LA Fitness Health Club
Initial Study

Lead Agency:

City of Seal Beach
Department of Community Development
211 Eighth Street
Seal Beach, California 90740

Consultant to the City:

MIG, Inc.
537 S. Raymond Avenue
Pasadena, CA 91105

December, 2016

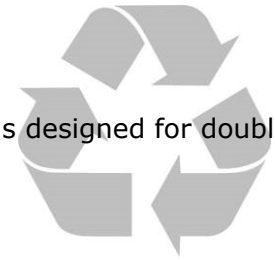

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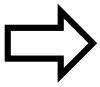
Table of Contents

List of Tables

List of Exhibits



1 Introduction

The City of Seal Beach (Lead Agency) has received an application for a Conditional Use Permit prepared by CPT Shops at Rossmoor, LLC (project proponent) 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.).

A previous Draft Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for a similar, prior application in April, 2016 and circulated for public review for a 20-day period. A Final IS/MND and a Response to Comments document were prepared in June, 2016 for public hearings. Prior to final City Council action, the applicant withdrew the application. A new application has been filed for essentially the same project. This Initial Study has been prepared for the new application and to address additional public comments from the public hearing process for the prior application. This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from the proposed health club. This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study. These include:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.9)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 4)
- Discussion of ways to mitigate significant effects identified, if any (see Section 4)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Section 4.10)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5)

1.1 – Purpose of CEQA

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

"The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state take immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

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

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

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

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

1.2 – Public Comments

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

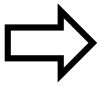
Crystal Landavazo, Senior Planner
City of Seal Beach Department of Community Development
211 Eighth Street
Seal Beach, California 90740
(562) 431-2527
clandavazo@sealbeachca.gov

Following a 30-day period of circulation and review of the Initial Study, all comments will be considered by the City of Seal Beach prior to adoption.

1.3 – Availability of Materials

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

Crystal Landavazo, Senior Planner
City of Seal Beach Department of Community Development
211 Eighth Street
Seal Beach, California 90740
(562) 431-2527



2 Project Description

2.1 – Project Title

LA Fitness Health Club

2.2 – Lead Agency Name and Address

City of Seal Beach
Department of Community Development
211 Eighth Street
Seal Beach, CA 90740

2.3 – Contact Person and Phone Number

Crystal Landavazo, Senior Planner
(562) 431-2527

2.4 – Project Location

The project 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 is located on the northwestern most 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).

2.5 – Project Sponsor's Name and Address

CPT Shops at Rossmoor, LLC
Two Seaport Lane
Boston, MA 02210-2021

2.6 – General Plan Land Use Designation

Commercial General

2.7 – Zoning District

GC – General Commercial

2.8 – Project Description

The proposed project includes the construction of a 37,000-square-foot private health club on approximately 5.28 acres within the existing Shops at Rossmoor retail development (see Exhibit 2, Site Plan).

Project Design

The proposed project is a single-story private 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, 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 (see Exhibit 3, Floor Plan).

Because the project would be constructed on an existing parking lot, construction of the health club would require the removal of 87,500 square feet of existing asphalt surfaces, installation of 56,800 square feet of new asphalt surface, application of 119,065 square feet of slurry fill on the existing undisturbed asphalt, and restriping the entire 175,865-square-foot parking lot once the health club center is constructed. 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 will 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. The 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.

Circulation

The applicant proposes two options for providing and improving vehicular access to the health club (see Exhibit 5, Access Improvements Option). Currently, the primary access to the north end of the shopping center is via Rossmoor Center Way. Two existing driveways provide immediate access to the proposed health club pad: a 40-foot-wide driveway just west of the proposed pad (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 pad. 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. In addition to reconfiguring the westernmost driveway, the applicant proposes to add another lane on Rossmoor Center Way between Seal Beach Boulevard and Sprouts (Option 1).

Option 2 consists of using the two existing driveways on Rossmoor Center Way as described under Option 1, but with no extra lane added to Rossmoor Center Way. Instead, the applicant would add a new southbound right-turn-in only driveway on Seal Beach Boulevard approximately 500 feet south of Rossmoor Center Way (immediately north of Verizon Wireless store). This new driveway would provide a new alternative access into the Shops at Rossmoor center for all users.

Entrance to the Shops at Rossmoor site is also provided via a 44-foot-wide entrance on Seal Beach Boulevard opposite the entrance to the Target store. Under Option 2, four driveways will provide direct access into the center of the project site for both future users of the site and emergency services. In its existing condition, the 40-foot-wide driveway (west of the proposed health club) is flanked on the west side by a sidewalk that runs for 350 feet parallel to the drive aisle. This barrier forms an enclosed area west of the proposed project site.

Additional curb barriers would be provided within the site to provide a separation between north and south sections of the parking lot. The shopping center operator proposes this configuration to encourage patrons visiting the Home Goods and PetSmart retail stores to park close to those locations and visitors to the health club to park close to that use.

Utilities

The site is fully served by 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 Friday, 5:00 A.M. to 10:00 P.M. on Saturdays, and 8:00 A.M. to 8:00 P.M. on Sundays.

Off-Site Improvements

A traffic analysis was prepared by LSA Associates, Inc. to identify any potential traffic impacts resulting from the development of the proposed health club. The traffic analysis found that all study area facilities are anticipated to operate at satisfactory conditions per City standards. However, the analysis did find that the northbound left-turn pocket at the intersection of Seal Beach Boulevard and Rossmoor Center Way currently experiences queuing issues and would require improvements. The intersection is bounded by a landscaped median along Seal Beach Boulevard and a southbound left-turn pocket that provides access to the Target shopping center southeast of the intersection. The northbound left-turn movement currently experiences queuing that extends past the existing left-turn pocket during periods of peak demand. Improvements to the existing configuration is proposed to handle additional queuing that results from the project. This issue and improvements are discussed in Section 4.16 of this Initial Study.

Project Construction

Project construction is anticipated to begin in late 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

2.9 – Environmental Setting

The project site is located within a built-out and completely urbanized area along Seal Beach Boulevard and Rossmoor Center Way. The project site currently 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 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.

The proposed project site currently is an asphalt parking lot that provides parking for the Shops at Rossmoor shopping center. The Shops at Rossmoor is located in the City of Seal Beach. Surrounding uses include single-family residential, multifamily, and commercial.

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	Condominiums
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	Condominiums

