

# ROSSMOOR

COMMUNITY SERVICES DISTRICT



## Special Meeting of the Board Agenda Package

**JUNE 28, 2016**

PUBLIC COPY

**CALL AND NOTICE OF A SPECIAL MEETING**

**TO THE MEMBERS OF THE BOARD OF DIRECTORS OF THE ROSSMOOR COMMUNITY SERVICES DISTRICT:**

**NOTICE IS HEREBY GIVEN that the President has called a Special Meeting of the Board to be held in the Rush Park Auditorium, 3021 Blume Drive, Rossmoor, California at 4:30 p.m. on Tuesday, June 28, 2016 for the purposes of convening an open session of the Board. The agenda for the meeting is set forth below:**

**AGENDA  
BOARD OF DIRECTORS  
ROSSMOOR COMMUNITY SERVICES DISTRICT**

**SPECIAL MEETING**

Rush Park West Room  
3021 Blume Dr.  
Rossmoor, California  
**Tuesday, June 28, 2016  
4:30 p.m.**

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**A. ORGANIZATION**

1. CALL TO ORDER: 4:30 p.m.
2. ROLL CALL: Directors Burgess, Casey, Kahlert, Maynard  
President DeMarco
3. PLEDGE OF ALLEGIANCE

**B. PUBLIC FORUM**

*Any person may address the Board of Directors at this time upon any subject within the jurisdiction of the Rossmoor Community Services District; however, any matter that requires action may be referred to Staff at the discretion of the Board for a report and action at a subsequent Board meeting.*

**C. REGULAR AGENDA:**

1. DISCUSSION AND POSSIBLE ACTION RE: FILING OF APPEAL OF THE DECISION OF THE SEAL BEACH PLANNING COMMISSION TO APPROVE THE LA FITNESS HEALTH CLUB PROJECT IN THE SHOPS AT ROSSMOOR IN SEAL BEACH, CA.
2. RESOLUTION NO. 16-06-28-01: A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ROSSMOOR COMMUNITY SERVICES DISTRICT AUTHORIZING THE FILING OF AN APPEAL OF THE DECISION OF THE SEAL BEACH PLANNING COMMISSION TO APPROVE A CONDITIONAL USE PERMIT FOR THE LA FITNESS HEALTH CLUB PROJECT IN THE SHOPS AT ROSSMOOR IN SEAL BEACH, CA

**D. CLOSED SESSION:**

1. CONFERENCE WITH LEGAL COUNSEL RE: Initiation of Litigation Pursuant to Paragraph (4) of Subdivision (d) of Section 54956.9 of the Government Code, One Case.

**F. ADJOURNMENT**

*It is the intention of the Rossmoor Community Services District to comply with the Americans With Disabilities Act (ADA) in all respects. If, as an attendee or participant at this meeting, you will need special assistance beyond what is normally provided, the District will attempt to accommodate you in every reasonable manner. Please contact the District Office at (562) 430-3707 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.*

**CERTIFICATION OF POSTING**

I hereby certify that the attached Agenda for the June 28, 2016, 4:30 p.m. Special Meeting of the Board of Directors of the Rossmoor Community Services District was posted at least 24 hours prior to the time of the meeting.

ATTEST:

*Elisabeth Deering for*  
James D. Ruth  
General Manager

Date 6/24/16

**C1**

**ROSSMOOR COMMUNITY SERVICES DISTRICT**

**AGENDA ITEM C-1**

**Date:** June 28, 2016

**To:** Honorable Board of Directors

**From:** General Manager

**Subject:** DISCUSSION AND POSSIBLE ACTION RE: FILING OF APPEAL OF THE DECISION OF THE SEAL BEACH PLANNING COMMISSION TO APPROVE THE LA FITNESS HEALTH CLUB PROJECT IN THE SHOPS AT ROSSMOOR IN SEAL BEACH, CA.

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**RECOMMENDATION:**

Receive the report of the General Manager and provide direction on whether to file an appeal of the decision of the Seal Beach Planning Commission to approve the LA Fitness Center Health Club Project in the Shops at Rossmoor in Seal Beach, CA.

**BACKGROUND:**

The report is in response to the Monday, June 20, 2016 meeting of the Seal Beach Planning Commission and the decision to approve the LA Fitness Center Health Club Project in the Shops at Rossmoor in Seal Beach, CA.

The developer/owner of the Shops at Rossmoor (Shops) is proposing to build and operate a Health and Fitness Club on what is now parking adjacent to Seal Beach townhomes facing Montecito Rd. As a result of issues raised by Rossmoor residents and others, the Seal Beach City Council referred the matter to its Environment Quality Control Board (EQCB).

On May 18<sup>th</sup>, the EQCB met with a Committee of interested parties to discuss the project. Among the attendees were District Board members Casey and Burgess, General Manager Ruth, RHA President Nitikman and RHA Vice-President Houghton, as well as, several community members. A lengthy discussion on many issues ensued.

Of major concern was the already present congestion and traffic issue at the four-way stop sign on Main Way. Most Rossmoor residents however, were primarily concerned about the loss of parking behind the Seal Beach

townhomes which would likely result in overflow parking from Seal Beach residents onto Rossmoor streets.

The overflow parking condition was previously addressed by an agreement with the Shops at Rossmoor to allow Seal Beach townhome residents to park in the Shop's parking lot. It is unclear whether or not that agreement will continue to be possible if the health club is built at the proposed location. Those parking slots could become required parking for the patrons at the Shops.

At the conclusion of the meeting, the EQCB voted 4-1 to not send a recommendation to the Seal Beach Planning Commission in order to give the developer of the project time to respond to the issues raised. A meeting of the Committee was held on June 20, 2016 to react to the developer's response.

At its June 14, 2016 regular meeting, the Rossmoor Community Services District Board of Directors authorized the Board President to submit a letter to the Seal Beach City Council along with the General Manager's communication to the Board enumerating the myriad of issues raised and discussed in an effort to make the Seal Beach City Council aware of the seriousness of the issues being raised by the Committee. The Board also discussed the appeals procedure, should the Seal Beach Planning Commission vote to approve the project.

**ATTACHMENTS:**

1. Draft minutes of the June 14, 2016 regular meeting of the Rossmoor Community Services District.
2. Letter from Board President DeMarco dated June 14, 2016 to the City of Seal Beach (Mayor, City Council and Planning Commission) opposing the LA Fitness Health Club Project.
3. Seal Beach City Council Appeal Form
4. Seal Beach Planning Commission Fee Schedule
5. Seal Beach Health Club Executive Summary-Mitigated Negative Declaration



**MINUTES  
BOARD OF DIRECTORS  
ROSSMOOR COMMUNITY SERVICES DISTRICT**

**REGULAR MEETING**

RUSH PARK  
3021 Blume Drive  
Rossmoor, California

**Tuesday, June 14, 2016**

**A. ORGANIZATION**

**1. CALL TO ORDER: 7:00 P.M.**

- 2. ROLL CALL:** Directors Burgess, Casey, Maynard  
President DeMarco  
Director Kahlert had an excused absence

**3. PLEDGE OF ALLEGIANCE**

**4. PRESENTATIONS:**

**A-4a: LT. ROB GUNZEL RE: ORANGE COUNTY SHERIFF QUARTERLY CRIME STATISTICS**

Lieutenant Robert Gunzel reported to the Board on the latest crime statistics and activity for the quarter. He indicated that many of the crimes were preventable. Discussion ensued relative to increased transient activity and open house security measures. The report was received and filed.

**A-4b: ORANGE COUNTY FIRE AUTHORITY CHIEF CRUZ RE: FIREWORKS SAFETY AND DROWNING PREVENTION**

OCFA Chief Cruz reported to the Board on Fireworks Safety and Drowning Prevention. Brief videos were shown on these topics. Chief Cruz provided the statistics on the staggering number of injuries and deaths attributed annually to drowning and fireworks. He educated the audience on safety precautions and technology available to help prevent similar tragedies. The presentation was received and filed.

**B. ADDITIONS TO AGENDA--None**

**C. PUBLIC FORUM:**

**D. REPORTS TO THE BOARD: None**

**E. CONSENT CALENDAR:**

**1a. MINUTES REGULAR BOARD MEETING—May 10, 2016**



**2. REVENUE AND EXPENDITURE REPORT—April 2016**

Motion by Director Burgess, seconded by Director Maynard to approve Items E-1a. and E-2 on the Consent Calendar as submitted. Motion passed 4-0.

**F. PUBLIC HEARING: None**

**G. RESOLUTIONS:**

**1. RESOLUTION NO. 16-06-14-01 APPROVING AND ADOPTING THE ANNUAL APPROPRIATIONS LIMIT FOR FISCAL YEAR 2016-2017.**

Recommendation to approve Resolution No. 16-06-14-01 by roll call vote by reading the title only and waiving further reading as follows:

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ROSSMOOR COMMUNITY SERVICES DISTRICT APPROVING AND ADOPTING THE ANNUAL APPROPRIATIONS LIMIT FOR FISCAL YEAR 2016-2017.**

Motion by Maynard, seconded by Director Casey to approve Resolution No. 16-06-14-01 Approving and Adopting the Annual Appropriations Limit for Fiscal Year 2016-2017, by roll call vote by reading the title only and waiving further reading. Motion passed 4-0.

**2. RESOLUTION NO. 16-06-14-02 REJECTION OF GOVERNMENT CLAIM-MUNINDRADASA RE: VEHICLE DAMAGE.**

Recommendation to approve Resolution No. 16-06-14-02 by roll call vote by reading the title only and waiving further reading as follows:

**A RESOLUTION OF THE BOARD OF THE ROSSMOOR COMMUNITY SERVICES DISTRICT'S REJECTION OF GOVERNMENT CLAIM**

Motion by Maynard, seconded by Director Casey to approve Resolution No. 16-06-14-02 Rejection of Government Claim, by roll call vote by reading the title only and waiving further reading. Motion passed 4-0.

**ORDINANCES: None**

**H. REGULAR CALENDAR:**

**1. RECOMMENDATIONS OF THE PUBLIC WORKS/CIP COMMITTEE RE: FY 2016-2017 FUND 40 PRELIMINARY BUDGET AND FIVE-YEAR PROJECT LISTS.**

Recommendation to Receive, approve and/or modify the recommendations of the Public Works/CIP Committee and provide direction regarding the formulation of FY 2016-2017 Fund 40 Final Budget and Four-Year Project Lists.

Discussion ensued. Motion by Director Maynard, seconded by Director Casey to approve the transfer of \$50,000 from FY 2015-2016 Year End Fund 10 Budget Balance (Not Reserves) to Fund 40 for FY 2016-2017 Capital Projects; Approve the Recommendations of the Public Works/CIP Committee re: Fund 40 FY 2016-2017 Budget and Project List; Receive the Four-Year 2017-2020 Fund 40 Project Lists (Information Only). Motion passed 4-0.

**2. RECOMMENDATIONS OF THE BUDGET COMMITTEE RE: FY 2016-2017 PRELIMINARY BUDGET.**

Recommendation to receive, approve and/or modify the recommendations of the Budget Committee and provide direction regarding the formulation of FY 2016-2017 Final Budget.

Discussion ensued. Motion by Director Maynard, seconded by Director Burgess to Adopt the recommendations called out in the RCSD Five-Year Fiscal Plan; Transfer \$50,000 from Fund 10 budget savings (not reserves) to Fund 40 for critical capital projects in FY 2016-2017; Approve the recommendations of the CIP and Budget Committees on the Fund 10 and Fund 40 Preliminary Budgets and Fund 40 Project List; Motion passed 4-0.

**3. RECOMMENDATIONS OF THE GENERAL MANAGER RE: FY 2016-2017 PRELIMINARY BUDGET AND SALARY PLAN.**

Recommendation to receive the report of the General Manager, set date of public hearing and provide direction regarding the formulation of FY 2016-2017 Final Budget.

Discussion ensued. Motion by Director Casey, seconded by Director DeMarco to Approve the Fund 40 FY 2016-2017 Budget and Project List; Receive the Four-Year 2017-2020 Fund 40 Project Lists (*Information Only*); Approve the FY 2016-2017 Preliminary Budget; Approve the FY 2016-2017 Salary Plan; Set the date of the public hearing to July 12, 2016 and direct the General Manager to bring forth a Proposed Final Budget at your July 12, 2016 Board meeting, with any revisions, for further review and input from the community; Direct the General Manager to publish a Notice of Public Hearing for adoption of a Final Budget at your July 12, 2016 Board meeting commencing at 7:00 p.m. Motion passed 4-0.

**4. CITIZEN REQUEST FOR BOARD APPROVAL RE: EXTENSION OF PARK HOURS FOR FACILITY RENTAL ON THANKSGIVING DAY AT RUSH PARK.**

Recommendation to authorize General Manager to approve the request of Ingrid Lind for extended use of the Rush Park Auditorium on Thanksgiving Day. Per policy No. 6010.10, use of park or facility by any group, shall not exceed eight (8) hours including preparation time in any one day.

Discussion ensued. Motion by Director Maynard, seconded by Director Casey to approve the request of Ingrid Lind for extended use of the Rush Park Auditorium on Thanksgiving Day. Per policy No. 6010.10, use of park or facility by any group, shall not exceed eight (8) hours including preparation time in any one day. Motion passed 4-0.

**5. REQUEST FOR COUNTY FUNDS RE: LAUSD SAFETY RESOURCES OFFICER.**

Recommendation to authorize the General Manager to authorize Board President to submit a letter to Supervisor Michelle Steel requesting the County to contribute to the cost of the Los Alamitos School District's School Resources Officer.

Discussion ensued. Motion by Director Casey, seconded by Director Maynard to authorize the Board President to submit a letter to Supervisor Michelle Steel requesting the County to contribute to the cost of the Los Alamitos School District's Safety Resources Officer. Motion passed 4-0.

## **6. PROPOSED WILDLIFE WATCH PROGRAM.**

Recommendation to receive the oral report of the General Manager regarding the current status of the proposed Wildlife Watch Pilot Program (WWPP) in Rossmoor and authorize the General Manager to approve a request from Ms. Rita Collins with California State University of Long Beach (CSULB) to install motion-activated cameras on Rossmoor Park property as part of a proposed transect to monitor urban wildlife.

Rita Collins reported to the Board on the details of the project. Discussion ensued relative to the location of the camera, funding and maintenance. Ms. Collins stated reported that the camera would be installed at Rossmoor Park as part of a collaboration with the Urban Wildlife Institute and Lincoln Park Zoo, to establish an urban-rural transect of camera traps from Long Beach to Santiago Canyon to join their national network of carnivore monitoring transects. The camera was one of approximately 30 cameras located locally. This study had received a University Research Grant of \$10,000. Data collected will be used to apply for additional grants from a variety of sources. The device would be camouflaged, locked in security boxes to prevent vandalism and would be maintained by the research team.

Director Casey inquired as to why the Rossmoor Park location was chosen by the team. Ms. Collins replied that Rossmoor Park was one of the available clusters of green space near Katella Avenue between the downtown urban area near the CSULB campus to the Irvine Hills and they wanted to remain within a kilometer north and south of that location. President DeMarco commented that the Chicago wildlife program, referenced in the report, had been televised recently and was a fascinating analysis on urban coyotes. He confirmed that the camera at Rossmoor Park would be part of a broader university study. He asked if Ms. Collins would come back to the Board at a later time to provide them with updates on what was learned. Ms. Collins agreed.

Motion by Director Casey, seconded by Director Maynard to receive the oral report of General Manager regarding the current status of the proposed Wildlife Watch Pilot Program (WWPP) in Rossmoor and authorize the General Manager to approve a request from Ms. Rita Collins with CSULB to install motion-activated cameras on District Property (Rossmoor Park) as part of a proposed transect to monitor urban wildlife. Motion passed 4-0.

Beverly Houghton, Rossmoor Homeowners Association, updated the Board regarding the status and progress of the Rossmoor Wildlife Watch Program and website. She stated that citizens could now report sightings on the Rossmoor Wildlife Watch website at [rossmoorwildlife.org](http://rossmoorwildlife.org) which would also be recorded on an interactive map. In addition, a dedicated hotline had been created however, in an emergency situation, she urged residents to call 9-1-1. The report was received and filed.

## **7. RENEWAL OF AGREEMENT RE: TENNIS INSTRUCTION-FERNANDO MOLINA.**

Recommendation to authorize the General Manager to execute the first of two one-year Extended Term Agreements to provide tennis instruction by Mr. Fernando Molina.

Brief Discussion ensued relative to fees and Mr. Molina's summer tennis program. Motion by Director Maynard, seconded by Director Casey to authorize the General Manager to execute the first of two one-year Extended Term Agreements to provide tennis instruction by Mr. Fernando Molina. Motion passed 4-0.

## **8. COMMUNICATION TO SEAL BEACH CITY COUNCIL RE: PROPOSED HEALTH CLUB—SHOPS AT ROSSMOOR**

Recommendation to authorize Board President to submit a letter to the Seal Beach City Council regarding issues of concern to the District and the residents of Rossmoor.

Discussion ensued relative to resident concerns surrounding the project and the wording and content of the letter. Further discussion ensued regarding the appeals process. Tarquin Presiozi stated that whoever does file an objection, it could be done under the California Environmental Quality Act, which may provide an avenue of legal review, on the basis of a substandard traffic analysis. The District would need to identify the flaws and raise those specific objections, either in writing or at the public hearing, in order to subsequently sue under the Environmental Quality Act. General Counsel further opined that Rossmoor residents who were considering filing their own objections should do so directly through the Seal Beach Planning Commission, separate from the District. Tarquin Preziosi also stated his intent to research the appeals process, should that action be necessary. Motion by Director Casey, seconded by Director Burgess to authorize the Board President to submit a letter, after being edited and finalized by General Counsel, to the Seal Beach City Council and Planning Commission regarding issues of concern to the District and the residents of Rossmoor. Motion passed 4-0.

### **I. GENERAL MANAGER ITEMS:**

The General Manager reported that the Rossmoor Park Community Center cabinet replacement project was nearing completion. Bids have been received on the Rush Park Canopy Project and he projected that the item would be on next month's agenda for Board approval. He updated the Board relative to the Montecito Road Lighting Project stating that after a long uphill process, Southern California Edison had finally agreed to upgrade and replace 26 street lights, (*with the exception of the three poles located on Seal Beach Property*) at no cost to the District due to the fact that they were older than 10 years and fully ammortized. He concluded by reporting that the Farmers' Market Proposal had been formally withdrawn.

### **J. BOARD MEMBER ITEMS:**

Director Burgess stated he was glad to hear about the progress on the Montecito Road Lighting Project. He had questions relative to the status of the Bradbury Road restriping. He stated that it has been almost a year since the RHA/LAUSD Traffic Committee has met. He expressed disappointment that the committee had gone silent and that the Rossmoor Homeowners Association had not been more active with the Traffic Committee and suggested that the RCSD revive the committee. He had further comments relative to concerns about LAUSD inter district

transfer student numbers and potential impact on traffic. President DeMarco suggested that the Traffic Committee item could be agendaized at a future meeting, RHA President Mark Nitikman could be invited to report and the entire RCSD Board could provide input and, if appropriate, move forward in the decision making process.

