipapa
Cc: Crystal Landavazo; Schelly Sustarsic
Subject: LA Fitness & Median Removal

I've read there is a proposal to remove the medians on Seal Beach Blvd to widen the lanes to accommodate more cars going to the new gym. There is a safety issue for your constituents. As an example, the current Seal Beach Blvd center medians end before the Chik Fil A. There is a double-double yellow dividing line there; i.e. Four yellow lines. People so urgently need their Chik Fil A that they make illegal left turns over the FOUR YELLOW lines all day long. This affects safety as residents turning left at Bradbury Lane from Seal Beach in the marked turn lane have cars stopping short and illegally turning left into ChikFilA drive through via the gas station. We need more medians to stop this dangerous situation....not fewer medians leading to more illegal left turns and uturns in this busy corridor of shops.

From: [redacted] [[redacted]] **On Behalf Of** Archie Lappin
Sent: Monday, April 24, 2017 3:37 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: LA fitness

Hi Mr. Fowler,

I am a Seal Beach resident and I'm very concerned about the possible Seal Beach LA Fitness. I believe this will increase traffic congestion to the surrounding neighborhoods. I oppose the development and hope the new facility develops elsewhere. The Shops at Rossmoor have several large corporate businesses and traffic is very heavy there already. I believe the new facility is short-sighted and profit centered versus community and safety minded. Sincerely,

--
Archie Lappin
[redacted] Camelia St.
Seal Beach, CA 90740

From: jtLazar [[redacted]]
Sent: Saturday, April 22, 2017 4:18 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: opposition to LA Fitness

Greetings,

I would like to take a moment to express my opposition to the 37K sq. ft. proposed LA Fitness. I am a Rossmoor resident who lives a stones throw from the Shops at Rossmoor and despite what any report says, the traffic cannot be sustained, even by adding lanes and other proposed ideas. I do my best to stay clear out of the shopping center on the weekends, and try to stay off of Seal Beach Blvd. Often times I would rather go without than try to fight traffic and spend my money locally. The amount of traffic, especially at any intersection associated with and inside of the Center, can take 2 or 3 lights to turn into. With so many entrances into the Center from Montecito and Bradbury, the traffic has no where to go but INTO Rossmoor as gym goers and Center users look for short cuts into the Center. That will affect the quality of life for my family and all Rossmoor and many SB residents as we enjoy the outdoors walking are dogs, or riding bikes with our children. I know 2 families whose children were hit several years ago as traffic increased when the Shops at Rossmoor opened. I am sure there have been more and we all continue to put ourselves at risk when we walk to the Shops to shop or eat, on the weekends especially. There is just too much traffic already.

I know you have heard from many residents and I don't want to go on and on, but the Shops own representative said that this size gym is not a good fit for a quiet neighborhood such as Rossmoor. That seems pretty clear! I respect the developers right to use the property, but I don't respect the developer who is trying to make a quick buck at the expense of literally thousands of families in the meantime. While up I ask that you please consider the quality of life we enjoy and do not allow this project to come to fruition. While up at Sprouts today, the traffic was gridlocked and I waited for about 45 seconds to be able to use the crosswalk at the Shops main, (intersection at the corner of Sprouts and Pei Wei). I value the safety of all of us, Los Al, Seal Beach and Rossmoor families, who will be affected if this project is approved. Please, please, do not allow this project to move forward. There are plenty of other gyms for gym goers to continue to enjoy.

Respectfully,

The Lazar family

[redacted] Salmon drive

From: Desiree [redacted]
Sent: Tuesday, April 04, 2017 4:07 PM

To: Steven Fowler
Subject: Feedback on LA Fitness Rossmoor location

Hello Mr. Fowler,

I am a resident of Rossmoor (25 years) and would like to voice my strong concern about the proposed building of a fitness center behind Sprouts. The main concern is traffic congestion and risk to pedestrians both inside the center and on the access road Los Alamitos Blvd.

At the current time, I go shopping to the Rossmoor center for food almost daily and have noticed a significant increase in traffic throughout the day, with very short turnaround time since most shoppers are in and out of the Sprouts lot very quickly. The entry roads are single lane which makes turns hazardous for pedestrians esp for the disabled and those with limited mobility and families with children.

Adding a fitness center/gym will increase traffic even further. It will be a matter of time before dangerous accidents occur, with busy working folks getting in and out of a gym at rush hour to get to work. During the school year, the traffic on Los Alamitos Blvd is even more congested with parents rushing children to school then leaving for work.

I urge you to reconsider a fitness center. Instead a set of offices may be more suitable. office workers go there for an entire working day and would not create the type of congestion that a gym might.

Thank you for your attention and consideration,

Desiree Lie
[redacted] Norgrove Lane
Rossmoor, 90720.

From: Peter Lipschultz []
Sent: Sunday, April 23, 2017 9:32 PM
To: Steven Fowler
Cc: Kevin Pearce
Subject: LA FITNESS PROPOSAL

Dear Fowler,

After much thought, I feel the LA Fitness project would not add to my community well being in the long run. It is too large a project for the area---considering the closeness of the many

residences nearby. My condo in the Rossmoor Park Condominiums would be directly impacted with increased traffic, noise and pollution. Also the point that the project would not be facing a major access street would be an added strain on a quiet residential neighborhood. Please do not recommend this project to the City Council!! Thanks for your consideration of these points.

Peter Lipschultz
Rossmoor Park Condominiums
Seal Beach

-----Original Message-----

From: Joi Lipton [[redacted]]

Sent: Friday, April 14, 2017 1:25 PM

To: Crystal Landavazo

Cc: Sandra Massa-Lavitt; Kevin Pearce

Subject: proposed LA Fitness project

I am NOT in favor of the huge LA Fitness project at all. I live in the Rossmoor Park Condominiums in Seal Beach. Can you tell me that our property values will go up? For 2 years we will be hearing the construction of the highways proposed 405 & 605 projects. Isn't that enough noise and pollution? No, city leaders do not seem to be responsive to our concerns and needs. My bedroom would be right next to it.

Starting at 5AM till closing, the traffic alone will be extensive. Who will think my property desirable when its backed by a huge building. And from the looks of the plans, I will have 2 or three small bushes at the back of a large nondescript building. to look at. Why does it even look ugly on the plans! The owners have done little to make the shopping center place attractive. Even at Christmas they only added a few little lights on some bushes.

We already have a gym on our property. What good can I expect from this situation?

PLEASE VOTE “NO" ON THE PROPOSAL. Thank you for your consideration.

Joi Lipton

Rossmoor Park Condomoniniums

[redacted]

Steven Fowler

From: [redacted]
Sent: Monday, April 24, 2017 4:45 PM
To: Steven Fowler
Subject: LA Fitness

Dear Mr. Fowler,

I frequent Seal Beach for shopping and recreational reasons often. It is a wonderful city to visit. I stand with Seal Beach and Rossmoor residents who are against the proposed LA Fitness facility slated for The Shops at Rossmoor. Residents concerns include parking, noise and traffic issues. LA Fitness is a bad neighbor to have.

It has been my experience that LA Fitness shows very little interest in addressing member and community concerns I have been an LA Fitness member for 30 years. I attend several of the clubs in the Long Beach area. I have been in a battle with the LA Fitness Corporate office in Irvine and Peter Warren, the Long Beach area manager, since December when I sent him an email addressing several concerns. I have also tried to phone him.

This past year in 2016 LA Fitness Corporate instituted a SafeSplash Swim School at club locations in the United States. This involves swim lessons for young children anywhere from babies to young adolescents. This takes place during paying members time and uses club facilities. At no time were members informed of this change in policy. This was an unprecedented move because it violates the LA Fitness contract with members which states "all guests must prove they are at least 18 years of age or older or are at least 14 years of age accompanied by a parent or legal guardian". This brings in even more traffic to LA Fitness facilities in addition to traffic generated by paying members.

They have created an uncomfortable atmosphere with teenage boys entering the women's locker room and visa versa. As a community member I am concerned that this also takes away funds from our Long Beach Recreation Department that offers swim lessons. Mr. Warren to date has not answered my email or phone calls. He also has not answered other members concerns. The corporate office ignores us. They refuse give us the names of higher up bosses or managers past Peter Warren to address member concerns. They are very secretive in the corporate office. LA Fitness does not care about its members concerns. This treatment also leads me to believe that they are just as unresponsive to community concerns.

I hope that the Seal Beach City Council and Planning Commission looks into LA Fitness and its actual record. You can start with the Better Business Bureau. You will see all of the contract disputes members have with the corporate office. Don't let LA Fitness schmooze you! Why would anyone want a corporation to take up space in their city who feels that they owe nothing to their own paying members and the community in which they exist! They do not care about working to soften their footprint. It is quite the opposite. Please say no to LA Fitness.

Sincerely,
Marie Lutz
[redacted] Kallin Ave.
Long Beach, CA 90808
[redacted]

From: Majella Maas [mailto:majellamaas@yahoo.com]
Sent: Saturday, April 22, 2017 4:39 PM
To: Steven Fowler
Subject: LA Fitness Project

Dear Sir,
Please reconsider the use of this already impacted parking lot. The additional traffic and all it brings is highly undesirable and potentially ruinous to Rossmoor residents, and beyond inconvenient for all who drive down Seal Beach Boulevard. Let's be considerate, good neighbors and plan limited growth with commercial tenants who will have fewer hours of operation and fewer clients using the streets.
Please add my name to the list of Rossmoor residents who oppose the building of the LA Fitness Gym.
Thank you,
Majella Maas
12062 Foster Road
Rossmoor 90720

Steven Fowler

From: Lisa Mais [redacted]
Sent: Friday, April 07, 2017 12:38 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deator; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com
Cc: Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: LA Fitness project SB

Hi my name is Lisa Mais,

I am addressing this letter to all involved in the LA Fitness Project. I have lived in Rossmoor for 24 years. I live right by Rush Park, very, very close to where they would like to build the LA Fitness. The negative changes that will impact all of Rossmoor, Rossmoor Highlands, College Park because of the this Project are SIGNIFICANT. The cons out way any of the Pro's. I attended one of meetings at the Old Ranch. I had many questions, but the one I ask over and over to the people there and put it in writing as well was (because no one would answer me): They said there was a need for an athletic club in the area. My question was who did they survey? Because they did not survey ONE person I know in Rossmoor.

The project's potential impact on parking, traffic congestion and noise, crime and safety our communities residence are all the reasons why I STRONGLY do not want an athletic club in our area. Since the Shops at Rossmoor was built the traffic has become so bad that I try not to drive in that area between 2:30-7:30PM daily. If you build this facility it will be intolerable. It is so obvious that SB Revenue will go up, the mall owner will see more profits and LA Fitness will profit the most all.

I belong to both Anytime Fitness and 24 Hour Fitness. I use them both. I don't mind driving to them. We have many Fitness facilities in our area why do we need another one?

This business is not the right fit for the location.

Please make the responsible and moral decision to keep our community safe.

Lisa Mais

From: Janice Manis [redacted]
Sent: Thursday, April 20, 2017 5:35 PM
To: Brian McKinney
Subject: Opposition to Shops at Rossmoor LA Fitness Development

Dear Mr. McKinney,

I have been a Rossmoor resident since 1981 and love my neighborhood. My family and I have also enjoyed the benefits of proximity to Seal Beach. However, I am distressed by the planned development in Seal Beach (LA Fitness) that directly borders and will negatively impact the community.

The LA Fitness development may appear to be a solid addition on blueprint but I can tell you that the reality of the development will be worsening traffic, increased air pollution, parking nightmares, increased crime, and poorer quality of life for residents living nearby. Any sane person living, working or visiting this area would know this. The irony of this project is that it will not impact any non-high density housing areas (i.e., private homes) in Seal Beach but it will be a nightmare for Rossmoor and the North Seal Beach residents living in apartment abutting the development.

My questions:

- Is this development gaining support/approval because it is in North Seal Beach and will have no direct impact on Seal Beach city or its residents other than the benefit of increase revenue, or
- Is it because Rossmoor is unincorporated and Seal Beach has turned a blind eye to the impact of this project – even though it will be housed in the *Shops at Rossmoor* – further irony.
- Why has the Orange County building department not realized the impact on Rossmoor and surrounding areas?

I can assure you that this development would never get approved in Los Angeles County based on its environmental impact. Parking, traffic flow, pollution, crime, and diminished urban forest and landscaping would be major red flags barring approval.

It is puzzling that the Seal Beach LA Fitness project, which required an EIR, appears to be moving forward even though developers have not addressed EIR issues raised by the Seal Beach Planning Commission. Also, LA Fitness will be placed between commercial (*behind* a Sprouts Market) and residential zoned areas. The loss of parking will result in North Seal Beach apartment residents parking in Rossmoor. This alone does not make sense for a development - there should not be a negative impact because of displaced parking spaces. How can this development be approved just considering the parking problem alone? And, why didn't Seal Beach require adequate parking for these residents when the buildings were approved for construction years ago?

Access to the LA Fitness site is also a nightmare as proposed along Los Alamitos Boulevard which is already a strained traffic corridor. The reality is that the planned 1,700 fitness members will find more convenient ways to enter along the residential streets of St. Cloud/Montecito which bisects apartments to the east (Seal Beach) and homes to the west (Rossmoor) <u>from</u> <u>5 AM to 11 PM, seven days a week</u>. Fitness members *will not* use the already strained Los Alamitos Boulevard corridor or entry to the *Shops at Rossmoor*.

I am a recently retired, chief operating officer with 35 years of experience in both real estate and property development. Based on my experience, this project, as proposed, is simply wrong for the surrounding community. I am certain that you have heard from others in my community but **I invite you to actually visit the proposed project area, do a 360 degree look at what surrounds the development and then imagine that you live in this area that is about undergo a significant, negative change. Would you be happy? What is the right thing to do for the neighborhood?**

Thank you for your consideration.

Best wishes,
Janice Manis

From: Janice Manis []
Sent: Thursday, April 20, 2017 2:11 PM
To: Steven Fowler
Subject: Opposition to LA Fitness Development

Dear Mr. Fowler,

I have been a Rossmoor resident since 1981 and love my neighborhood. My family and I have also enjoyed the benefits of proximity to Seal Beach. However, I am distressed by the planned development in Seal Beach (LA Fitness) that directly borders and will negatively impact the community.

The LA Fitness development may appear to be a solid addition on architectural blueprints and great tax revenue for the city of Seal Beach and Orange County but I can tell you that the reality will be worsening traffic, increased air pollution, parking nightmares, increased crime, and poorer quality of life for residents living nearby. Any sane person living, working or visiting this area would know this. The irony of this project is that it will not impact any non-high density housing areas (i.e., private homes) in Seal Beach but it will be a nightmare for Rossmoor and the Seal Beach residents living in apartment abutting the development.