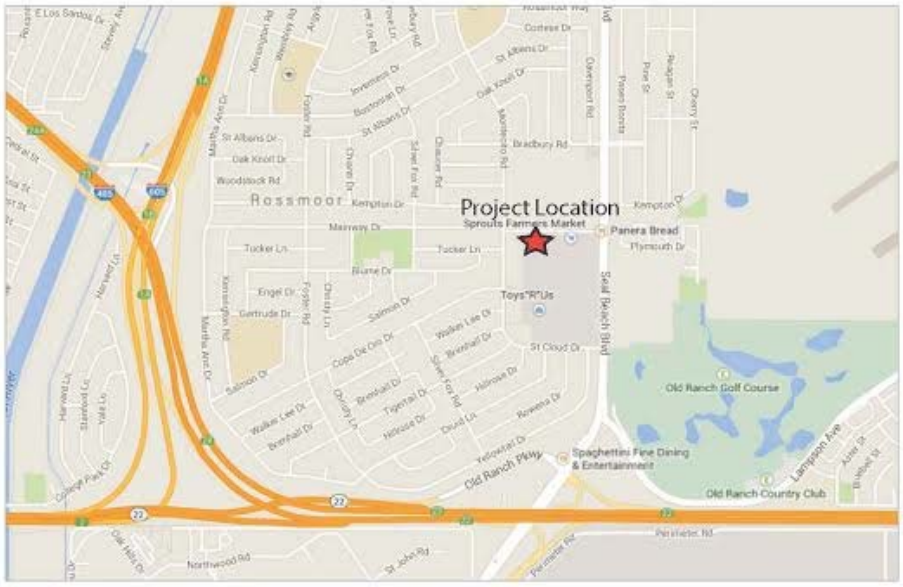
2.10 – *Required Approvals*

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

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

2.11 – Other Public Agency Whose Approval Is Required

None



Source: Google Maps

Regional

Source: Google Maps

Vicinity

Not to Scale

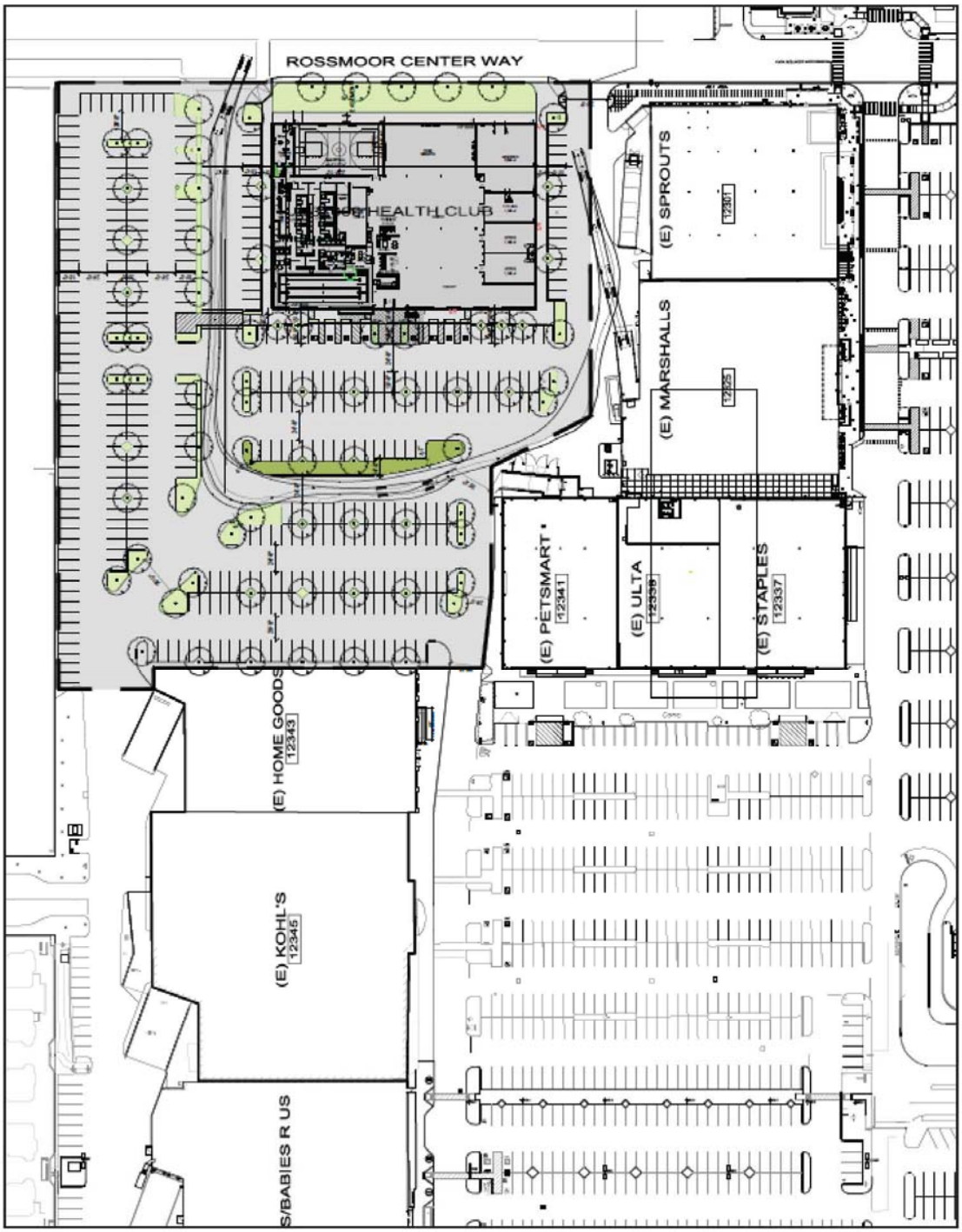
http://www.mig-com.com - 951-787-9222

MIG

Exhibit 1 Regional and Vicinity Map

Rossmoor Health Club

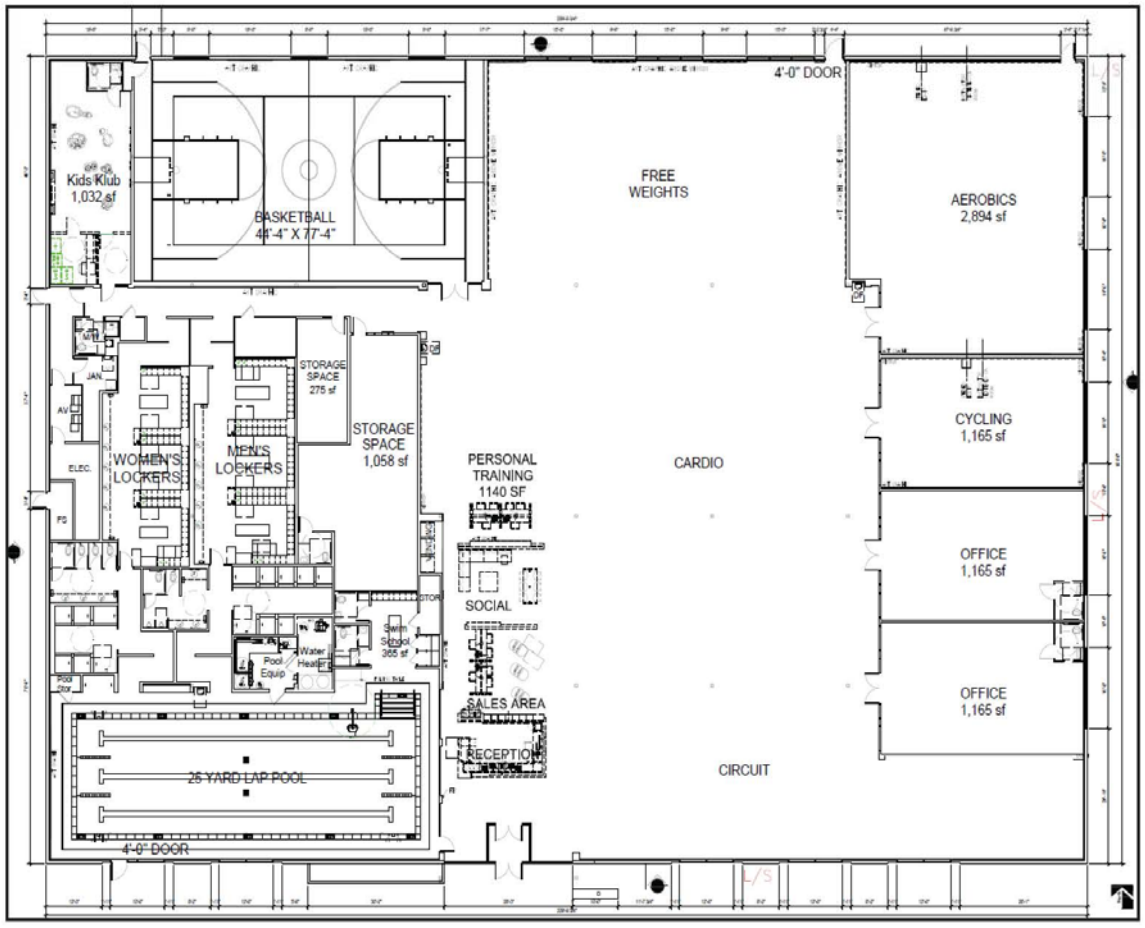
City of Seal Beach, California



Source: Robinson Hill Architecture, Inc. 2015

Exhibit 2 Site Plan

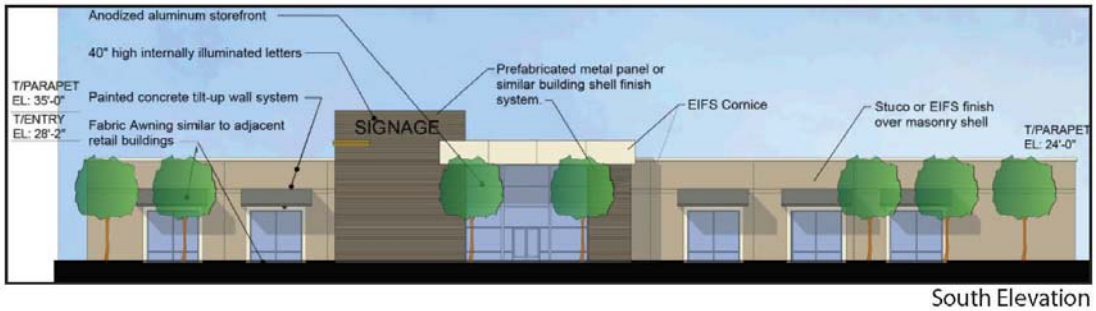
Rossmoor LA Fitness
City of Seal Beach, California



Source: Robinson Hill Architecture, Inc. 2015

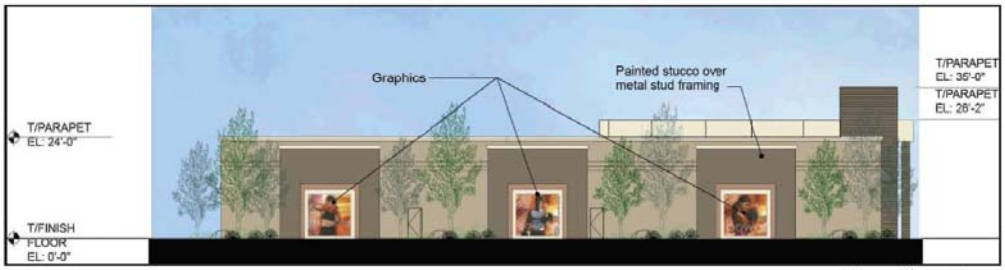
Exhibit 3 Floor Plan

Rossmoor LA Fitness
City of Seal Beach, California

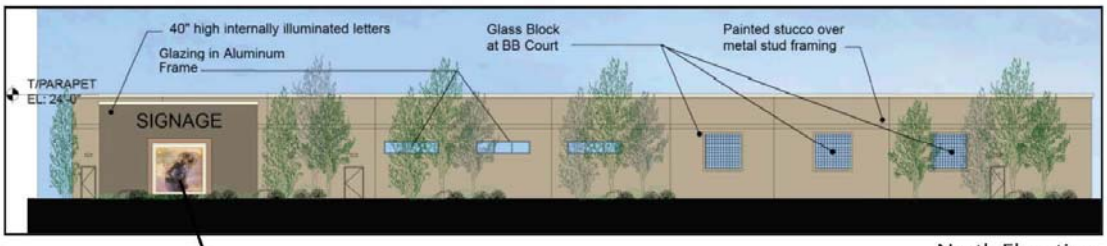


South Elevation

East Elevation



West Elevation



North Elevation

Source: Robinson Hill Architecture, Inc. 2015

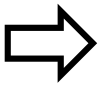
Exhibit 4 Project Elevations

Rossmoor LA Fitness
City of Seal Beach, California

Source: Robinson Hill Architecture, Inc. 2015

Exhibit 5 Access Improvement Options

Rossmoor LA Fitness
City of Seal Beach, California



3 Determination

3.1 – *Environmental Factors Potentially Affected*

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

☐	Aesthetics	☐	Agriculture Resources	☑	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☑	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☑	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☑	Transportation/Traffic	☐	Utilities / Service Systems	☑	Mandatory Findings of Significance

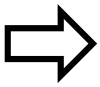
3.2 – *Determination*

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

Laura R. Stetson, MIG, on behalf of

December 19, 2016

Name: Crystal Landavazo, Senior Planner, City of Seal Beach



4 Evaluation of Environmental Impacts

4.1 – Aesthetics

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

This aesthetics impact analysis is 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 most visible from neighboring properties, as well as by pedestrians and motorists along Rossmoor Center Way. East and south of the subject property are retail stores within the Shops at Rossmoor development. West and north are multifamily residential developments.

a) **No Impact.** Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The City of Seal Beach General Plan does not designate any locations within the City as a scenic vista. However, the County of Orange has designated Pacific Coast Highway as an "Urbanscape Corridor." Urbanscape Corridors, as defined by the County, are routes that traverse an urban area with a defined visual corridor that offers a view or attractive and exciting urban scene, and that has recreational value for its visual relief as a result of nature or the designed efforts of man.[1]

The proposed project is located on a developed site within a fully urbanized area visually dominated by commercial land uses and surface street features. This site is not considered to be

[1] City of Seal Beach. Seal Beach General Plan Land Use Element. pp. LU-64. December 2003.

within or to comprise a portion of a scenic vista as defined by the City and the County. The project is located approximately two miles from Pacific Coast Highway. Development of the health club with the proposed two-story building, parking, and accessory landscaping elements would have no effect on a scenic vista. The proposed development is generally consistent in type and scale with the existing and planned surrounding development. No impact would occur.

b) **No Impact.** The project is not adjacent to a designated State Scenic Highway or eligible State Scenic Highway, as identified on the California Scenic Highway Mapping System.[2] Thus, the proposed project would not damage the integrity of existing visual resources or historic buildings located along a State Scenic Highway. The City's General Plan does not identify any local scenic roadways within the City limits. The County of Orange has designated Pacific Coast Highway as an "Urbanscape Corridor." However, the proposed project is not located in the immediate vicinity of this Urbanscape Corridor. The project site is currently developed with parking used for the Shops at Rossmoor development and contains no scenic resources. No impact on scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway, would result. Therefore, no impact to scenic resources visible from a State Scenic Highway would occur.

c) **Less Than Significant Impact.** Development of the proposed project could result in a significant impact if it resulted in substantial degradation of the existing visual character or quality of the site and its surroundings. Degradation of visual character or quality is defined by substantial changes to the existing site appearance through construction of structures such that they are poorly designed or conflict with the site's existing surroundings.

Construction of the proposed project could result in short-term impacts to the existing visual character and quality of the area. Construction activities would require the use of equipment and storage of materials within the project site. However, a construction fence will be erected around the site to avoid any temporary visual impact. Project construction would result in the removal of decorative planter trees and asphalt pavement. The project would include ornamental trees and bushes of varying species around the edge of the building. A total of 16,795 square feet of landscaped area would be provided to replace any landscaping removed.

Construction of the proposed buildings on the developed site would alter the existing visual character of the site. Upon project completion, the proposed building would consist of a single building, containing one story and a mezzanine, constructed adjacent to Rossmoor Center Way to the north. The building height would vary due to parapets and variation in roof level (see Exhibit 4, Project Elevations). However, no part of the building would exceed 35 feet in height. The proposed project is zoned *General Commercial*, which has a maximum building height of 35 feet. The proposed building is 24 feet in height, with accents up to 35 feet tall.