Director Casey encouraged everyone to attend the Seal Beach Planning Commission meeting on Monday, June 20<sup>th</sup> to discuss the proposed LA Fitness Health Center Project in the Shops at Rossmoor. He stated that he hoped that all of the same people who showed up to the Environmental Quality Control Board meeting on May 18<sup>th</sup> would attend this meeting as well as there was strength in numbers. He added that at least one Seal Beach City Councilmember was in agreement about the parking restrictions and affects on Seal Beach and Rossmoor residents. He thanked OCFA Chief Cruz for his great presentation on Fire Safety and Drowning Prevention.

Director Maynard remarked that local issues require local people and local participation and thanked all of the attendees for being a part of the process and solutions. He also thanked OCFA Chief Cruz and OCSD Lt. Gunzel for their reports. He stated that he learned some things from Chief Cruz about drowning that he didn't know before. He also observed that most Rossmoor crimes are crimes of opportunity and stressed how preventable they were as long as citizens were willing to take more responsibility in securing valuables. Both drowning and burglaries were preventable. He extended his congratulations to this year's graduates and, now that school was out, cautioned residents to be more aware of children on bikes and at play. He also cautioned everyone to drive sober. Director Maynard also stressed the importance of attending the June 20, 2016 public hearing of the Seal Beach Planning Commission to opine on the proposed LA Fitness Health Club project. He concluded that the project seemed to be on the fast track to getting approved and the only hope of slowing it down was for concerned citizens to show up and voice their opposition. He further opined 37,000 square foot fitness center was immense and a poor fit for the community.

President DeMarco reminded everyone that fireworks are illegal in Rossmoor. He stated that the RCSD partners each year with the surrounding cities to bring a safe and sane celebration to residents. He encouraged residents to attend the annual 4<sup>th</sup> of July Fireworks Spectacular on the Joint Forces Training Base in Los Alamitos. He thanked Lt. Gunzel and Chief Cruz for their reports. He concluded with comments relative to the Farmers' Market Proposal appearing on last month's agenda, which had since been withdrawn. He expressed regret concerning the way the Board and community managed the request; stating that in their rush to judgment a great opportunity may have been lost. He remarked that there was a process and the General Manager had the experience and staff had the ability to manage and oversee such an activity and build in the necessary protections. He also expressed disappointment with how some residents had behaved towards Ms. Ostendorf. He concluded by inviting everyone to attend the first Movie/Concert in the Park Duo of the summer which begins this Friday, June 17, 2016 at Rush Park..

**K. CLOSED SESSION—None**

**L. ADJOURNMENT:**

Motion by Director Casey, seconded by Director Burgess to adjourn the regular meeting at 9:45 p.m. Motion passed 4-0.



June 14, 2016

## ROSSMOOR COMMUNITY SERVICES DISTRICT

3001 BLUME DRIVE, ROSSMOOR, CA 90720 / (562) 430-3707 / FAX (562) 431-3710

Mayor and City Council  
City Hall  
211 Eighth Street  
Seal Beach, CA 90740

Dear Mayor and City Council,

I am writing on behalf of the Board of Directors of the Rossmoor Community Services District (RCSD) to inform you of serious concerns of the residents of Rossmoor. As you know, the Shops at Rossmoor (Shops) and its developer are proposing to build an LA Fitness Health Club at the Shops on a current parking lot adjacent to Seal Beach townhomes facing Montecito Rd. As set forth below, RCSD objects to the environmental analysis for this project, and believes that the mitigated negative declaration does not adequately analyze the impacts of the project on traffic and parking in the area.

Of major concern to both Seal Beach and Rossmoor residents is the congestion and traffic at the four-way stop sign on Main Way. The addition of a high traffic health club will only add to the backups currently being experienced at the aforementioned intersection.

Rossmoor residents, however, are primarily concerned about the loss of parking in the Shops parking lot behind and adjacent to the Seal Beach townhomes. It remains unclear whether or not those accommodations will remain if the health club is built at the proposed location. Seal Beach parking requirements could likely require that those parking slots now being used by Seal Beach residents could become required parking for the patrons of the Shops at Rossmoor.

This issue is of great concern to Rossmoor residents because previous to the current arrangement, Seal Beach residents were using Rossmoor streets for overflow parking. Many residents and/or their guests could not park in front of their homes because of the overflow parking, particularly during the evening and nighttime hours. There are, of course, many other issues which require further study and mitigation.

I am mindful that your Environmental Quality Control Board and your Planning Commission have yet to rule and/or approve of the project. However, the combined sentiments being expressed by both of our resident population have been brought directly to our Board of Directors, as well as, the Board of Directors of the Rossmoor Homeowners Association. I therefore believe that you should be as informed as we are about the potential controversy which may arise should these concerns not be properly addressed by both of our communities.

I am attaching the Meeting Notes taken by our General Manager at the last EQCB meeting for your information. I will keep you informed as this project becomes more fully defined and trust that the EQCB and Planning Commission will be sensitive to our issues.

Respectfully,

Tony DeMarco  
RCSD Board President

Cc: Rossmoor Homeowners Association; Seal Beach City Manager, Jill Ingram; Seal Beach Planning Commission; Environmental Quality Control Board



## ROSSMOOR COMMUNITY SERVICES DISTRICT

3001 BLUME DRIVE, ROSSMOOR, CA 90720 / (562) 430-3707 / FAX (562) 431-3710

June 14, 2016

Jim Basham  
Director of Community Development  
Seal Beach Planning Commission  
City Hall  
211 Eighth Street  
Seal Beach, CA 90740

Dear Director Basham and Planning Commission,

I am writing on behalf of the Board of Directors of the Rossmoor Community Services District (RCSD) to inform you of serious concerns of the residents of Rossmoor. As you know, the Shops at Rossmoor (Shops) and its developer are proposing to build an LA Fitness Health Club at the Shops on a current parking lot adjacent to Seal Beach townhomes facing Montecito Rd. As set forth below, RCSD objects to the environmental analysis for this project, and believes that the mitigated negative declaration does not adequately analyze the impacts of the project on traffic and parking in the area.

Of major concern to both Seal Beach and Rossmoor residents is the congestion and traffic at the four-way stop sign on Main Way. The addition of a high traffic health club will only add to the backups currently being experienced at the aforementioned intersection.

Rossmoor residents, however, are primarily concerned about the loss of parking in the Shops parking lot behind and adjacent to the Seal Beach townhomes. It remains unclear whether or not those accommodations will remain if the health club is built at the proposed location. Seal Beach parking requirements could likely require that those parking slots now being used by Seal Beach residents could become required parking for the patrons of the Shops at Rossmoor.

This issue is of great concern to Rossmoor residents because previous to the current arrangement, Seal Beach residents were using Rossmoor streets for overflow parking. Many residents and/or their guests could not park in front of their homes because of the overflow parking, particularly during the evening and nighttime hours. There are, of course, many other issues which require further study and mitigation.

I am mindful that your Environmental Quality Control Board and your Planning Commission have yet to rule and/or approve of the project. However, the combined sentiments being expressed by both of our resident population have been brought directly to our Board of Directors, as well as, the Board of Directors of the Rossmoor Homeowners Association. I therefore believe that you should be as informed as we are about the potential controversy which may arise should these concerns not be properly addressed by both of our communities.

I am attaching the Meeting Notes taken by our General Manager at the last EQCB meeting for your information. I will keep you informed as this project becomes more fully defined and trust that the EQCB and Planning Commission will be sensitive to our issues.

Respectfully,

Tony DeMarco  
RCSD Board President

Cc: Rossmoor Homeowners Association; Seal Beach City Manager, Jill Ingram; Seal Beach Planning Commission; Environmental Quality Control Board



## MEETING NOTES

To: RCSD President Tony DeMarco, Members of the Board of Directors  
From: James D. Ruth  
Subject: **Shops at Rossmoor Proposed Health Club  
Public Meeting—Seal Beach City Hall  
Environmental Quality Control Board  
Wednesday, May 18, 2016**

The meeting was attended by approximately thirty Rossmoor residents who expressed strong opposition to the proposed 37, 000 square ft. Health Club to be located behind Sprouts in the parking lot. Board members Ron Casey, Dave Burgess, RHA President Mark Nitikman and VP Bev Houghton and me were also in attendance.

Major issues expressed in opposition to the proposed project were:

1. Adequate notification of residents on the date, time and location of meeting. Staff indicated the City met all code requirements in notification.
2. Queing of cars turning off of Seal Beach Blvd.; particularly those making left hand turns off of Seal Beach Blvd.
3. The congestion and safety issues associated with the 4-Way stop on Rossmoor Center Way with added vehicular traffic.
4. Increased traffic—800 to 900 trips a day.
5. What did the original EIR designate as ultimate build out and parking requirements?
6. Impact on residents living on Montecito Road trying to exit their properties with the increased traffic.
7. Need to validate the projects parking spaces—1,613.
8. Hours of Operation—Impact on residents—Noise—Lights—Horns—early 5:30 a.m.-10 p.m.
9. Impact of Delivery Trucks—Traffic—Loading—Unloading—Parking.
10. Developer estimates 80% of fit club use will be within a three mile radius of club.
11. Non shoppers will not be allowed to continue parking in the Shops at Rossmoor parking lot.
12. Concerns about air quality and green house gases resulting from development.
13. Signal synchronization from St. Cloud to S.B. Blvd. north to boundary, have been installed to improve traffic flow. OCTA—Grant—Completed.
14. Construction Noise—Dust—Staging Of Trucks And Equipment.
15. Consultant's statement that there would be no traffic impact (*Ken Wilhelm*)—loss of 40 spaces. have more than adequate parking for Shops in Rossmoor.
16. Explore another entrance into parking area off of Seal Beach Blvd southbound.
17. Speeding through Rossmoor Center Way.
18. Residents currently parking in Shops at Rossmoor will have to relocate somewhere else—Park in Adjoining Neighborhood—Major Impact To Residential Areas Nearby—Safety—Trash—Noise—Inconvenience to Residents, Visitors.
19. If you're traveling north on SB Blvd. you will have to go to Bradbury to make a left hand turn.
20. Zoning needs to be reviewed.
21. Development will impact the quality of life for residents in close proximity to development.



22. Impact of delivery trucks.
23. Very unlikely residents will ride bikes to the LA Fitness Health Club.
24. Developer should consider current conditions in their final assessment of their project on surrounding properties.
25. What will be the main entrance?
26. How many trips does the parking lot currently generate?

The meeting was conducted in a very professional manner by the committee. Our Rossmoor residents did an excellent job of articulating their concerns.

The Committee voted 4-1 to not recommend this project to the Planning Commission for their *June 2, 2016* meeting until the developer has adequately addressed the resident's concerns, particularly the major issues associated with the 4-Way stop located on Rossmoor Center Way.

Meeting adjourned at 8:05 p.m.

*James D. Ruth*

**CITY OF SEAL BEACH  
APPEAL APPLICATION TO CITY COUNCIL**

For Office Use Only	
Planning Commission Date: _____	Planning Comm. Resolution No.: _____
Planning Commission Action: _____	Approval _____ Denial _____ Other _____
Date Appeal Filed: _____	City Council Date: _____
Notice Date: _____	
City Council Action: _____	Resolution No.: _____

1. Property Address: \_\_\_\_\_

2. Applicant's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Work Phone: ( ) \_\_\_\_\_ Mobile: ( ) \_\_\_\_\_

Home Phone: ( ) \_\_\_\_\_ FAX: ( ) \_\_\_\_\_

3. Property Owner's Name: \_\_\_\_\_

Address: \_\_\_\_\_

Home Phone: ( ) \_\_\_\_\_

4. The undersigned hereby appeals the following described action of the Seal Beach Planning Commission concerning Public Hearing No. \_\_\_\_\_.

Attach a statement that explains in detail why the decision of the Planning Commission is being appealed, the specific conditions of approval being appealed, and include your statements indicating where the Planning Commission may be in error.

\_\_\_\_\_  
(Signature of Applicant)

\_\_\_\_\_  
(Signature of Owner)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Print Name)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Date)

**SECTION 3. PLANNING FEES**

The following fees are charged to individuals submitting the described requests to the Community Development Department. Payment in full is required before issuance of necessary Grading, Building, Plumbing, Electrical, Mechanical, or any other appropriate permit.

**A. Filing Fees**

1. Conditional Use Permit .....	\$1,329
2. Variance .....	\$1,329
3. Zone Change .....	\$3,193
4. General Plan Amendment.....	\$3,193
5. Planned Unit Development .....	\$2,926
6. Minor Use Permit .....	\$533
7. Historic Preservation Designation .....	\$533
8. Minor Site Plan Review .....	\$266
9. Major Site Plan Review .....	\$1,063
10. Radius Map Processing	
a. .500' Radius .....	\$204
b. .300' Radius .....	\$102
c. .100' Radius .....	\$51
11. Massage Establishment Operator Background Check.....	\$543
a. Background Check Renewal (Biennial).....	\$266
12. Concept Approval (Coastal).....	\$266
13. Specific Plan .....	\$10,641
14. Appeal - Non-Public Hearing Matters.....	\$1,500 deposit
15. Appeal - Public Hearing .....	\$1,064
16. Pre-Application Conference .....	\$213
17. Property Profile .....	\$133
18. Planning Commission Interpretation .....	\$425
19. Sober Living Investigation Fee.....	\$533
20. Temporary Banner Permit.....	\$46
a. plus \$5 if a second banner is used during same period	
21. Tentative/Final Parcel Map .....	\$1,329
22. Tentative/Final Tract Map .....	\$2,128
23. Special Events: (Other than City sponsored/co-sponsored events)	
1 event per 90 day period.....	\$159
a. Note: In compliance with City Council Resolution Number 5898, resident homeowner associations or resident neighborhood associations who provide proof of 501 (c)(3) shall pay 25% of the above referenced fee.	
b. Special Event Reserved Parking.....	\$15 per space
24. Sign Application .....	\$53
25. Planned Sign Program .....	\$798
26. Development Agreement (New or Revision) .....	\$25,000 deposit
27. Maps (Zoning, General Plan Land Use).....	\$2.50 per sheet

**B. Environmental Fees/Deposits**

1. Minor Environmental Assessment (Categorical Exemption) .....	\$1,050 deposit
2. Major Environmental Assessment (Initial Study).....	\$1,700 deposit
3. Negative Declaration.....	\$1,800 deposit
4. Environmental Impact Report.....	\$25,000 deposit

**C. Transportation Facilities and Programs Development Fees  
(Traffic Impact Fees)**

1. Shopping Center (up to 175,000 sq. ft.) .....	\$12.24 per sq. ft. of gross leasable area
2. Shopping Center (over 175,000 sq. ft.) .....	\$3.79 per sq. ft. of gross leasable area
3. General Office Building .....	\$4.15 per sq. ft. of gross leasable area



## Notice of Intent to Adopt a Mitigated Negative Declaration

### *City of Seal Beach*

Pursuant to the State of California Public Resources Code Section 21092, this is to advise you that the City of Seal Beach has prepared an Initial Study of environmental impacts on the following project.

**Project Title:** Rossmoor Health Club, Conditional Use Permit (CUP) 15-7

**Project Description:** An application for Conditional Use Permit 15-7 has been submitted to the City of Seal Beach for the construction of a health club in General Commercial (GC) Zone. The proposed project consists of the construction of a single-story, 37,000-square-foot private health club (fitness center) on approximately 0.85 acres within the existing Shops at Rossmoor retail development in the City of Seal Beach. Construction of the project will eliminate approximately 40 parking stalls serving the Shops at Rossmoor center. Additional parking spaces will be provided by the reconfiguration of the parking area surrounding the new building. With the new parking configuration, all uses within the commercial center will be provided with sufficient parking.

**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 end of the shopping center parking lot on Rossmoor Center Way between Seal Beach Boulevard and Montecito Road.

**Environmental Determination:** Based on the findings of the Initial Study, the City has determined that this project would not result in significant environmental impacts with the incorporation of mitigation measures to address potential construction noise impacts and long-term traffic generation. Measures to reduce impacts involving noise and traffic will be incorporated into the project conditions of approval. Accordingly, the City intends to adopt a Mitigated Negative Declaration pursuant to Section 21080(c) of the Public Resources Code.

The project site is not included on the list of hazardous materials facilities, hazardous waste properties, or hazardous waste disposal sites enumerated under Section 65962.5 of the California Government Code (Cortese List).

**Public Review/Public Comment Period:** Copies of the proposed Mitigated Negative Declaration and Initial Study are available for public review at the following locations:

- City of Seal Beach Community Development Department, 211 Eighth Street, Seal Beach
- Mary Wilson Library, 707 Electric Avenue, Seal Beach
- Los Alamitos-Rossmoor Library, 12700 Montecito Road, Seal Beach
- Leisure World Library, 2300 N. Gate Road, Seal Beach

**A 20-day public review period for the Mitigated Negative Declaration begins on April 28, 2016 and ends May 18, 2016 at 5:00 P.M.** If you would like to comment, please send written comments to:

Crystal Landavazo, Senior Planner  
211 Eighth Street  
Community Development Department  
Seal Beach, CA 90740  
[clandavazo@sealbeachca.gov](mailto:clandavazo@sealbeachca.gov)  
(562) 431-2527, ext. 1324

**Public Hearing:** The City of Seal Beach Planning Commission is tentatively scheduled to consider the Mitigated Negative Declaration and proposed project at its regular Planning Commission meeting on **June 20, 2016** at 7:00 P.M. at City Hall at 211 Eighth Street in the Council chambers. To confirm the date and time of the meeting and for additional information concerning the proposed project, please check the City's website: <http://www.sealbeachca.gov>.

Table F: Unoccupied Space within the Shops at Rossmoor Trip Generation .....	20
Table G: Existing (2014) with Full Occupancy Peak Hour Intersection Level of Service Summary .....	27
Table H: Existing (2014) with Full Occupancy Peak Hour Roadway Level of Service Summary .....	28
Table I: Existing (2014) with Full Occupancy plus Project Peak Hour Intersection Level of Service Summary.....	31
Table J: Existing (2014) with Full Occupancy plus Project Peak Hour Roadway Level of Service Summary.....	32
Table K: Project Completion Year (2016) with Full Occupancy Peak Hour Intersection Level of Service Summary .....	38
Table L: Project Completion Year (2016) with Full Occupancy Peak Hour Roadway Level of Service Summary.....	39
Table M: Project Completion Year (2016) with Full Occupancy plus Project Peak Hour Intersection Level of Service Summary .....	40
Table N: Project Completion Year (2016) with Full Occupancy plus Project Peak Hour Roadway Level of Service Summary .....	41
Table O: Future (2035) General Plan Buildout with Full Occupancy Peak Hour Intersection Level of Service Summary .....	46
Table P: Future (2035) General Plan Buildout with Full Occupancy Peak Hour Roadway Level of Service Summary .....	47
Table Q: Future (2035) General Plan Buildout with Full Occupancy plus Project Peak Hour Intersection Level of Service Summary .....	48
Table R: Future (2035) General Plan Buildout with Full Occupancy plus Project Peak Hour Roadway Level of Service Summary .....	49
Table S: Site Access Queuing Summary .....	51
Table T: Weekday Parking Utilization Summary .....	54
Table U: Weekend Parking Utilization Summary .....	54
Table V: Future Weekday Parking Demand.....	55
Table W: Future Weekend Parking Demand.....	56
Table X: Site Access with Improvements Queuing Summary .....	60
Table Y: Project Fair Share Calculation.....	61

## EXECUTIVE SUMMARY

LSA Associates, Inc. (LSA) has prepared the following traffic/circulation and parking analysis to identify any potential traffic and parking impacts resulting from the development of the proposed health club (project) in the City of Seal Beach (City). LSA has prepared this analysis consistent with the City Traffic Impact Study Guidelines (March 2010) and the City's General Plan (December 2003).