My questions:

- Is this development gaining support/approval because it is in North Seal Beach and will have no direct impact on the city or its residents other than the benefit of increase revenue, or
- Is it because Rossmoor is unincorporated and Seal Beach has turned a blind eye to the impact of this project – even though it will be housed in the *Shops at Rossmoor* – further irony.
- Why has the Orange County building department not realized the impact on Rossmoor?

I can assure you that this development would never get approved in Los Angeles County based on its environmental impact. Parking, traffic flow, pollution, crime, and diminished urban forest and landscaping would be major red flags barring approval.

It is puzzling that the Seal Beach LA Fitness project, which required an EIR, appears to be moving forward even though it has not addressed EIR issues raised by the Seal Beach Planning Council. Also, LA Fitness will be placed between commercially (behind a Sprouts Market) and residentially zoned areas. The loss of parking will result in Seal Beach apartment residents parking in Rossmoor. This alone does not make sense for a development - there should not be a negative impact because of displaced parking spaces. How can this development be approved just considering the parking problem alone? And, why didn't Seal Beach require adequate parking for these residents when the buildings were approved for construction years ago?

Access to the LA Fitness site is also a nightmare as proposed along Los Alamitos Boulevard which is already problematic. The reality is that the planned 1,700 fitness members will find more convenient ways to enter along the residential streets of St. Cloud/Montecito bisecting high density housing to the east (Seal Beach) and homes to the west (Rossmoor) from 5 AM to 11 PM, seven days a week. Fitness members **will not** use the already strained Los Alamitos Boulevard corridor or entry to the *Shops at Rossmoor*.

I am a recently retired, law school chief operating officer with 35 years of experience in both real estate and property development. Based on my experience, this project, as proposed, is simply wrong for the surrounding community. I am certain that you have heard from others in my community but **I invite you to visit the area where the project is proposed, do a 360 degree**

look at what surrounds the development and then imagine that you live in this area that is about undergo a significant, negative change. What is the right thing to do?

Thank you for reviewing my email and please let me know if you have any questions.

Best wishes,
Janice Manis

-----Original Message-----
From: Susan Marriott [[redacted]]
Sent: Friday, April 21, 2017 3:46 PM
To: Steven Fowler
Subject: Susan Marriott/lA Fitness

Mr. Fowler,

As a 20+ year resident of Rossmoor, I am writing to let you know I strongly oppose the proposed LA Fitness project.

Below, please find some of the reasons I object.

1) Those close to Montecito will have parking issues that lead to lower property values. This business will cause major congestion on this and surrounding residential streets.

2) Activity of an estimated 2,000 daily gym visitors will bring attention, congestion and crime to our area. Gym parking lots and the vicinity are well established as high crime areas. Concern for the safety of our community and quality of life issues should be a high priority.

3) No need for another gym-there are dozens of gyms in the surrounding community.

4) As stated by the developer, these 37,000 square foot gyms are not designed for a partially residential area such as this. This type if business should be on a major street, not adjacent to a residential area.

5) This project was turned down last year, and our community plans to continue to oppose this project. It will be challenged at every turn. Why not find a location that welcomes this type of development?

6) "The Golden Rule" should apply. We are all neighbors, right? Do unto others...

Would you want this business in your neighborhood...on your street? I think not.

Thank you for your time and consideration, Susan Marriott

[redacted]

From: Lori Abbott [redacted]
Sent: Monday, April 24, 2017 12:27 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina;michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official;coalitionagainstlafitness@gmail.com
Subject: LA Fitness Project

To Whom It May Concern,

I am writing to protest the establishment of an LA Fitness Health Club in the Rossmoor Shops complex.

The location proposed is already adversely affected by excessive traffic. The current situation is a seven day problem that will be aggravated by more traffic in the Rossmoor area.

Public studies have shown the majority of Health Club attendees come from outside of the area where the Health Club is located.

Simply put the benefits that the Health Club will provide will not enhance or benefit the Rossmoor community but will only enrich LA Fitness.

In the final analysis, I urge a reconsideration of a different location for the proposed LA Fitness health Club.

Richard Martin

Seal Beach Resident

-----Original Message-----
From: MikE M [mailto:massion@gmail.com]
Sent: Monday, April 24, 2017 4:53 PM
To: Steven Fowler
Subject: Mike massion la fitness

Hello Mr. Fowler I completely oppose the project with LA fitness in Rossmoor area. I moved to Rossmoor to get out of the parking headaches of hermosa beach. I'm raising my family here and I want them to ride bikes to the store with as little traffic as possible. Please do not let LA fitness put a gym where it's not needed.

Thanks.

Mike Massion

Sent from my iPhone

From: Joseph McGlinchey [redacted]
Date: April 11, 2017 at 7:19:57 AM PDT
To: Sandra Massa-Lavitt <SMassaLavitt@sealbeachca.gov>, Mike Varipapa <MVaripapa@sealbeachca.gov>, "Ellery A. Deaton" <Edeaton@sealbeachca.gov>, Thomas Moore <tmoore@sealbeachca.gov>, Schelly Sustarsic <ssustarsic@sealbeachca.gov>
Cc: Jill Ingram <jingram@sealbeachca.gov>
Subject: LA Fitness Proposal
To the Attention of the Seal Beach City Council:

I am sure that you have been inundated by emails and letters from the opponents of the proposed LA Fitness project in The Shops at Rossmoor Center, so I wanted to take a minute to assure you that there are plenty of Rossmoor residents who welcome what we view as being an asset to the local community. My wife and I belonged to the Rossmoor Athletic Club for many years before it closed, and we really miss the convenience of a nearby health club that is open at times for people who work full-time a long distance away from our homes (in our case, my wife and I work 9 hour days in downtown Los Angeles).

Currently the nearest fitness centers are at least a 20 minute round-trip commute from my home in Rossmoor which in my case takes up at least 2 hours of commuting time per week (100 hours over the course of the year) that results in added traffic on Seal Beach Blvd, Lampson Avenue and Katella Avenue. I am one of hundreds of individuals in the Rossmoor community who are in this unfortunate situation.

The reaction that you are getting from opponents of the project is similar to those who support the LA Fitness Project on the Nextdoor website. As soon as anything positive is posted regarding the benefits to the Seal Beach and Rossmoor community, it is drowned out by the same vocal opponents who throw out statistics and theories of increased crime, homeless issues, child endangerment, and unmanageable traffic issues with little factual basis and no studies to support their opinions. I have studied the EIR from start

to finish and am convinced that the small increase in traffic due to the LA Fitness project will be alleviated through the improvements at the Rossmoor Center Way / Seal Beach Blvd area.

The elephant sitting in the corner of the room is the loss of the illegal parking for residents of the condos / townhomes on the edge of the commercially-zoned-for-decades property and the residents across Montecito in Rossmoor who will have cars parked in front of their houses just as I experience near the corner of St. Cloud & Yellowtail. Yes, cars will be parked within a couple of hundred feet of the condos & townhouses from 5 AM - 10 PM, but cars are currently parked next to these residences 24 hours a day. Perhaps the location of the LA Fitness location in West Garden Grove will alleviate concerns of noise driving the residents out:

https://www.google.com/maps/place/11932+Valley+View+St,+Garden+Grove,+CA+92845/@33.7892196,-118.0272143,285m/data=!3m1!1e3!4m5!3m4!1s0x80dd2f291db7217d:0xbc6dcc65c338dec5!8m2!3d33.7895702!4d-118.0272286

There are single-home residences immediately abutting the LA Fitness building to the east and a senior living facility immediately to the north. There have never been any issues as far as I know with the larger West Garden Grove LA Fitness, and I don't foresee issues with the proposed location on the commercially zoned property in Seal Beach.

I hope that the Council will take the opinions of those who are working out-of-the-area during the day/early evening (downtown LA in my case) who cannot attend City Council meetings due to family commitments.

Thank you in advance for your consideration in this matter.

Joseph R. McGlinchey
Attorney At Law
Yellowtail Drive, Rossmoor, CA

From: Michele Menier [mailto:mightymamam@gmail.com]
Sent: Monday, April 24, 2017 4:00 PM
To: sfowler@sealbeach.ca.gov; Steven Fowler
Subject: OPPOSED!!! Seal beach LA Fitness

Hello Mr. Fowler. As residents of Rossmoor we want to make it loud and very clear that out family is against the building of any fitness center including LA Fitness in the nearby vicinity. We believe that the increased traffic will be a great detriment to our community and children and wish to fight this with all that we have. Please be aware that we will not support this business if it goes in and we plan to fight it every step of the way.

Thank you for your time.
Michele and Todd Menier
--
-Michele

From: Colin Miller [redacted]
Sent: Friday, March 24, 2017 9:51 AM
To: Steven Fowler
Cc: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Thomas Moore; Schelly Sustarsic; [redacted]
Subject: LA Fitness - Flaws and Assumptions of Traffic Study and lack of Pedestrian Safety Mitigation

Mr. Fowler,

Trying to keep this short as possible. PLEASE READ.

Last night the representative from the company that completed the traffic study told me that 90% of the current traffic access the Center through Rossmoor Center Drive. They are using the same assumption about patrons' trips to LA Fitness. This is a flawed assumption as LA Fitness is behind the other stores and facing the other direction. Patrons will quickly figure out that they can access Montecito via St. Cloud and Bradburry. The traffic analysis is therefor inaccurate and flawed. I could go on and on,,, but think about that. I live here and would bet my last dollar that nobody will use Rossmoore Center Drive to access the club once they figure out that they can go around and get in through the back.

There is a complete lack of Pedestrian Safety Mitigation. I had assumed that the current side walk behind the condos, originating at the intersection at Copa De Oro would be continued along the side of Home Goods. They just added parking there. How is our community expected to access the shops? By walking through the middle of a parking lot? Why can't they put a side walk in, with lights so that we can at least, have a safe path to walk ? I don't see any proposed cross walks or anything to give Rossmoor residents on that side access through the lot. Also, note their parking lot layout. There is a diagonal section that will flow cars exiting right out through the rear exit at the Copa De Oro four way. If the intent is to flow cars in that direction that then Pedestrian Safety much be considered.

Marty Potts stated last night that they have hundreds of parking spots, more than they need. Then why can't 20 or so be designated to the Condo owners? Where will they end up parking? It's all going to flow onto our streets. Please protect our community. I think a lot of the backlash from residents can be quelled if we implement a few relatively small requirements for the developer to adhere to.

Can I schedule an appointment with you to address these concerns and point out my thoughts on a map? I live 5 houses in on Copa, this development will affect me and my family for years and feel I have a right to offer some input.

Thank you for your consideration,

Colin Miller

From:]
Sent: Sunday, April 23, 2017 7:41 PM
To: Steven Fowler
Cc:
Subject: Fw: Gary Miller Comments Regarding LA Fitness EIR

Steve,

In reviewing the LA Fitness EIR, I see my comments were not included in the Introduction and Scope of the EIR. Page 1.0-3 implies under "Scoping" that all comments are included in Appendix B of the EIR. However, based on my review I see my comments and a Mr. David Zawolkow's comments were omitted in Appendix B of the EIR. I have been involved with the development of this project area since 2011, I believe my comments were important for others to see in reading the EIR.

Please provide my comments and Mr. David Zawolkow's comments to all the Planning Commissioners and have our comments included in the final EIR. **Also, please provide me with a copy of Mr. Zawolkow's comments during the morning of April 24, 2017.**

Why were my extensive comments left out of the EIR?

Gary Miller

Comments Regarding LA Fitness EIR

My concerns are traffic, the new facility itself, and parking:

Traffic:

Target Market
The residential location of anticipated patrons and their route to the facility must be identified for any traffic study. It has been noted that any where from fifty to eighty percent of the center's target market is the community of Rossmoor and yet there are only three entrances to the center from Montecito and three from St. Cloud, while the rest are all along Seal Beach Blvd. where traffic is extensive. Originally one of the entrances off Montecito was a nicely landscaped entry way into the old Rossmoor Center; now that same entry way is still there but seldom used because you immediately run into the back of Kohl's when entering the center from there. The other Rossmoor entrances will have typical center traffic to be contended with for those desiring to go to LA Fitness. Thus, Rossmoor residents will be pretty much forced to use Rossmoor Center Way and/or to come out St. Cloud and Bradbury onto Seal Beach Blvd to enter the frontage portion of the center, thereby increasing traffic on Seal Beach Blvd. It would be ideal if they could just come and go from the back of the center and never have to get out onto Seal Beach Blvd.

Rossmoor Center Way should be a four lane roadway from Seal Beach Blvd through to Montecito. Unfortunately, there are five important areas, two of which are choke points:

1. The exit/entrance by Montecito will not support four lanes, even three lanes may be difficult. If three lanes are made possible, I would suggest it be two lanes into the center and one lane exiting the center.

2. From the stop sign at West Road east to Sprouts: should be four lanes to accommodate traffic once it is in the center between Montecito & Seal Beach Blvd.

3a. Stop sign at Sprouts & Rossmoor Center Way: due to poor placement of the Sprouts building (it is too close to the roadway -- just an additional 10 feet to the south would be sufficient to solve this choke point and enable the roadway to be a decent four lanes. Currently there is a sidewalk along the north side of the building with landscaping on both sides of the sidewalk. To fix this inadequate lane problem, part of the landscaping on the north side of the Sprouts building should be modified to accommodate the extra lanes of traffic while still retaining a sidewalk to allow people to get to the overflow parking in back of the building.

3b. From Seal Beach Blvd to the stop sign by Sprouts, it definitely should be four lanes: two in and two out. Four lanes are needed to accommodate the traffic, which already is extensive. This section is hemmed in by the Panera Bread building and the side of the parking lot for Sprouts. Do what needs to be done to get four lanes, which may include cutting into the parking lot if removal of landscaping is not enough to obtain four lanes.

4. A new facility (LA Fitness) in back of Sprouts will increase traffic in the northbound left-turn pocket lane of Seal Beach Blvd. to Rossmoor Center Way. Today, northbound traffic trying to access the center on Seal Beach Blvd. is often backed up in both of the northbound pocket turn lanes and the traffic often sticks out into the left through lane creating a dangerous situation for both Rossmoor Center Way and Town Center Drive. This needs to be addressed by reconfiguring the signal and/or lengthening the left turn pocket lane of the recently improved median. Lengthening the pocket lanes needs to be accomplished without interfering with the southbound pocket lanes for traffic turning east into the Target Center. Also, an

additional entrance/exit could be added just north of Subway sandwich facility, onto the southbound lane of Seal Beach Blvd, relieving traffic demands on Rossmoor Center Way.