The proposed project is similar in use and building type to the existing surrounding buildings in the Shops at Rossmoor shopping center. The immediate surroundings along Seal Beach Boulevard and Rossmoor Center Way are occupied by commercial uses. To the west and east are high-density residential units.

The design of the health club 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

[2] California Department of Transportation. California Scenic Highway Mapping System: Los Angeles County. Accessed March 2015.

aluminum. Painted plaster and simulated wood paneling would also be used. An internally illuminated sign with 40-inch-high letters would adorn the south building façade. 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. The molding along the top of the building and arcade features would be finished with decorative cornices. Images portraying people engaging in physical fitness activities are proposed on rear and side building elevations.

The project proposes landscaping features around the sides and rear of the building and along Rossmoor Center Way. Project plans include additional landscaping and shade trees within the reconfigured parking lot. This landscaping would visually break up the expanse of asphalt. The proposed project would maintain the visual urban character of the project vicinity and enhance the existing parking lot with landscaping and a building compatible with surrounding development. With specified design features included, project impact would be less than significant on the visual character of the site and surroundings.

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

Lighting sources adjacent to this site include freestanding streetlights, light fixtures on buildings, pole-mounted lights, traffic signals, and vehicle headlights. The proposed project would include exterior parking lot and security lighting and building interior lighting. However, only outdoor lighting could have any effect on neighboring land uses since interior lighting would be reduced by tinted windows. The proposed project would be required to conform to existing City lighting standards for commercial uses which require lighting to be directed downward and away from adjacent properties. Light impacts would be less than significant with compliance with City standards.

Sources of daytime glare are typically concentrated in commercial areas, such as in the vicinity of the project site, which is one of the City's primary commercial areas, and are often associated with retail uses. Glare results from development and associated parking areas that contain reflective materials such as glass, highly polished surfaces, and expanses of pavement. The proposed building would have a sand stucco finish, which is not a surface that causes glare. While windows may contribute to glare impacts, they do not compose substantial square footage of the façade and are included as architectural treatments to enhance aesthetic quality. Limited metal accents are proposed on the crown and canopy; however, these areas represent a minor percentage of the square footage of the building. Given the minimal use of glare-inducing materials in the design of the proposed building, reflective glare impacts would be less than significant.

4.2 – Agriculture and Forest Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?	☐	☐	☐	☑
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a-b) **No Impact.** The proposed project would be located in a fully developed, commercial, urbanized area that does not contain agriculture or forest uses. The map of Important Farmland in California (2010) prepared by the Department of Conservation does not identify the project site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[3] No Williamson

[3] California Department of Conservation. Farmland Mapping and Monitoring Program, 2008. The City of Seal Beach, including the project site, is indicated within "Area Not Mapped" in 2010 maps of Orange County.

Act contracts are active for the project site.[4] The property is zoned *General Commercial*, which is not intended for agricultural uses. No impact would occur.

c) **No Impact.** Public Resources Code Section 12220(g) identifies forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." The project site and surrounding properties are not currently being managed or used for forest land as identified in Public Resources Code Section 12220(g). The USDA Forest Service vegetation maps for the project site identify it as *urban* type, indicating that it is not capable of growing industrial wood tree species.[5] The project site has already been graded and developed with commercial uses, with no substantial vegetation onsite, with the exception of limited ornamental landscaping. Therefore, development of this project would have no impact to any timberland zoning.

d) **No Impact.** The project site is already graded land with existing development and limited ornamental landscaping; thus, there would be no loss of forest land or conversion of forest land to non-forest use as a result of this project. No impact would occur.

e) **No Impact.** The project site is a developed site within an urban environment and is surrounded by commercial and residential uses. The project would not encroach onto agricultural land nor encourage the conversion of existing farmland to non-agricultural uses. None of the surrounding sites contain existing forest uses. Development of this project would not change the existing environment in a manner that will result in the conversion of forest land to a non-forest use. No impact would occur.

[4] California Department of Conservation. Williamson Act Program, 2007.

[5] California Department of Forestry and Fire Protection and the USDA Forest Service. California Land Cover Mapping and Monitoring Program (LCMMP), Vegetation GIS files. Pacific Southwest Region. EvegTile51A__02_03_v2. 2007

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☑	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☑	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☑	☐	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☑

a) **No Impact.** A significant impact could occur if the proposed project conflicts with or obstructs implementation of the South Coast Air Basin 2007 Air Quality Management Plan. Conflicts and obstructions that hinder implementation of the AQMP can delay efforts to meet attainment deadlines for criteria pollutants and maintaining existing compliance with applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the South Coast Air Basin 2007 Air Quality Management Plan (AQMP) is affirmed when a project (1) does not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.[6] Consistency review is presented below.

[6] South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993.

(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 et seq. of this Initial Study; therefore, the project would not result in an increase in the frequency or severity of any air quality standards violation and would not cause a new air quality standard violation.

(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 will occur.

b) **Potentially Significant Impact.** A project may have a significant impact if project-related emissions would exceed federal, state, or regional standards or thresholds, or if project-related emissions would substantially contribute to existing or project air quality violations. The proposed project is located within the South Coast Air Basin, where efforts to attain state and federal air quality standards are governed by the South Coast Air Quality Management District (SCAQMD). Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as "criteria pollutants"). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

Air pollution levels are measured at monitoring stations located throughout the air basin. Areas that are in nonattainment with respect to federal or state AAQS are required to prepare plans and implement measures that will bring the region into attainment. Table 1 (South Coast Air Basin Attainment Status – Orange County) summarizes the attainment status in the project area for the criteria pollutants. Due to the federal and state nonattainment status for several of the pollutants, project construction and operation could exacerbate the problem and cause potentially significant air quality impacts. This issue requires analysis in an EIR.

Table 1
South Coast Air Basin Attainment Status – Orange County

Pollutant	Federal	State
O_3 (1-hr)	N/A	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM^{10}	Nonattainment	Nonattainment
$PM^{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Attainment
NO_2	Attainment	Nonattainment
SO_2	Attainment	Attainment
Pb	Nonattainment	Nonattainment
Sources: CARB 2011, U.S. EPA 2012		

c) **Less Than Significant Impact.** 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 is required of 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 daily watering to limit dust and particulate matter emissions. Impacts would be less than significant.

d) **Potentially Significant Impact.** Sensitive receptors are those segments of the population that are most susceptible to poor air quality, such as children, the elderly, the sick, and athletes who perform outdoors. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, outdoor athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The nearest land uses that considered sensitive receptors are the residential dwelling units located adjacent to the project site to the north and west. No schools are located within a 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.

A CO hotspot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential for violation of state and federal CO standards at study area intersections, even if the broader Basin is in attainment for federal and state levels. 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*. Section numbers for the CO Protocol are provided in parenthesis for ease of reference.

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 level of service (LOS) D or worse by more than two percent.

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.

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). Project generated traffic could exacerbate the problem and cause potentially significant air quality impacts. This issue requires analysis in an EIR.

e) **No Impact.** According to the CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are

typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed health club does not include any of the above noted uses or process; no impact would occur.

4.4 – *Biological Resources*

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☑	☐

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

a) **No Impact.** The project site is currently developed with an asphalt parking lot associated with the Shops at Rossmoor shopping center. A number of ornamental trees exist in planters throughout the parking lot. The ornamental trees do not support habitat of any species identified as a candidate, sensitive, or special status species. The project site is not identified as critical habitat for Threatened and Endangered Species.[7] Considering the highly developed nature of the project site and surrounding areas, the probability of existence of designated species under the federal Endangered Species Act or California Special Concern Species is very low. The proposed project would, therefore, not have a substantial adverse effect on any species identified as a candidate, sensitive, or special-status species in local or regional plans or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Considering the lack of habitat on the property, no impacts to wildlife species of concern would occur.

b) **No Impact.** The project site is located on land that has been previously developed in a primarily commercial portion of the City. The site has been graded and developed, with limited landscaping consisting of non-native, ornamental trees. The site is entirely paved. There is no riparian habitat onsite. As such, no impact to riparian habitat or other sensitive natural habitat would occur.

c) **No Impact.** According to the federal National Wetlands Inventory, the project site does not contain any wetlands;[8] furthermore, the proposed project would not disturb any offsite wetlands, as no wetlands are adjacent to the project site. (See Section 4.9 for discussion of project drainage features.) There is no vegetation or on-site water features indicative of potential wetlands. No impact would occur.

d) **No Impact.** The project site is currently developed with surface parking and is surrounded by commercial and residential development, preventing the use of the site and surrounding area as a wildlife corridor. The project site contains limited ornamental vegetation in the form of planter trees, in the context of a completely urbanized setting located along one of the City's major commercial thoroughfares. There are no substantial vegetated areas or water bodies located on site. The project site does not provide for the movement of any native resident or migratory fish or wildlife. No impact would occur.

e) **Less than Significant Impact.** The City of Seal Beach has a tree ordinance (Municipal Code Chapter 9.40) that regulates the planting, trimming, and removal of trees on City property. Trees on private property are not regulated. The small ornamental trees located in planters throughout the parking lot will be removed to facilitate construction of the health club and associated parking improvements. The proposed project would include landscaping and ornamental trees around the perimeter of the building and in proposed new parking lot

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[7] U.S. Fish and Wildlife Service. FWS Critical Habitat for Threatened & Endangered Species. <http://criticalhabitat.fws.gov/> [Accessed March 2015].

[8] United States Fish and Wildlife Service. National Wetlands Inventory. <http://107.20.228.18/Wetlands/WetlandsMapper.html#> [Accessed March 2015].

planters. The project would not affect any other natural biological resources; therefore, the project would not result in any conflicts with local or other policies or standards to protect such resources. Impacts would be less than significant.

f) **No Impact.** No adopted Habitat Conservation Plan areas[9] or any Natural Community Conservation Plan areas[10] apply to the project site. No impact would occur.

[9] US Fish & Wildlife Services. Habitat Conservation Plans: Summary Report. <http://www.fws.gov/endangered/what-we-do/hcp-overview.html > [Accessed March 2015].
[10] California Department of Fish and Game. Natural Community Conservation Planning: Status of NCCP Planning Efforts. <http://www.dfg.ca.gov/habcon/nccp/> [Accessed March 2015].

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	☐	☐	☑	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☑	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☑	☐

a) No Impact. This property does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. The proposed property has been previously disturbed and currently is used as surface parking for the Shops at Rossmoor shopping center. No known historically or culturally significant resources, structures, buildings, or objects are located on the project site. As such, the proposed project would not cause an adverse change in the significance of a historical resource, and impacts to historic resources are not anticipated. No impact would occur.

b-c) Less Than Significant Impact. The property is a previously developed site in a fully urbanized area. According to the City's General Plan, Anaheim Bay, the San Gabriel Estuary, and the Seal Beach area have supported several cultures over the past 10,000 years. Prehistoric occupation of the Seal Beach area was associated with the Tongva (Gabrielino) Native Americans, who inhabited much of northern Orange County. Tongva coastal villages have been identified in Long Beach, Seal Beach, Huntington Beach, and Costa Mesa. Identified within Seal Beach, a Tongva community named Motuuchey, also known as "El Piojo" (The Louse), was located at the former Anaheim landing area. Identified archaeological resources within the City of Seal Beach are primarily located on the Naval Weapons Station, the Hellman Ranch property, and potentially the Boeing property.[11]

No known archaeological or paleontological sites are documented within the Rossmoor Center planning area. The potential for uncovering such significant resources at the project site during construction activities is considered remote given that no such resources have been discovered during prior development activity within the area, there are no unique geological resources on or

[11] City of Seal Beach. *General Plan: Cultural Resources Element*. P. CR-2. December 2003.

near the project site, and the fact that the site has been significantly disturbed in the past for construction of the existing development. Only minor excavation requirements into fill materials of this previously developed site would be necessary; therefore, it is considered unlikely that archeological or paleontological resources would be found.