The project proposes the construction of a 37,000-square-foot (sf) health club within the Shops at Rossmoor retail center. This study analyzes the weekday a.m., p.m., and weekend mid-day peak hour levels of service (LOS) at 15 study area intersections and 11 roadway segments for the following scenarios:

1. Existing (2014) conditions with current occupancy of the Shops at Rossmoor retail center
2. Existing (2014) conditions with estimated full occupancy of the Shops at Rossmoor retail center
3. Existing (2014) conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed project
4. Project Completion Year (2016) conditions with estimated full occupancy of the Shops at Rossmoor retail center
5. Project Completion Year (2016) conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed project
6. Future (2035) General Plan Buildout conditions with estimated full occupancy of the Shops at Rossmoor retail center
7. Future (2035) General Plan Buildout conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed project

Based on the results of this traffic analysis, all study area facilities are anticipated to operate at satisfactory LOS per City standards. This traffic analysis found that the northbound left-turn pocket at the intersection of Seal Beach Boulevard/Rossmoor Center Way is currently experiencing queuing issues and would require improvements. As a result, improvements have been recommended for this intersection to extend the storage lane to accommodate demand.

Based on the parking assessment, the proposed parking supply is anticipated to sufficiently meet the demands of the estimated full occupancy of the Shops at Rossmoor and the proposed project per City standards.

## INTRODUCTION

LSA has prepared this traffic/circulation analysis within a study area along Seal Beach Boulevard north of the Interstate 405 (I-405) freeway in the City of Seal Beach in order to identify any potential traffic impacts resulting from the development of the proposed project. The study area was developed in coordination with the City staff, which included intersections and roadway segments along Seal Beach Boulevard and local access roads adjacent to the proposed project. Per direction from the City, LSA also evaluated recent accident data in the study area and conducted a parking assessment for the

proposed project. The traffic analysis has been prepared consistent with the City Traffic Impact Study Guidelines (March 2010) and the City's General Plan (December 2003).

The traffic analysis reviewed the weekday a.m., p.m., and weekend peak-hour LOS at study intersections and roadway segments for the following scenarios:

1. Existing (2014) conditions with current occupancy of the Shops at Rossmoor retail center
2. Existing (2014) conditions with estimated full occupancy of the Shops at Rossmoor retail center
3. Existing (2014) conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed project
4. Project Completion Year (2016) conditions with estimated full occupancy of the Shops at Rossmoor retail center
5. Project Completion Year (2016) conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed project
6. Future (2035) General Plan Buildout conditions with estimated full occupancy of the Shops at Rossmoor retail center
7. Future (2035) General Plan Buildout conditions with estimated full occupancy of the Shops at Rossmoor retail center plus the proposed project

### **Health Club**

The proposed project consists of 37,000 sf of health club uses to be developed within the existing Shops at Rossmoor retail center along the south side of Rossmoor Center Way between West Road and Sprouts Farmers Market as shown on Figure 1. The project site is bound by residential uses to the north and west. Access to the project will be provided by the site adjacent intersections of West Road at Rossmoor Center Way and Project Driveway at Rossmoor Center Way. The development of the proposed project would require the loss of 14 parking spaces.

### **STUDY AREA**

As shown on Figure 2, Seal Beach Boulevard is a north-south arterial that provides access to both residential and commercial (retail) uses within the City of Seal Beach. Seal Beach Boulevard is a six-lane Major Arterial per the City's General Plan, which provides connection to the I-405 freeway as well as the Interstate 605 (I-605) freeway (via Katella Avenue). The 1.2-mile (mi) section of Seal Beach Boulevard between I-405 and Bradbury Road provides connection to commercial uses such as office, retail, and hotel, and residential uses (both east and west of Seal Beach Boulevard) via local collector streets such as Bradbury Road, Lampson Avenue, Rossmoor Center Way, Town Center Drive and St. Cloud Drive. There are retail/commercial uses on either side of Seal Beach Boulevard between St. Cloud Drive and Bradbury Road. The Shops at Rossmoor retail/commercial center west of Seal Beach Boulevard recently underwent modifications and changes at several locations and is close to full occupancy with only one unoccupied retail space of 2,400 sf. The existing traffic along Seal Beach Boulevard includes the traffic from the occupied retail space within the Shops at

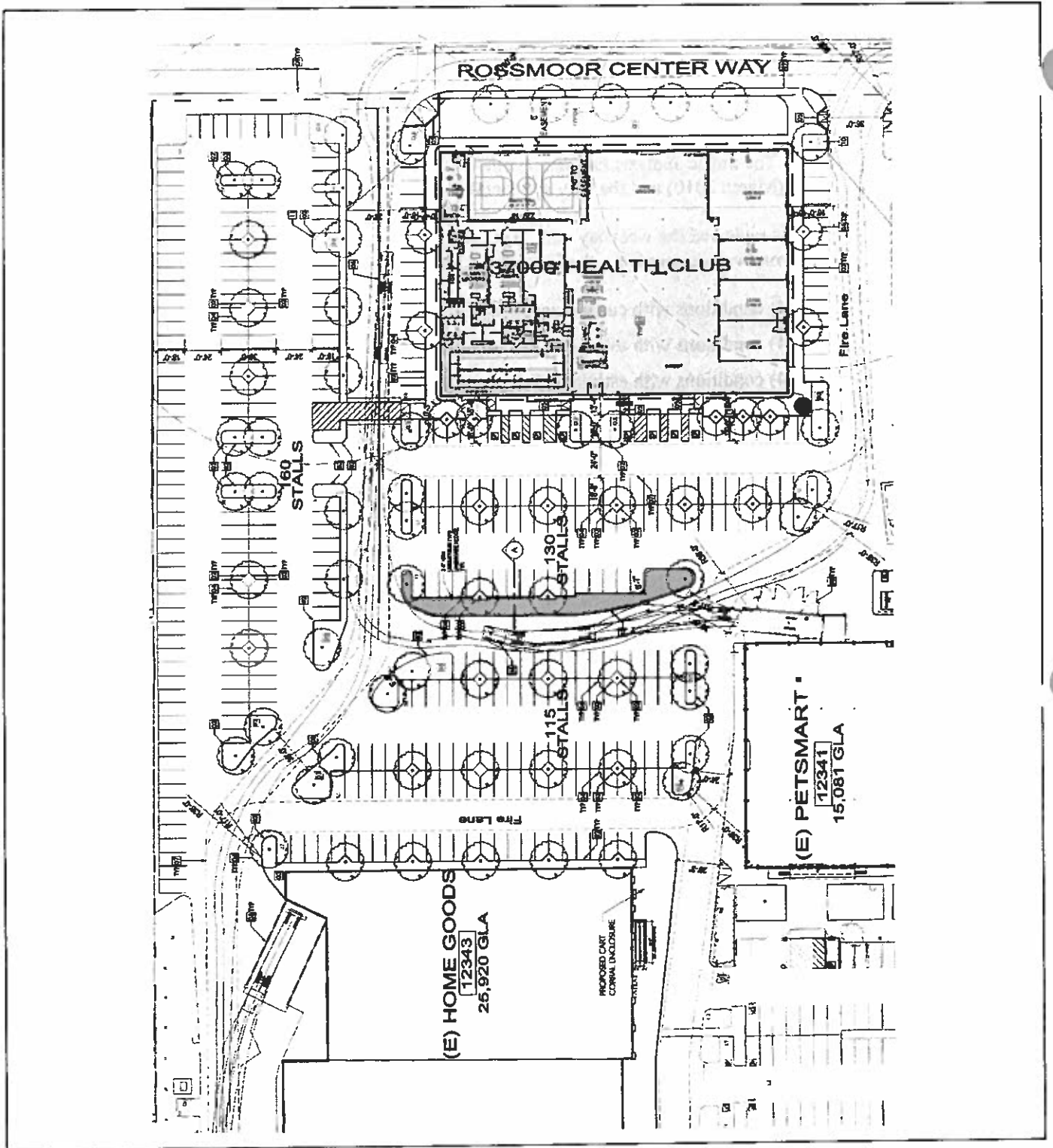


FIGURE 1

LSA

LEGEND

 - Project Site



SOURCE: robinson hill architecture, inc

I:\MPA\401\G\Site Plan.cdr (10/1/15)

Health Club within The Shops at Rossmoor  
Site Plan



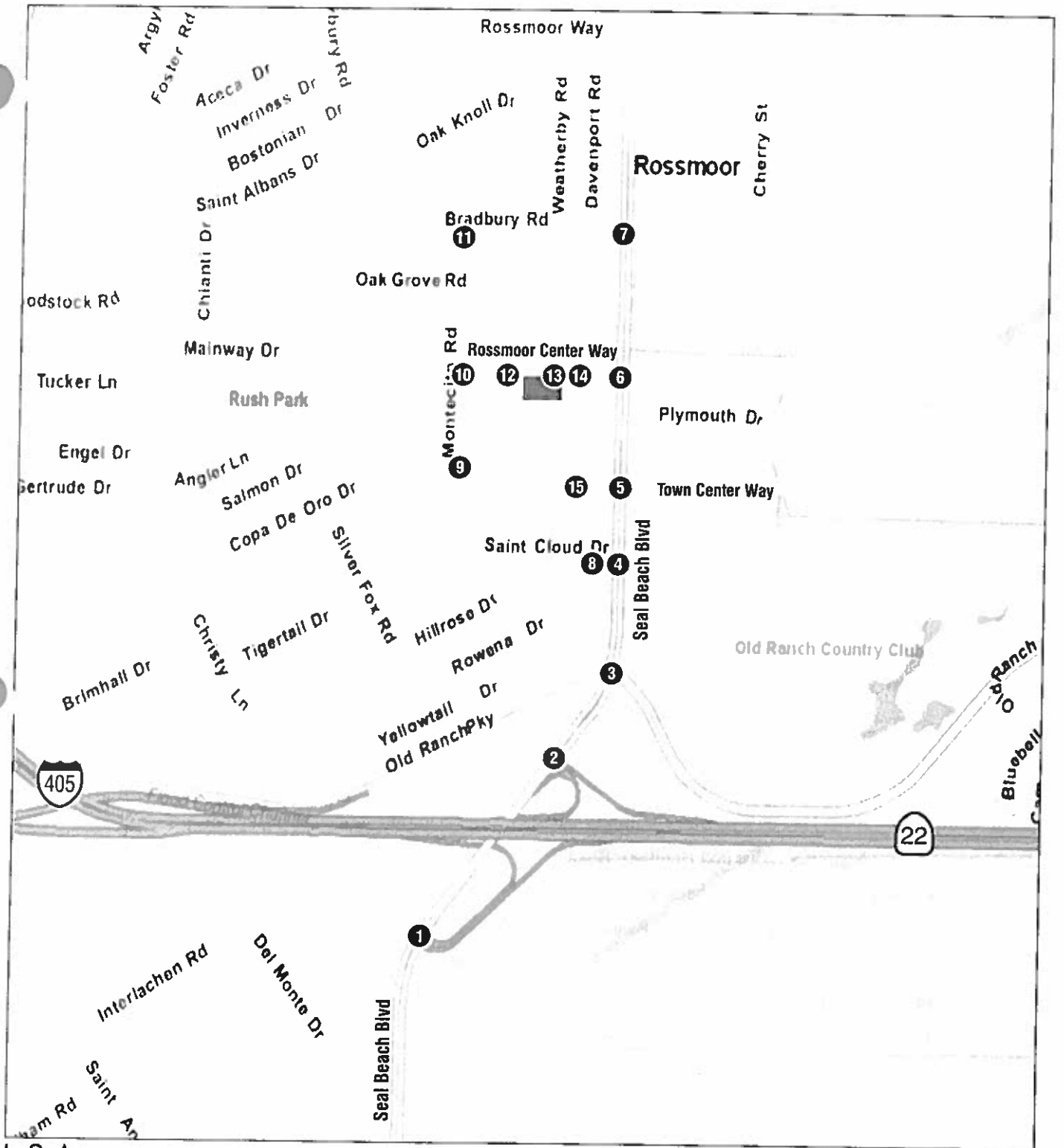


FIGURE 2

- LEGEND
- - Project Site
  - ⊙ - Study Area Intersection

*Health Club within The Shops at Rossmoor*  
 Project Location and  
 Study Area Intersections

Rossmoor as well as residential traffic from the Rossmoor community, but does not include traffic generated by the retail space that is currently unoccupied.

In order to analyze the traffic conditions along Seal Beach Boulevard when the Shops at Rossmoor is fully occupied, traffic for the unoccupied retail space was added to existing traffic volumes.

Based on discussion with City staff and the criteria provided in the City's Traffic Impact Study Guidelines, the following roadway segments and intersections are analyzed for the study:

**Roadway Segments:**

- Seal Beach Boulevard between:
  - Rossmoor Way and Bradbury Road
  - Bradbury Road and Rossmoor Center Way
  - Rossmoor Center Way and Town Center Drive
  - Town Center Drive and St. Cloud Drive
  - St. Cloud Drive and Lampson Avenue
  - Lampson Avenue and I-405 Northbound ramps
- St. Cloud Drive between:
  - Seal Beach Boulevard and Yellowtail Drive
- Montecito Road between:
  - Yellowtail Drive and Copa De Oro Drive
  - Copa De Oro Drive and Mainway Drive
  - Mainway Drive and Bradbury Road
- Rossmoor Center Way between:
  - Montecito Road and Seal Beach Boulevard

**Intersections:**

1. Seal Beach Boulevard/I-405 Southbound ramps
2. Seal Beach Boulevard/I-405 Northbound ramps
3. Seal Beach Boulevard/Lampson Avenue
4. Seal Beach Boulevard/St. Cloud Drive
5. Seal Beach Boulevard/Town Center Drive
6. Seal Beach Boulevard/Rossmoor Center Way
7. Seal Beach Boulevard/Bradbury Road
8. Yellowtail Drive/St. Cloud Drive (unsignalized)

9. Montecito Road/Copa De Oro Drive (unsignalized)
10. Montecito Road/Mainway Drive-Rossmoor Center Way (unsignalized)
11. Montecito Road/Bradbury Road (unsignalized)
12. West Road/Rossmoor Center Way (unsignalized)
13. Project Driveway/Rossmoor Center Way (unsignalized)
14. Internal Driveway/Rossmoor Center Way (unsignalized)
15. Internal Driveway/Town Center Way (unsignalized)

Figure 3 shows the existing intersection lane geometrics at all 15 intersections.

## METHODOLOGY

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

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

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

ICU = Intersection Capacity Utilization

LOS = level of service

v/c = volume-to-capacity

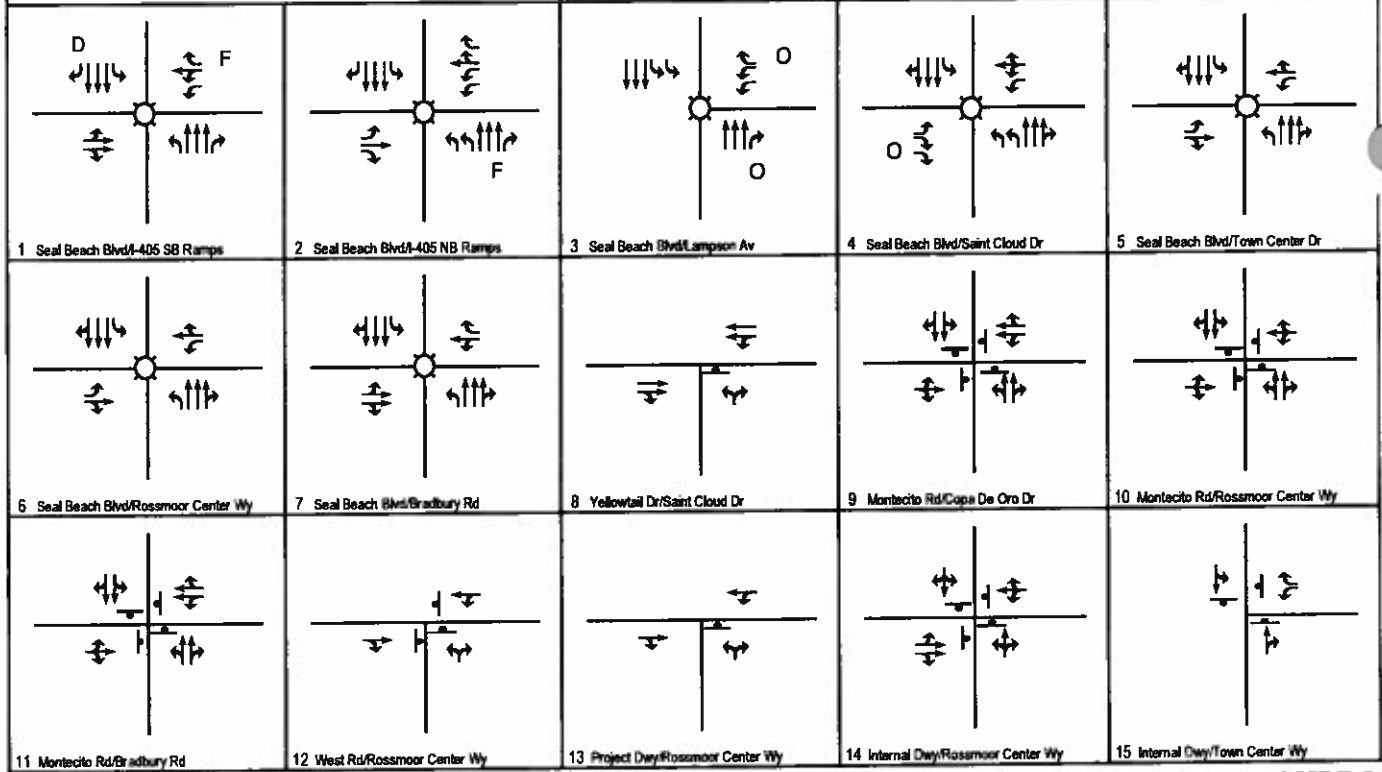
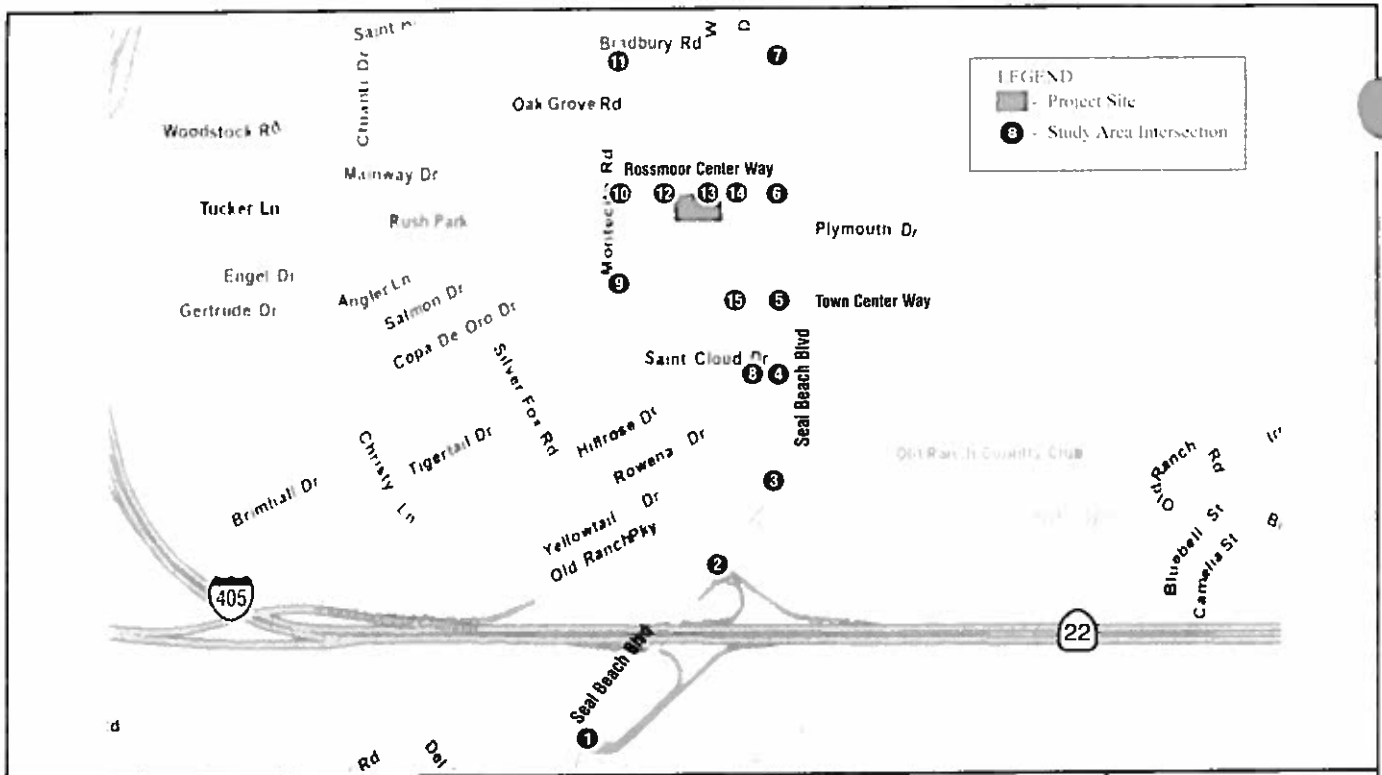