Seal Beach Blvd. is the city's ***only*** north-south through street. In many areas there are no side streets for extra traffic. As such, it handles a tremendous amount of traffic and asking it to accommodate more, is difficult as it already most likely is at a Level of Service (LOS) F at peak travel times, which due to the variety of traffic, is from 7 am to 9 am, from 2:30 pm to 7 pm. There is not only the usual to/from-work travel traffic, but also the school traffic, as all school children in the district use Seal Beach Blvd, with the exception of elementary school children in Old Town and the Hill that attend McGaugh. Consideration of the impact of the I-405 Improvement Project must also be considered because in 2023 traffic will increase on Seal Beach Blvd. due to the project, i.e., congestion at the county line and congestion caused by tolling.

In the construction of an EIR for this project, a traffic circulation section needs to be included.

<u>The New Facility:</u>

LA Fitness proposed building location should be more to the south, at least 20 feet or so, but not on top of Rossmoor Center Way, especially if Rossmoor Center Way is widened, which should happen. Do not construct the building where it is presently planned as that will forever prevent traffic from easily accessing the center from the community of Rossmoor from Montecito. People will go the way of the least amount of traffic. ***Planning must also be for the future, not just as it is now.***

One other issue to consider: rotate the LA Fitness building 90 degrees, elongate

2

it, and moving it further west, possibly to West Road, so that the back of the building would be to the condos, and with parking for the LA Fitness to the east of the building (the back of Sprouts). Experience from the earlier center where there was a movie theater, demonstrated problems in the evening with movie-goers talking and slamming car doors upon leaving after the movie was over. This same behavior would exist with patrons from LA Fitness leaving as late as 11 pm., as well as patrons arriving at 5 am. Remember, we are all neighbors, so let's be neighborly.

<u>Parking:</u>

Currently, there is a parking problem from vehicles of Seal Beach residents living along Montecito Road in the apartments and condos. Some of those residents have been parking in the back of the center for years. When those apartments/condos were first constructed, they were built as senior apartments with provisions for only one car per unit (guess they thought seniors don't drive). With the condo conversion, they were open to non-seniors and most are now families and have two vehicles, creating a greater demand for parking than the street (Montecito) can accommodate. Consequently, many residents use the back of the shopping center parking lot. The owners of the Shops at Rossmoor have put those residents on notice that they will no longer be able to park there, causing many residents to park across the street in the community of Rossmoor, thereby inconveniencing many residents over there who often find it difficult to access their own driveways, let alone park in front of their own homes.

Thus, this facility (LA Fitness) would be a hardship on Seal Beach and Rossmoor residents. This issue must be addressed before allowing the project to go forward. There is more parking at that

center than is needed. By initial calculations, based in the data we were given, approximately 223 spaces are excess. There is a strip of parking spaces behind the condos with approximately 160 parking spaces. These spaces should be made available for the apartments /condos to either use or purchase. A parking structure is cost prohibitive. I have heard the shopping center management say it is not their problem. Well, I beg to differ: if you wish to develop in this area, you have to consider all the problems that exist, and not make them worse. These people who live in Rossmoor and in the apartments and condos are ***the target market and neighbors of the property owners***. I realize the property owners did not create this problem but unfortunately it exists, and if there is a way to ameliorate it, and we must do the best we can to solve it. Finding a solution to the parking woes of those residents is within the scope of this building project, and I urge it be considered in the EIR.

3

Alternate Plan

I am well aware that LA Fitness wants to construct a building in The Shops at Rossmoor. However, if it does not come to fruition, perhaps another type of building could be constructed at that site: an office building of similar size would have better hours, not disrupt the sleep of the condo residents (gym members leaving late at night, closing car doors, talking -- voices do carry.) There would not be a need for parking after say 6 pm, thereby not conflicting with the residents from the condos who would wish to park along the back of their building. It would be a win-win for all. Something to consider.

Submitted by Gary Miller
Former Mayor, Councilman, District 4
4632 Guava, Avenue
Seal Beach, CA 90740
562-596-9057
gamiller@sprintmail.com

Steven Fowler

From: Ken Miller [redacted]
Sent: Sunday, April 23, 2017 3:54 PM
To: Steven Fowler; Sandra Massa-Lavitt; Schelly Sustarsic; mjanpapa@sealbeachca.gov; tmoorreedeaton@sealbeachca.gov; Crystal Landavazo
Subject: LA Fitness Center

I find it absolutely unbelievable that a project of that magnitude was ever even considered for that space.
It's an absolute insult to this community of at least 3400 hundred homes & elementary schools where children walk, skate board & ride bikes all over. A gym of that size you typically see on major highways like Katella or PCH, not in the middle of a suburban neighborhood that is heavily trafficked already. Seal Beach is really socking it to the neighborhoods where their children attend our schools. Put it on PCH please !!!

Nel Miller
[redacted] Salmon Drive, Rossmoor

From: Vanessa Miller [redacted]
Sent: Monday, March 20, 2017 9:40 PM
To: Steven Fowler
Subject: LA Fitness

A health club of this size would greatly impact traffic within the Rossmoor neighborhood, especially on Montecito Dr. We already have people speeding down our residential streets and this situation would only become worse with an establishment the size of LA Fitness. This would also directly effect home values within the community. I have read many messages from neighbors on social media platforms that are adamantly opposed to this project. We hope that you are taking community opinions into consideration.

Thank you!
Vanessa Miller

From: Hyun Soo Min [mailto:hyunsoo.min@gmail.com]
Sent: Saturday, April 22, 2017 1:31 PM
To: Steven Fowler
Subject: No to LA Fitness

Hi,
I am in Rossmoor and live right next to the Chick Filet and Sprouts mall. I have noticed that even now the traffic to get into that center is not easy. The way the 4 way stop is configured, it is very slow to get in and out and unsafe.
I also walk to sprouts and I do not feel safe and with the extra traffic and drivers with an LA Fitness, I don't feel that walking around that area to get to the stores will be safe, especially for kids.
Currently kids bike to in n out and other stores.
I strongly oppose the LA Fitness.
Thank u
Soo Min

From: Chellebird [mailto:chellebird@aol.com]
Sent: Monday, April 24, 2017 3:40 PM

To: Steven Fowler
Subject: LA Fitness

Good afternoon Mr. Fowler,

My name is Michelle Muckey and I currently live in Rossmoor, right behind the proposed LA Fitness site. I am very concerned about this proposal. I understand that the city is looking at adding an LA Fitness to the already busy Rossmoor Center. For those, like myself who live in the area, the traffic is already too much.

I know the Los Alamitos School District has been concerned with the amount of traffic schools alone have put on the area, so they've lowered the bus fares to encourage parents to not drive their children. My older son attends Oak and we have taken advantage of the cheaper bus fare to help ease the traffic. Adding this gym would only make that problem worse. In addition to the traffic issue, I am also concerned about the potential for the crime rate to increase as it will bring in people from out of the area. Also, a parking lot full of cars will encourage and entice petty thieves.

We currently have a lot of options for fitness centers in this area. LA Fitness on Valley View and Chapman is not too far of a drive (only one more freeway exit).

Please consider the residents that will be impacted by this addition and vote NO on LA Fitness.

Thank you,
Michelle Muckey

Apr 22 17 02:11p Microsoft [redacted] p.1

Subject: LA FITNESS PROPOSAL
12300 Montecito Road, #63
Seal Beach, CA 90740

April 22, 2017

ATTN: Steve Fowler, Assistant Planner
City of Seal Beach, California

Please forward to council members

TO WHOM IT MAY CONCERN:

The close proximity of the gym to nearby condo bedroom windows is of great concern along with the added crime and faulty car alarms sounding in addition to added traffic congestion. Car alarms alone sounding next to our condos can reach the vicinity of 90 DBA and fifty percent duty cycle for minutes at a time. How was this been accounted for in your study?

Also where does your report address the noise increase due to replacement of landscaping? The existing cinderblock walls along with a huge gym structure will create a reverberation chamber amplifying traffic and conversation noises into our bedroom windows.

The LA Fitness gym would be better suited in a different location for many reasons.

Sincerely,

Michael Norton

4/22/2017

From: Jayme Olson [redacted]
Sent: Monday, April 24, 2017 2:14 PM
To: Steven Fowler
Subject: LA Fitness in Seal Beach

Dear Sir,

I am a 40+ year resident of Rossmoor and Seal Beach. I grew up here and continue to live here. You can imagine the changes that I've seen. Some have been good and good for the neighborhood and others, apparently just for profit. That being said, the traffic in the area has reached capacity. When it is difficult to get across Montecito Road to get to the shopping center on foot, it's time to stop. There is just no more traffic capacity in the area. Please don't let this 60 year old neighborhood finally loose it's residential appeal - it's been amazing and we would hate to see the charm and safety of this area lost.

My family says NO to to LA Fitness in Seal Beach.

Regards,

Jayme Olson
[redacted]

From: Emily O [mailto:[redacted]
Sent: Monday, April 17, 2017 8:54 AM
To: Steven Fowler
Subject: LA Fitness project

Good morning,

I am very worried about the proposed LA Fitness project and would like to express my concerns.

The land designated for LA Fitness is bordered on two sides by apartment buildings, one of them mine. My bedroom window and my 9 month old's bedroom window look out directly on the site. A large gym with late hours so close to our sleeping quarters would disrupt our lives with the noise, traffic, and pollution. A residential area is not a good place to build LA Fitness. Please consider the hundreds of nearby residents whose lives will be most directly affected by this project.

Sincerely,
Emily Oon
[redacted] Montecito Rd

From: Kevin Oon [[redacted]
Sent: Monday, April 17, 2017 10:07 AM
To: Steven Fowler
Subject: No LA Fitness at Seal Beach

Steve Fowler,

As a resident of Rossmoor, I strongly oppose the construction of LA Fitness at the Shops at Rossmoor parking lot. The construction process would bring a lot of noise and air pollution to my apartment complex which is adjacent to the proposed construction site. In addition to that, heavy traffic of trucks and equipment would add more traffic congestion to the area. Given that particular LA Fitness is a 24/7 facility, there will be lots of noise late at night in the area. Our son's room windows directly open to the parking lot. We do not like our sleep to be disturbed.

Rossmoor is a family friendly neighborhood with quiet streets. As a father, I want my children to feel safe on our streets without increased traffic in the area.

Thank you,
Kevin Oon

-----Original Message-----
From: Karen Paul []

Sent: Friday, April 21, 2017 4:57 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: WE OPPOSE LA FITNESS IN THE SHOPS AT ROSSMOOR

Steve Fowler,

We are vehemently opposed to putting the LA Fitness at the Shops at Rossmoor. So many residents will be negatively impacted, and not just the residents that live in the areas surrounding the proposed health club. This will add much more traffic than LA Fitness proposed. Traffic in and around that center is already congested. You have no idea how much club members will use our neighborhood streets to get out of the area. I know that residents already use the streets behind the center to exit and this will add even more traffic on our streets. With kids playing and riding bikes, it will be a danger that cannot be reversed. Our streets do not go all the way through. We already see people from the center rushing to get out, making u-turns when they are not finding a way out of Rossmoor, and creating unsafe roads. Trips to and from schools will also be negatively impacted because of the new congestion around the center. (Which will not be fixed by the little turn lane additions.) Also, it is a known fact that vehicle and locker break-ins occur to a larger extent in health club parking lots (ask any police department that responds to these) and those criminals will spill out into our neighborhood. They know that patrons of health clubs leave valuables in their cars while they work out. A policeman from Cypress that responded to many car break-ins in the parking lot of 24 Hour Fitness in Cypress explained to me how easy of a crime it is to break in to these cars and the stuff they take. They are in and out, unnoticed in less than 2 minutes. I will not share with you how they do it, but they have a method. This will be coming to our neighborhood! NO ON LA FITNESS!! PUT IT SOMEWHERE WHERE THERE ISN'T A NEIGHBORHOOD BUTTING RIGHT NEXT TO IT SO PATRONS AND THE CRIMINALS THE CLUB PARKING LOT ATTRACTS CAN DRIVE THROUGH THAT NEIGHBORHOOD. PUT IT ON A STREET ALREADY LINED WITH JUST SHOPPERS WHERE THERE ARE NO NEIGHBORHOODS IN SIGHT!

NO ON LA FITNESS,

The Paul Family

From: David []
Sent: Saturday, April 22, 2017 10:10 PM
To: Sandra Massa-Lavitt; Schelly Sustarsic; Mike Varipapa; Thomas Moore; Ellery A. Deaton; Steven Fowler
Cc: Michelle Steel; coalitionagainstlafitness@gmail.com
Subject: Vote No on Proposed LA Fitness Project

Mayor Sandra Massa-Lavitt;

Please vote no on the proposed LA Fitness Project behind Sprouts. This business does not fit in with the surrounding residential community because it will increase traffic dramatically, impact local parking, increase residential safety issues, and increase crime. As a leader in the community and an official sworn to support the people, please read the attached pdf file for more details.

Thank you,

David A. Paulsen

April 21, 2017

Ms. Sandra Massa-Lavitt
Mayor, City of Seal Beach
211 Eighth Street
Seal Beach, CA 90740

Dear Ms. Massa-Lavitt:

I am writing this letter to strongly ask you to vote no on the proposed LA Fitness Project behind Sprouts. The LA Fitness business being planned for the location behind Sprouts on Seal Beach Blvd is not suitable for this location. This location is essentially in a residential area with limited access and neighborhood streets. Activity from this business will also spill over further in the residential area impacting the quality of life of many local residents.

Traffic will increase dramatically. Traffic on Seal Beach Blvd will be impacted the most with vehicles entering the shopping center at Rossmoor Center Way. Seal Beach Blvd traffic is already congested and an additional 2000 estimated trips per day generated from this business will result in gridlock. Traffic on Seal Beach Blvd will be backed up without many options for improvement.

Rossmoor Center Way is a small 2 lane local road that will be completely overwhelmed by the additional traffic. Many drivers will try to bypass the traffic logjams on these two roads by taking either St. Cloud Drive or Bradbury Road to Montecito Road to come in the back way. These roads are completely residential with houses, condominiums, a library and a children's playgroup lining the sides.

More specifically, the increased traffic will impact people from Old Town Seal Beach, Leisure World, College Park East and Rossmoor as they travel for medical care at Los Alamitos Hospital or Doctors offices, bring their children to school in Los Alamitos or Rossmoor, or drive to the local food markets or restaurants.

Parking problems will arise. Vehicle and patron noise and activity from the facility will increase in the parking lot disturbing the residents (5:00am11:00pm weekdays). Added traffic will lead to parking spillover onto residential streets near Montecito Road. Local residents will have to fight for a parking place even in front of their own house. Vehicle noise and activity will also increase in the spill over areas.