In accordance with standard City procedures, a halt-work condition would be in place in the unlikely event that archaeological or paleontological resources are discovered during construction. The contractor would be required to halt work in the immediate area of the find and to retain a professional archaeologist or paleontologist, as applicable, to examine the materials to determine whether they are a "unique archaeological resource" as defined in Section 21083.2(g) of the State CEQA Statutes. If this determination is positive, the scientifically consequential information must be fully recovered by the archaeologist or paleontologist, as applicable, consistent with standard City protocol. As such, impacts on archeological and/or paleontological impacts would be less than significant with adherence to existing standards and regulations.

d) **Less Than Significant Impact.** It is unlikely that human remains could be uncovered during grading operations, considering that the project site was previously disturbed during construction of the Shops at Rossmoor shopping center. Nonetheless, should suspected human remains be encountered, the contractor shall be required to notify the County Coroner in accordance with Section 7050.5 of the California Health and Safety Code, who must then determine whether the remains are of forensic interest. If the coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, he/she would be required to contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. Through this existing regulatory procedure, impacts to human remains would be avoided. Impact would be less than significant with application of existing regulations.

4.6 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☑	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☑	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	☐	☐	☑	☐

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

a.i) **No Impact.** Although the project site is located in seismically active Southern California, according to the California Geological Survey Alquist-Priolo Earthquake Fault Zone Map for the Los Alamitos quadrangle, the site is not located within an Alquist-Priolo Earthquake Fault Zone.[12] The nearest Alquist-Priolo fault zone is the Newport-Inglewood Fault, located approximately two miles southwest of the project site. No impact would occur.

a.ii) **Less Than Significant Impact.** The proposed project would be subject to ground shaking impacts should a major earthquake occur in the future. Potential impacts include injury or loss of life and property damage. The project site is located within proximity to the Newport-Inglewood Fault. Significant ground shaking may occur if an earthquake were to occur along that fault line. Other local faults can also cause significant groundshaking. Other nearby faults which present seismic risks include the Cabrillo and Palos Verdes faults.[13]

The project site is subject to strong seismic ground shaking, as are virtually all lands in Southern California. The proposed building would be required to be designed consistent with seismic design criteria of the California Building Code (CBC) and the project-specific design requirements of the project geotechnical report[14] The project geotechnical report recommends site class designation *D* for seismic design of the proposed building, given the predominance of stiff soils located on the project site. The 2013 CBC (Title 14, California Code of Regulations, Part 2) contains seismic safety provisions purposed to prevent building collapse during a design earthquake. Adherence to these requirements will reduce the potential of the building from collapsing during an earthquake, thereby minimizing injury and loss of life. The recommendations of the geotechnical report would be implemented during preparation of construction drawings for review and approval of the City. Adherence to existing regulations would reduce the risk of loss, injury, and death; impacts due to strong ground shaking would be less than significant.

a.iii) **Less Than Significant Impact.** Liquefaction is a phenomenon that occurs when soil undergoes transformation from a solid state to a liquefied condition due to the effects of increased pore-water pressure. This typically occurs where susceptible soils (particularly the medium sand to silt range) are located over a high groundwater table. Affected soils lose all strength during liquefaction and foundation failure can occur.

According to the Seismic Hazard Evaluation of the Los Alamitos 7.5-minute quadrangle, the site is located in Zone of Required Investigation for liquefaction.[15] This indicates that the area has been subject to historic occurrence of liquefaction, or local geological, geotechnical, and groundwater conditions indicate a potential for permanent ground displacement such that mitigation as defined

[12] California State Department of Conservation. California Geological Survey, Alquist-Priolo Earthquake Fault Zone Maps.
[13] City of Seal Beach. General Plan Safety Element, 2003. p. S-33.
[14] Geotechnical Professionals, Inc. *Geotechnical Investigation Proposed Health Club Shops at Rossmoor*. January 5, 2014.
[15] California State Department of Conservation. California Geological Survey, Seismic Hazard Zones. Los Alamitos Quadrangle, March 25, 1999.

in Public Resources Code Section 2693(c) would be required. During geotechnical investigation of the site, groundwater was measured at a depth of 12 feet. However, the report found that the majority of the clays found on site do not exhibit a potential for liquefaction. Liquefaction potential is not considered to be a design issue at this site; therefore, impacts would be less than significant.

a.iv) **Less than Significant Impact.** Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The project site topography is generally flat. The project geotechnical report concluded that because the on-site soils are predominantly cohesive (silts and clays) or medium dense, silty sands, mitigation of landslide hazards is not necessary for the site. The geotechnical report noted that some slope stability problems are expected in steep, unbraced excavations. Deeper excavations may require external support such as shoring or bracing. Grading and construction would be performed in compliance with State and local codes and the recommendations of the geotechnical report. Impacts would be less than significant.

b) **Less Than Significant Impact.** Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Little, if any, native topsoil is likely to occur on site since the site is covered with asphalt. During project construction, fill materials will be over-excavated to reveal underlying soils within the building footprint area. The project has the potential to expose surficial soils to wind and water erosion during construction activities. Wind erosion will be minimized through soil stabilization measures required by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering. Water erosion will be prevented through the City's standard erosion control practices required pursuant to the California Building Code and the National Pollution Discharge Elimination System (NPDES), such as silt fencing or sandbags. Following project construction, the site would be covered completely by paving, structures, and landscaping. Impacts related to soil erosion would be less than significant with implementation of existing regulations.

c) **Less Than Significant Impact.** Impacts related to liquefaction and landslides are discussed above in Section 4.6.a. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

Lateral spreading of the ground surface during a seismic activity usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any substantial change in grade on the project site, the potential for lateral spread occurring is considered to be minimal. The project-specific geotechnical report concludes that site soils would be capable of supporting proposed structures after grading and compaction. The project is required to be constructed in accordance with the CBC, which specifies the removal of fill materials at least two feet below existing grade or planned pad grade, and at least one foot below the bottom of foundations and floor slab due to the presence of variable strength characteristics of the near surface onsite soils, so as to reduce any potential property damage from ground failure or soil instability. The CBC includes a requirement that any City-approved recommendations contained in the soil report be made conditions of the building permit. Based on the considerations of the project geotechnical report, soils can be prepared to maintain stability sufficient to support the proposed project. The recommendations of the geotechnical report will be implemented through the City's routine plan check and permitting processes. Impact would be less than significant.

d) **Less Than Significant Impact.** The CBC requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. The geotechnical report included testing of site soil samples within the proposed building footprint for expansion potential. The result of the geotechnical report expansion index soil sample test indicated that near surface sample soils had a low expansion potential. The CBC provides several options to mitigate and design for expansive soils. The geotechnical engineer for the project indicates that given the tested on-site soils' low expansion potential, expansive soils could be addressed and any hazards removed by stabilization. Compliance with CBC requirements would limit hazards related to expansive soil to less than significant, and no mitigation is required.

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

4.7 – *Greenhouse Gas Emissions*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☑	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

a) **Potentially Significant Impact.** Climate change is the distinct change in measures of climate for a long period of time.[16] Climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. Natural changes in climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (i.e. changes in ocean circulation). Human activities can affect the atmosphere through emissions of greenhouse gases (GHG) and changes to the planet's surface. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices.

Greenhouse gases differ from other emissions in that they contribute to the "greenhouse effect." The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature. Greenhouse gases occur naturally and from human activities. Greenhouse gases produced by human activities include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over 36 percent, 148 percent, and 18 percent, respectively, primarily due to human activity. Emissions of greenhouse gases affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs gases from the atmosphere.

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

Operation 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. The project could have a cumulatively considerable impact related to greenhouse gas emissions. This issue requires analysis in an EIR.

b) **No Impact.** Seal Beach has adopted the 2013 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. The 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.

4.8 – *Hazards and Hazardous Materials*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☑	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☑	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☑	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☑	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☑

a) **Less Than Significant Impact.** The proposed project could result in a significant hazard to the public if the project includes the routine transport, use, or disposal of hazardous materials or places housing near a facility which routinely transports, uses, or disposes of hazardous materials. The proposed project is located within a primarily commercial and residential area of the City, and is not located in an industrial area. The proposed project does not include a housing component and would therefore not place housing near any hazardous materials facilities. The routine use, transport, or disposal of hazardous materials is primarily associated with industrial uses that require such materials for manufacturing operations or produce hazardous wastes as by-products of production applications. The proposed project does not propose or facilitate any activity involving significant use, routine transport, or disposal of hazardous substances as part of health club use.

During construction, there would be a minor level of transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

With regard to project operation, widely used hazardous materials common at commercial uses such as health clubs include cleaners, pesticides, and pool chemicals. The remnants of these and other products are disposed of as household hazardous waste that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the health club would not result in significant impacts involving use, storage, transport or disposal of hazardous wastes and substances. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Impacts associated with the routine transport and use of hazardous materials or wastes would be less than significant.

b) **Less than Significant Impact.** The health club will include a pool. Operation of pools involves the use of potentially hazardous chemical (e.g., chlorine) for public health purposes. The storage of such materials onsite will be limited to amounts needed for routine maintenance, and all materials will be stored in conformance with the requirements of the Orange County Fire Authority. Compliance with existing regulations would reduce impact to a less-than-significant level.

c) **Less than Significant Impact.** No schools are located within close proximity to the project site. The nearest schools are Rossmoor Elementary School, located approximately 3,000 feet north; Weaver Elementary School, located approximately 4,000 feet northwest; and Francis Hopkinson Elementary School, located approximately 4,000 feet southwest. Operation of the proposed project—a health club—would not generate any hazardous emissions, and the storage,

handling, production, or disposal of acutely hazardous materials is not required or proposed for any aspect of this project. As discussed above, use and storage of pool chemicals would occur in accordance with existing regulations. Impact would be less than significant with implementation of existing regulations.

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

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[17]
- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),[18]
- listed as a hazardous solid waste disposal site by the SWRCB,[19]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[20] or
- developed with a hazardous waste facility subject to corrective action by the DTSC.[21]

e-f) **Less than Significant Impact.** The Los Alamitos Joint Forces Training Base (JFTB) is a jointly operated military air base located at 11206 Lexington Drive, in the City of Los Alamitos. The westernmost boundary of the airfield is approximately 2,000 feet east of the proposed project site. The project site is located within the planning area for the air base. Los Alamitos JFTB includes two runways oriented in a southwest to northeast direction. Caltrans Airport Land Use Planning Handbook guidelines state that noise, obstruction of air navigation, and the safety of persons working or living in the area of the air base are the primary hazard-related concerns involving compatibility between the project and operations of the air base. Excessive noise could be damaging to the health of individuals working in or using the health club. Obstructions could occur due to tall structures within the approach and departure areas of an airport. Airport operations could also be impacted by smoke, glare, excessive lighting, and interference from electrical devices. These concerns are related to the potential for increase in aircraft crashes that can injure or kill persons on the ground, as well as the crew and passengers of involved aircraft. The potential from injury or death increases when the density of persons on the ground is increased. Potential impacts related to development of the proposed health club are discussed below.