FIGURE 3

Legend

- Signal
- ⊖ Stop Sign
- F Free Right Turn
- Right Turn Overlap
- D Defacto Right Turn Lane

*Health Club within The Shops at Rossmoor*

Existing (2014) Lane Geometrics and Traffic Control Devices

Per City guidelines, the following project related increases in intersection ICU shall be deemed as “significant” and require mitigation:

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

ICU = Intersection Capacity Utilization

In addition to the ICU methodology of calculating signalized intersection LOS, the *Highway Capacity Manual* (HCM 2000) methodology was used to determine the LOS at the signalized ramp intersections that are governed by California Department of Transportation (Caltrans) and at unsignalized study area intersections. The HCM 2000 unsignalized intersection methodology presents LOS in terms of control delay (in seconds per vehicle). The resulting delay is expressed in terms of LOS, as in the ICU methodology. The relationship of delay to LOS is demonstrated in the following table:

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

ICU = Intersection Capacity Utilization  
LOS = level of service

It should be noted that this study focuses on capacity (i.e., ICU). The HCM method is another method to evaluate operational conditions at signalized intersections, such as signal timing and queue lengths at turn lanes. While briefly discussed, this operational tool is not the focus of this study, although it is used to evaluate queuing at intersections as discussed later in this report.

For roadway segments situated between intersections, LOS is described via a “mid-block roadway link” analysis. The Highway Capacity Software Version 5.2 (HCS) was utilized to analyze roadway segments in the study area consistent with Chapter 21 of the HCM. The basic input data for conducting a roadway analysis include the number of lanes and peak-hour volumes along the segments.

Roadway segments have uniform traffic conditions and roadway characteristics. The measure used to provide an estimate of LOS is density, where density is calculated from the average vehicle flow rate per lane and the average speed. The following shows the correlation between LOS and flow density:

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

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

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

## EXISTING CONDITIONS

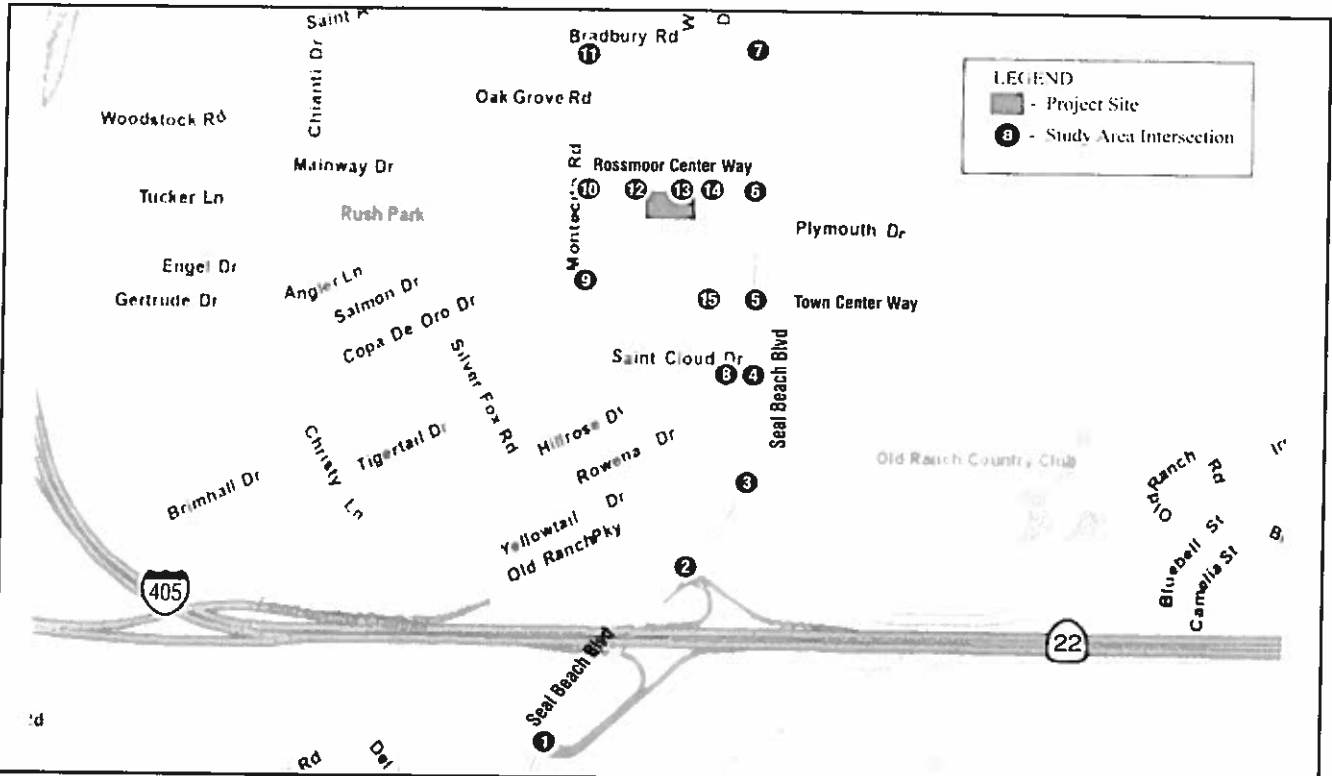
Existing weekday a.m., p.m., and weekend mid-day peak-hour traffic conditions and LOS were analyzed for Existing (2014) conditions.

LSA obtained intersection turn-movement counts at the 15 study area intersections for the weekday a.m. peak hour (7:00 a.m.–9:00 a.m.), the p.m. peak hour (4:00 p.m.–6:00 p.m.), and a weekend (Saturday) mid-day peak hour (11:00 a.m.–1:00 p.m.). Daily 24-hour counts were conducted for the 11 study area roadway segments in between the study area intersections. The counts were conducted by an independent car count company (National Data & Surveying Services [NDS]) for a weekday and weekend (Saturday) in November 2014. The traffic counts are included in Appendix A. The trips generated from surrounding existing land uses, which consist of residential and retail uses east and west of Seal Beach Boulevard, are included in the counts. Count data was collected after the completion of the Seal Beach Boulevard Bridge, outside of the West County Connector project detour periods that affect the flow of traffic along Seal Beach Boulevard, and before the week of the Thanksgiving holiday. LSA collected geometric, traffic control, and posted speed limit data at all study area locations. Figures 4 and 5 show the Existing (2014) peak-hour volumes at the study area intersections for weekday and weekend conditions, respectively.

A summary of Existing (2014) LOS for intersections and roadway segments are presented in Tables A and B, respectively. The LOS worksheets for Existing (2014) conditions are included in Appendix B. As Tables A and B indicate, all study area intersections and roadway segments are currently operating at satisfactory LOS (LOS D or better).

## Accident History

The City's Traffic Impact Study Guidelines require the identification and analysis of intersections or roadway segments having five or more reported accidents within the most recent 12-month period. Five accidents is a generalized figure used by City staff as an indication of potential problems that could require improvements. The accident data provided by the City are included in Appendix C.



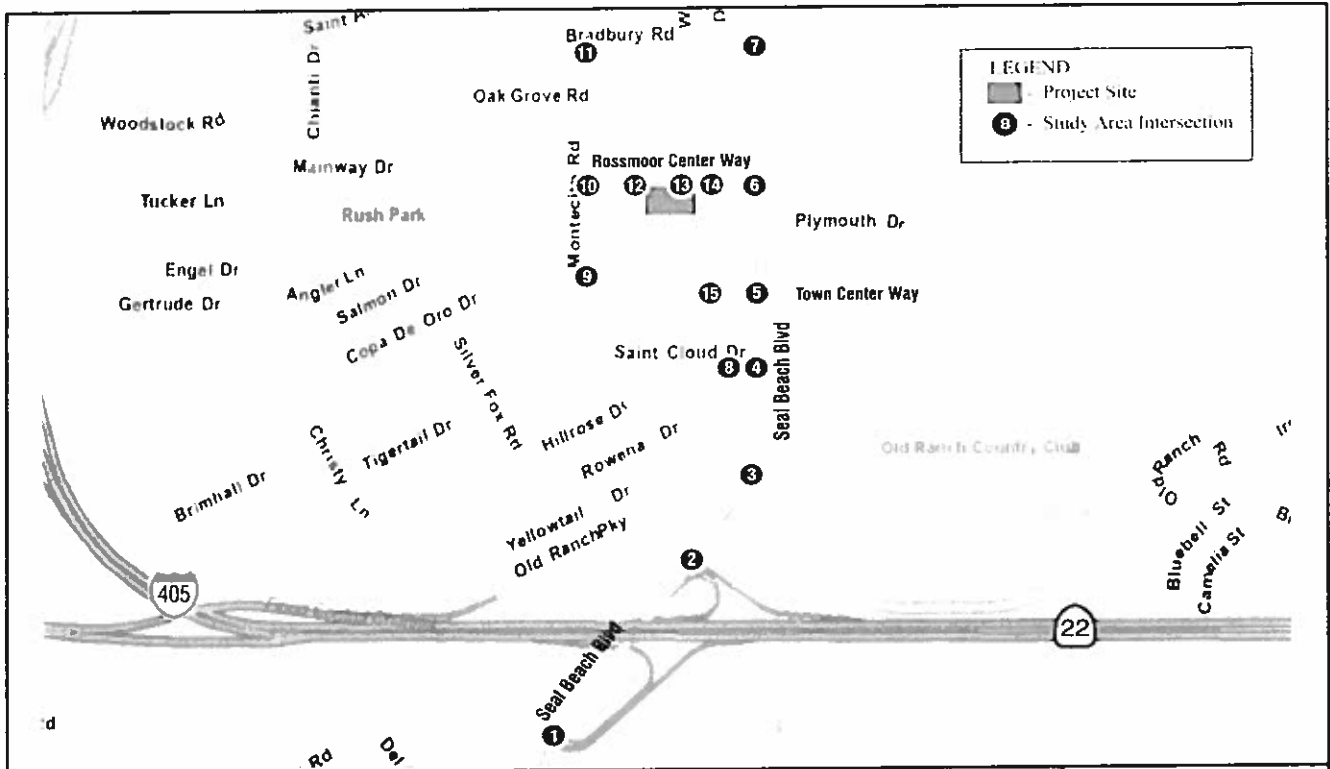
Intersection	AM Volume	PM Volume
1 Seal Beach Blvd-405 SB Ramps	88 / 152 1110 / 912 434 / 460 92 / 169 17 / 48 6 / 12	424 / 485 47 / 42 540 / 315 12 / 17 816 / 1025 128 / 362
2 Seal Beach Blvd-405NB Ramps	450 / 335 1312 / 1259 291 / 209 7 / 64 5 / 56 11 / 88	533 / 533 80 / 13 304 / 172 108 / 44 976 / 1260 243 / 385
3 Seal Beach Blvd/Lampson Av	1507 / 1413 367 / 639 1276 / 1439 206 / 360	600 / 528 491 / 387
4 Seal Beach Blvd/Saint Cloud Dr	40 / 80 103 / 107 3 / 1 571 / 351	1241 / 1533 4 / 14 7 / 30 59 / 189 362 / 348 1459 / 1466 55 / 153
5 Seal Beach Blvd/Town Center Dr	15 / 109 5 / 82 2 / 38 21 / 205	1311 / 1294 19 / 91 3 / 39 14 / 125 23 / 154 1512 / 1387 15 / 86
6 Seal Beach Blvd/Rossmoor Center Wy	63 / 164 89 / 188 2 / 1 86 / 124	1346 / 1531 26 / 35 40 / 11 7 / 2 12 / 10 80 / 136 1432 / 1500 4 / 27
7 Seal Beach Blvd/Bradbury Rd	170 / 175 276 / 161 13 / 10 103 / 62	1326 / 1643 15 / 23 22 / 15 25 / 9 51 / 55 141 / 121 1392 / 1510 20 / 69
8 Yellowtail Dr/Saint Cloud Dr	597 / 429 0 / 4	366 / 419 43 / 44 3 / 5 80 / 45
9 Montecito Rd/Cops De Oro Dr	22 / 48 58 / 22 6 / 4 129 / 54	287 / 201 4 / 10 2 / 11 0 / 8 1 / 0 108 / 145 169 / 163 0 / 2
10 Montecito Rd/Rossmoor Center Wy	82 / 38 93 / 35 73 / 42 79 / 47	213 / 175 32 / 49 44 / 81 40 / 45 13 / 29 52 / 41 191 / 141 23 / 38
11 Montecito Rd/Bradbury Rd	5 / 2 10 / 3 29 / 15 1 / 3	137 / 113 91 / 39 146 / 75 29 / 22 159 / 150 2 / 7 138 / 95 224 / 103
12 West Rd/Rossmoor Center Wy	122 / 91 12 / 17	96 / 146 4 / 21 2 / 25 5 / 11
13 Project Drwy/Rossmoor Center Wy	127 / 101	99 / 164 7 / 21 1 / 3 12 / 19
14 Internal Drwy/Rossmoor Center Wy	23 / 34 35 / 27 104 / 81 15 / 21	14 / 37 62 / 65 39 / 81 52 / 93 51 / 148 4 / 51 11 / 38 34 / 166
15 Internal Drwy/Town Center Dr	9 / 42 12 / 47 11 / 63	32 / 284 51 / 246 28 / 76

FIGURE 4

Legend

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor  
Existing (2014) Peak Hour Volumes (AM/PM)



<table border="1"> <tr><td>132</td><td>↑</td><td>497</td></tr> <tr><td>893</td><td>←</td><td>25</td></tr> <tr><td>396</td><td>←</td><td>461</td></tr> <tr><td>163</td><td>↓</td><td>21</td></tr> <tr><td>37</td><td>↓</td><td>912</td></tr> <tr><td>17</td><td>↓</td><td>245</td></tr> </table> <p>1 Seal Beach Blvd-405 SB Ramps</p>	132	↑	497	893	←	25	396	←	461	163	↓	21	37	↓	912	17	↓	245	<table border="1"> <tr><td>277</td><td>↑</td><td>563</td></tr> <tr><td>1196</td><td>←</td><td>5</td></tr> <tr><td>230</td><td>←</td><td>300</td></tr> <tr><td>7</td><td>↓</td><td>1254</td></tr> <tr><td>12</td><td>↓</td><td>329</td></tr> <tr><td>24</td><td>↓</td><td></td></tr> </table> <p>2 Seal Beach Blvd-405NB Ramps</p>	277	↑	563	1196	←	5	230	←	300	7	↓	1254	12	↓	329	24	↓		<table border="1"> <tr><td>1420</td><td>↑</td><td>468</td></tr> <tr><td>425</td><td>←</td><td>290</td></tr> <tr><td>1534</td><td>↓</td><td>287</td></tr> </table> <p>3 Seal Beach Blvd/Lampson Av</p>	1420	↑	468	425	←	290	1534	↓	287	<table border="1"> <tr><td>62</td><td>↑</td><td>9</td></tr> <tr><td>1326</td><td>←</td><td>23</td></tr> <tr><td>16</td><td>←</td><td>184</td></tr> <tr><td>104</td><td>↓</td><td>1523</td></tr> <tr><td>332</td><td>↓</td><td>166</td></tr> <tr><td>319</td><td>↓</td><td></td></tr> </table> <p>4 Seal Beach Blvd/Saint Cloud Dr</p>	62	↑	9	1326	←	23	16	←	184	104	↓	1523	332	↓	166	319	↓		<table border="1"> <tr><td>158</td><td>↑</td><td>98</td></tr> <tr><td>1040</td><td>←</td><td>84</td></tr> <tr><td>105</td><td>←</td><td>181</td></tr> <tr><td>124</td><td>↓</td><td>278</td></tr> <tr><td>75</td><td>↓</td><td>1135</td></tr> <tr><td>209</td><td>↓</td><td>135</td></tr> </table> <p>5 Seal Beach Blvd/Town Center Dr</p>	158	↑	98	1040	←	84	105	←	181	124	↓	278	75	↓	1135	209	↓	135
132	↑	497																																																																																			
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FIGURE 5

Legend

123 Saturday Volume

Health Club within The Shops at Rossmoor  
Existing (2014) Peak Hour Volumes (Saturday)