Residential safety problems will increase. The added traffic and parking issues will hinder public services from accessing the neighborhood. Police, Fire, Ambulance, Utility and Trash services will be greatly slowed down creating a nightmare for those in need of these services. Letting our children walk or ride their bikes to school through this area will not be safe. Driving our children to school through this area will all of a sudden become a logistical problem.

Crime will increase. Vehicle burglary will increase. Crimes of opportunity will increase as patrons store purses, wallets, phones and laptops in their vehicles while using the facilities. These crimes of opportunity will spill over into the adjacent neighborhood. Added security will be needed.

Lastly, I feel obligated to state that I am not opposed to LA Fitness as a business but I am only opposed to it being built on this particular location. The immense size of the building and parking area do not fit in with the surrounding community. Another way to look at the immense size problem is to compare the size of Rossmoor which has a total population of approximately 10,000 people (including children) to the potential size of the new fitness facility, if built, which could have

a membership of an estimated 13,000-17,000 people for the very large 37,000 square foot building. Again, this is the wrong business for this location. A more suitable business to occupy this prime piece of real estate would be Doctor's offices (close to Los Alamitos Hospital), a service bank, or a general office complex.

Sincerely,

David A. Paulsen

David A. Paulsen

From: Tracy Pearce [[redacted]
Sent: Tuesday, April 11, 2017 4:11 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: Please so NO to proposed LA Fitness Behind Sprouts

April 11, 2017
Dear Seal Beach City Council Members and Planning Commissioners,

I am writing this letter to strongly ask you to vote no on the proposed LA Fitness Project behind Sprouts. For many reasons this project is not good for our community. This proposed monolithic gym will create vast and permanent impacts on the surrounding residents and beyond. These impacts will also immediately and permanently affect emergency services, traffic congestion, our local environmental and air quality, noise, and perhaps an increase in crime. MOST importantly, this proposed plan presents numerous SAFETY issues for children, the elderly, pedestrians and all other citizens who use the roads.
The Los Alamitos Unified School District, Rossmoor, and the County of Orange are constantly looking at the traffic impacts within and outside our community. At its own cost, the school district has even begun a program offering low cost bus service to all the schools from Seal Beach, Los Alamitos, and Rossmoor. For the first time in decades, the district has had to stagger the start times of all the elementary schools to help with the congestion of traffic. It just completely baffles me why the decision makers in the city of Seal Beach think that it will be okay to add in approximately 2,000 more car trips a day into this already congested area. Keep in mind this area is not just Rossmoor Center Way/Main Way by Sprouts, it is the entire Seal Beach Blvd/Los Alamitos Blvd and the surrounding streets on the west side of The Shops at Rossmoor that are half in the city of Rossmoor and half in Seal Beach. It is already a nightmare trying to get children to/from all of the schools in the district, from elementary to the high school. So, as a city, you should be doing everything in your power to help with the traffic, not make it worse.
The interesting marketing that the developers came up with say the LA Fitness will fill a void of a gym in the neighborhood. There is no void, there are 33 gyms in a 3.5 mile radius. There are several gyms with Seal Beach addresses that are small local gyms. It is not fair to those gyms to put in an enormous gym that 90% of the community doesn't want and has detrimental, long-lasting impacts for everyone that lives around there.

Please make the right decision to help preserve our quality of life,
Tracy Pearce
20 year Rossmoor resident

From: Lorraine Pennington [mailto:nmsenorita@gmail.com]
Sent: Monday, April 24, 2017 11:18 AM
To: Steven Fowler
Cc: coaltitionagainstlafitness@gmail.com
Subject: Rossmoor Resident - LA Fitness

Hi Steve,

I am writing to you today in regards to the proposed plans of LA Fitness. I have no doubt that you are a busy man and so I will keep this short and direct.

As a resident of Rossmoor with two small children (4 and 5) I am very concerned about the proposed plans to allow a LA Fitness to be added to our shopping mall. Since moving here in 2010 I have witnessed the addition of Panera bread, Staples, PetSmart, Ulta, In N out, Chipotle just to name a few. It is great to see these stores take root in the plaza and provide in added convenience to me and my family. However, I have experienced the frustration and "growing pains" that these additional stores have caused.

Just to run to Petsmart became a hassle. There is often no parking just to run in and drop my pet for grooming. I have since had to choose a different groomer cause its just not a necessary hassle.

I live on Harrisburg road near Rossmoor Park and since I moved here I have noticed an uptick in through traffic. Motorists use our street as a "shortcut" to get to the schools and to bypass the traffic on Los Alamitos Blvd. This especially concerns me and I have to keep a vigilant eye when my family exits our home.

After reviewing the plans for this LA Fitness, it seems the evaluaters are assuming that patrons of LA Fitness will be accessing directly from Los Alamitos Blvd. What they fail to understand is the reality we already experience in the neighborhood. That motorists use the community streets as "backroads" to get to the plaza.

I very much enjoy living in Rossmoor and we paid a premium to have access to schools and freeways, however, in our opinion it would be poor planning to add a large big box chain store like LA Fitness to the mix. I earnestly ask that you please factor in the needs of the community. We are tax paying citizens that are raising our families here. We are patrons to all the stores already located in the plaza supporting their success. But the addition of LA Fitness is not the right addition for us.

I appreciate your time.

Many thanks,

Lorraine & Shaun Pennington
11491 Harrisburg Rd.
Los Alamitos.
949/612.5036

From: Kevin Pearce [mailto:coalitionagainstlafitness@gmail.com]
Sent: Tuesday, April 11, 2017 4:27 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: MORE Comments from Online Petition Against LA Fitness Project

Here is a compilation more comments from the online petition that the Coalition has organized. Please be assured that we have nothing against LA Fitness, it just isn't a good fit for the community and our quality of life.

Ellie Clarke
Seal beach, CA

REASON FOR SIGNING
Don't need another gym and too much traffic in the area already ~ we need more parks and green space please!!

Bernard Goldberg
Los Alamitos, CA

REASON FOR SIGNING
The traffic would burden an already crowded area.

Doug Carasso
Newport Beach, CA

REASON FOR SIGNING
LA Fitness would ruin the peaceful area. It's already getting kind of crowded with businesses. But LA Fitness would likely bring in many more, and at all hours of the day and night. There will be too much traffic, which will lead to congestion and danger to the many children walking in the area, including the parking lots. I strongly urge the city to put the LA Fitness somewhere else, somewhere less crowded with businesses already. I mean, we already have, right next to each other, Ralphs, Bed Bath & Beyond, and Target on one side, among many other businesses, and a host of businesses on the other. Too much! Please stop the madness! Please look out for the residents of this area. Let us enjoy living here. Don't make this location all about how many businesses can possibly fit in a few-block area.

Alice Baldwin
Los Alamitos, CA

REASON FOR SIGNING
it is not appropriate for this space. too much traffic, people will be using residential streets to get to facility.

Summer Vance
Lakewood, CA

REASON FOR SIGNING
I do not think LA Fitnes would be good for our neighborhood. It will impact parking, it will cause traffic, and I worry about all the people coming in.

Kevin Oon
Melville, NY

REASON FOR SIGNING
I want a safe and quiet neighborhood for my family. I want less traffic on our roads.

Emily Oon
Seal Beach, CA

REASON FOR SIGNING
The proposed site for LA Fitness is directly opposite my bedroom windows. I have an 8 month old that I just finally got sleeping well. The last thing I need is added noise and pollution outside his window, and added traffic when I take him for walks in the neighborhood.

Maria Pura Mayor
Cypress, CA

REASON FOR SIGNING
I'm signing because I'm convinced the increased traffic will endanger the pedestrians who walk around that area and especially endanger our many children who BIKE there frequently. The increase in cars will increase the chances of their having accidents. Also, the increase in "people" will increase issues like petty theft, mugging & introduce more burglaries in the neighborhood.

Damian Mccann
Los Alamitos, CA

REASON FOR SIGNING
I am signing because the area is too small for this size of building and business to occupy - does not make sense given the traffic dynamic that it would also cause

---

Diane Rush
Rossmoor, CA

REASON FOR SIGNING
Formerly lived near a large gym which invited drug traffic and other crime to our neighborhood.

Nancy Iacono
Rossmoor, CA

REASON FOR SIGNING
I am totally against a fitness center going into the center. It is NOT what need regardless of what Mr. Potts and his team say!

Geoffrey King
Los Alamitos, CA

REASON FOR SIGNING
I'm already concerned about the congestion and traffic in the area.

James Rogers
Los Alamitos, CA

REASON FOR SIGNING
I do not want this built

Randy Ho
Los Alamitos, CA

REASON FOR SIGNING
I feel the addition of LA Fitness in the Rossmoor Center will reduce quality of life due to increase in traffic and decrease in safety, especially through the back streets of St. Cloud which is close to a lot of homes where kids ride bikes.
From: [redacted]
Sent: Monday, April 24, 2017 10:50 AM
To: Steven Fowler
Subject: LA FItness

I again want to note my opposition to the proposes LA Fitness in the Rossmoor Center. A fitness center such as that has no business being built right next to residential areas. The noise from people in the parking lot (doors shutting, people talking, door alarms beeping) will all be non stop from 4:30 until after midnight since employees will be at the club earlier and later than the proposed hours. This does even include engine noise. Our residences will be at risk for break-ins since gyms are notorious for being a magnets for theft. One residence who lives immediately across from this site is 95 years old. Parking in Rossmoor is not an option for most of us, in fact the opposite side of Montecito from the Regency and Chateau is a complete NO Parking At Any Time zone. We who live in the Regency and Chateaus are Seal Beach residents. You would not allow this to be built in downtown Seal Beach, why are you allowing this to be built here? We have just as must right to our peace and quiet as other Seal Beach residents do. The city planning commission and council need to hear our voices and abide by our wishes and needs.

Thank you

Beth Piburn
[redacted] Montecito Rd [redacted]
[redacted]
April 24, 2017

From: Jamie Ponchak [[redacted]]
Sent: Monday, April 24, 2017 2:41 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: LA Fitness

Dr. Mr. Fowler,
Please do not allow the building of an LA Fitness center down the street from me. My husband and I moved here 4 years ago because it was peaceful, not over-crowded, there is plenty of parking and it was safe for our kids to play outside without a lot of traffic. We have busted our butt to be able to afford this neighborhood only to watch it become less desirable due to one move on your part.

If this LA Fitness goes in, all of the reasons why we move here are gone. I will no longer allow my kids to ride their bikes up the street for fear that speeding gym goers will run them over. It could take me twice as long to simply get out of the neighborhood to run a quick errand to Target, let alone sitting with thousands of gym patrons trying to get back into the neighborhood. The parking that is being taken away from the condo's will make it so our amble parking currently will be gone.

Please listen to what the people have been crying out for. There is a reason for it. People wouldn't take precious time out of their busy schedule to fight what they don't truly believe in.

Jamie Ponchak
Tucker Lane, Rossmoor, CA

From: Ponchak.Terry [[redacted]]
Sent: Monday, April 24, 2017 2:59 PM
To: Steven Fowler

Subject: Concerned Resident
Importance: High

Good afternoon Mr. Fowler

I am writing to express my concern about the proposed LA Fitness project at the Shops at Rossmoor in Seal Beach. My family are residents of the area and we are extremely concerned about the impact on traffic, crime, and parking that this project would worsen.

Already, this shopping center causes unresolved traffic congestion in the center, on Seal Beach Blvd., and on St. Cloud. I have seen the traffic studies and having been a gym member for many years, the conclusions are not realistic. The amount of visits and traffic generated by the gym would make a congested situation far worse, especially at the four way stop near Panera Bread and Sprouts which is the direct entry point to the Seal Beach residents in the condos.

Additionally, crime is likely to increase in the neighborhoods around the gym because of the gym demographic as well as the number of people from out of area that the gym would attract. This gym would be the closest to a neighborhood and residents of any in LA Fitness' current profile. Again, the many Seal Beach residents in the condos would be the most negatively affected.

Lastly, the gym would disrupt a delicate parking ecosystem currently in place between the Seal Beach condo residents and the homeowners in Rossmoor. Currently, condo residents use the overflow parking in the shopping center due to the lack of available spaces in the facilities themselves. With the elimination of that parking, Seal Beach resident condo owners would be forced to park on the streets of Rossmoor neighborhoods. Unfortunately, this likely scenario would lead to residents in Rossmoor electing to permit their street parking, which would cause a parking crisis and dramatically reduce the property values of the Seal Beach condos.

Mr. Fowler, please relay our concerns and please eliminate this project or any other similar projects unless solid thoughtful remediation is confirmed for each of the concerns listed. In lieu of the elimination of this project, some thoughts:

1. Dedicated crossing guard in the center at the 4 way stop by Panera Bread and Sprouts

2. Force LA Fitness to employ a dedicated armed security guard during business hours patrolling outside the facility

3. Add a Seal Beach police patrol dedicated to the center and Montecito street

4. Allow permitted parking for the residents of the condos free of charge

Thank you for listening. I hope to have a positive resolution of this concern.

Terrance Ponchak

From: Laurie Purcell [[redacted]]
Sent: Friday, April 21, 2017 7:48 PM
To: Steven Fowler
Subject: LA Fitness

I am totally OPPOSED to the new LAFitness moving into the Rossmoor shopping center. it's a negative from the traffic situation, crime, parking, and too many people!!! Enough already!!

Laurie Purcell
[redacted] Coleridge dr
90720

From: Laurie Purcell [redacted]
Sent: Thursday, March 23, 2017 10:17 AM
To: Steven Fowler
Subject: LA FITNESS -NO

My Name is Laurie Purcell and I live in Rossmoor. I am very against having an LA Fitness business in our Rossmoor Shopping Center. There will be more trafffic, more noise, more police involvement, less parking, etc.

Thank you for your consideration in this matter.

Laurie Purcell
[redacted] Coleridge Dr.

From: Thomas Purcell [redacted]
Sent: Friday, March 24, 2017 11:37 AM
To: Steven Fowler
Subject: from Tom Purcell, Rossmoor, No on the LA FITNESS facility

My Name is Thomas Purcell and I live in Rossmoor. I am against having an LA Fitness facility in the Rossmoor Shopping Center.

There will be more traffic, more noise and more police involvement.

Thank you for your consideration in this matter.