Airport Noise

Noise is of concern if noise levels exceed a 24-hour average level referred to as CNEL (Community Noise Equivalent Level) and report in decibels (dB, or weighted decibels, dBA). According to the Caltrans Airport Land Use Planning Handbook, the basic guidance sets a CNEL of

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[17] California Department of Toxic Substances Control. EnviroStor. <www.envirostor.dtsc.ca.gov/public/search.asp> [Accessed March 2015].

[18] California State Water Resources Control Board. GeoTracker. <geotracker.waterboards.ca.gov> [Accessed March 2015].

[19] California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. <www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf> [Accessed March 2015].

[20] California State Water Resources Control Board. List of Active CDO and CAO. <www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls> [Accessed March 2015].

[21] California Department of Toxic Substances Control. Hazardous Facilities Subject to Corrective Action. <www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities> [Accessed March 2015].

65 dB as the maximum noise level normally compatible with urban residential land uses. The Impact Zone Map in the Airport Environs Land Use Plan (AELUP) for Los Alamitos JFTB depicts two noise contours: Noise Impact Zone 1 (greater than 65dBA, CNEL) and Noise Impact Zone 2 (between 60-65 dBA, CNEL). The proposed project site is located outside both the noise contours shown in the AELUP.[22] As such, the proposed project is compatible with the AELUP noise policies. Impacts related to exposing people to excess airport noise would be less than significant.

Obstruction of Air Navigation

The Federal Aviation Administration (FAA), Federal Aviation Regulation (FAR) Part 77 is the primary reference source for determining obstructions to air navigation. FAR Part 77 establishes a series of imaginary surfaces in the airspace surrounding a runway or helicopter landing area. No object should penetrate into any of these surfaces to ensure an obstruction free airspace for pilots using the airport. The Caltrans Handbook and the Airport Land Use Plan Part 77 as a reference to define hazards to air navigation.

Based on the project elevations (see Exhibit 4, Project Elevations), the most elevated point of the project would be 35 feet to the top of the decorative parapet. Other commercial/retail buildings located within the shopping center reach a height of 35 feet, which is the maximum allowable height for buildings located in General Commercial zones. Based on these observations, impacts related to the obstruction of Los Alamitos JFTB operations due to the height of the proposed building would be less than significant.

Potential obstruction of airport operations is not limited to the height of structures; obstruction also includes light and glare effects, electromagnetic interference, and production of smoke. Beyond the height of the proposed building, illumination from interior lighting and proposed parking lot lights could also impact airport operations. Pursuant to the Seal Beach Zoning Code, all on-site lighting is required to be shielded and oriented so as to result in no light spillover onto adjacent properties (see Section 4.1 for further discussion). This would prevent lighting from potentially impacting approaching or departing aircraft because the light would not be substantially visible due to shielding and orientation. Lighting associated with the proposed project would result in less-than-significant impacts related to obstruction of airport operations with standard regulations implemented. As discussed in Section 4.1, glare impacts also would be reduced to less-than-significant levels with adherence to existing codes and standards.

The proposed health club does not include any use that would produce unusual electronic frequencies or create and/or emit smoke.

Safety

The Los Alamitos JFTB AELUP divides the areas surrounding an airport into Clear Zones (CZ)/Runway Protection Zone (RPZ), Accident Potential Zone "I", and Accident Potential Zone "II". Clear Zones and Runway Protection Zones are designated as having the potential for extreme crash hazard. The severe potential for loss of life and property due to accidents prohibits most land uses in these areas. No buildings intended for human habitation are permitted in Clear Zones/Runway Protection Zones.

The proposed project site is not located within any of the Clear Zones/Runway Protection Zones or either Accident Potential Zone "I" or Accident Potential Zone "II", as shown in the Los Alamitos

[22] Los Alamitos Joint Forces Training Base Airport Environs Land Use Plan. Impact Zones Map. December 19, 2002.

AELUP. [23] Furthermore, the project will not attract birds nor emit excessive glare or light, nor produce or cause steam, smoke, dust, or electronic interference that would interfere with or endanger, aeronautical operations at Los Alamitos JFTB. As such, the project would not present a safety hazard for persons in relation to airport-related accidents. Impacts would be less than significant.

g) **Less Than Significant Impact.** The proposed project is an infill project, replacing 85,600 square feet of asphalt parking with an approximately 37,000-square-foot health club. As there are no residential uses associated with the project, the project would not increase the population of the area. Given the increase in built square footage on the site, the proposed project may increase employment in the area. Per state Fire and Building Codes, sufficient space would have to be provided around the building for emergency personnel and equipment access and emergency evacuation. All project elements, including landscaping, would be sited with sufficient clearance from existing and proposed structures so as not to interfere with emergency access to and evacuation from the facility. The project would comply with the California Fire Code (Title 24, California Code of Regulations, Section 9).

The project driveways would allow emergency access and evacuation from the site, and would be constructed to California Fire Code specifications. Over the long term, the project would not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan because no permanent public street or lane closures are proposed. Construction work in the street associated with the building would be limited to lateral utility connections; which would be limited to nominal potential traffic diversion. Project impacts would be less than significant.

h) **No Impact.** The project site is not located within a fire hazard zone, as identified on the latest Fire Hazard Severity Zone (FHSZ) maps prepared by the California Department of Forestry and Fire Protection (CALFIRE).[24] There are no wildland conditions in the urbanized area that the project site is located. No impact would occur.

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[23] Los Alamitos Joint Forces Training Base Airport Environs Land Use Plan. Impact Zones Map. December 19, 2002.

[24] California Department of Forestry and Fire Protection. Incorporated Fire Hazard Severity Zone: City of Seal Beach. Local Responsibility Area Recommended, May 2012.

4.9 – *Hydrology and Water Quality*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☑	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☑	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☑	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☑	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☑

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☑
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☑
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☑
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☑

a) **Less Than Significant Impact.** A project normally would have an impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code (CWC), or that cause regulatory standards to be violated as defined in the applicable National Pollutant Discharge Elimination System (NPDES) stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact could occur if the project would discharge water that does not meet the quality standards of the agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts could also occur if the project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP) to reduce potential post-construction water quality impacts.

Discharges into stormwater drains or channels from construction sites of one acre or larger are regulated by the General Permit for Storm Water Discharges Associated with Construction Activity (General Permit: Water Quality Order 99-08-DWQ) issued by the State Water Quality Control Board in August 1999 and modified in April 2001. The General Permit was issued pursuant to National Pollutant Discharge Elimination System (NPDES) regulations of the Environmental Protection Agency (EPA), as authorized by the Clean Water Act. Compliance with the General Permit involves developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) specifying best management practices (BMPs) that the project would use to minimize pollution of stormwater. The SWPPP BMPs would follow the guidelines set forth by the State Water Resources Control Board (SWRCB).

The project applicant will be required to comply with NPDES permit requirements through the preparation and implementation of a SWPPP for construction activities. The City's Public Works Director will review the application for compliance with applicable regulations and to ensure that no water quality standards or discharge requirements are violated.

The project applicant has completed a Preliminary Water Quality Management Plan (WQMP). According to the WQMP, impervious surfaces will decrease as a result of project development. The percentage of pervious surfaces would increase from 6.1 percent to 7.4 percent of the site, and the percentage of impervious surfaces would decrease from 93.9 percent to 92.6 percent. The increase in pervious surface area and decrease in pervious surfaces would be attributed to the amount of pervious landscaping that is proposed as part of project development. Because the project would include pervious landscaped areas greater than current conditions, total runoff post-development would incrementally decrease discharge for onsite drainage for a 10-year design storm.

Nonetheless, the WQMP includes recommendations for modular wetlands biofiltration devices and structural and non-structural source control BMPs that would be incorporated into project design. Per the geotechnical report, infiltration Best Management Practices (BMPs) were determined to be infeasible for the site. Structural source control BMPs would include efficient irrigation systems and landscape design, water conservation measures, smart controllers, and storm drain stenciling and signage. Non-structural source control BMPs would include education of property owners and tenants, certain activity restrictions, management of common area landscaping, Title 22 CCR compliance, common area litter control, employee training, common area catch basin inspection, street sweeping of private streets and parking lots, and implementation of a Spill Contingency Plan and the Uniform Fire Code.

Plans for stormwater treatment are required to meet City and regional standards. With compliance with existing laws, and the implementation of the above-mentioned water quality control measures, project impacts on water quality standards would be less than significant.

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

According to the project WQMP, groundwater levels beneath the site are estimated to be 12 feet below the ground surface. Project-related grading would not reach these depths, and no disturbance of groundwater is anticipated. The proposed building footprint area and paved parking areas would not increase impervious surface coverage on the site; rather, impervious surfaces would be decreased through increased on-site landscaping. As such, the total amount of infiltration on site would be increased over existing conditions. Since this site is currently developed and is not managed for groundwater supplies, this change in infiltration would not have a significant effect on groundwater supplies or recharge.

The project would be required to comply with Section 11.4.30 (Landscaping and Buffer Yards) of the City of Seal Beach Municipal Code, which would lessen the project's demand for water resources. Also, CBC Title 24 water efficiency measures require a demonstrated 20 percent reduction in the use of potable water. The project's landscaping plans include drought-tolerant landscaping materials. Compliance with Title 24 and the City's Water Conservation in Landscaping and Water Efficient Landscaping Ordinances would reduce the proposed project's impacts to groundwater supplies to a level of less than significant. Water supply is further discussed in Checklist Response 3.17d.

c) **Less Than Significant Impact.** Potentially significant impacts to the existing drainage pattern of the site or area could occur if development of the project results in substantial on- or off-site erosion or siltation. No streams cross the project site; thus, the project would not alter any stream course. As discussed in Section 4.9.a above, the project would include facilities to treat stormwater flows on site through modular wetland biofiltration and a number of structural and non-structural source control MBPs before runoff enters going to the municipal storm drain

system. A site drainage plan is required by the City of Seal Beach and would be reviewed by the City Engineer. The final grading and drainage plan will be approved by the City Engineer during plan check review. Erosion and siltation reduction measures would be implemented during construction consistent with an approved SWPPP, which will demonstrate compliance with the City's NPDES permit. At the completion of construction, the project would consist of impervious surfaces and landscaped areas, and would therefore not be prone to substantial erosion. No streams cross the project site; thus, the project would not alter any stream course. Impact would be less than significant.

d-e) **Less Than Significant Impact.** No streams traverse the project site; thus, the project would not result in the alteration of any stream course. During construction, the project applicant would be required to develop and implement a SWPPP as required by law; this would prevent polluted runoff from leaving the construction site.