**Table A: Existing (2014) Peak Hour Intersection Level of Service Summary**

Intersection	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS
1 Seal Beach Boulevard/I-405 SB On/Off Ramps <sup>1</sup>	38.9	D	41.0	D	40.6	D
2 Seal Beach Boulevard/I-405 NB On/Off Ramps <sup>1</sup>	37.5	D	36.0	D	35.6	D
3 Seal Beach Boulevard/Lampson Avenue	0.751	C	0.713	C	0.692	B
4 Seal Beach Boulevard/Saint Cloud Drive	0.614	B	0.694	B	0.636	B
5 Seal Beach Boulevard/Town Center Drive	0.468	A	0.755	C	0.848	D
6 Seal Beach Boulevard/Rossmoor Center Way	0.547	A	0.674	B	0.714	C
7 Seal Beach Boulevard/Bradbury Road	0.758	C	0.697	B	0.624	B
8 Yellow Tail Drive/Saint Cloud Drive*	12.3	B	10.7	B	10.2	B
9 Montecito Road/Copa De Oro Drive*	12.0	B	8.8	A	8.8	A
10 Montecito Road/Rossmoor Center Way*	12.4	B	9.5	A	9.1	A
11 Montecito Road/Bradbury Road*	12.5	B	9.3	A	8.8	A
12 West Road/Rossmoor Center Way*	8.0	A	8.0	A	7.8	A
13 Project Driveway/Rossmoor Center Way*	9.3	A	9.1	A	9.2	A
14 Internal Driveway/Rossmoor Center Way*	8.6	A	11.5	B	15.1	C
15 Internal Driveway/Town Center Drive*	7.4	A	10.8	B	15.8	C

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

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

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

<sup>1</sup> HCM Methodology-consistent with Caltrans requirements

**Table B: Existing (2014) Peak Hour Roadway Level of Service Summary**

Roadway	Segment	Direction	AM			PM			Saturday Mid-day			
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	12.2	B	45.0	13.6	B	45.0	13.8	B	
		Southbound	45.0	15.4	B	45.0	14.0	B	45.0	13.2	B	
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	16.4	B	45.0	14.8	B	45.0	16.3	B	
		Southbound	45.0	15.8	B	45.0	15.6	B	45.0	14.6	B	
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	13.4	B	45.0	13.3	B	45.0	13.0	B	
		Southbound	45.0	11.1	B	45.0	12.7	B	45.0	10.9	A	
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	12.9	B	45.0	12.7	B	45.0	10.3	A	
		Southbound	45.0	11.4	B	45.0	11.5	B	45.0	10.4	A	
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	12.2	B	45.0	12.7	B	45.0	11.9	B	
		Southbound	45.0	11.5	B	45.0	12.2	B	45.0	12.1	B	
	Bradbury Road and Rossmoor Way	Northbound	45.0	14.1	B	45.0	13.0	B	45.0	12.1	B	
		Southbound	45.0	13.2	B	45.0	14.2	B	45.0	12.3	B	
	Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive		24.4	-	C	26.5	-	C	27.5	-	C
	Montecito Road*	Yellowtail Drive and Copa De Oro Drive		26.5	-	C	29.7	-	B	30.4	-	B
Copa De Oro Drive and Mainway Drive			29.6	-	B	30.9	-	A	31.1	-	A	
Mainway Drive and Bradbury Road			28.7	-	B	30.4	-	B	31.1	-	A	
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard		27.4	-	A	27.3	-	A	28.0	-	A	

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

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

City staff provided Statewide Integrated Traffic Records System (SWITRS) accident data from the California Highway Patrol (CHP) for the years of 2013 and 2014 in the City of Seal Beach. It should be noted that the 2014 data represented only 11 months of data. As such, this study will focus on the accidents within the study area identified in 2013.

The total number of accidents reported within the study area each year is provided in Table C.

As this table indicates, five accidents or more have occurred in 2013 in the vicinity of the intersections of Seal Beach Boulevard at the I-405 southbound on/off ramps, Lampson Avenue, and St. Cloud Drive. Table D shows a detailed description of the primary collision factor, type of accident, and number of injuries reported at each of these three locations. The most common factor at the intersections of Seal Beach Boulevard at the I-405 southbound on/off ramps and Seal Beach Boulevard at Lampson Avenue was unsafe speed.

Construction of improvements at the intersection of Seal Beach Boulevard and the I-405 southbound on/off ramps were recently completed in 2014. The effect of these improvements helped reduce the number of accidents at this intersection from six in 2013 to only three in the first 11 months of 2014.

Improvements south of the intersection of Seal Beach Boulevard and Lampson Avenue were recently constructed in 2014. The improvements included additional northbound and southbound through lanes along Seal Beach Boulevard over the I-405 freeway. The effects of these improvements not only improved the LOS, but could also reduce the number of accidents at this intersection. No accidents were reported in the first 11 months of 2014.

The intersection of Seal Beach Boulevard and St. Cloud Drive experienced five accidents in 2013 and only four accidents within the first 11 months of 2014. Based on the operational analysis provided in this report, this intersection operates at an acceptable LOS, and no additional improvements are recommended at this time.

It is recommended that the City continue to monitor the operation and safety of all intersections and roadway segments within its jurisdiction and make the necessary improvements to reduce potential accidents in the future.

## **HEALTH CLUB**

The proposed project will consist of 37,000 sf of health/fitness club uses and is bounded on the north by Rossmoor Center Drive, on the west by West Road, and on the east by Sprouts Farmers Market. The project site is located in the northwest parking lot of The Shops at Rossmoor retail center. It should be noted that this parking lot serves as an employee/overflow lot behind all of the existing adjacent stores and does not provide direct access to Sprouts, Marshalls or PetsMart. The main access points to the project site are located on either side of the proposed building at West Road and the existing driveway along the south side of Rossmoor Center Drive west of Sprouts Farmers Market.

### **Trip Generation and Distribution**

The generation and distribution of trips associated with the proposed project site are discussed below.

**Table C - North Seal Beach Total Accident History Summary**

Location	Year	
	2014 <sup>1</sup>	2013
Seal Beach Boulevard/I-405 SB On/Off Ramps	3	6
Seal Beach Boulevard/I-405 NB On/Off Ramps	4	1
Seal Beach Boulevard/Lampson Avenue	0	5
Seal Beach Boulevard/St. Cloud Drive	4	5
Seal Beach Boulevard/Town Center Drive	1	1
Seal Beach Boulevard/Rossmoor Center Way-Plymouth Drive	1	4
Seal Beach Boulevard/Bradbury Road	0	0
Yellowtail Drive/St. Cloud Drive	0	0

Data is presented in total number of accidents per location

<sup>1</sup> 2014 Data represents January - November only

  = Location will be further analyzed in the traffic study

**Table D - North Seal Beach High Accident Location Details (2013)**

<b>Location</b>	<b>Primary Collision Factor</b>	<b>Type</b>	<b>Injury</b>	<b>Fatality</b>	<b>Other</b>
<b>Seal Beach Boulevard/I-405 SB On/Off Ramps</b> (6 Total Accidents)	Unsafe Speed	Rear End	0	0	
	Unsafe Speed	Rear End	1	0	
	Improper Turn	Broadside	0	0	
	Unsafe Speed	Rear End	0	0	Impaired
	Unsafe Speed	Not Stated	0	0	
	Not Stated	Sideswipe	0	0	
		<b>Total:</b>	1	0	
<b>Seal Beach Boulevard/Lampson Avenue</b> (5 Total Accidents)	Improper Turn	Hit Object	0	0	
	Unsafe Speed	Rear End	1	0	
	Unsafe Speed	Rear End	0	0	
	Improper Turn	Sideswipe	0	0	
	Unknown	Sideswipe	0	0	
		<b>Total:</b>	1	0	
<b>Seal Beach Boulevard/St. Cloud Drive</b> (5 Total Accidents)	Not Stated	Sideswipe	0	0	
	Improper Turn	Sideswipe	0	0	
	Improper Turn	Sideswipe	1	0	
	ROW Auto	Sideswipe	2	0	
	Unsafe Speed	Rear End	0	0	
		<b>Total:</b>	3	0	

**Trip Generation.** Trip generation for the proposed project is calculated based on rates contained in the Institute of Transportation Engineers' (ITE) *Trip Generation* (Ninth Edition), which is a standard reference used by jurisdictions throughout the country for estimating the trip generation potential of new developments. The project is classified as Health/Fitness club use (ITE Land Use 492). The project's potential trip generation was calculated using the average rates (per 1,000 sf).

As indicated in Table E, the proposed project is estimated to generate 1,218 daily trips, 52 weekday a.m. peak hour trips, 131 weekday p.m. peak hour trips, and 103 Saturday mid-day peak hour trips.

**Table E: Project Trip Generation**

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

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

**Trip Distribution and Trip Assignment.** The project trips were distributed throughout the study area using information from the County's current travel demand model (Orange County Transportation Analysis Model [OCTAM]). Using the travel demand model, a process known as "select zone assignment" is applied to distribute and assign trips from a specific zone through the circulation network to an origin.

The travel demand model goes through several iterations to develop the most likely distribution pattern that takes into account several factors such as the shortest distance between origin and destination, availability of capacity, and type of uses, etc., before assigning the trips. The trips were distributed manually based on a select zone assignment from the OCTAM traffic model. Based on the select zone assignments and further manual refinements, the project traffic is distributed as follows: 43 percent of traffic will travel north along Seal Beach Boulevard, 49 percent will travel south along Seal Beach Boulevard, of which 3 percent will travel west on the State Route 22 (SR-22) freeway into Long Beach, 12 percent will travel east along Lampson Avenue, 10 percent northwest along northbound I-405, 15 percent southeast along the I-405 southbound, and the remaining 9 percent would continue to travel south along Seal Beach Boulevard. A total of 8 percent will have destinations within close proximity to the retail site. Figures 6 and 7 illustrate the health club trip assignment for weekday and weekend conditions based on the trip generation and the trip distribution identified above.

## UNOCCUPIED SPACE WITHIN THE SHOPS AT ROSSMOOR

In order to evaluate the adjacent Shops at Rossmoor retail center at full occupancy, traffic from the unoccupied space in the northern part of the retail center has been developed. The unoccupied portion of the Shops at Rossmoor consists of 2,400 sf of retail use and is located between Pure Barre and

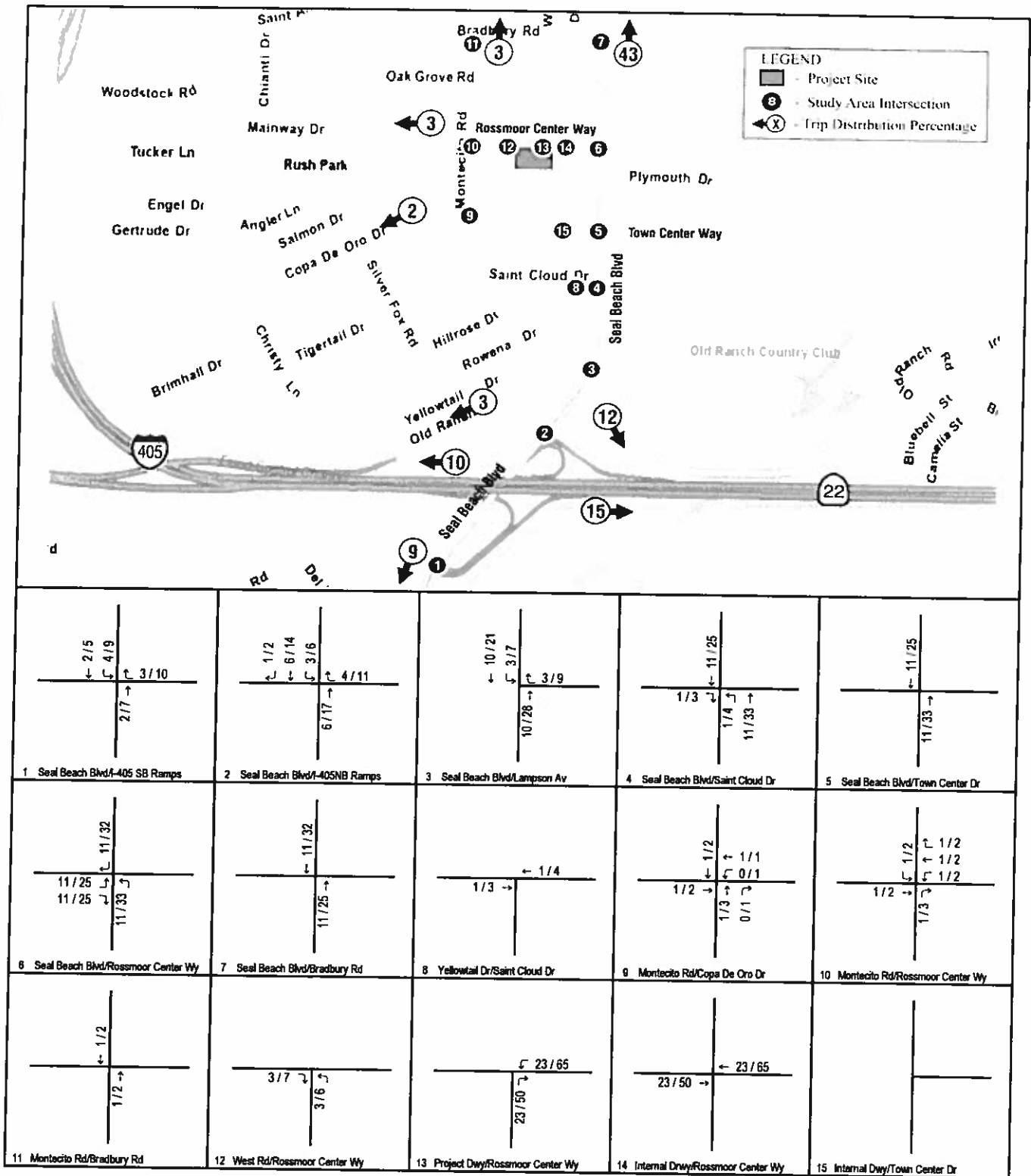


FIGURE 6

**Legend**

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor  
Project Peak Hour Volumes (AM/PM)

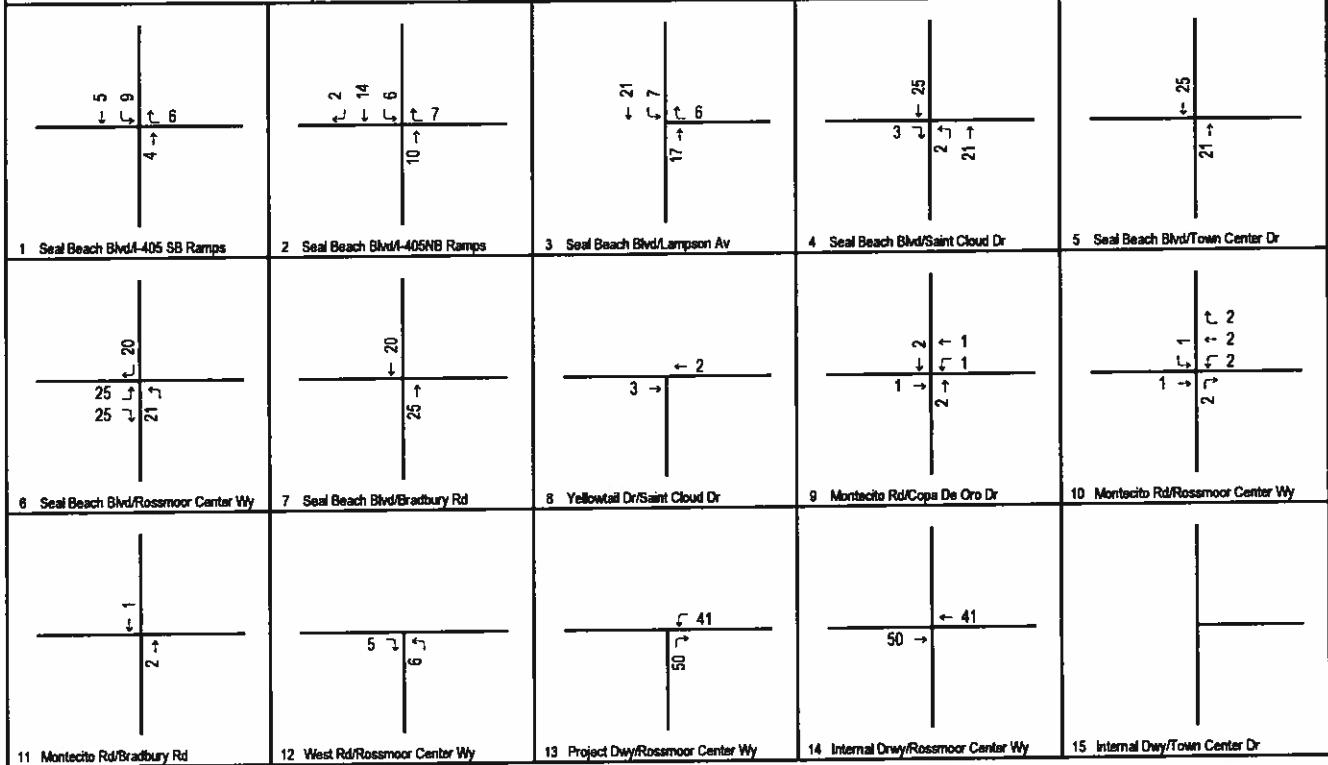
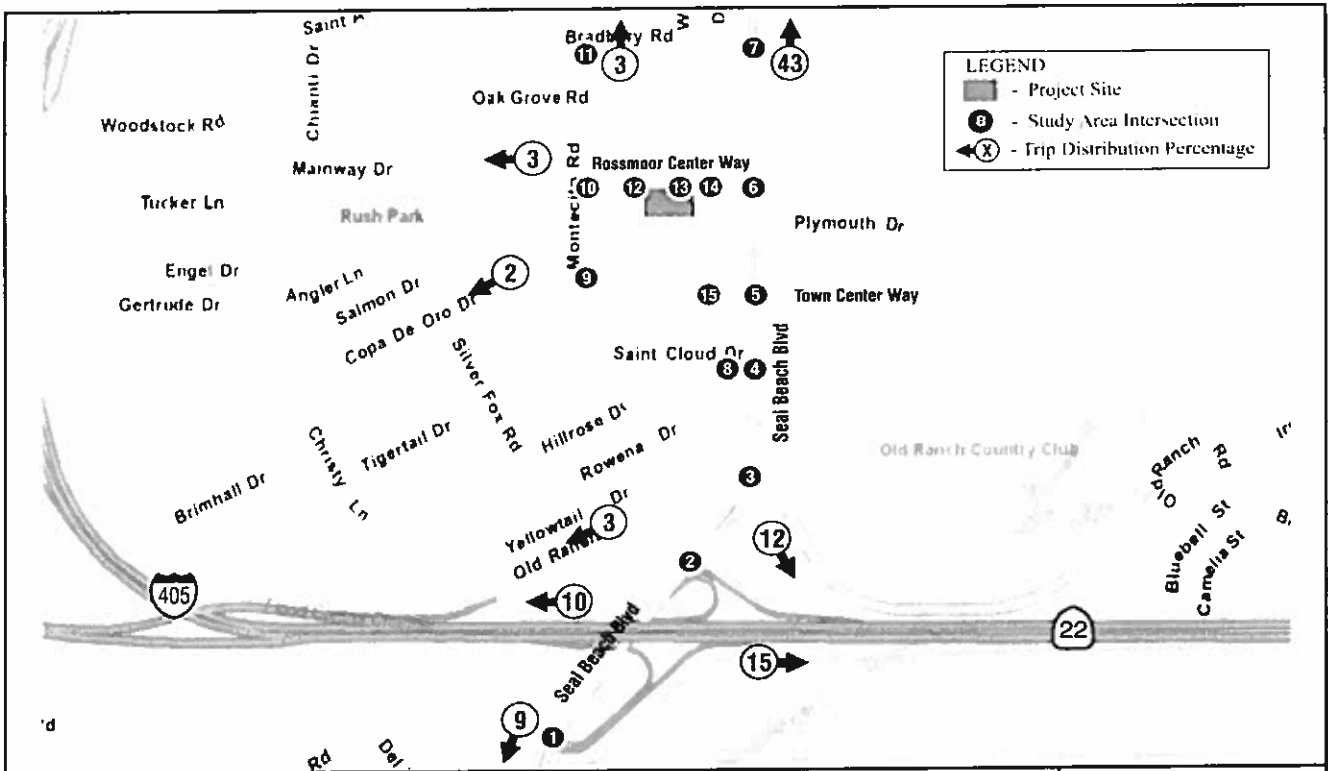


FIGURE 7

Legend

123

Saturday Volume

Health Club within The Shops at Rossmoor  
Project Peak Hour Volumes (Saturday)



Chick-fil-A just west of Seal Beach Boulevard. The location of the unoccupied space in relation to the rest of the retail center is shown in Figure 8.