Thomas Purcell
[redacted] Coleridge Drive
Los Alamitos, CA 90720 (Rossmoor)

From: Karen Quinn [mailto:kquinn1981@att.net]
Sent: Saturday, April 22, 2017 11:38 AM
To: Steven Fowler
Subject: Proposed LA Fitness Project

As one who has grown up in Rossmoor, since 1959, I have seen so many changes and most brought about by Seal Beach. Some good and some not so good, but this is over the top. LA Fitness is not coming to Seal Beach it is coming to a small, already maxed out shopping center dropped right in the middle of a residential neighborhood of approximately 10,000 people. I worry about the children, and the more elderly folks along with the rest of us. It is not appropriate and will make a bad traffic area into an even worse problem.
Karen Quinn
Rossmoor Resident

From: Cheri Real [mailto:cherikr27@gmail.com]
Sent: Monday, April 24, 2017 2:37 PM
To: Steven Fowler
Subject: opposing LA Fitness

To whom it may concern,

I oppose the addition of the fitness building for many reasons. The main reason I am in opposition is my concern for safety. I drive Montecito every morning to drop my daughter off at Rossmoor Elementary school. One morning I was stopped at the corner of Montecito and Bradbury, waiting for cross traffic. My daughter and I were talking and before I could honk my horn a car had hit a teenager crossing the street on his bike. My 7 year old daughter and I both screamed in horror as we watched this poor boy be thrown off his bike, over the car, and slam to the ground, right in front of us and we couldn't stop it or help him. I crossed the intersection and pulled over to offer help and call for an

ambulance. For the 3 years we have been driving this route I have seen several close calls and this was by far the worst. I can't begin to imagine how many more accidents or close calls will occur if we add more traffic to the area. Please take the safety of the children into account and consider how the extra traffic will affect the safety of the kids that walk or bike to school. I believe this is a terrible location and the children will suffer with the additional traffic.

Sincerely,

Cheri Real

[redacted]

-----Original Message-----
From: therieths []
Sent: Saturday, April 22, 2017 10:00 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: Concerned Neighbor's Opposition to LA Fitness

HI Mr. Fowler,

I'm writing to express my concern to the City of Seal Beach concerning the proposed construction of LA Fitness at the Shops at Rossmoor.

I was born and raised in Rossmoor. When my sisters and I were younger, we would ride our bikes to the Rossmoor Center to get an ice cream cone at Thrifty and watch the bakers at work at Rossmoor Bakery. When we were there, we'd inevitably run into a neighbor or friend from church. The center was a big focus for the community and a large part of my childhood.

When my husband and I got married and contemplated having children, the decision of where to live was easy— we knew we wanted to return to Rossmoor (my husband was raised in Seal Beach and also attended Los Al High School). We wanted our children to know what it means to grow up in a community where neighbors know one another and look out for each other.

The Rossmoor Center has changed quite a bit in the last several years. While new developments are inevitably met with resistance, the City's charge in contemplating developments is to meet the needs of its constituents and consider the impact of the development on the neighboring community. LA Fitness does not serve the community and the impact on Rossmoor residents would be significant. LA Fitness would not add to the neighborhood— it would greatly detract from it. Indeed, the only purpose served would be to generate revenue for the City of Seal Beach.

As the mother of two boys, I would never allow my children to ride their bikes to the Shops at Rossmoor— there's way too much traffic and it's far too dangerous. I'm not sure I've even seen bike racks at the center, so I don't think local traffic or community has ever been part of the design. Adding LA Fitness to the Center would impact the traffic flow so much more— particularly on Montecito, the one street still safe for bike traffic for our kids. And the fact that the "fix" for traffic problems includes adding more traffic lanes, again demonstrates a lack of concern for our children. Our boulevards are busy enough— they don't need to be turned into highways. My husband was raised in College Park and rode his bike to school every day. Many children ride their bikes to school and travel down Seal Beach Blvd. just like he did. How does expanding the road and increasing vehicle traffic promote safety for our kids???

I urge the members of City Council to be good neighbors. I've been a member of large gyms. I know the crowds they draw— and at all hours of the day and night. Large gyms tend to be in industrial or large commercial development areas— not in a neighborhood strip mall. If the goal is to bring fitness to the Center, then look to a company better suited for the size (Orange Theory, Curves, etc.). LA Fitness has no place in the Shops at Rossmoor.

I've heard that at the time plans for the development were first raised, a sitting council member had a daughter who remains a top executive at LA Fitness. If this is true, I assume your counsel has verified with the Attorney General and California Fair Practices Commission that the development complies with California law and is not voidable under

California Government Code Section 1090, or in violation the Political Reform Act.

I also question the adequacy of the Environmental Impact Report, particularly in the area of trip generation. But I'll leave those challenges to others. Instead, I call on you to consider why you hold your positions. What does it means to be part of a larger community? What does it means to be a good neighbor. Seal Beach and Rossmoor share zip codes, property and school districts. Your decision to name the shopping center, "The Shops at Rossmoor" demonstrates how important the Rossmoor community is to your city. As a long time Rossmoor resident, I urge you to reconsider this project. I urge you to consider the negative impact it has on Rossmoor residents and more importantly, our children.

Your neighbor,
Carrie Rieth

Scott Alan Rivers

RECEIVED
APR 2 4 2016
BY: ...

Attn: Steve Fowler, Assistant Planner
City of Seal Beach
Department of Community Development
211 Eighth Street
Seal Beach, CA. 90740

April 24, 2016

Mr. Fowler:

I am a ten-year resident of Rossmoor and I oppose the proposed LA Fitness project in the Shops at Rossmoor.

First - I should note that I am a licensed California architect. I have BA in Architectural Design from Princeton University and a Master of Architecture degree from the Harvard University Graduate School of Design. As a design critic, I've participated in design juries at Harvard, USC, SciArc and the Boston Architectural Center. As an architect, I've submitted and obtained planning approvals for numerous projects, both large and small, in various jurisdictions. I've also assisted Planning staff in writing code and have authored design guidelines for large planned residential communities.

As a result, I'm quite familiar with the Planning approval process when adjacent neighborhoods are involved. I've participated as an advocate for both residents and developers. In my experience, empathy and fairness offer the best results for all.

Existing Traffic Issues Along Montecito Road

For the past ten years, I lived in a house on the corner of Montecito and Woodstock Road in Rossmoor. Our driveway fronts Montecito Road. This makes me somewhat of an expert regarding daily traffic conditions along this portion of road. Most days during peak traffic hours, it can take up to ten minutes to safely exit our driveway. This is due to a seemingly endless chain of cars, drivers taking their children to school and/or heading to work.

There's virtually no pause to this Montecito traffic flow because it's not regulated by traffic lights. There's two lanes going each direction on Montecito with only stop signs to regulate this flow. As a result, traffic briefly hesitates but never stops.

Another condition of living along Montecito is the speed and carelessness of many of the drivers. As you may know, parents often have to rush to get their children to school (I have two children myself so I know). Montecito and Foster are the two main feeder streets for the five elementary schools and within Rossmoor. For those parents traveling to our two middle schools, our high school and/or St. Hedwigs, Montecito is the preferred route used to bypass the traffic lights of Seal Beach Blvd.

Unfortunately, there is a high concentration of commuter traffic along this portion of Montecito Road. Montecito also serves as the main access road for a number of large condominium complexes near to the proposed LA fitness site. All of these households have people who go to and from work every morning/evening. It's common knowledge, that commuters often drive at excessive speeds and cause accidents

[redacted] Woodstock Road, Rossmoor, CA 90720 [redacted] [redacted]

1

Steven Fowler

From: Kalani [redacted]
Sent: Wednesday, April 12, 2017 7:20 AM
To: Steven Fowler
Subject: Fwd: LA Fitness Is One Step Away

Mr Fowler

I signed up for emails from LA Fitness to get apprised of the proposed new club which I am strongly against. I received this email which asks that people fill in their email and name and immediately sends a slanted email to you encouraging the project without giving the option for people to edit.

You are likely getting inundated with emails and I thought you should know why.
I find this misleading and in poor taste. If my work email was suddenly flooded by emails I would not be happy and at least want to know why. Shame on LA Fitness for doing this and for attempting to speak on behalf of the people that would be negatively impacted by this.

As a resident I strongly oppose this project. Traffic going North on Seal Beach Blvd is horrendous. Our daily commute to our children's school has doubled in time in 4 years with a natural increase in traffic. LA Fitness would only cause more gridlock.

Furthermore, we live at the beach and work out there! There are many local businesses that provide great fitness classes from yoga to barre to Pilates to dancing. We don't need a sweaty gym.

- Kalani Robinson
[redacted]

Begin forwarded message:

> **From:** LA Fitness Seal Beach <lafitnesssealbeach@gmail.com>
> **Date:** April 12, 2017 at 6:00:13 AM PDT
> **To:** [redacted]
> **Subject: LA Fitness Is One Step Away**
> **Reply-To:** <lafitnesssealbeach@gmail.com>

Dear Neighbor,

Thank you for your supporting the plans to bring LA Fitness to Seal Beach.

-----Original Message-----
From: Cheryl Roeder [[redacted]]
Sent: Monday, April 24, 2017 12:16 PM
To: Steven Fowler
Subject: No to LA Fitness

Good afternoon Steve Fowler,

My name is Cheryl Roeder, and I currently live in College Park East. I am a concerned Seal Beach resident. I understand that once again the city is looking at adding a LA Fitness to the already busy Rossmoor Center. For those, like myself who live in the area the traffic is already too much. Frequently you wait 2-3 times just to turn in on Rossmoor Way, and sometimes 2-3 times on St Cloud too. Due to of the heavy traffic I do not allow my children to ride their bike up to the center, instead we always drive. I know the Los Alamitos School District has been concerned with the amount of traffic parents put on the area that they've lower the bus fares to encourage parents to not drive their students. We've taken advantaged of this. Both my children ride the bus to help ease the traffic. Adding the gym would only make that problem worse.

We currently have a lot of options for fitness centers. Pure Bare on Seal Beach, LA Firness on Valley View and Chapman, 24 hour on Patella, and many others that I haven't listed.

Please vote NO on LA Fitness.

Thank you,

Cheryl Roeder

From: Melissa Roudabush [[redacted]
Sent: Friday, April 14, 2017 4:07 PM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com**; Schelly Sustarsic; Thomas Moore; Crystal Landavazo;** coalitionagainstlafitness@gmail.com**; Building Official**
Subject: Opposition to location for LA Fitness

I recently moved to Rossmoor from one of the condo buildings on Montecito Rd in Seal Beach. My favorite part about living in the condos was the access to shopping while still being in a quiet setting.

I oppose the request by LA Fitness to build in the parking lot behind the condos. The peaceful, neighborhood feel of that center will severely diminish. The center right now is highly walkable, with walking routes actually mapped out with distances. If you build a gym, any gym, there, you will shatter the walkability of that entire center. I will never

let my young children walk through there, as the increased traffic volume will make it unsafe for them to do so.

I also worry about the increase of crime. I have a few friends who had their cars broken in to in the gym parking lot on Valley View and had hundreds of dollars of belongings each stolen. The police told them gyms are targets for thieves because people often go to the gym on their way home from other places, leaving many of their belongings in the car. I worry that these individuals will seep in to the streets of Rossmoor and that we will see an increase of property crime, especially on the streets nearest the center.

Please picture this gym outside your backdoor, as it literally will be for several hundred Seal Beach residents. Please vote no.

Melissa Roudabush
[redacted] Martha Ann Dr.
Rossmoor, CA 90720
From: diane rush [redacted]
Sent: Friday, April 14, 2017 2:31 PM
To: Leslie Medina
Subject: Opposition to LA Fitness Center in Shops at Rossmoor

Diane Rush
[redacted] Christy Lane
Rossmoor, CA 90720
[redacted]

April 14, 2017

Building & Safety Department
Permit Technician, Leslie Medina
Seal Beach City Hall
[redacted] Eighth Street
Seal Beach, CA 90740

Permit Technician Medina,

I wish to express my opposition to the LA Fitness Project in the Shops at Rossmoor. No mitigation can compensate for the loss of peace, quiet and safety that will certainly result from the proposed construction of a 37,000 square-foot health club in the middle of our residential neighborhood.

My deep concerns include:

Crime: I lived for many years in Anaheim across the street from a major health club of which I was a member. Clients arrived and departed continually, night and day. The adjacent parking lot was the site for many forms of crime -- drug dealing, gang activity, muggings and a base-of-operation for neighborhood vandalism, robbery and human

trafficking. It was noisy, dangerous and heaped with refuse. Even stepped-up law enforcement could not keep pace with the criminal activity.

Health: The EIR contains a section on "Noise Assessment" of magnitude, spectral composition, duration and repetitiveness, speculating these will be within allowable limits. *Allowable limits*? What is that worth to residents of Rossmoor Regency and Rossmoor Park Condominiums who live just a few yards from the proposed site? Car alarms, human voices and the roar of HVAC systems are but a few of the disruptive sounds residents would be constantly subjected to.

Safety and Access: A 37,000 square-foot health club would also obliterate scarce parking especially crucial for the elderly and handicapped. Access by emergency service vehicles would also be restricted.

I urge you to advise against this project that will harm and burden Rossmoor, Seal Beach's most supportive neighbor.

Sincerely,

Diane Rush
Rossmoor Resident
Member of Coalition Against LA Fitness

From: Natalie Samodouroff [[redacted]]
Sent: Friday, April 21, 2017 2:43 PM
To: Steven Fowler
Subject: FW: la fitness bad for Rossmoor

From: Steel, Michelle [mailto:Michelle.Steel@ocgov.com]
Sent: Friday, April 21, 2017 2:39 PM
To: Natalie Samodouroff <[redacted]>
Subject: RE: la fitness bad for Rossmoor

Dear Ms. Samodouroff,

Thank you for your recent email expressing your concerns regarding the proposed LA Fitness project in the Shops at Rossmoor, located in the City of Seal Beach.

Your position on this matter is important to me. However, the County does not have a role in the City of Seal Beach's planning decisions. The County Board of Supervisors planning authority is limited to County-owned facilities and communities within the unincorporated areas of Orange County.

What I can and will do is forward your email to the Mayor and City Manager of Seal Beach to make them aware of your correspondence with me regarding your concerns about the proposed LA Fitness project.

Sincerely,

Michelle Steel
Chairwoman, Board of Supervisors
Supervisor, Second District
(714) 834-3220

From: Natalie Samodouroff [redacted]
Sent: Wednesday, April 19, 2017 11:15 AM
To: Steel, Michelle <Michelle.Steel@ocgov.com>
Subject: la fitness bad for Rossmoor

Last meeting didn't address any of the residence in the community that would be affected by this terrible money grab by the city of seal beach.

How do we protect our community from the council people that are voted in to do this.

Please Please Please – read and listen to our community and all of our traffic, crime and quality of life concerns we have.

This is not a facility that will benefit our community.