With regard to project operation, on-site drainage would be directed to modular wetland biofiltration treatment systems before discharging into street drains. Construction of the proposed project would not increase the net area of impermeable surfaces on the site; in fact, the project would increase permeable areas and infiltration; therefore, substantially increased discharges to the City's existing storm drain system will not occur and will not impact local storm drain capacity. The project is not an industrial use and therefore will not result in substantial pollutant loading such that treatment control BMPs would be required to protect downstream water quality. Impacts would be less than significant.

f) **No Impact.** The project does not propose any uses that would have the potential to otherwise degrade water quality beyond those issues discussed in Section 4.9.

g) **No Impact.** The project does not propose any housing; therefore, no impact would occur.

h) **No Impact.** The proposed project is not located within a 100-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps. The project site is identified as Zone X, defined by FEMA as areas outside the 0.2 percent annual chance floodplain.[25] Therefore, no rising of a floodplain would occur.

i) **No Impact.** According to the City of Seal Beach General Plan Safety Element, the project site is not located within an inundation area of a dam.[26] Thus, the project is not anticipated to result in the exposure of persons or structures to risk of hazards associated with dam inundation. No impact would occur.

j) **No Impact.** The proposed project is located less than a mile from the Pacific Ocean. However, according to the Seal Beach General Plan Safety Element, seismically induced seiches (that is, the sloshing of water due to an earthquake) are not considered a potential hazard in the City. Moreover, the tsunami hazard in the City is considered low for elevations above the principal sea bluff in Seal Beach. Areas on the beach or below the sea bluff are considered to have a moderate tsunami hazard, depending on tidal conditions and their elevation with respect to sea level. The proposed project site is located in a completely urbanized area of the City, approximately 16 feet above sea level. Impacts related to seiche and tsunami are not expected to occur.

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[25] Federal Emergency Management Agency. Flood Insurance Rate Map. Map Number 06059C0112J. December 3, 2009.
[26] City of Seal Beach. Seal Beach General Plan Safety Element. P. S-69. December 2003.

4.10 – *Land Use and Planning*

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☑
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☑

a) **No Impact.** The proposed project site is located on the edge of an existing shopping center, The Shops at Rossmoor and adjacent to a condominium complex to the north, separated from The Shops at Rossmoor by a block wall. The proposed project would replace asphalt parking with a health club. The proposed project is consistent and compatible with surrounding land uses within the shopping center and will not divide an established community. The project does not propose construction of any roadway, flood control channel, or other structure that would physically divide any portion of the community. Therefore, no impact would occur.

b) **No Impact.** The project site is designated as *General Commercial* in the Seal Beach General Plan. The project site is zoned *General Commercial* (GC).

The General Commercial land use category accommodates highway-oriented commercial uses. 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. The proposed project is consistent with both General Plan policy and zoning regulations. No impact would occur.

c) **No Impact.** As discussed in Checklist Response 4.4.f above, the proposed project site and surrounding areas are not part of any habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. As such, no impact would occur.

4.11 – *Mineral Resources*

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☑

a-b) **No Impact.** The project site, located within a fully urbanized area of the City of Seal Beach, is surrounded by commercial and residential uses. No mineral resource areas exist in the immediate vicinity.[27] Development would not result in the loss of a known mineral resource. No impact would occur.

[27] City of Seal Beach. Seal Beach General Plan Open Space Element. p. OS-30. December 2003.

4.12 – *Noise*

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
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?	☑	☐	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

The criteria used for assessing noise impacts associated with the proposed project include the noise standards set forth in Title 24, Part 2 of the California Code of Regulations, the Federal Highway Administration Roadway Construction Noise model, and the City of Seal Beach Noise Compatibility Guidelines in the General Plan, and Chapter 7.15 (Noise) of the Municipal Code. Also, groundbourne vibrations were analyzed using criteria established by Caltrans since the City does not have any thresholds for assessing vibration impacts.

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called *bels*. In order to provide a finer description of sound, a *bel* is subdivided into 10 *decibels*, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a *barely perceptible* change in sound and a 5 dBA change is generally *readily perceptible*.[28]

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise has been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:[29]

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

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

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

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

a) **Less Than Significant Impact.** The City of Seal Beach General Plan Noise Element establishes noise/land use compatibility criteria, and Municipal Code Chapter 7.15 (Noise) sets forth noise regulations by land use.[30] General Plan noise policy does not directly address uses such as the proposed health club, but the use can be considered analogous to an outdoor recreation facility, which can be considered compatible in environments where the exterior noise level is up to 70-75 L_{dn} or CNEL.

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[28] California Department of Transportation. Basics of Highway Noise: Technical Noise Supplement. November 2009.

[29] California Governor's Office of Planning and Research. General Plan Guidelines. 2003.

[30] City of Seal Beach Municipal Code. Chapter 7.15 (Noise).

With regard noise ordinance regulations applied to commercial uses such as the proposed health club, the use can generate a maximum exterior noise level of 65 dBA CNEL during all hours of the day (with noise spikes permitted of short duration).

Existing land uses surrounding the project site and within the project vicinity generally consists of commercial and residential land uses. The project site is located within an existing 70 dBA CNEL noise contour for roadway and freeway noise; however, this noise level is within the "normally acceptable" level for commercial uses as denoted in the City's Code of Ordinances. The proposed project will not result in any new uses or traffic generation that would increase noise levels in the vicinity or expose persons to levels above those that are deemed normally acceptable in the noise ordinance. Impact would be less than significant.

b) **Less Than Significant Impact.** A significant impact would occur if project construction or operation results in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Vibration is the movement of mass over time. It is described in terms of frequency and amplitude and unlike sound; there is no standard way of measuring and reporting amplitude. Vibration can be described in units of velocity (inches per second) or discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are generally discussed in terms of peak particle velocity (PPV) that describes particle movement over time (in terms of physical displacement of mass). For purposes of this analysis, PPV will be used to describe all vibration for ease of reading and comparison. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments such as electron microscopes. Common sources of vibration within communities include construction activities and railroads. Operation of the proposed health club does not include uses that cause vibration, and there are no railroads located in close proximity to the project site.

Construction Impacts
The proposed project site is adjacent to a residential condominium development. Potential concerns during project construction include groundborne vibrations. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used. According to the Caltrans vibration manual, large bulldozers, vibratory rollers (used to compact earth), and loaded trucks utilized during grading activities can produce vibration, and depending on the level of vibration, could cause annoyance at uses within the project vicinity or can damage structures. Caltrans has developed a screening tool to determine of vibration from construction equipment is substantial enough to impact surrounding uses. The Caltrans vibration manual establishes thresholds for vibration impacts on buildings and humans. These thresholds are summarized in Tables 5 (Vibration Damage Potential Threshold Criteria) and 6 (Vibration Annoyance Potential Threshold Criteria).

Table 2
Vibration Damage Potential Threshold Criteria

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans 2004		

Table 3
Vibration Annoyance Potential Threshold Criteria

Human Response	PPV Threshold (in/sec)	
	Transient	Continuous
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40
Source: Caltrans 2004		

As noted above, Seal Beach does not have any regulations pertaining to vibration. However, the City does regulate construction noise (see Municipal Code Section 7.15.025, Exemptions), limiting construction, repair, remodeling, or grading of any real property to between the hours of 7:00 A.M. and 8:00 P.M. on weekdays, and 8:00 A.M. and 8:00 P.M. on Saturdays. Construction activities are not permitted on Sundays.

Construction activities that use vibratory rollers and bulldozers are repetitive sources of vibration; therefore, the *continuous* threshold above has been used to assess potential impact on the adjacent residential development. Given the age of the development, the *older residential structures* threshold was used. Based on the threshold criteria summarized in Tables 5 and 6, vibration from use of heavy construction equipment for the proposed project would be below the thresholds to cause damage to nearby structures and result in less than *barely perceptible* vibration at the four receptors shown in Table 7 (Distance to Vibration Receptors) and Table 8 (Construction Vibration Impacts). Impact would be less than significant impact. Also, the requirements in the Municipal Code related to noise would limit the hours of construction as noted above.

Table 4
Distance to Vibration Receptors

Receptors	Distance from Center of Project Site (ft)
1 – Multi-Family Residential (N)	233
2 – Multi-Family Residential (W)	298
3 – Single Family Residential (W)	590
4 – Multi-Family Residential (SW)	381

Table 5
Construction Vibration Impacts

Receptors	Equipment	PPVref	Distance (feet)	PPV
1 – Multi-Family Residential (N)	Vibratory Roller	0.21	233	0.0115
2 – Multi-Family Residential (W)	Vibratory Roller	0.21	298	0.0084
3 – Single Family Residential (W)	Vibratory Roller	0.21	590	0.0034
4 – Multi-Family Residential (SW)	Vibratory Roller	0.21	381	0.0061
1 – Multi-Family Residential (N)	Large Bulldozer	0.089	233	0.0049
2 – Multi-Family Residential (W)	Large Bulldozer	0.089	298	0.0036
3 – Single Family Residential (W)	Large Bulldozer	0.089	590	0.0015
4 – Multi-Family Residential (SW)	Large Bulldozer	0.089	381	0.0010
1 – Multi-Family Residential (N)	Loaded Truck	0.076	233	0.0042
2 – Multi-Family Residential (W)	Loaded Truck	0.076	298	0.0030
3 – Single Family Residential (W)	Loaded Truck	0.076	590	0.0012
4 – Multi-Family Residential (SW)	Loaded Truck	0.076	381	0.0022
1 – Multi-Family Residential (N)	Jackhammer	0.035	233	0.0019
2 – Multi-Family Residential (W)	Jackhammer	0.035	298	0.0014
3 – Single Family Residential (W)	Jackhammer	0.035	590	0.0006
4 – Multi-Family Residential (SW)	Jackhammer	0.035	381	0.0010

c) **Potentially Significant Impact.** The proposed project has the potential to increase ambient noise levels associated with activity on the site and increased traffic generation in the project vicinity. Below is a discussion of the existing noise environment on the site, followed by a discussion of noise measurements and operational noise that can be expected from the proposed project.

Existing Noise Environment

The proposed project site is currently used as parking for retail and other uses within the Shops at Rossmoor. Also, vehicles have been observed using the parking lot during the late evening and overnight, after businesses have closed. As such, the project site currently experiences frequent automobile arrivals and departures associated with use of the retail shops and overnight parking. While arrivals and departures associated with the retail uses occur during the posted operating hours of businesses, arrivals and departures of other vehicles occur throughout the day and night, as observed during site visits. The project site is also located on the rear/service side of existing retail stores to the east, meaning truck trailer loading docks are located in this area. As such, this area experiences sporadic semi-truck deliveries during the daytime store 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.

Operation of the proposed project would produce noise associated with such activities as vehicle traffic, loud conversations, opening and closing of car doors, periodic landscape maintenance, etc. These noise sources could exceed standards established in the local noise ordinance. Moreover, the proposed health club would increase traffic on either Seal Beach Boulevard or Rossmoor Center Way and therefore could result in an ambient increase in traffic-related noise by 3 dBA or more[31]. Thus, operation of the proposed health club and associated traffic-related noise could create noise increases that would be perceptible to the surrounding community. This issue requires analysis in an EIR.

[31] LSA Associates, Inc. Traffic Analysis. Health Club Within the Shops at Rossmoor. March, 2015.

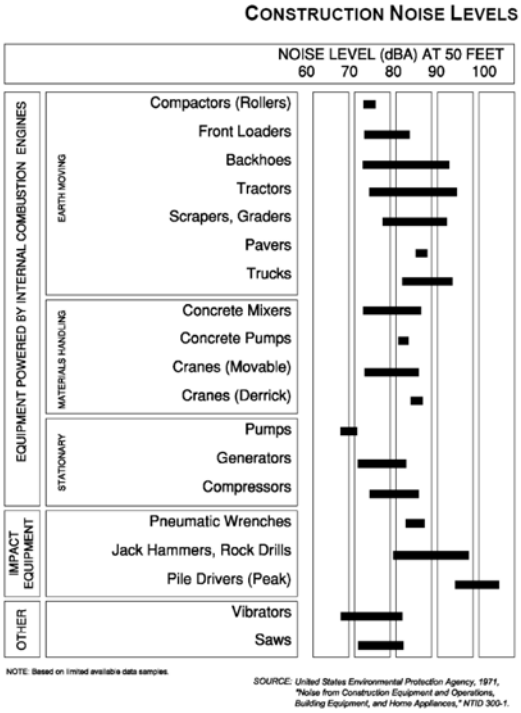
d) **Potentially Significant Impact.** The project would have associated temporary construction-related noise increases due to on-site ground disturbing and construction activities. Construction noise levels vary depending on the type and intensity of construction activity, equipment type and duration of use, and the distance between the noise sources and the receiver. Typical sound emission characteristics of construction equipment are provided in Exhibit 6 (Construction Equipment Noise).