**Retail Trip Generation and Distribution**

The generation and distribution of trips associated with this unoccupied space are discussed below.

**Trip Generation.** Trip generation for the unoccupied space is calculated based on rates contained in the Institute of Transportation Engineers’ (ITE) *Trip Generation* (Ninth Edition), which is a standard reference used by jurisdictions throughout the country for estimating the trip generation potential of new developments.

The unoccupied space is classified as part of the shopping center use (ITE Land Use 820). The potential trip generation was calculated using the average rates (per 1,000 sf) as opposed to the fitted curve equation as the equations are inappropriate for the size of the unoccupied space and would result in an unrealistic estimation of potential trips. As indicated in Table F, the unoccupied space is estimated to generate 102 daily trips, 2 weekday a.m. peak hour trips, 9 weekday p.m. peak hour trips, and 12 Saturday mid-day peak hour trips.

**Table F: Unoccupied Space within the Shops at Rossmoor Trip Generation**

	Size	Unit	ADT	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
<b>Trip Rate<sup>1</sup></b>												
Shopping Center		TSF	42.70	0.60	0.36	0.96	1.78	1.93	3.71	2.51	2.31	4.82
<b>Trip Generation</b>												
Retail	2,400	TSF	102	1	1	2	4	5	9	6	6	12

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

In an effort to conservatively evaluate the trip generation potential of the unoccupied space, reductions for pass-by and internal trips were not taken.

**Trip Distribution and Trip Assignment.** The new retail trips were distributed throughout the study area using the same information from the County’s current travel demand model (Orange County Transportation Analysis Model [OCTAM]) that was utilized for the proposed project.

Figures 9 and 10 illustrate the trip assignment for weekday and weekend conditions based on the trip generation and the trip distribution identified previously. Trips generated by the unoccupied parcel were added to the base traffic volumes to develop “with Full Occupancy” traffic volumes.

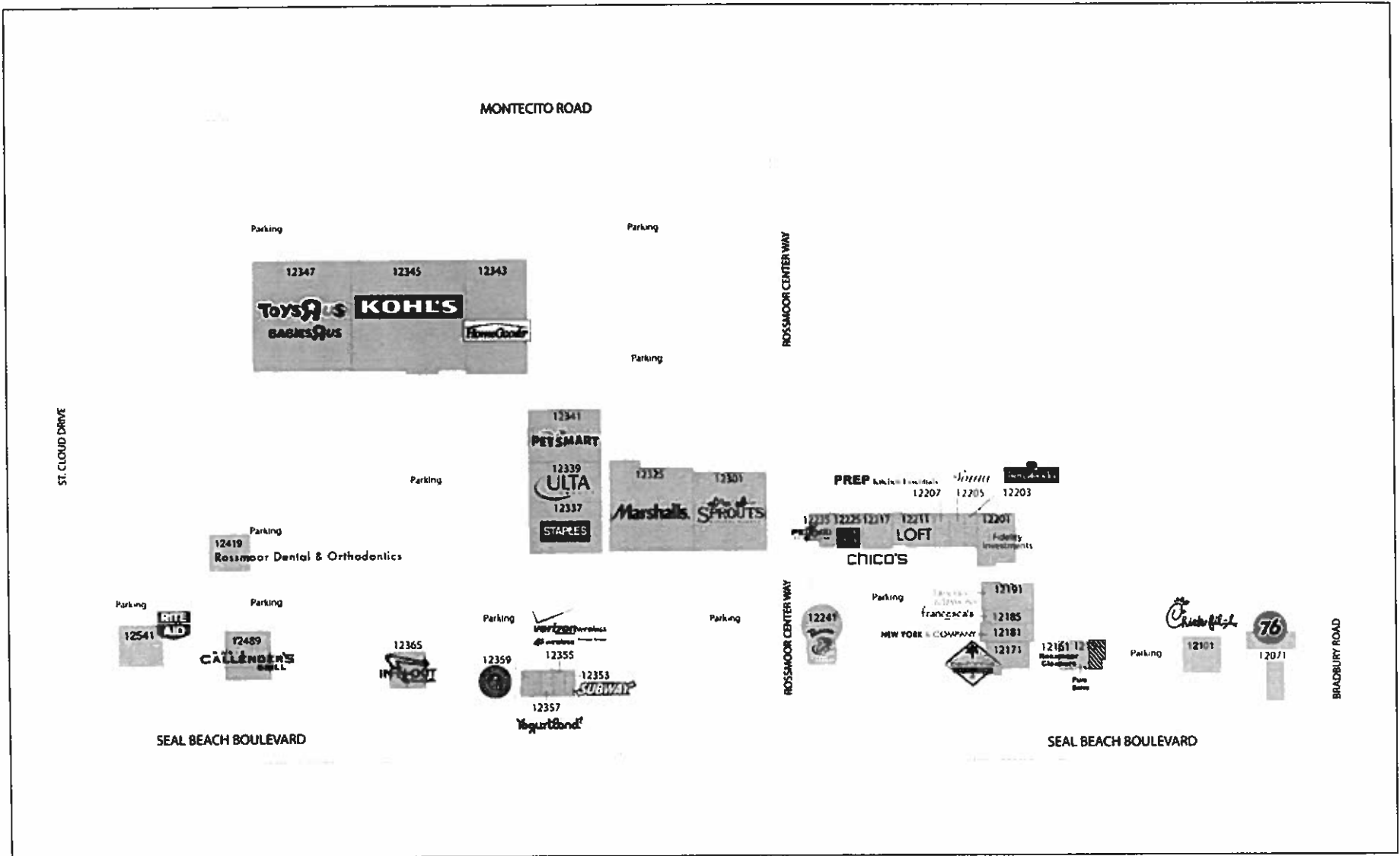


FIGURE 8

LSA

LEGEND  
 [Diagonal Hatching] - Unoccupied Parcel



Health Club within The Shops at Rossmoor  
 The Shops at Rossmoor Existing Site Plan

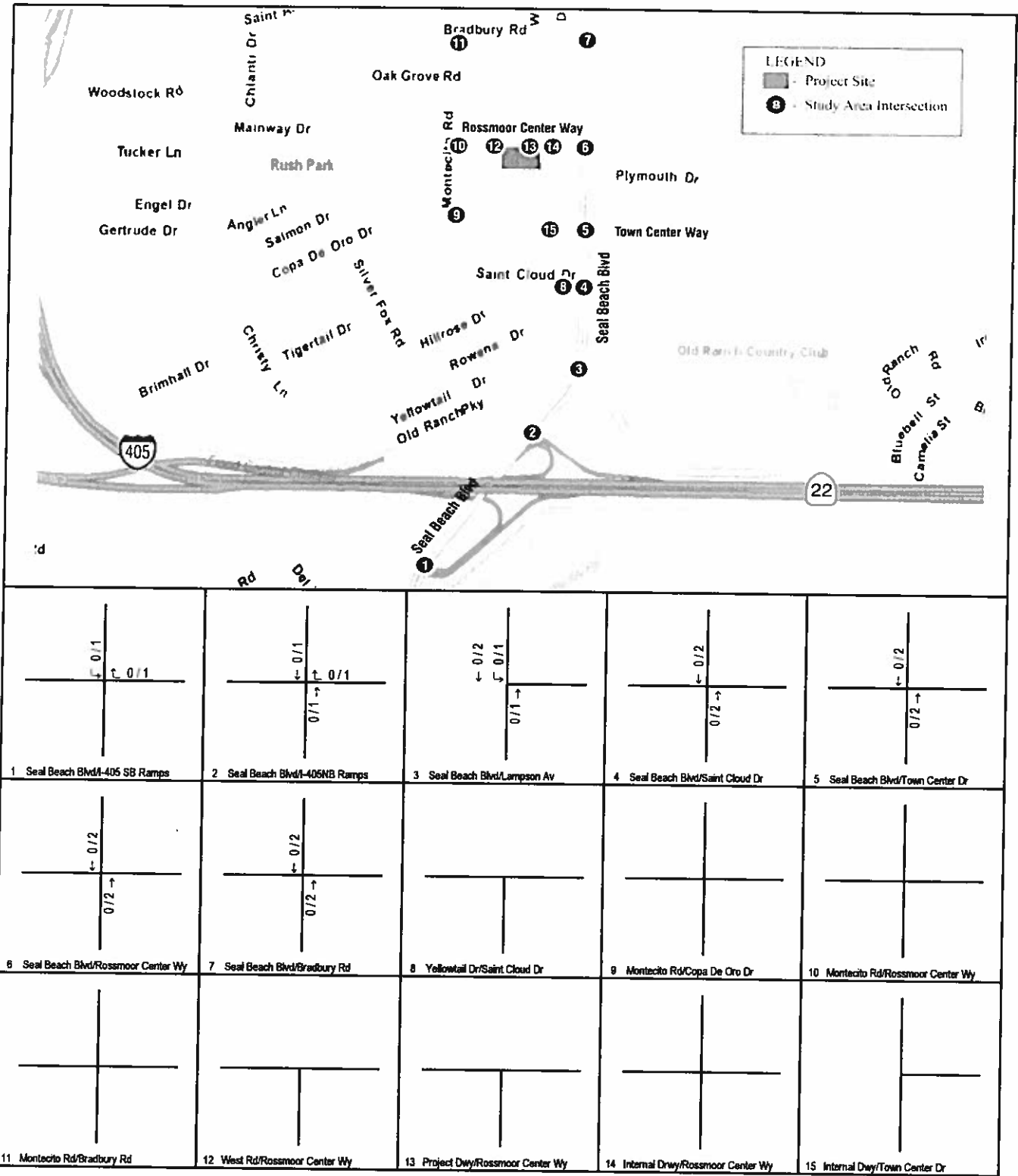


FIGURE 9

Legend

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor  
 Unoccupied Uses Peak Hour Volumes (AM/PM)

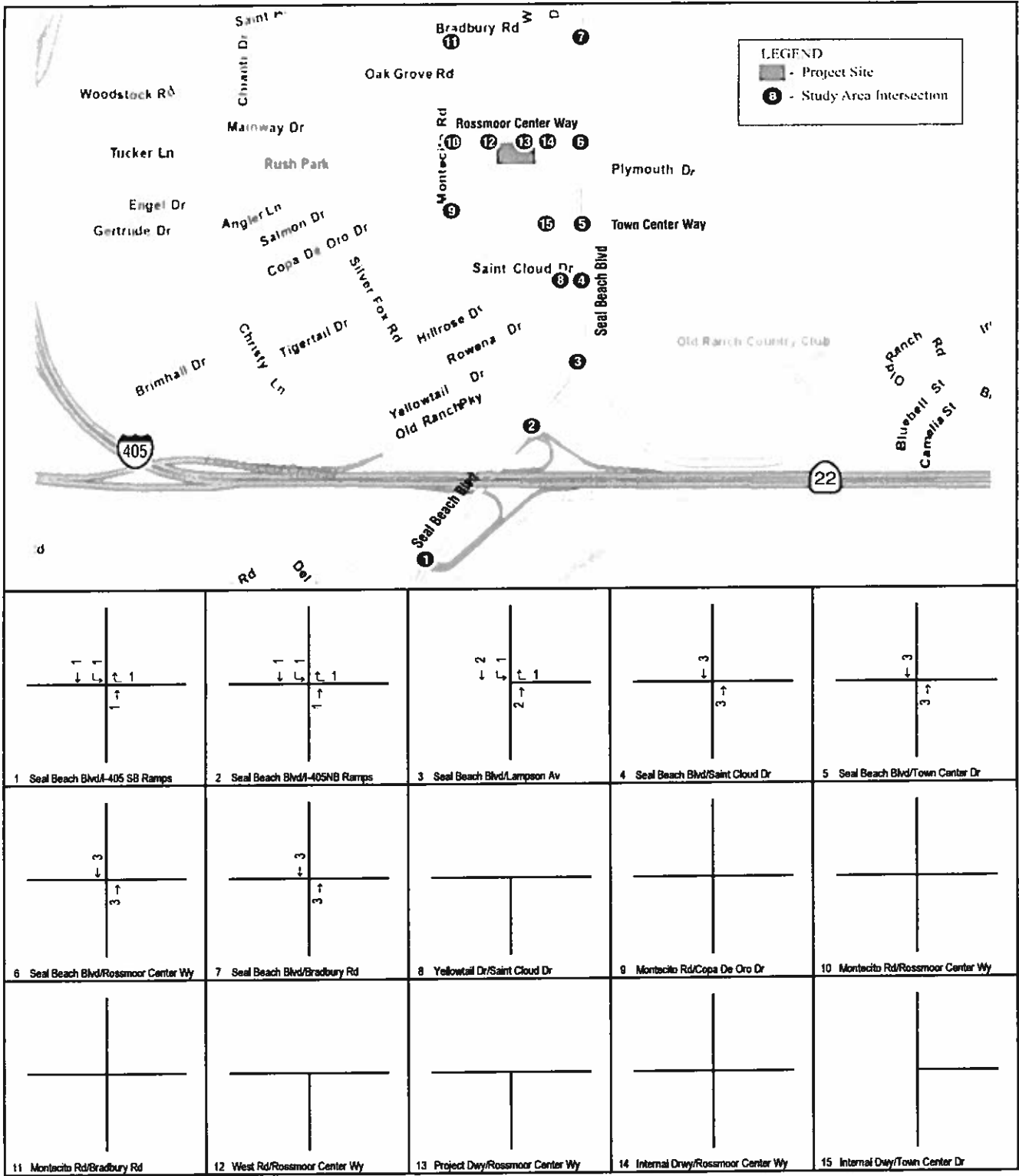


FIGURE 10

Legend

123

Saturday Volume

Health Club within The Shops at Rossmoor  
 Unoccupied Uses Peak Hour Volumes (Saturday)

## **EXISTING (2014) WITH FULL OCCUPANCY CONDITIONS**

To represent the full potential of traffic that could traverse Seal Beach Boulevard and the study area in the existing condition, existing weekday a.m., p.m., and weekend mid-day peak-hour traffic conditions were modified based on the additional traffic from the unoccupied space for the Existing (2014) with Full Occupancy scenario.

The trip assignment of the unoccupied portion of the retail center was added to the Existing (2014) counts to develop the volumes for the Existing (2014) with Full Occupancy conditions. Figures 11 and 12 show the Existing (2014) with Full Occupancy condition peak-hour volumes at study area intersections for weekday and weekend conditions.

A summary of Existing (2014) with Full Occupancy conditions LOS at study area intersections and roadway segments are presented in Tables G and H, respectively. The LOS worksheets for Existing (2014) with Full Occupancy conditions are included in Appendix D. As the tables indicate, all study area intersections and roadway segments are anticipated to operate at satisfactory LOS (LOS D or better).

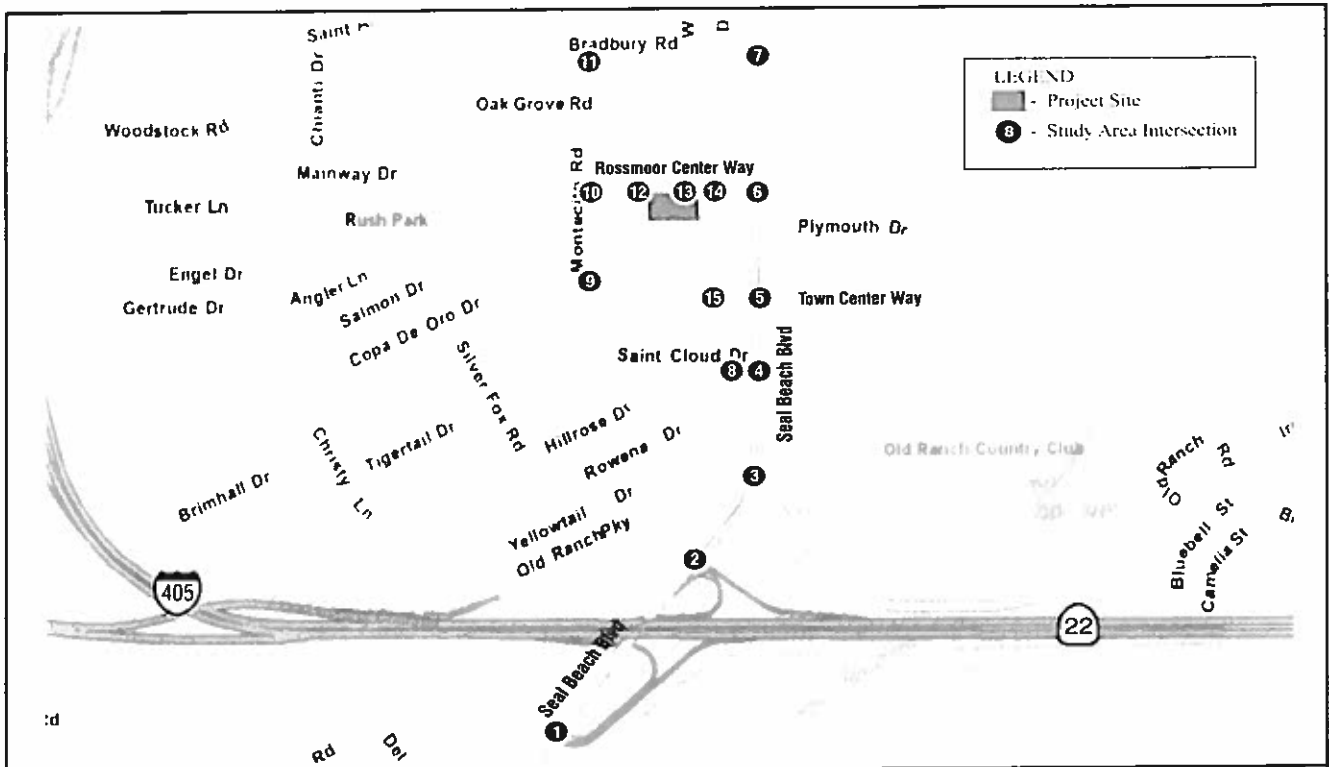
## **EXISTING (2014) WITH FULL OCCUPANCY PLUS PROJECT CONDITIONS**

In order to identify any potential project impacts to traffic and circulation, project traffic was added to Existing (2014) with Full Occupancy traffic. The resulting Existing (2014) with Full Occupancy plus Project conditions weekday a.m., p.m., and weekend mid-day peak-hour traffic volumes are shown on Figures 13 and 14, respectively.