Find a property that fits this high traffic type of facility. Not a cramped / overbuilt area near a residential community.

This is such a bad idea.

Thank you for listening.

Natalie

From: [redacted]
Sent: Thursday, April 06, 2017 1:58 PM
To: info@lafitness.com; info@mdcp.com; info@sepfunds.com; Sandra Massa-Lavitt; Schelly Sustarsic; Mike Varipapa; Thomas Moore; Ellery A. Deaton; Crystal Landavazo; Steven Fowler; Building Official; Brian McKinney; Leslie Medina; Michelle.Steel@ocgov.com
Cc: coalitionagainstlafitness@gmail.com
Subject: Stop LA Fitness at the Shops in Rossmoor

I am opposed to the LA Fitness Project at the Shops in Rossmoor (Seal Beach)

As a Seal Beach resident, I'm concerned about the amount of additional traffic generated by he LA Fitness Gym. The shopping center is jammed with cars all day and night.....go take a look! School children use the streets around the shopping center for riding bikes to school; increased traffic will make this unsafe and dangerous. Seniors use the shopping center for daily meals and free food; increased traffic will make it dangerous for Seniors to cross the busy streets of Montecito Road and St Cloud Road.

Tax revenue is not worth causing potential harm to children and/or Seniors. Stop the project now. LA Fitness is not FIT to be in Rossmoor!
Steve Samuelson
Seal Beach and Rossmoor resident 31 years.

Steven Fowler

From: bigraccoon [redacted]
Sent: Monday, April 24, 2017 1:25 AM
To: Steven Fowler
Subject: Opposed to LA Fitness at Rossmoor Shopping Center

Dear Sirs,

I am a 38 year Seal Beach resident, homeowner, & currently serve as a board member of the Rossmoor Park Homeowners Association. Last week at our homeowners meeting & EVERY monthly meeting for sometime our homeowners have spoken unanimously and strongly against the proposed LA Fitness. Myself & our homeowner have multiple concerns about this large building with its increased traffic, noise, detriment to our families safety, and fear of many other untoward and adverse changes to our community and homes. The city should be representing its citizens & residents responsibly with care given to how their lives would be affected. LA Fitness is NOT a appropriate use for this property. If something is to be built next to our homes, please let it be something that is not so harmful to our families life and safety. My home is about 100 feet from the proposed LA Fitness. Please vote NO on the LA Fitness proposal. Your assistance in this matter is greatly appreciated.

Sincerely,

Craig Sandberg
[redacted] Montecito Road [redacted]
Seal Beach, CA 90740
([redacted]

-----Original Message-----
From: julie guntner [[redacted]]
Sent: Friday, April 21, 2017 4:05 PM

To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: No to LA fitness

Good afternoon,

My name is Julie Saum and I am a Rossmoor resident. My husband, young daughter and myself live at [redacted]Christy Ln. near rush park. I am writing to let you know that we strongly oppose the LA fitness development. We are young family in our 30's who care very much about a healthy lifestyle. This is exactly why we oppose this development.

Several times a week we walk up to the center for our shopping. We also ride bikes and run in the neighborhood as a family. A development of this size is in conflict with our ability to continue living this type of healthy lifestyle. The increase of traffic will directly affect our ability to continue with these activities in the vicinity of the proposed development. We will not become members of the fitness center and, in fact, will go out of our way to avoid additional traffic in that area should the fitness center be built. This means that I will take my shopping business elsewhere, where it is less congested.

I urge you to reconsider this development. It is not an appropriate location and it has not taken the residents into consideration.

Thank you,

Julie Guntner Saum

Sent from my iPhone

From: Dan Schechter [redacted]
Sent: Saturday, April 08, 2017 10:30 AM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: I'm concerned about the LA Fitness project – traffic, noise, and congestion

I live in Rossmoor, near the proposed LA Fitness gym. I am very concerned that it will be a disaster for our neighborhood. Please reconsider this project.

Thanks,

Dan Schechter
[redacted] Wallingford
Rossmoor, CA 90720

From: karen schultze [[redacted]]
Sent: Monday, April 24, 2017 4:51 PM
To: Steven Fowler
Subject: Opposed to LA Fitness

Dear Mr Fowler,

I am not opposed to development, if it makes sense. The proposed LA Fitness location in the Shops at Rossmoor does not make sense for several reasons; unneeded, massive increase in traffic, decreased safety, increased crime, increased noise, and completely innappropriate placement within the shopping center.

The community of Rossmoor does not need or want a massive gym. There are at least 2 dozen boutique gyms and a couple of large gyms servicing us well right now. It does not make sense.

The traffic congestion on Seal Beach Blvd. And in the Shops at Rossmoor is already more than the streets can handle. Proposed traffic flow upgrades need to be made without adding more traffic. Customers already avoid the Shops at Rossmoor because of the traffic. Allowing a business that would severely increase traffic for such long periods of time does not make sense.

The intersection between Sprouts Market and Pei Wei is already unsafe for pedestrians. I am surprised no one has been killed yet. The existing back up of cars coming from Seal Beach blvd onto Rossmoor Center Way is not safe either. Northbound cars get caught in the fast lane now because the turn lane is too short. That is not safe. This needs to be fixed now without adding more traffic. Southbound traffic backs up as well, blocking the entrance to CPK. This also should be fixed without added more traffic. Allowing an LA Fitness does not make sense.

Massive gym parking lots bring crime with them. People leave thing in their cars and thieves know this. This will spill right into the neighborhood. It is right there at the edge of the parking lot. We do not need crime brought to our doorsteps. It does not make sense.

Noise from the proposed LA Fitness would come from several sources and reverberate around the surrounding residences and buildings. From the 4 am arrival of the employees and deliveries to the midnight employee departures, noise will abound. Cars parking, doors and trunks slamming. Car alarms and locking beeps will mix with conversations on cell phones and to other members. Noise from the equipment like air conditioning will be there too. From 4 am until midnight. Right next to the bedroom windows of the condos. It does not make sense.

A business with 9 to 5 hours would make sense. Possibly a medical office building. Something that would serve the community rather than harm it. The proposed LA Fitness does not make sense at this location.

Please take these things into account when you make your decisions.

Thank you for your time.
Karen Schultze

-----Original Message-----
From: Elizabeth Schulz [[redacted]]
Sent: Friday, April 21, 2017 4:52 PM
To: Steven Fowler
Subject: L. A. Fitness

My husband and I have lived in Rossmoor since 1959. We have seen many changes and additions to the Rossmoor Shopping Center. Change and progress are needed and most of the time are welcomed. However, building an L. A. Fitness behind Sprouts is most unwelcome.

We are opposed to the increase in traffic (already out of control), noise and safety issues and increased crime to our neighborhood. We hope that the Seal Beach City Council will be a good neighbor to our community and reject the L.A. Fitness proposal to build in the Rossmoor Shopping Center!

From: [redacted] [mailto:lori6359@gmail.com]
Sent: Friday, April 21, 2017 2:44 PM
To: Steven Fowler
Subject: LA Fitness

Please note that as homeowners in Rossmoor we are very much against a huge fitness center in the back Of the Kohls area.
We cherish are small town feel, and as our grandchildren to to preschool almost directly behind where the Center would be, we encourage you to support us in keeping our area safe from more crime and traffic.
Thank you so much,
Bill and Lori Scott
Rossmoor Residents since 2003

From: Angie Simpson []
Sent: Sunday, April 23, 2017 12:53 PM
To: Steven Fowler; info@lafitness.com; info@mdcp.com; info@sepfunds.com; Sandra Massa-Lavitt;ssustaric@sealbeachca.gov; Mike Varipapa; Ellery A. Deaton; Building Official; Leslie Medina;michelle.steel@ocgov.com
Cc: Kevin Pearce
Subject: Letter in OPPOSITION to LA Fitness in SB/Rossmoor

I am greatly OPPOSED to the LA Fitness project in the Rossmoor Shops (Seal Beach)

As a home owner for over 21 years here in Rossmoor, I have witnessed the horrendous increase in traffic over the years. This project, if approved, would only cause further congestion, delay and safety concerns to residents. Along with the increase of traffic due to the Center, I have also seen a tremendous increase in litter along our beautiful streets that line up along Montecito. I cannot believe that the traffic impact alone has not convinced the city NOT TO GO FORWARD. Most fitness centers ARE NOT right on a residential areas like this project. This creates an opening for CRIMES OF OPPORTUNITY.....more break in in both homes and cars which would be a travesty to our lovely residential community.

This fitness project is just too close to our homes and the traffic impact is not a fit for our community.

Shame on the city of Seal Beach for not thinking about the homeowners that make this community a beautiful place to live. This project is a money grab and DOES NOT present a Win-Win for the city and homeowners and therefore, it is a mistake and unwanted.

Thank you for your time and consideration.

An unhappy Rossmoor Homeowner,

Angelique Simpson

From: Lauren Davis Sosenko [redacted]
Sent: Monday, April 24, 2017 2:11 PM
To: Steven Fowler
Cc: Thomas Moore
Subject: Concern about LA Fitness

Hello Mr. Fowler,

It is my understanding that you are receiving resident communications about the LA Fitness project that will be discussed at tonight's City Council meeting.

We are so very lucky to have the businesses, jobs, and resources in the Rossmoor Center. The convenience and ease of these businesses increases quality of life for our residents and the neighboring communities. I love that my children

can walk to Rite-Aid to get an ice cream cone when visiting their school friends who live in Rossmoor, and I love to buy fresh and healthy dinners at Sprouts on my way home from picking my kids up from school.

However, I am very concerned that the traffic will become intolerable with the gigantic LA Fitness project proposed at the back of the center-- my kids will no longer be able to safely cross St. Cloud Dr/Montecito Rd, and I will choose to buy groceries at the Long Beach Trader Joe's to avoid nightmare traffic in the Center on my way home from work.

I know the Council considered this request several months back, and I was heartened by the Council's decision to not approve the application. I strongly encourage the Council to again decline support for this project.

Thank you,

Lauren Sosenko
168 Yale Lane
Seal Beach, CA 90740
[redacted]

From: Debbie Stea [redacted]
Sent: Sunday, April 09, 2017 2:58 PM
To: info@lafitness.com; info@mdcp.com; info@sepfunds.com; Sandra Massa-Lavitt; Schelly Sustarsic; Mike Varipapa; Thomas Moore; Ellery A. Deaton; Crystal Landavazo; Steven Fowler; Building Official; Brian McKinney; Leslie Medina; Michelle.Steel@ocgov.com
Cc: Kevin Pearce
Subject: LA Fitness Project

I am opposed to the LA Fitness being built into our Rossmoor community. I don't feel LA Fitness is being honest with the details and numbers that they project for membership. They claim they will only need 6500 members to maintain their gym. Their main competitor 24 Hr. located on Katella, just 3 miles away has 17,000 members. LA fitness couldn't survive with 6,500 members, half of what 24Hr. has.

70,000 people go to 24Hr. Fitness a month. (that is 2300 cars in and 2300 car out daily)....4600 extra cars a day! There is no way our community could support this kind of traffic coming onto Seal Beach Blvd. and into our neighborhood on St. Cloud and Bradbury.

This is not safe for all the kids going to school, pedestrians trying to cross the street, not to mention all the crime it will bring to the neighborhood with people breaking into cars while people are working out. (This happens at 24 Hr.)

The Village 605 that is going to be built in Los Alamitos is already going to bring increased traffic to the area. Our community cant handle 4600 more cars a day from LA Fitness coming in also. Trying to get to the high school or middle schools will be a nightmare!

We need to stop LA Fitness coming into our neighborhood before it is too late. Once it comes in it will be too late to say what a mistake it was. We already have 4 large gyms (2 are LA Fitness) in a 4 mile radius. We don't need another!

Debbie Stea
Rossmoor resident 25 years

From: Debbie Stea []
Sent: Sunday, April 23, 2017 5:04 PM
To: Steven Fowler
Subject: LA Fitness

Mr Fowler

My name is John Stea. I am a 25yr Rossmoor resident who opposes a LA Fitness being built in the Rossmoor shopping center. This is a bad idea and a poor fit for the area. Who would even consider putting a large gym so close to a residential area? I am shocked this is even being considered! LA fitness is not being honest with the number of members this gym will bring in. They have said they expect about 6500 members. A gym this large needs more members to survive. 24 HR Fitness on Katella a similar size gym has 17,000 members which account for 70,000 cars a month or roughly 2,400 cars a day. You can call the manager there and check it out.
We love living in Rossmoor and love going down to Seal Beach to dine and shop to support the small businesses and the community. The increase in traffic and crime this gym will bring to the area will harm the residents of both our communities. I think the area where the proposed LA fitness would be located would be a great place for a Nursery. That would add to the area not detract.

Sincerely
John Stea

Steven Fowler

From: Elizabeth S. [redacted]
Sent: Monday, April 24, 2017 3:47 PM
To: Steven Fowler
Cc: Thomas Moore
Subject: Against LA Fitness in Rossmoor

Hello Mr. Fowler,

It is my understanding that you are receiving resident communications about the LA Fitness project that will be discussed at tonight's City Council meeting.

We are so very lucky to have the businesses, jobs, and resources in the Rossmoor Center. The convenience and ease of these businesses increases quality of life for our residents and the neighboring communities. I love that my children can walk to Rite-Aid to get an ice cream cone when visiting their school friends who live in Rossmoor, and I love to buy fresh and healthy dinners at Sprouts on my way home from picking my kids up from school.

However, I am very concerned that the traffic will become intolerable with the gigantic LA Fitness project proposed at the back of the center-- my kids will no longer be able to safely cross St. Cloud Dr/Montecito Rd, and I will choose to buy groceries at the Long Beach Trader Joe's to avoid nightmare traffic in the Center on my way home from work.

I know the Council considered this request several months back, and I was heartened by the Council's decision to not approve the application. I strongly encourage the Council to again decline support for this project.

Thank you,

Elizabeth Stevenson
[redacted] Wisteria St
Seal Beach, CA 90740
[redacted]

Sent from my iPhone

---------- Forwarded message ----------
From: **Betty Jane Vandenberg-Stobaugh** <[redacted]>

Date: Thu, Apr 20, 2017 at 1:33 PM
Subject: LA Fitness
To: smassalavitt@sealbeachca.gov, ssustarsic@sealbeachca.gov, mvaripapa@sealbeachca.gov, tmoore@sealbeachca.gov, edeaton@sealbeachca.gov

To whom it may concern,

I frequently shop the Sprouts shopping center. My daughter dances in Los Alamitos and I have short periods of time to run my errands before needing to pick her up. I understand there is a possibility of an LA Fitness to join the center.