Temporary noise increases would be greatest during demolition activities when jackhammers and small bulldozers can produce noise levels up to 88.9 dBA at 233 feet (at the adjacent condominium development) from the equipment source. This noise level could exceed the noise ordinance ambient standard for residential areas and the impact is potentially significant. This issue requires analysis in an EIR.

e,f) **No Impact.** Impacts related to excessive noise levels from Los Alamitos JFTB are discussed in Section 4.8, Hazards and Hazardous Materials. As indicated, the proposed project site is located outside both the noise contours shown in the AELUP for the air base.[32] As such, the proposed project would be compatible with the AELUP noise policies and would not expose persons residing or working in the project vicinity to excessive aircraft-related noise levels. Impacts related to exposing people to excess airport noise would be less than significant.

[32] Los Alamitos Joint Forces Training Base Airport Environs Land Use Plan. Impact Zones Map. December 19, 2002.

Exhibit 6
Construction Equipment Noise



4.13 – *Population and Housing*

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☑	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a) **Less Than Significant Impact.** The proposed project does not include any residential uses; therefore, this project could not result in any direct residential growth. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure, so no indirect population growth would occur. The project would bring a new business to the area. The applicant anticipates up to 45 employees in the new health club, with approximately 15 employees on site for any single shift. According to the Southern California Association of Governments (SCAG), employment in the City is projected to increase by 1,200 jobs between 2008 and 2035.[33] Project employment for the project is within the employment growth assumptions for Seal Beach. Due to the urban nature of the City and surrounding area, this potential minimal increase in the employment population is expected to be accommodated by existing housing in the City and neighboring communities. Impacts would be less than significant.

b) **No Impact.** The project site is currently an asphalt parking that will be partially demolished to facilitate project construction. The project site does not contain any housing units and does not require removal of any residential units; no impact would occur.

c) **No Impact.** Displacement, in the context of housing, can generally be defined as persons or groups of persons who have been forced or obliged to flee or to leave their homes or places of

[33] Southern California Association of Governments. RTP 2012 Adopted City-Level Integrated Growth Forecast. April 2012.

habitual residence.[34] There is no housing located onsite and therefore no residents. As such, the project would not result in forced or obliged removal of persons. No impact would occur.

[34] The Brookings Institute. *Handbook for Applying the Guiding Principles on Internal Displacement*. 1999.

4.14 – *Public Services*

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☑	☐
d) Parks?	☐	☐	☑	☐
e) Other public facilities?	☐	☐	☐	☑

a) Less Than Significant Impact. The Orange County Fire Authority (OCFA) provides fire protection and emergency medical response services to the City of Seal Beach. OCFA also provides prevention services (e.g., inspections, permits, and drills) within its jurisdiction. OCFA has mutual aid agreements with other jurisdictions and practices unified command in response to potential emergencies.

The project site is served by OCFA Fire Station No. 48, which is located 0.8 miles south of the project site. Fire Station No. 48, located at 3131 North Gate Road in Seal Beach, is staffed with a four-person quint (combination engine/ladder truck apparatus) and a two-person paramedic squad. In 2009, Fire Station No. 48 received 5,956 calls.[35] Use of fire protection services for the proposed project is expected to be similar to other commercial activities in the area. No new or expanded fire protection facilities would be required as a result of this project. Furthermore, the proposed health club does not propose to use hazardous materials or engage in hazardous activities that would require new or modified fire protection equipment to meet potential emergency demand. Impacts related to expansion of fire protection services would be less than significant.

b) Less Than Significant Impact. The Seal Beach Police Department (SBPD), headquartered at 911 Seal Beach Boulevard, provides police protection to the City, including the project site. The SBPD covers a service area of approximately 13 square miles and a population of 24,605. SBPD

[35] Orange County Fire Authority Website. OCFA Fire Stations Details: Station No. 48. http://www.ocfa.org/Menu/Departments/Operations/PopUps/stn48.htm [Accessed March, 2015].

has 40 sworn police officers, or a ratio of .615 police officers for every 1,000 persons. SBPD also has 24 civilian staff.[36]

The proposed health club is a commercial business that would not create any unique crime problems than any other similar operation; such activities can be handled with the existing level of police resources. Private security is currently provided for the shopping center, as observed during site visits. No new or expanded police facilities would need to be constructed as a result of this project. No substantial increase in crime is expected with development of the proposed project. Impacts on police protection services would be less than significant.

c) Less Than Significant Impact. As a commercial land use, this project would not have any residential population and would not generate any direct demand for school facilities. However, the project could have an indirect impact by attracting employees to the area with school-age children. Pursuant to the Leroy F. Green School Facilities Act (AB 2926), as adopted in California Education Code Section 17070.10-17070.99, the project proponent would be required to pay developer fees to the Los Alamitos Unified School District, prior to the issuance of building permits, at the current rate charged to commercial development projects. This fee would help support provision of school services for the community as a whole. According to AB 2926, payment of developer fees constitutes adequate mitigation for any project-related impacts to school facilities. Impact to school facilities would be less than significant.

d) Less Than Significant Impact. Demand for park and recreational facilities generally are the direct result of residential development. However, as indicated above, no residential dwelling units are proposed as part of this project. Also, the project would not substantially contribute a new employment base to the City that could impact demand for public parks (see Section 14.3). As a result, no substantial demand for park and recreation facilities would result. Furthermore, the project primary purpose is to provide onsite activities where patrons participate in recreation/fitness exercises within the proposed structure. Impact would be less than significant.

e) No Impact. The proposed project, a nonresidential use, would not result in any population growth that would require expansion of any other public services such as libraries or hospitals. The proposed health club would not rely on any such services to conduct normal business operations. No impact would occur.

[36] City of Seal Beach. Seal Beach Police Department Website. http://www.sealbeachca.gov/safety/police/organization/ [Accessed March, 2015].

4.15 – *Recreation*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

a) **No Impact.** The proposed health club project would not increase use of existing recreational facilities because employees, patrons, and vendors are not expected to combine a trip to a local park with a trip to this health club. All fitness/recreational activities associated with this use are programmed to occur within the building. Therefore, no impact would occur.

b) **No Impact.** The project does not include outdoor recreational facilities and does not necessitate expansion of existing outdoor recreational facilities. The proposed project is a 37,000-square-foot health club where patrons pay a membership fee to participate in recreation/fitness exercises within the proposed structure. Therefore, no adverse physical effect on the environment caused by expansion or construction of outdoor recreational facilities would occur.

4.16 – *Transportation and Traffic*

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☑	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☑
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☑
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
e) Result in inadequate emergency access?	☐	☐	☑	☐

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

a) Potentially Significant Impact. For the prior application, a project-specific traffic/circulation analysis, authored by LSA Associates Inc. and dated October, 2015 (see Appendices B and C, Traffic and Queuing Analysis and Traffic Impact Analysis), was prepared to assess project traffic impacts. The analysis was prepared consistent with the City Traffic Impact Study Guidelines (March 2010) and the City's General Plan (December 2012).[37] The prior study found that with the proposed extension of the northbound left-turn pocket on Seal Beach Boulevard onto Rossmoor Center Way (see Exhibit 7), all traffic impacts would be reduced to a less-than-significant level. During the public hearing process, additional questions were raised about traffic impacts, including possible vehicle/pedestrian conflicts on Rossmoor Center Drive. To comprehensively address all traffic concerns, the October, 2015 traffic study will be updated, and traffic impacts will be analyzed in an EIR.

b) No Impact. The Congestion Management Program (CMP) is administered by the Orange County Transportation Authority (OCTA). The CMP establishes a service goal of LOS E or better on all CMP roadway segments. There are no CMP intersections, roadway segments, or highway segments in close proximity to the project site. None of the traffic study intersections or roadway segments is included in the OCTA CMP.[38] As identified in Section 4.16.a above, the proposed health club would result in 1,218 new trips. The project would not, therefore, conflict with an applicable congestion management program or level of service standard established by the congestion management agency. No impact would occur.

c) No Impact. The project site is located within the planning area of an airport land use plan; however, the project does not include any structures that would change air traffic patterns or uses that would generate air traffic. Furthermore, the proposed building height (35 feet at its highest point) would not affect airport approach or departure spaces or any air traffic patterns. Therefore, no impacts related to a change in air traffic patterns would occur.

[37] LSA Associates, Inc. Traffic Analysis. Health Club Within the Shops at Rossmoor. September, 2015.
[38] Orange County Transportation Authority. 2011 Orange County Congestion Management Program. 2011.

Exhibit 7 Recommended Turn Pocket Extension

Rossmoor LA Fitness
City of Seal Beach, California

d) **No Impact.** Access to the project site is proposed via two driveways on Rossmoor Center Way. The site can also be accessed via Towne Center Drive from a driveway that enters the Shops at Rossmoor from Seal Beach Boulevard. The applicant is also considering establishing a new right-turn-in only driveway on southbound Seal Beach Boulevard approximately 500 feet south of Rossmoor Center Way (see previous Figure 5). Extension of the left-turn pocket from northbound Seal Beach Boulevard onto Rossmoor Center Way will be extended an additional 125 to accommodate anticipated increases in queuing. The design of the proposed project and associated circulation improvements would comply with all applicable City regulations. Furthermore, the proposed project does not involve changes in the alignment of Seal Beach Boulevard or Rossmoor Center Way, which are adjacent to the project site. The left-turn pocket extension would not revise Seal Beach Boulevard's alignment or increase hazards. With regard to the possible right-turn-in only driveway, such a driveway can only be installed if it meets City design criteria. As such, impacts related to roadway design features and incompatible uses would be less than significant.

e) **Less Than Significant Impact.** A significant impact would occur if the design of the proposed project would not satisfy emergency access requirements of the Orange County Fire Authority or in any other way threaten the ability of emergency vehicles to access and serve the project site or adjacent uses. The proposed project would not result in inadequate emergency access. As discussed above, access to the project site is proposed via two driveways on Rossmoor Center Way and an additional entrance into the Shops at Rossmoor on Seal Beach Boulevard. The width of these driveways, as well as internal drive aisles, is sufficient to provide access for fire and emergency vehicles and is consistent with the California Fire Code. All access features are subject to and must satisfy the City of Seal Beach and Orange County Fire Authority design requirements. This project would not result in adverse impacts with regard to emergency access. Impact would be less than significant.

f) **Less than Significant Impact.** Public bus transit service in the project vicinity is currently provided by the Orange County Transportation Authority (OCTA) Bus Route 42 on Seal Beach Boulevard. This line runs at a high frequency (every 15 minutes or better) over a long service day, with service late into the evening and on weekends. The proposed project would not result in any substantial changes to lane or street configuration of Seal Beach Boulevard, any surrounding streets, or to existing sidewalks. Seal Beach Boulevard is not equipped with striped bicycle lanes. While a left-turn pocket lane will be extended on Seal Beach Boulevard, this traffic improvement would not demonstrably affect performance or safety of alternative transportation facilities. During project construction, temporary closures of sidewalk areas would be required. However, these closures would be short term in nature, and appropriate signage would be required to direct pedestrians around the closure. Lane closures associated with extension of the left-turn pocket lane would be coordinated and limited to the left-turn pocket and median. Impacts would be less than significant.