A summary of Existing (2014) with Full Occupancy plus Project LOS for study area intersections and roadway segments is presented in Tables I and J, respectively. The LOS worksheets for Existing (2014) with Full Occupancy plus Project conditions are included in Appendix E. As the tables indicate, all study area intersections and roadway segments are anticipated to continue to operate at satisfactory LOS (LOS D or better) with the addition of project traffic.

## **PROJECT COMPLETION YEAR (2016) WITH FULL OCCUPANCY CONDITIONS**

According to the project applicant, the proposed project will be completed in 2016. In order to present a near-term 2016 traffic condition, an ambient growth rate of 0.5 percent per year was added to existing traffic volumes along with traffic from the unoccupied parcel within The Shops at Rossmoor. This growth rate was reached through consultation with City staff. It should be noted that City staff also provided information on one nearby cumulative development of a new car wash within the Mobil gas station on the northeast corner of Seal Beach Boulevard and Rossmoor Center Way/Plymouth Drive. Additional traffic from this development was not included in this analysis as the traffic counts taken in November 2014 have taken into account the existing car wash within the Mobil gas station. The resulting Project Completion Year (2016) with Full Occupancy conditions weekday a.m., p.m., and weekend mid-day peak hour traffic volumes are shown on Figures 15 and 16, respectively.



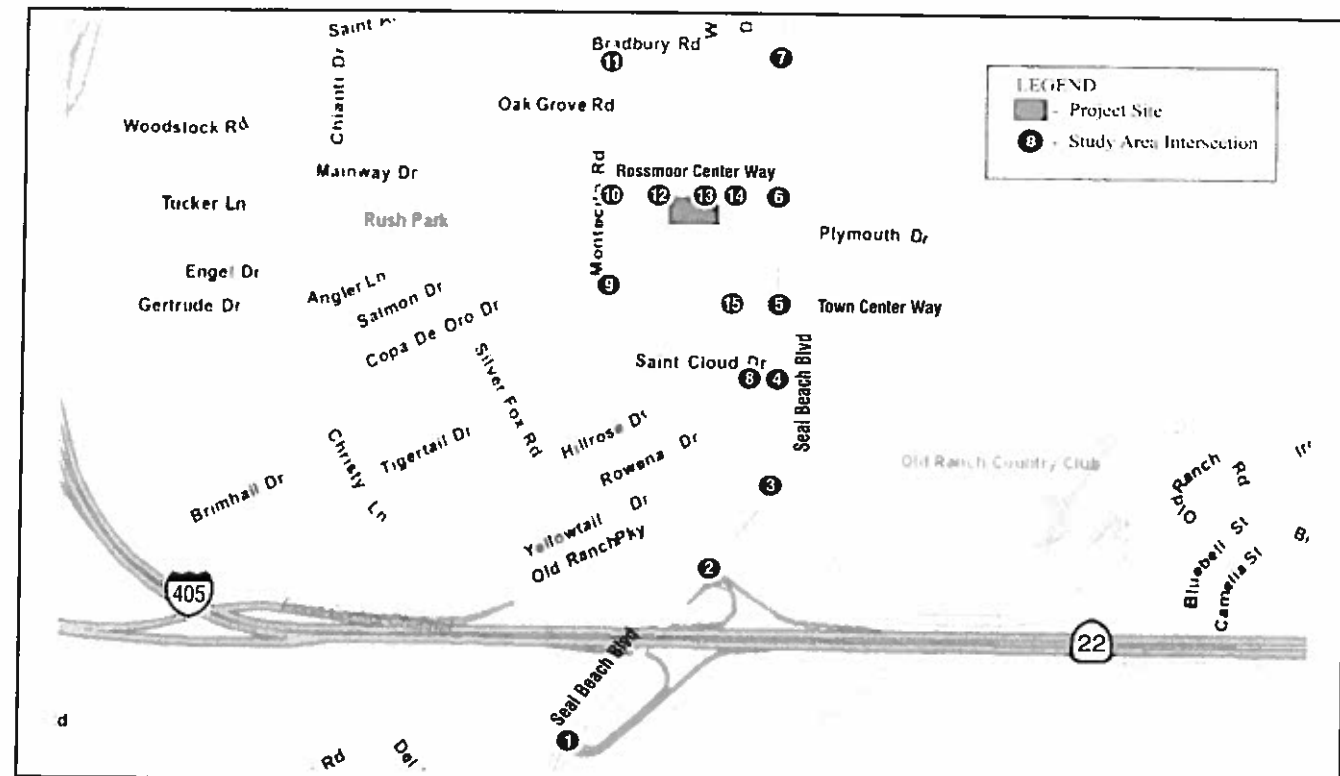
Intersection	AM	PM
1 Seal Beach Blvd/405 SB Ramps	88/152 1110/912 434/461 424/485 47/42 540/315	92/169 17/48 6/12 816/1025 128/352
2 Seal Beach Blvd/405NB Ramps	450/335 1312/1260 291/209 533/534 80/13 304/172	77/64 5/56 11/88 108/44 976/1261 243/385
3 Seal Beach Blvd/Lampson Av	1507/1415 367/640 600/528 491/387	1276/1440 206/360
4 Seal Beach Blvd/Saint Cloud Dr	40/80 1241/1535 4/14 0/6 7/30	103/107 3/1 571/351 362/348 1459/1468 55/153
5 Seal Beach Blvd/Town Center Dr	15/109 1311/1296 19/91 15/90 3/39 14/125	5/82 2/38 23/154 1512/1389 15/86
6 Seal Beach Blvd/Rossmoor Center Wy	63/164 1346/1533 28/35 40/11 7/2 12/10	89/188 2/1 86/124 80/136 1432/1502 4/27
7 Seal Beach Blvd/Bradbury Rd	170/175 1326/1646 15/23 22/15 25/9 51/55	276/161 13/10 103/62 141/121 1392/1512 20/69
8 Yellowtail Dr/Saint Cloud Dr	366/419 43/44	597/429 0/4 3/5 80/45
9 Montecito Rd/Copa De Oro Dr	22/48 287/201 4/10 2/11 0/8 1/0	58/22 6/4 129/54 108/45 169/163 0/2
10 Montecito Rd/Rossmoor Center Wy	82/38 213/175 32/49 44/81 40/45 13/29	93/35 73/42 79/47 52/41 191/141 23/38
11 Montecito Rd/Bradbury Rd	5/2 137/113 91/39 146/75 29/22 159/150	10/3 29/15 1/3 2/7 136/95 224/103
12 West Rd/Rossmoor Center Wy	96/146 4/21	122/91 12/17 2/25 5/11
13 Project Dr/Rossmoor Center Wy	99/164 7/21	127/101 1/3 12/19
14 Internal Drwy/Rossmoor Center Wy	23/34 14/37 62/65 39/81 52/93 51/148	35/27 104/81 15/21 4/51 11/38 34/166
15 Internal Drwy/Town Center Dr	9/42 32/284 51/246 28/76	12/47 11/63

FIGURE 11

Legend

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor  
Existing (2014) with Full Occupancy Peak Hour Volumes (AM/PM)



1 Seal Beach Blvd/405 SB Ramps	2 Seal Beach Blvd/405NB Ramps	3 Seal Beach Blvd/Lampson Av	4 Seal Beach Blvd/Saint Cloud Dr	5 Seal Beach Blvd/Town Center Dr
6 Seal Beach Blvd/Rossmoor Center Wy	7 Seal Beach Blvd/Bradbury Rd	8 Yellowtail Dr/Saint Cloud Dr	9 Montecito Rd/Copa De Oro Dr	10 Montecito Rd/Rossmoor Center Wy
11 Montecito Rd/Bradbury Rd	12 West Rd/Rossmoor Center Wy	13 Project Drwy/Rossmoor Center Wy	14 Internal Drwy/Rossmoor Center Wy	15 Internal Drwy/Town Center Dr

FIGURE 12

Legend

123 Saturday Volume

Health Club within The Shops at Rossmoor  
Existing (2014) with Full Occupancy Peak Hour Volumes (Saturday)

**Table G: Existing (2014) with Full Occupancy Peak Hour Intersection Level of Service Summary**

Intersection		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS
1	Seal Beach Boulevard/I-405 SB On/Off Ramps <sup>1</sup>	38.9	D	41.0	D	40.6	D
2	Seal Beach Boulevard/I-405 NB On/Off Ramps <sup>1</sup>	37.5	D	36.0	D	35.7	D
3	Seal Beach Boulevard/Lampson Avenue	0.751	C	0.714	C	0.693	B
4	Seal Beach Boulevard/Saint Cloud Drive	0.614	B	0.695	B	0.637	B
5	Seal Beach Boulevard/Town Center Drive	0.468	A	0.755	C	0.849	D
6	Seal Beach Boulevard/Rossmoor Center Way	0.547	A	0.675	B	0.714	C
7	Seal Beach Boulevard/Bradbury Road	0.758	C	0.697	B	0.625	B
8	Yellow Tail Drive/Saint Cloud Drive*	12.3	B	10.7	B	10.2	B
9	Montecito Road/Copa De Oro Drive*	12.0	B	8.8	A	8.8	A
10	Montecito Road/Rossmoor Center Way*	12.4	B	9.5	A	9.1	A
11	Montecito Road/Bradbury Road*	12.5	B	9.3	A	8.8	A
12	West Road/Rossmoor Center Way*	8.0	A	8.0	A	7.8	A
13	Project Driveway/Rossmoor Center Way*	9.3	A	9.1	A	9.2	A
14	Internal Driveway/Rossmoor Center Way*	8.6	A	11.5	B	15.1	C
15	Internal Driveway/Town Center Drive*	7.4	A	10.8	B	15.8	C

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

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

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

<sup>1</sup> HCM Methodology-consistent with Caltrans requirements

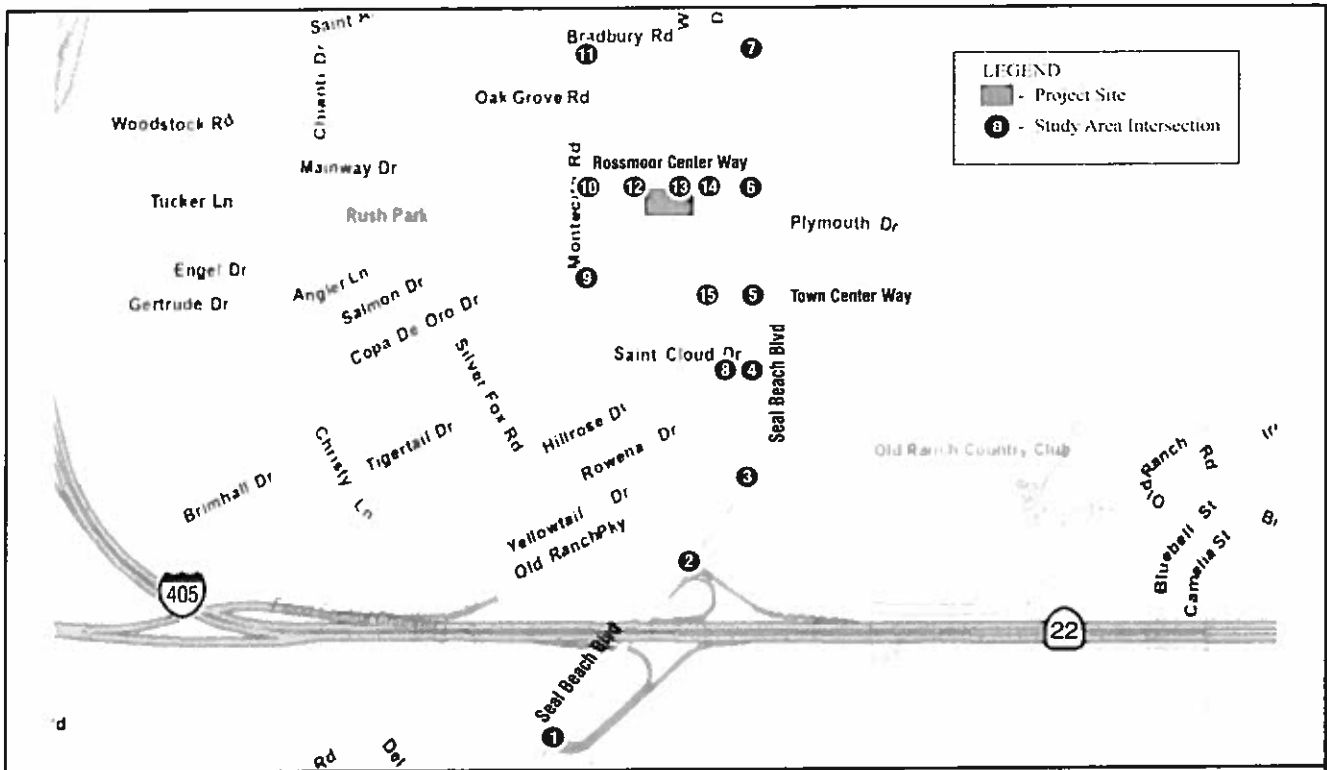


Table H: Existing (2014) With Full Occupancy Peak Hour Roadway Level of Service Summary

Roadway	Segment	Direction	AM			PM			Saturday Mid-day		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	12.2	B	45.0	13.7	B	45.0	13.8	B
		Southbound	45.0	15.4	B	45.0	14.0	B	45.0	13.2	B
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	16.4	B	45.0	14.8	B	45.0	16.3	B
		Southbound	45.0	15.8	B	45.0	15.6	B	45.0	14.7	B
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	13.4	B	45.0	13.3	B	45.0	13.0	B
		Southbound	45.0	11.0	B	45.0	12.6	B	45.0	10.9	A
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	13.0	B	45.0	12.7	B	45.0	10.3	A
		Southbound	45.0	11.3	B	45.0	11.5	B	45.0	10.4	A
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	12.2	B	45.0	12.7	B	45.0	11.9	B
		Southbound	45.0	11.5	B	45.0	12.1	B	45.0	12.1	B
	Bradbury Road and Rossmoor Way	Northbound	45.0	14.2	B	45.0	13.1	B	45.0	12.1	B
		Southbound	45.0	13.2	B	45.0	14.3	B	45.0	12.3	B
Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive		24.4	-	C	26.6	-	C	27.5	-	C
Montecito Road*	Yellowtail Drive and Copa De Oro Drive		26.5	-	C	29.7	-	B	30.4	-	B
	Copa De Oro Drive and Mainway Drive		29.6	-	B	30.9	-	A	31.1	-	A
	Mainway Drive and Bradbury Road		28.7	-	B	30.4	-	B	31.1	-	A
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard		27.4	-	A	27.3	-	A	28.0	-	A

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

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



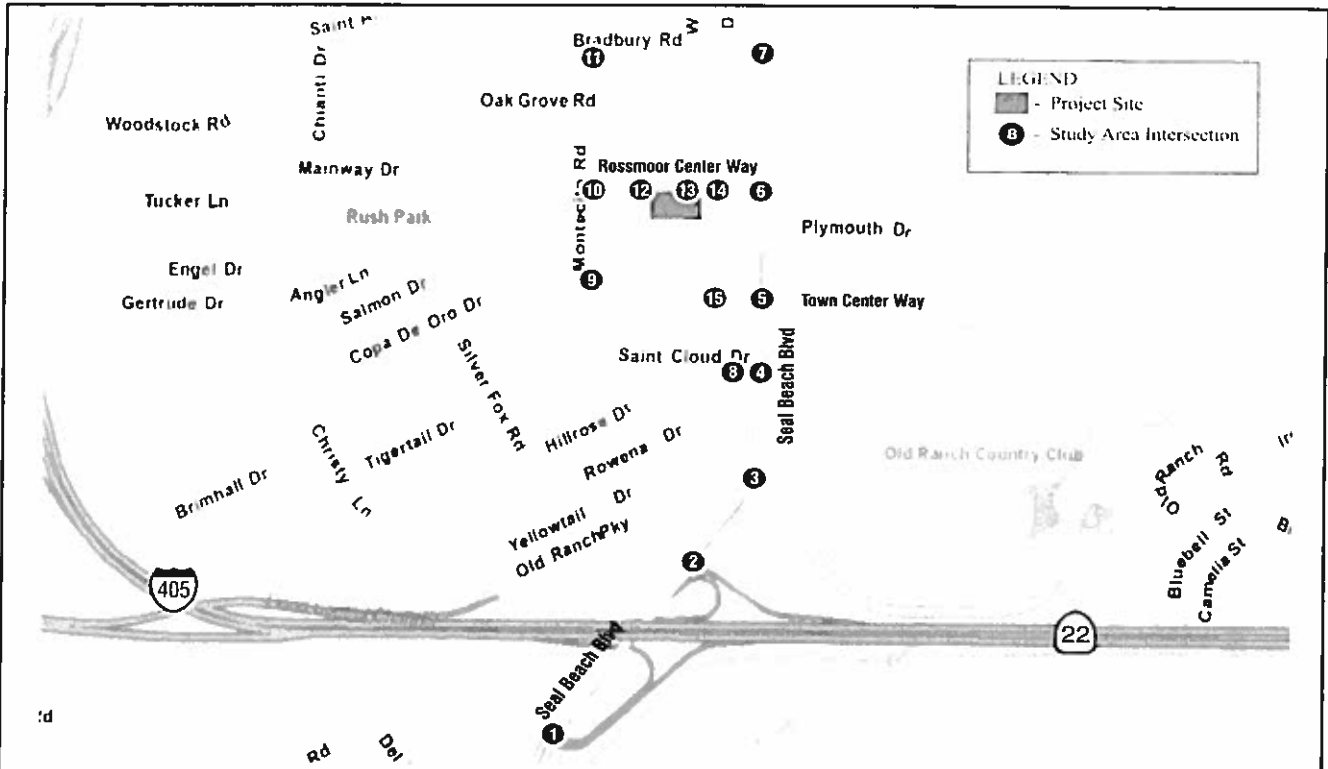
<p>1 Seal Beach Blvd-405 SB Ramps</p> <table border="1"> <tr><td>88 / 152</td><td>428 / 495</td></tr> <tr><td>1112 / 918</td><td>47 / 42</td></tr> <tr><td>438 / 469</td><td>540 / 315</td></tr> <tr><td>92 / 169</td><td>12 / 17</td></tr> <tr><td>17 / 48</td><td>818 / 1032</td></tr> <tr><td>6 / 12</td><td>128 / 352</td></tr> </table>	88 / 152	428 / 495	1112 / 918	47 / 42	438 / 469	540 / 315	92 / 169	12 / 17	17 / 48	818 / 1032	6 / 12	128 / 352	<p>2 Seal Beach Blvd-405NB Ramps</p> <table border="1"> <tr><td>451 / 337</td><td>537 / 545</td></tr> <tr><td>1318 / 1274</td><td>80 / 13</td></tr> <tr><td>294 / 215</td><td>304 / 172</td></tr> <tr><td>7 / 64</td><td>108 / 44</td></tr> <tr><td>5 / 66</td><td>982 / 1277</td></tr> <tr><td>11 / 88</td><td>243 / 385</td></tr> </table>	451 / 337	537 / 545	1318 / 1274	80 / 13	294 / 215	304 / 172	7 / 64	108 / 44	5 / 66	982 / 1277	11 / 88	243 / 385	<p>3 Seal Beach Blvd/Lampson Av</p> <table border="1"> <tr><td>1517 / 1436</td><td>603 / 537</td></tr> <tr><td>370 / 646</td><td>80 / 13</td></tr> <tr><td>491 / 387</td><td>1286 / 1468</td></tr> <tr><td>206 / 360</td><td>206 / 360</td></tr> </table>	1517 / 1436	603 / 537	370 / 646	80 / 13	491 / 387	1286 / 1468	206 / 360	206 / 360	<p>4 Seal Beach Blvd/Saint Cloud Dr</p> <table border="1"> <tr><td>40 / 80</td><td>0 / 6</td></tr> <tr><td>1253 / 1561</td><td>7 / 30</td></tr> <tr><td>4 / 14</td><td>59 / 189</td></tr> <tr><td>103 / 107</td><td>363 / 352</td></tr> <tr><td>3 / 1</td><td>1471 / 1501</td></tr> <tr><td>572 / 354</td><td>55 / 153</td></tr> </table>	40 / 80	0 / 6	1253 / 1561	7 / 30	4 / 14	59 / 189	103 / 107	363 / 352	3 / 1	1471 / 1501	572 / 354	55 / 153	<p>5 Seal Beach Blvd/Town Center Dr</p> <table border="1"> <tr><td>15 / 109</td><td>15 / 90</td></tr> <tr><td>1323 / 1322</td><td>3 / 38</td></tr> <tr><td>19 / 91</td><td>14 / 125</td></tr> <tr><td>5 / 82</td><td>23 / 154</td></tr> <tr><td>2 / 38</td><td>1524 / 1422</td></tr> <tr><td>21 / 205</td><td>15 / 86</td></tr> </table>	15 / 109	15 / 90	1323 / 1322	3 / 38	19 / 91	14 / 125	5 / 82	23 / 154	2 / 38	1524 / 1422	21 / 205	15 / 86
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FIGURE 13