I fear I would have to stop shopping there if that happens. As it is, the street traffic is heavy and with an LA Fitness in the same location I know I would not have time to run my errands and pick up my daughter in time.

My vote would be not to have an LA Fitness in that area.

Sincerely,

Betty Stobaugh

From: [redacted] [[redacted]]
Sent: Monday, April 24, 2017 2:53 PM
To: Steven Fowler
Subject: L A Fitness

This is just another objection to the fitness center. Having lived in Rossmoor since 1966 we have seen many changes. Some good and some not so good. But, this is not a good change. There is so much traffic on all roads leading into the subdivision right now that the entrances are, for the most part, two light changes to turn left off Seal Beach Blvd. The easiest entrance is at St. Cloud (Montecito) which gives access to the shopping center. It also goes through the center of the subdivision. It is nearly impossible to cross from the housing side to the shopping center without taking your life in your hands. Children and adults walk and bike along that road ..... it is scary. If the fitness center goes in there will have to be stoplights installed at some time in the near future. Anyway .... we are dismayed that the city of Seal Beach and whomever owns that piece of property cannot find some other less intrusive business to occupy that area.
Thanks for letting us have our say even though we know that it will do no good.

Bill and Donna Strickland
[redacted] Druid Ln
Rossmoor CA 90720

From: Felice Sussman [[redacted]
Sent: Monday, April 10, 2017 1:59 PM
To: Sandra Massa-Lavitt; Crystal Landavazo
Subject: NO on the LA Fitness Project!

The proposed LA Fitness is a BAD project for our community--the increases in traffic, noise, and crime and the threat to the safety of our children are all compelling reasons to REJECT this development.

Even the developer's (JLL) senior vice president, Marty Potts, thinks it's a bad fit for our community. Here is a direct quote from him in the OC Register's Sunday newspaper from April 9, 2017 (Local section; article by Susan Christian Goulding): "Commercial properties and residential properties just don't live together well".

Thank you in advance for rejecting this project on behalf of our community.

Felice Sussman
From: Karen Swenson [redacted]
Sent: Friday, April 07, 2017 8:05 AM
To: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: Karen Swenson

Please, do not allow tax greed to destroy the safety of Rossmoor. A neighborhood like each one of you would like to reside in will become far less safe due to huge amounts of traffic along our small Rossmoor streets as resourceful drivers try to avoid congested Seal Beach Blvd. Please, do not greedily change a neighborhood for tax revenue.
Karen Swenson resident of Rossmoor since 1981

From: Susan Taylor [redacted]
Sent: Saturday, April 22, 2017 6:26 PM
To: Steven Fowler
Subject: Stop LA Fitness

Hello Steve,

I spoke to you last week at City Hall. Thank you for your time!

I once again want to voice my opposition to this project as proposed. After reading a BOATLOAD of information about this center, this is just not the right fit. This space is too small to effectively accomodate such a large building.

Safety, traffic, increased crime, and the continued erosion of our quality of life are the concerns we all have!

We hope we can be heard, and that all will truly listen.

Thanks again,

Susan Taylor

-----Original Message-----
From: Sarah Tello [redacted]
Sent: Monday, April 24, 2017 12:26 PM
To: Steven Fowler
Subject: LA Fitness

Hi Mr. Fowler - I am a Seal Beach resident and I very concerned about the possible Seal Beach LA Fitness. I believe this will increase crime and cause traffic congestion to the surrounding neighborhoods. I oppose the development and hope the new facility develops elsewhere. The Shops at Rossmoor have several large corporate businesses and traffic issues presently. I believe the new facility is short-sighted and profit centered versus community and safety minded.
Sincerely,
Sarah Tello

Sent from my iPhone

The Los Alamitos-Rossmoor Friends of the Library has taken a position of strong opposition to the construction of the 37,000 sq.ft. LA Fitness facility to be located in the Shops of Rossmoor for the following reasons:

3. Proximity. The location of the planned facility is in extreme close proximity to our library, one of the most highly patronized libraries in the county, serving the communities of Seal Beach,

Los Alamitos, Cypress, Rossmoor ; in addition, this location is adjacent to residential neighborhoods making it incompatible with the area.

4. Traffic/Safety. The impact of increased traffic of approximately 2000 trips per day poses a major safety problem for our library patrons, especially our school children who use the library after school hours which is also heavy use time for gyms.

For these reasons, the Los Al-Rossmoor Friends of the Library Board stands in opposition the LA Fitness project.

Action taken at Los Alamitos-Rossmoor Board Meeting, April 12, 2017

Steve Fowler March 16, 2017
Assistant Planner
City of Seal Beach Dept. of Community Development
211 Eighth Street
Seal Beach, Ca. 90740

My name is Sandy Tessier and I live at 4825 Ironwood and I am writing to you to ask you please vote against the proposed construction of an LA Fitness gym at the Shops at Rossmoor.
The construction site at the back parking lot of the Shops at Rossmoor is definitely not an ideal location for a gym.

I visit the Shops every day and I do enjoy shopping there.
However, the access streets to the Shops are congested as it is and the addition of the gym would add greatly to the traffic problems of that area.
The nature of the gym business requires many cars constantly coming and going all day, using this already crowded access road.

As I understand the City of Seal Beach will not gain very much revenue from the gym and the impact on the community will be so very negative.

I could go on and on, but I won't.
Just know that I am a constituent in College Park East speaking on behalf of myself and my family (who lives in Leisure World) and many friends and families who live in Rossmoor.

Please vote against this construction.
Thank you for your time.

Sincerely,
Sandy Tessier
[redacted] Ironwood Ave.
[redacted]

Christine Theodore

[redacted] Dennis Rd.
Rossmoor, CA 90720
[redacted]

Steve Fowler
Assistant Planner
City of Seal Beach Department of Community Development
211 Eighth Street
Seal Beach, CA 90740

March 21, 2017

Dear Mr. Fowler,

I am writing to state my opposition to the proposed LA Fitness Health Club addition to the Shops at Rossmoor. There are multiple health clubs available to local residents within a short distance of our community. The Shops at Rossmoor have provided needed shopping in our area but have increased the traffic considerably as well. I am greatly concerned about the additional traffic that this club would bring to our community and ask you to oppose this project.

Sincerely,
C Theodore
Christine Theodore

From: Tatiana Boiko Thoene [[redacted]
Sent: Monday, April 10, 2017 6:14 PM
To: Leslie Medina
Subject: Please Help Us

Dear Ms. Medina,

My name is Tatiana Thoene, and I reside in the area immediately next to the proposed site of the LA Fitness facility.

I am sure, you consider it as a good addition to our landscape, but you are not living in this area, and it is hard for you to estimate the impact of such a huge construction and a future site.

Our neighborhood is already suffering from extensive traffic, the area becomes less safe, and there are fewer walking routes here.

I know, we are not entitled to all the open parking area (I park underground and parking is not my concern at all), but it will be better served with a cluster of smaller, and more intimate facilities - like maybe family restaurants or cafes.

Something, that will dramatically increase traffic, reduce safety, create noise, and affect people living here, is not really welcomed.

Please be considerate to us. Please put this facility elsewhere.

Thank you.

Tatiana Thoene
[redacted] Montecito Rd, [redacted]
Seal Beach CA 90740

Steven Fowler

From: Amy Thomas [redacted]
Sent: Monday, April 24, 2017 4:02 PM
To: Steven Fowler
Subject: LA Fitness

Good afternoon Mr. Fowler.

My name is Amy Thomas and I currently live in Rossmoor, directly behind the proposed LA Fitness site. I am extremely concerned about this proposal for many reasons. I understand that the city is looking at adding an LA Fitness to the already busy Rossmoor Center. For those, like myself who live in the area, the traffic already exceeds what the area is zoned for and can accommodate. When attempting to park at the shopping center, or walk to a shop with my children, the traffic congestion at the center is unacceptable.

The Los Alamitos School District has been concerned with the amount of traffic schools alone have put onto the streets in this area. For the safety of our children and those that live in the community, they've lowered the bus fares to encourage parents to NOT drive their children to school. They have also promoted walk-to-school Wednesdays to decrease the amount of cars to and from schools. The addition of LA Fitness to the already congested area will only create and even bigger problem. In addition to the traffic issue, I am also concerned about the potential for an increase in crime rate as parked cars always bring break in's in Gym parking lots. This has been proven, documented and reported on by local and national media time and time again.

We currently have a lot of options for fitness centers in this area. LA Fitness on Valley View and Chapman is not too far of a drive (only one more freeway exit). There is an Anytime Fitness on Wastminster Ave in Seal beach, a Seal Beach cross fit on Los Alamitos Blvd, a Boeing Fitness center, the Joint Training base offers many inexpensive options for fitness as well as the City of Seal Beach and the City of Los Alamitos programs.

Please consider the residents that will be impacted by this addition and vote **NO** on LA Fitness.

Thank you,
Amy and Jeff Thomas
[redacted] Brimhall Drive
Rossmoor, Ca 90720

Dr. Amy T. Thomas
Department of Anesthesiology
University of Southern California
Keck School of Medicine
[redacted]

From: Bill Thomas [redacted]
Sent: Thursday, April 06, 2017 3:44 PM
To: Zoe

Cc: Sandra Massa-Lavitt; Mike Varipapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com; Schelly Sustarsic; Thomas Moore; Crystal Landavazo; Building Official
Subject: Re: LA Fitness Project SB

TRAFFIC, TRAFFIC, TRAFFIC, TRAFFIC

BUSIER STREETS,

MORE VEHICLE NOISES,

MORE FUMES

LOST PARKING SPACES....

THAT'S WHAT A BIG CORPORATION GYM.
L A FITNESS WOULD BRING...

NO, WE DON'T NEED ANY OF IT !!!!

From: jmwagoner []
Sent: Saturday, April 22, 2017 8:05 PM
To: Steven Fowler
Subject: LA FITNESS

I know you were at the Environmental Impact Review Council meeting and heard all of the comments regarding LA Fitness. I would like to emphasize again that we are in Opposition to it and would hope you would vote against it. It just isn't a good business to be in a neighborhood residential area.

We are not opposed to a business going in that parking lot just not a gym with so many negatives of traffic, noise, pollution and long business hours .

Please respect our wishes to maintain our neighborhood as a Charming and unique neighborhood.

We don't wish for our area to be impacted with more traffic.
It won't matter to you if you don't live in this area, but if it goes through it will make a huge negative difference to the surrounding neighbors.

You can make a positive difference by voting against this project.

Sincerely from a 36 yr. resident,
Jim and Janet Wagoner

Sent from my Verizon, Samsung Galaxy smartphone

April 15, 2017

Steve Fowler

Assistant City Planner, City of Seal Beach
Department of Community Development
[redacted] Eighth Street
Seal Beach, CA 90740

RE:Severe negative impact of proposed fitness center in Shops at Rossmoor

Dear Mr. Fowler:

It appears that JLL/Marty Potts are again intent on creating a fitness center in the Shops at Rossmoor. Despite their rosy language to "provide a great retail experience that is aligned with the needs and desires of our customers" I have an opposite view as to the experience and effect such a fitness center would have on the local community. My concerns center on a number of issues but the most critical negative impact would be from:

1. Traffic-Despite any and all efforts to direct traffic to Seal Beach Boulevard it is completely apparent that the majority of traffic will quickly find the shortest route is via Montecito Road through Rossmoor. I spoke to the traffic engineer, at length, and viewed their measures. I have absolutely no doubt that there will be a marked increase in traffic in Rossmoor with an expected increase in accidents/incidents and a seriously lowered level of safety for residents including children. Their "estimates" for traffic on Montecito are clearly "guesses" and ignore common sense. Traffic within the Shops at Rossmoor is already horribly congested and makes for a situation and place I try to avoid currently because of the danger of driving within it. This will be significantly worsened by the proposed construction and exploding amount of traffic

2. Safety- With the expected increase in traffic through Rossmoor and the knowledge that surge times for attendance at a fitness center seem to parallel school opening and closing times I have a very strong concern that should this fitness center be built there will be a corresponding decrease in the safety of school children, as well as residents, during those times particularly.

3. Crime- Fitness centers are known to be "hot spots" for crime. It is no secret that anyone entering a gym will likely be there for at least one hour. As such, it is all too common to have such places staked out by groups of criminals with the intent of car break-ins. Any female entering the gym without a purse almost certainly has one in their car and becomes a target. It would be impossible for Seal Beach to station a police unit at the fitness facility from 5 AM to 11 PM to prevent this. The location is secluded enough to make this a very real concern. My wife had exactly just such an incident at the 24 hour Fitness Center in Cypress recently. The Cypress police related that this is exceptionally common and opening such a center at the Shops at Rossmoor only invites a higher level of crime into Seal Beach and also into Rossmoor itself.

I have a much longer list of additional negative impacts such a fitness center would have on my community, Rossmoor, but the above seem to be the most critical. Despite the letter from Marty Potts suggesting there is an ever-growing interest in such a fitness center to be built, I remain totally unconvinced there is any such interest. I am aware of an extremely strong concern in the community that such a center will be a severely negative influence. More traffic, more crime, more congestion in a space that is severely impacted currently does not match up with JLL's notion of an experience "aligned with the needs and desires of our customers". I strongly urge you and the Planning Commission to do everything in your power to deny permission to build this fitness center.

James Wethe
[redacted] Inverness Drive
Los Alamitos, CA 90720

[redacted]

From: Michael Wheaton [redacted]
Sent: Monday, April 24, 2017 4:52 PM
To: Steven Fowler
Subject: Against adding an LA Fitness to Rossmoor

Steve Fowler,

Here are a few of the many reasons why adding LA Fitness to the Rossmoor shopping center is a very bad idea.

Traffic
- Already heavy traffic on entire boulevard, especially during school drop off and pick up times
- Due to the heavy traffic on the entire boulevard, drivers will then take a short cut through Rossmoor. Rossmoor is a residential neighborhood, not a major boulevard, but will become one if the gym goes in.
- Even if you make an extra lane on Rossmoor Center Way, you can't do anything about the back-up due to customers walking into/out of Sprouts. It is already backed up and is extremely unsafe. It will only be worse.
- How will emergency response vehicles get thru the congested traffic?
- At its own cost, the school district has even begun a program offering low cost bus service to all the schools from Seal Beach, Los Alamitos, and Rossmoor due to the fact that there is already too much traffic
- For the first time in decades, the district has had to stagger the start times of all the elementary schools to help with the congestion of traffic. Why do we want to add more traffic? Noise
- EIR report should take into account slamming car doors, trunk lid, etc.
- EIR report doesn't address conversation of gym clients in close proximity of residential properties
- EIR doesn't mention car or motorcycle engines starts and revving near residential property
- Car alarms sounding right next to residential property line to the west-these can reach the vicinity of 90 DBA and fifty percent duty cycle for minutes at a time-where is this accounted for?
- Report fails to account for increase in noise due to replacement of landscaping on Seal Beach Blvd and Rossmoor Center Way. Is that why noise measurements at other LAF locations could not be used?
- Report does not address the reflective properties of the building itself. Along Rossmoor Center Way, there is an existing cinderblock wall and the huge gym will create a reverberation chamber amplifying traffic noise and reflecting it into bedroom windows to the north.