4.17 – *Utilities and Service Systems*

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☑	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☑	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☑	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☑	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☑	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☑

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

The project site is served by a public sewer system. All wastewater generated by the proposed project would be discharged into the local sewer main and conveyed for treatment at the Orange County Sanitation Districts (OCSD) reclamation plants. OCSD, under contract with Seal Beach, collects and treats wastewater at regional facilities. According to the 2010 Urban Water Management Plan for the City of Seal Beach, OCSD's collection system eventually feeds into the OCSD Plant No. 2 located at 22212 Brookhurst Street in the City of Huntington Beach. OCSD Plant 2 has a treatment capacity of 70 million gallons per day (MGD).[39]

Based on the CalEEMod default estimates for water use, the health club would use approximately 3,551,450 gallons of water annually, which includes both indoor uses such as showers and drinking fountains and outdoor use such as sprinklers for landscaping. Generally, wastewater is approximately 80% of total water demand. As such, the project is estimated to generate approximately 2,841,160 gallons of wastewater per year, or 7,784 gallons per day (gpd). This volume is well within the remaining treatment capacity of OCSD Plant No. 2. This project would thus have a less-than-significant impact on the ability of the facility to operate within its established wastewater treatment requirements, which are enforced via the facility's NPDES permit authorized by the Santa Ana Regional Water Quality Control Board.

Wastewater flows associated with the proposed project would consist of the same kinds of substances typically generated by commercial uses, and no modifications to any existing wastewater treatment systems or construction of any new ones would be needed to treat this project's wastewater. The ultimate disposal of effluent and solids would occur in compliance with waste discharge requirements set by the California RWQCB. Wastewater conveyed from the site would undergo treatment in accordance with applicable regulations, including the requirements of the RWQCB. The project would have a less than significant impact related to wastewater treatment requirements.

b) **Less Than Significant Impact.** The City provides water to a population of 25,561 throughout its service area. The City receives its water from two main sources: 1) the Lower Santa Ana River Groundwater basin, which is managed by the Orange County Water District (OCWD) and 2) imported water from the Municipal Water District of Orange County (MWDOC). Groundwater is pumped from three active wells located throughout the City, and imported water is treated at the Diemer Filtration Plant and delivered to the City via imported water connections.

Regarding wastewater facilities, as discussed in the preceding response, wastewater generated at the project site is treated at OCSD Plant No. 2. The proposed project is estimated to have a wastewater generation of approximately 7,784 gpd. As stated in section 4.17.a, this generation is well within the existing remaining treatment capacity of OCSD Plant No. 2.

No additional improvements are anticipated to either sewer lines or treatment facilities to serve the proposed project, as the project represents a very small use in the context of all development served. Standard connection fees will address any incremental impacts of the proposed project. Therefore, the project would result in less than significant impacts.

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[39] City of Seal Beach. *2010 Water Quality Management Plan*. July 2011.

c) **Less Than Significant Impact.** As discussed in the Hydrology section, the proposed project would not generate substantially increased runoff from the site that would require construction of new storm drainage facilities. In fact, the project would increase the total pervious surfaces on the site due to increased landscaping. As indicated in the engineering analysis conducted for the proposed project, total discharge rates for onsite drainage would decrease from 5.70 cubic feet per second (cfs) to 4.44 cfs for drainage Area A, and from 1.55 cfs to 1.53 cfs for drainage Area B. On-site Soils are not suitable for a stormwater infiltration system to reduce the flow level, and store and reuse is not technically feasible because the landscape areas are not large enough to accommodate the required re-use quantity. However, the project would include measures to treat stormwater flows on site through modular wetland biofiltration and a number of structural and non-structural source control BMPs before entering the municipal storm drain system. The expected decrease in stormwater flow and implementation of these measures mean that no new facilities or expansion of existing storm drainage facilities is required, as current levels can be accommodated by existing storm drainage facilities.

An NPDES permit would be required for the proposed project, which requires adoption of appropriate Stormwater Pollution Prevention Plan (SWPPP) and implementation of Best Management Practices (BMPs). The proposed project's storm drainage system would include the above-mentioned measures to ensure the storm water would be cleaned and retained onsite to a level equal to or greater than the NPDES mandates. Implementation of BMPs would reduce pollutants in stormwater and urban runoff from the project site. The proposed storm drainage system, in combination with the SWPPP and BMPs, must be designed to the satisfaction of the City's Public Works Director and in conformance with all applicable permits and regulations. The project applicant/developer would be required to provide all necessary on-site drainage infrastructure. Impact would be less than significant, and no mitigation beyond compliance with existing laws is required.

d) **Less Than Significant Impact.** According to the City of Seal Beach *2010 Urban Water Management Plan* (UWMP), the City has the rights to pump approximately 2,853 total acre-feet per year (afy) of water from its three wells. The UWMP reported an estimated total demand of 4,610 afy in fiscal year 2009-2010. This total includes 1,750 afy of imported water and 2,850 afy of local groundwater. Estimated demand in 2015-2016 (at the time of the proposed project completion) is predicted to be 4,720 afy; demand in 2030 is projected to be 4,880 afy. Cumulative supply from the Central Basin and Main basin exceed projected demand in 2014-2015 and 2029-2030.

The proposed project would generate a marginal increase in additional demand for water relative to overall existing citywide demand. Based on the CalEEMod default estimates for water use, the health club would use approximately 3,551,450 gallons of water annually, which includes both indoor uses such as showers and drinking fountains and outdoor use such as sprinklers for landscaping.

Water use by the building would be roughly 9,730 gallons per day, or approximately 11 afy. As the UWMP 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.

The project would be required to comply with Chapter 10.40 (Streetscape) and 11.4.30 (Landscaping and Buffer Yards) of the City of Seal Beach Municipal Code, which would lessen the project's demand for water resources. Also, CBC Title 24 water efficiency measures require a demonstrated 20 percent reduction in the use of potable water. The project's landscaping plans

include drought-tolerant landscaping materials. Compliance with Title 24 and the City's Water Conservation in Landscaping and Water Efficient Landscaping Ordinances would reduce the proposed project's impacts to groundwater supplies to a level of less than significant.

e) **Less Than Significant Impact.** As detailed in Sections 4.17a and 4.17b, the proposed project would be adequately served by existing wastewater conveyance and treatment facilities. Impact would be less than significant impact.

f) **Less Than Significant Impact.** A commercial retail use is estimated to produce 2.5 pounds per 100 square feet per day.[40] According to this measure, the health club would produce approximately 931 pounds of waste per day. However, the health club is likely to produce significantly less waste than the average commercial retail use, as limited packaging materials are used and the use is generally service-oriented. According to CalEEMod default settings for waste production, the proposed health club would produce 213 tons of waste annually, or 117 pounds per day.

Consolidated Disposal Services, LLC (Republic Services) provides exclusive waste and recycling collection services for residential and commercial uses in the City of Seal Beach.[41]

Republic Services currently operates three landfills in the Los Angeles/Orange County area in Long Beach, Gardena, and Anaheim. Republic Services also has recycling operations at their Anaheim facility, as well as at their BFI Falcon transfer station in Wilmington. Republic Services landfills currently have sufficient capacity to serve the City of Seal Beach now and into the future. The addition of 117 pounds per day of solid waste and recycling materials will not exceed the waste treatment capacity of Republic Services. Considering the availability of landfill capacity and the relatively nominal amount of solid waste generation from the proposed project, project solid waste disposal needs can be adequately met without a significant impact on the capacity of Republic Services landfills. Impacts would be less than significant.

g) **No Impact.** The proposed project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Therefore, no impact would occur.

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[40] Republic Waste Services of Southern California. *Loading Factors.* July 2011.

[41] Republic Services Website. *Comprehensive Waste and Recycling Services: Landfills.* http://site.republicservices.com/corporate/business/wasterecycling/facilities/landfills.aspx [Accessed March 2015].

4.18 – *Mandatory Findings of Significance*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☑	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☐	☑	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☑	☐	☐	☐

a) **Less Than Significant.** The proposed project would not impact any scenic vista or scenic resource, nor would it degrade the visual character of the area, as discussed in Section 4.1. The project would not result in excessive light or glare. The project site is located within an urbanized area with no natural habitat. The project would not impact any sensitive plants, plant communities, fish, wildlife or habitat for any sensitive species, as discussed in Section 4.4. Adverse impacts to archaeological and paleontological resources would not occur. Construction-phase procedures would be implemented in the event any important archaeological or paleontological resources are discovered during grading, consistent with required state laws. This site is not known to have any association with an important example of California's history or prehistory. The environmental analysis provided in Section 4.2 concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant. Sections 4.7 and 4.9 conclude that impacts related to climate change and hydrology and water quality will be less than significant.

Based on the preceding analysis of potential impacts in the responses to items 4.1 thru 4.17, no evidence is presented that this project would degrade the quality of the environment. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources would be less than significant.

b) **Less Than Significant.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project.

The proposed health club would result in less than significant environmental impacts (with mitigation incorporated), as discussed in this Initial Study. Short-term impacts related to noise would be less than significant and therefore would not contribute substantially to any other concurrent construction programs that may be occurring in the vicinity. Short-term impacts related to pollutant emissions would be less than significant and would not exceed thresholds.

To assess potential cumulative impacts associated with this project, an inventory of other proposed development projects was prepared. Currently, only one nearby cumulative development was identified: a new car wash within an existing Mobil service and gas station at the northeast corner of Seal Beach Boulevard and Rossmoor Center Way/Plymouth Drive. The proposed project, in combination with this project, would not significantly cumulatively affect the environment. Water supplies have been studied in the City's UWMP, and the cumulative projects are accounted for in UWMP. Continued efforts towards water conservation, as required by state law, would reduce water demands; the project would result in a less-than-significant cumulative impact on water supply and other resources.

c) **Potentially Significant Impact.** Based on the analysis of the proposed project's impacts in the responses to items 4.1 thru 4.17, evidence indicates that this project could result in substantial adverse effects on human beings. While project construction would result in temporary noise impacts and criteria pollutant emissions, these would be minimized to acceptable levels through application of routine construction control measures. Long-term effects would include increased air pollutant emissions, increased vehicular traffic, traffic-related noise, periodic on-site operational noise, minor changes to on-site drainage, and a minor change to the visual character of the site. With regard to air quality, greenhouse gas emissions, long-term noise, and transportation/traffic, impacts are potentially significant and these issues will be examined in an EIR. None of the other identified effects would be significant.

5 References

5.1 – List of Preparers

City of Seal Beach (Lead Agency)
211 Eighth Street
Seal Beach, California 90740
(562) 431-2527

Crystal Landavazo, Senior Planner

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

Laura Stetson, AICP, Principal and Project Manager
Victoria Harris, Senior Project Manager
Cameron Hile, Project Analyst and Graphics
Bryan Fernandez, Project Analyst

5.2 – Persons and Organizations Consulted

As noted in the footnotes