Hazardous Materials
- Concentrated chlorine or oxidizer & acids are part of the routine cleaning of swimming pools/athletic equipment. There is no mention of a loading dock or storage for these materials.
- Shouldn't the proximity to residences mandate the preparation of a hazardous materials and emergency response plan, given the use of toxic chemicals used? Parking
- Effective May 31, 2017 no parking from the condos will be allowed, thus moving them onto streets of Rossmoor. These cars belong to Seal Beach residents and now are being forced to park in front of Rossmoor residences. Is this being a nice neighbor?
- This parking issue is a community, city problem. The city created it? What is Seal Beach going to do about it?

Aesthetics
- Loss of landscaping on Seal Beach Blvd where left turn lane is extended will result in a more "industrial" look more akin to City of Industry or Santa Ana-Why is this no impact?
- Is applicant saying the aesthetic improvement at the Shops which was part of its own redevelopment plan years ago be razed when it suits it desire for expansion?
- Will applicant bull-doze trees & landscaping in the proposed project when it discovers that the parking is inadequate? Alternatives
- Why should the community now be "held hostage" due to poor planning of the developer years ago?
- Seems like an extension of the "boutique shopping" theme adopted elsewhere at the center could do much to provide revenue to the owner, and to the city.
- Why aren't the natural addition of sheoes, sporting goods, or small hardware store not part of the roadmap?

Public Safety / Crime
- Large population of elderly persons in our community (including coming from Leisure World) who are driving and walking in and through Shops at Rossmoor. The added traffic and congestion from the LA Fitness will create a potentially dangerous condition to the elderly community.

- Large population of school aged children in our community. There are four elementary schools (grades K-5 including pre-school aged children at the Child Development Centers at the various school sites) in Rossmoor. Children from Rossmoor, Los Alamitos, Rossmoor Highlands, Seal Beach (CPE and CPW) as well as surrounding cities attend the elementary schools as well as the two middle schools (Oak and McAuliffe) and Los Alamitos High School. Children drive, bike, walk and bus to school.
- The Los Alamitos Unified School District has also implemented a "Walk to School" program encouraging children to walk to school in an effort to reduce and relieve traffic and congestion.
- To respond to complaints and concerns about large amount of school-related traffic and safety of students, the Los Alamitos Unified School District instituted staggered start times/dismissal times for the schools. The staggered start/dismissal times are an effort to reduced and relieve traffic and congestion.
- The Rossmoor/Seal Beach branch of the Orange County Library is situated along Montecito (on the curve between St. Cloud and Rossmoor Center Way). In addition to the general members of the community who visit the library, children visit the library. The library is located along the route of persons going to the proposed LA Fitness which will increase traffic and congestion in the area of the library which will threaten the safety of children.
- Increased traffic and congestion from the proposed LA Fitness will result in delays in emergency vehicles (fire, police, ambulance) responding to the Shops at Rossmoor as well as the other businesses along Los Alamitos/Seal Beach Blvd., and the residents in Rossmoor, Ross moor Highlands, Los Alamitos and Seal Beach.
- Increased crime from the proposed LA Fitness. Generally speaking, gyms attract organized crime including breaking into cars in the parking lot (knowing the owners are in the gym) and breaking into gym lockers. The LA Fitness will invite crime into the neighborhood.

Sincerely,
Michael Wheaton
Rossmoor Resident

From: Shari White [redacted]
Sent: Friday, April 21, 2017 2:53 PM
To: Steven Fowler
Subject: Opposed to LA Fitness

I have been a Rossmoor resident since 1992 and I have seen a lot of changes in our area most of which I appreciate, however, there has to be a point where the building MUST STOP!! I am not sure if you have ever tried to get into the intersection in question on a weekend, around 5:00pm or god forbid the holiday season. It is already a problem especially with the walking traffic in front of Sprouts. The traffic constantly backs up there. This is a HORRIBLE idea to put a LA Fitness back there. At least consider the former Marie Calendars building that has been sitting empty for years. (I would prefer a nice restaurant go there but apparently they are having trouble getting takers probably because of the high rent). Please also consider the additional traffic that will be coming from Katella Ave and the new business being built in the 605 Center. Our quaint little neighborhood is quickly turning into a downtown type neighborhood which is NOT what any of us want. I will continue to fight this along with my neighbors for a long as we have to. This shopping center does NOT need anything more. You should concentrate on filling the spots that are vacant!

Thank you for your time!

Shari White

From: Michael & Lynne Wilson [mailto:wilsonhome1@gmail.com]
Sent: Saturday, April 22, 2017 1:22 PM
To: Steven Fowler
Cc: coalitionagainstlafitness@gmail.com
Subject: Opposition for Proposed LA Fitness Please Read

Steve Fowler,

I have been a resident of Rossmoor for 25 years and my husband and I raised our 2 children here. They both attended Lee Elementary School, McAuliffe Middle School and Los Alamitos High School. We moved here, specifically to Rossmoor from New Jersey because of a job promotion for my husband. It's amazing we moved from across the United States and found the most amazing neighborhood like Rossmoor. We have embraced this community and continue to enjoy our full active lives here.

I am writing to you to implore you to reconsider the proposed LA Fitness in our backyard! If you have ever driven your car down Los Alamitos Boulevard during school hours, morning, mid-afternoon and also during rush our time 4-6 pm you would know that there is **ALREADY HEAVY TRAFFIC.** Because of this heavy traffic which affects the boulevard, drivers take short cuts through Rossmoor, making our community a **thoroughfare**. When my husband and I purchased our home 25 years ago, we bought in a residential neighborhood, not a major boulevard. We have countless gyms within a few miles of our home and so does Seal Beach. WHY DO WE NEED another gym, especially the SIZE of LA FITNESS??? We do not! This money will obviously benefit Seal Beach, but it is in Rossmoor's backyard, bringing down our quality of life significantly!

Effective May 31st, I understand that no parking from the condos will be allowed behind Sprouts, moving them into the streets of Rossmoor. These cars belong to Seal Beach residents and now are being forced to park in front of Rossmoor resident homes. Is this really fair to us?? The way I see it, Seal Beach gets all the revenue and Rossmoor gets all the traffic, unsafe roads, noise, pollution, inconvenience and we become an unsafer community as a whole.
This parking issue is a community, city problem. The city of Seal Beach created this problem, what is Seal Beach going to do about it????

Safety is also a HUGE ISSUE!!!! If you have ever driven down Montecito at any time if day you would AGREE that if a gym the size if LA FITNESS is allowed to be built, pedestrians, young and old in our neighborhood are at risk of being hit by a car. We have **lots of children** who walk, and ride bikes to school, to play with friends, to go to the parks in their neighborhood. We also have **many senior citizens** who walk the neighborhood for exercise. I cannot imagine the traffic coming out of the back of Sprouts onto Montecito if a HUGE GYM is built. **This seems incredibly short-sighted and a terrible mistake when the only driving factor is $$$$$ and not quality of life, safety, pollution control, crime prevention, noise control, traffic control, on an already incredibly congested area of Los Al Blvd and Montecito.**

Please sir, look at your conscience and decide if you wouldn't feel the same way if you lived in our neighborhood, and see all of the reasons that this LA Fitness in our backyard is a bad idea.

Lynne Wilson
Rossmoor Resident 25 years
[redacted] Drysdale Lane
Rossmoor 90720
[redacted]

I am writing to express my strong opposition to the proposed LA Fitness Project. There are many reasons this project is ***not a good fit*** for that site. You know these various reasons from hearing from the community at the City Council meetings so I won't list them again for you.

There are many other types of businesses ***that are a good fit*** that would bring in more tax revenue than this elephantine gym.

This proposed titanic-sized gym will create many impacts on the surrounding residents. You know this. Why are you ignoring the facts? Why are you ignoring the larger community that supports the Shops at Rossmoor and provides The City with tax revenue?

Those in your community (Los Alamitos, Rossmoor and Seal Beach) can vote with their dollars and choose to no longer shop at The Shops at Rossmoor. We all survived before the shops were there. We can do it again. There are many other places we frequent during the week in our travels for work, children's activities, etc. and we can exercise our dollars to get you to understand THIS IS A BAD FIT FOR THE COMMUNITY.

Have you read about the crime that follows the installation of every LA Fitness that is built? If you haven't, please go to Google and type in "LA Fitness Brings Crime" or "LA Fitness Equals Crime" and read all about it. That would be another reason for me to not venture into the Shopping Center.

Whatever little amount you gain as a city by putting in this gym, you will lose several times over when you lose patrons and when the Seal Beach Police department must hire additional officers, hire more dispatchers, buy more patrol cars, etc. to deal with the crime.

Please vote wisely on this project. Put in something that is a better fit for the site and the community. Thank you for helping to preserve the wonderful quality of our community.

Sherri Witkowski, [redacted] Copa de Oro Dr., Los Alamitos, CA 90720

From: pete wu [redacted]
Sent: Thursday, April 06, 2017 2:05 PM
To: Steven Fowler
Subject: NO to LA Fitness

Hi Steve,

My name is Pete and my family and I live on the hill. Seal Beach Boulevard is already bad enough throughout the day due to the old drivers from Leisure World, commuters, distracted cell phone using drivers, and those who can't decide which shopping center they want to turn into. And I haven't even brought up those who can't seem to find where their on-ramp is.

Having LA Fitness go into the Rossmoor Shopping Center would make the traffic exponentially worse.

Please consider turning down the request to put up a location in Seal Beach from LA Fitness.

Thank you,
Pete Wu

1/27/17
From: David Zawolkow [mailto:dave@modernsignspress.com]
Sent: Tuesday, January 10, 2017 8:33 AM
To: Steven Fowler
Subject: Fitness Addition

Nothing has changed from the previous proposal. All of the prior resulting problems still exist without any indication of resolution. The time lapse certainly will not have any effect on the council's original rejection. While we locals appreciate the benefits provided by the product availability at the various stores, traffic in and around the shopping area is increasingly more of a problem.

David Zawolkow (Rossmoor resident, Los Alamitos business owner and Seal Beach customer)

From: Robert Zato [redacted]
Sent: Thursday, April 20, 2017 9:24 AM
To: Sandra Massa-Lavitt; Schelly Sustarsic; Mike Varipapa; Thomas Moore; Ellery A. Deaton; Crystal Landavazo; Steven Fowler; Steven Fowler; +buildingofficia@sealbeachca.gov; Brian McKinney; Leslie Medina
Subject: LA Fitness Club

Recently I was returning from Temecula along the I-15 freeway. I noticed a few LA Fitness buildings alongside the freeway as I drove home. Two were in shopping centers sandwiched between other businesses and I think one was sort of out by itself just off the freeway. The big difference with your proposal to put a LA Fitness center in the shopping center is that your choice of location could not be worse. It will be sandwiched in next to condominiums where people are CURRENTLY LIVING. The clubs I saw were alongside the freeway, away from private housing where they belong. Your choice for the Rossmoor Center could not be worse. How would you like to be living there and every night at 11PM (while you're trying to sleep) you're awoken by car doors slamming and people talking loudly as they leave the club. Please consider the people who are living in those condos! YOUR CHOICE OF LOCATION COULD NOT BE WORSE! Put the club out next to Seal Beach Blvd where it will not disturb people living in the condos!
I live just down the street on Copa de Oro and I'm sure people will be parking in front of my house because there will not be enough parking by the club!

Bob Zato

Steven Fowler

From: Priscilla Zehner [redacted]
Sent: Monday, April 10, 2017 12:43 PM
To: Sandra Massa-Lavitt; Mike Varigapa; Ellery A. Deaton; Steven Fowler; Brian McKinney; Leslie Medina; michelle.steel@ocgov.com
Subject: LA Fitness development

To Whom This May Concern:

I am a Rossmoor homeowner, and I am TERRIBLY concerned about the proposed LA Fitness development. My family will NOT be effected by many of the issues listed above, **but** our community members will be effected. My kids are grown and I don't have to worry about them riding their bikes, **but** we have many community members with kids on bikes. My family won't be crossing Montecito due to parking on the nearby streets, **but** many community members will be…

These negative effects are too high a price to pay for convenience and money!** LA Fitness is lying about their anticipated numbers…compare them to their biggest competitor which brings in 2,300 members per day…this is not to be compared to an independent gym such as Rossmoor Athletic Club, we need to realistice.

Please make the responsible and moral decision to keep our community safe, please bring a business without the high risk. One person killed in this unsafe area is one too many and the City of Seal Beach and the property owner will be held responsible.

Thank you for your time and consideration in this matter.

Priscilla Zehner
Concerned Homeowner

3/21/2017

Mr. Steve Fowler ~

We have family and friends who live in Rossmoor and we are all completely against an LA Fitness Health Club being built in our neighborhood. The traffic is already as bad as it can get, just trying to get from Los Alamitos and Seal Beach Blvd. to our homes and out of our homes.

Also, we already have cars and trucks from the Seal Beach Condos parking in our neighborhood, using our neighborhood as their parking lot. Building a fitness club right off the main road of the shopping parking lot is the worst place you could be putting it. The cars from the condos will all be parking in our neighborhood.

Please reconsider, it is not a good idea. It will take away the rights of our neighborhood.

Thank you
The Zerbel Family

From: Lydia Zuvich [redacted]
Sent: Friday, April 14, 2017 7:52 PM
To: Steven Fowler

Subject: Oppose proposed LA Fitness in Seal Beach

We oppose the proposed LA Fitness in Seal Beach. There's already too much traffic in the Rossmore Shopping Center area and adding this fitness center will be terrible for safety.

We live in CPE and already have two LA Fitness locations close by with one on Valley View, Garden Grove and the other on Bellflower, Long Beach. We know that crime in the neighborhoods has increased at the Garden Grove location. There are often car break-ins at the GG parking lot LA Fitness location. We believe it's unfair to the condo residents that park their cars behind Sprouts, should LA Fitness take away their parking area. Leave this property alone, leave it as it is.

Again we want to state our opposition of the Seal Beach proposed LA Fitness.

Thank you for your time.

Regards, Leo and Lydia Zuvich

MIG, Inc. 537 S. Raymond Avenue, Pasadena, CA 91105

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