Legend

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor Existing (2014) with Full Occupancy plus Project Peak Hour Volumes (AM/PM)



<table border="1"> <tr><td>132</td><td>↑</td><td>↑</td><td>504</td></tr> <tr><td>899</td><td>←</td><td>←</td><td>25</td></tr> <tr><td>405</td><td>↓</td><td>↓</td><td>461</td></tr> <tr><td>163</td><td>↘</td><td>↘</td><td>917</td></tr> <tr><td>37</td><td>↙</td><td>↙</td><td>245</td></tr> <tr><td>17</td><td>↖</td><td>↖</td><td></td></tr> </table> <p>1 Seal Beach Blvd/405 SB Ramps</p>	132	↑	↑	504	899	←	←	25	405	↓	↓	461	163	↘	↘	917	37	↙	↙	245	17	↖	↖		<table border="1"> <tr><td>279</td><td>↑</td><td>↑</td><td>571</td></tr> <tr><td>1210</td><td>←</td><td>←</td><td>5</td></tr> <tr><td>236</td><td>↓</td><td>↓</td><td>300</td></tr> <tr><td>7</td><td>↘</td><td>↘</td><td>1266</td></tr> <tr><td>12</td><td>↙</td><td>↙</td><td>329</td></tr> <tr><td>∞</td><td>↖</td><td>↖</td><td></td></tr> </table> <p>2 Seal Beach Blvd/405NB Ramps</p>	279	↑	↑	571	1210	←	←	5	236	↓	↓	300	7	↘	↘	1266	12	↙	↙	329	∞	↖	↖		<table border="1"> <tr><td>1443</td><td>↑</td><td>↑</td><td>474</td></tr> <tr><td>433</td><td>←</td><td>←</td><td>290</td></tr> <tr><td>1554</td><td>↓</td><td>↓</td><td>287</td></tr> <tr><td>3</td><td>↘</td><td>↘</td><td></td></tr> <tr><td>∞</td><td>↙</td><td>↙</td><td></td></tr> <tr><td>∞</td><td>↖</td><td>↖</td><td></td></tr> </table> <p>3 Seal Beach Blvd/Lampson Av</p>	1443	↑	↑	474	433	←	←	290	1554	↓	↓	287	3	↘	↘		∞	↙	↙		∞	↖	↖		<table border="1"> <tr><td>62</td><td>↑</td><td>↑</td><td>∞</td></tr> <tr><td>1354</td><td>←</td><td>←</td><td>23</td></tr> <tr><td>16</td><td>↓</td><td>↓</td><td>184</td></tr> <tr><td>104</td><td>↘</td><td>↘</td><td>1547</td></tr> <tr><td>1</td><td>↙</td><td>↙</td><td>166</td></tr> <tr><td>335</td><td>↖</td><td>↖</td><td></td></tr> </table> <p>4 Seal Beach Blvd/Saint Cloud Dr</p>	62	↑	↑	∞	1354	←	←	23	16	↓	↓	184	104	↘	↘	1547	1	↙	↙	166	335	↖	↖		<table border="1"> <tr><td>158</td><td>↑</td><td>↑</td><td>98</td></tr> <tr><td>1068</td><td>←</td><td>←</td><td>84</td></tr> <tr><td>105</td><td>↓</td><td>↓</td><td>181</td></tr> <tr><td>124</td><td>↘</td><td>↘</td><td>1159</td></tr> <tr><td>75</td><td>↙</td><td>↙</td><td>135</td></tr> <tr><td>209</td><td>↖</td><td>↖</td><td></td></tr> </table> <p>5 Seal Beach Blvd/Town Center Dr</p>	158	↑	↑	98	1068	←	←	84	105	↓	↓	181	124	↘	↘	1159	75	↙	↙	135	209	↖	↖	
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FIGURE 14

Legend

123

Saturday Volume

Health Club within The Shops at Rossmore

Existing (2014) with Full Occupancy plus Project Peak Hour Volumes (Saturday)

**Table I: Existing (2014) with Full Occupancy plus Project Peak Hour Intersection Level of Service Summary**

Intersection		Existing (2014) + Full Occupancy						Existing (2014) + Full Occupancy + Project								
		AM		PM		Sat		AM			PM			Sat		
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU
1	Seal Beach Boulevard/I-405 SB On/Off Ramps <sup>1</sup>	38.9	D	41.0	D	40.6	D	38.9	D	-	41.3	D	-	40.7	D	-
2	Seal Beach Boulevard/I-405 NB On/Off Ramps <sup>1</sup>	37.5	D	36.0	D	35.7	D	37.6	D	-	36.3	D	-	35.9	D	-
3	Seal Beach Boulevard/Lampson Avenue	0.751	C	0.714	C	0.693	B	0.755	C	0.004	0.721	C	0.007	0.700	B	0.007
4	Seal Beach Boulevard/Saint Cloud Drive	0.614	B	0.695	B	0.637	B	0.617	B	0.003	0.702	C	0.007	0.643	B	0.006
5	Seal Beach Boulevard/Town Center Drive	0.468	A	0.755	C	0.849	D	0.471	A	0.003	0.761	C	0.006	0.854	D	0.005
6	Seal Beach Boulevard/Rossmoor Center Way	0.547	A	0.675	B	0.714	C	0.564	A	0.017	0.718	C	0.043	0.749	C	0.035
7	Seal Beach Boulevard/Bradbury Road	0.758	C	0.697	B	0.625	B	0.760	C	0.002	0.704	C	0.007	0.629	B	0.004
8	Yellow Tail Drive/Saint Cloud Drive*	12.3	B	10.7	B	10.2	B	12.3	B	-	10.7	B	-	10.3	B	-
9	Montecito Road/Copa De Oro Drive*	12.0	B	8.8	A	8.8	A	12.1	B	-	8.8	A	-	8.8	A	-
10	Montecito Road/Rossmoor Center Way*	12.4	B	9.5	A	9.1	A	12.5	B	-	9.5	A	-	9.2	A	-
11	Montecito Road/Bradbury Road*	12.5	B	9.3	A	8.8	A	12.5	B	-	9.3	A	-	8.8	A	-
12	West Road/Rossmoor Center Way*	8.0	A	8.0	A	7.8	A	8.0	A	-	8.0	A	-	7.9	A	-
13	Project Driveway/Rossmoor Center Way*	9.3	A	9.1	A	9.2	A	9.4	A	-	9.3	A	-	9.4	A	-
14	Internal Driveway/Rossmoor Center Way*	8.6	A	11.5	B	15.1	C	8.9	A	-	13.4	B	-	18.0	C	-
15	Internal Driveway/Town Center Drive*	7.4	A	10.8	B	15.8	C	7.4	A	-	10.8	B	-	15.8	C	-

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

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

Δ Indicates project related change in ICU.

- Change in ICU not shown as intersection analysis utilizes HCM methodology.

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

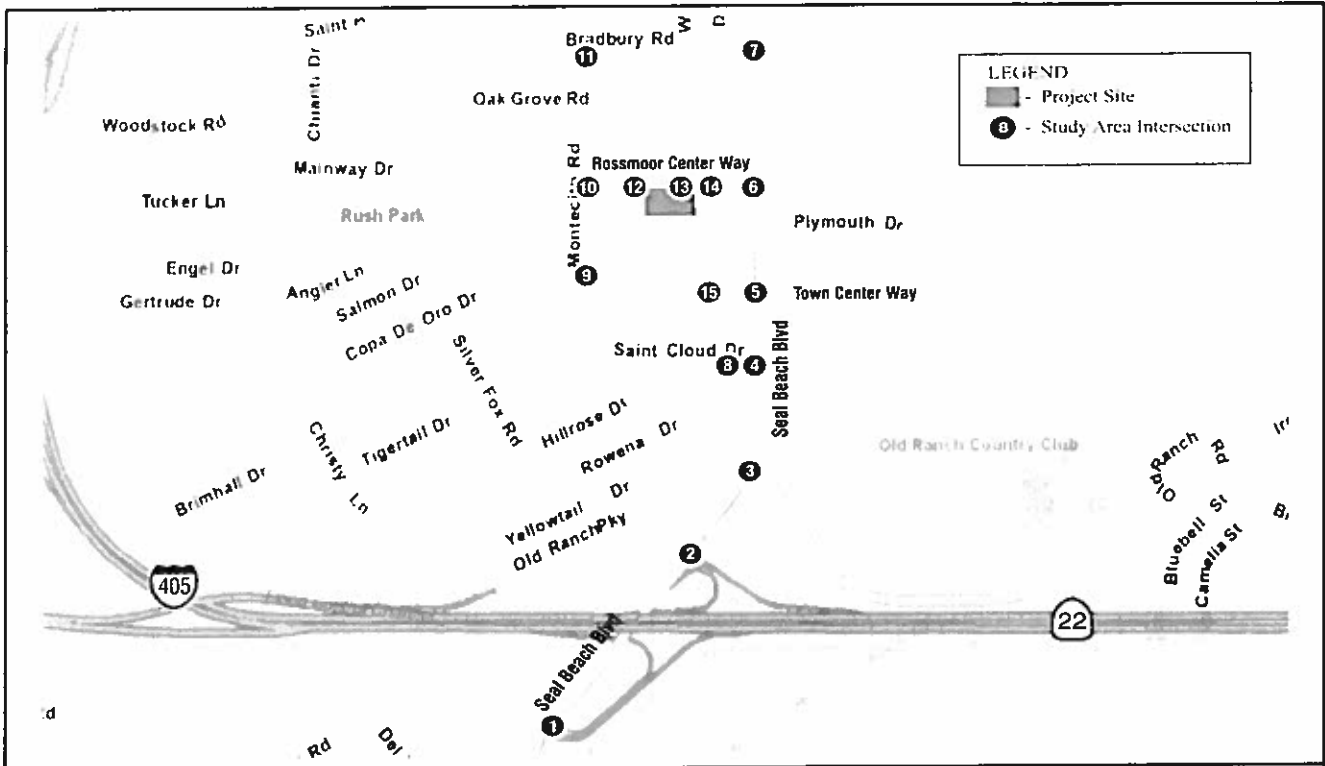
<sup>1</sup> HCM Methodology-consistent with Caltrans requirements

Table J: Existing (2014) With Full Occupancy plus Project Peak Hour Roadway Level of Service Summary

Roadway	Segment	Direction	AM			PM			Saturday Mid-day			
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	12.3	B	45.0	13.9	B	45.0	14.0	B	
		Southbound	45.0	15.5	B	45.0	14.2	B	45.0	13.3	B	
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	16.5	B	45.0	15.1	B	45.0	16.5	B	
		Southbound	45.0	15.9	B	45.0	15.8	B	45.0	14.9	B	
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	13.4	B	45.0	13.6	B	45.0	13.2	B	
		Southbound	45.0	11.1	B	45.0	12.8	B	45.0	11.1	B	
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	13.0	B	45.0	13.0	B	45.0	10.5	A	
		Southbound	45.0	11.4	B	45.0	11.7	B	45.0	10.6	A	
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	12.3	B	45.0	12.9	B	45.0	12.1	B	
		Southbound	45.0	11.6	B	45.0	12.4	B	45.0	12.3	B	
	Bradbury Road and Rossmoor Way	Northbound	45.0	14.3	B	45.0	13.3	B	45.0	12.3	B	
		Southbound	45.0	13.3	B	45.0	14.5	B	45.0	12.5	B	
	Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive		24.4	-	C	26.5	-	C	27.5	-	C
Montecito Road*	Yellowtail Drive and Copa De Oro Drive		26.5	-	C	29.6	-	B	30.4	-	B	
	Copa De Oro Drive and Mainway Drive		29.5	-	B	30.9	-	A	31.1	-	A	
	Mainway Drive and Bradbury Road		28.7	-	B	30.4	-	B	31.1	-	A	
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard		26.9	-	A	26.2	-	A	27.2	-	A	

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

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



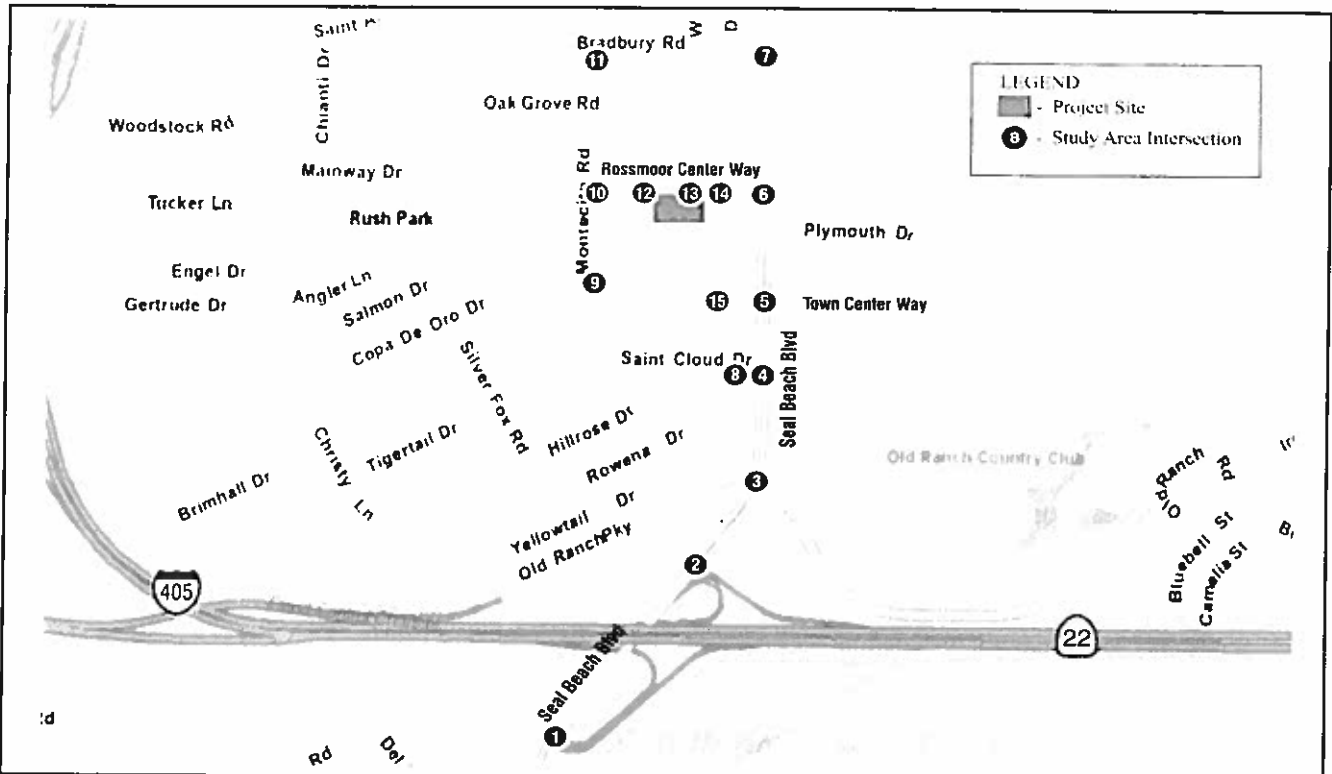
<p>89 / 154 1121 / 921 438 / 466 428 / 490 47 / 42 545 / 318</p> <p>93 / 171 17 / 48 6 / 12</p> <p>824 / 1035 129 / 356</p> <p>1 Seal Beach Blvd/405 SB Ramps</p>	<p>455 / 338 1325 / 1273 294 / 211 538 / 539 81 / 13 307 / 174</p> <p>7 / 65 5 / 57 11 / 89</p> <p>109 / 44 986 / 1274 245 / 389</p> <p>2 Seal Beach Blvd/405NB Ramps</p>	<p>1522 / 1429 371 / 646 606 / 533 496 / 391</p> <p>1289 / 1454 208 / 364</p> <p>3 Seal Beach Blvd/Lampson Av</p>	<p>40 / 81 1253 / 1550 4 / 14 0 / 6 7 / 30 60 / 191</p> <p>104 / 108 3 / 1 577 / 355</p> <p>366 / 351 1474 / 1483 56 / 155</p> <p>4 Seal Beach Blvd/Saint Cloud Dr</p>	<p>15 / 110 1324 / 1309 19 / 92 15 / 91 3 / 39 14 / 126</p> <p>5 / 83 2 / 38 21 / 207</p> <p>23 / 156 1527 / 1403 15 / 87</p> <p>5 Seal Beach Blvd/Town Center Dr</p>
<p>64 / 166 1359 / 1548 26 / 35 40 / 11 7 / 2 12 / 10</p> <p>90 / 190 2 / 1 87 / 125</p> <p>81 / 137 1446 / 1517 4 / 27</p> <p>6 Seal Beach Blvd/Rossmoor Center Wy</p>	<p>172 / 177 1339 / 1661 15 / 23 22 / 15 25 / 9 52 / 56</p> <p>279 / 163 13 / 10 104 / 63</p> <p>142 / 122 1406 / 1527 20 / 70</p> <p>7 Seal Beach Blvd/Bradbury Rd</p>	<p>370 / 423 43 / 44</p> <p>603 / 433 0 / 4 3 / 5 81 / 45</p> <p>8 Yellowtail Dr/Saint Cloud Dr</p>	<p>22 / 48 290 / 203 4 / 10 2 / 11 0 / 8 1 / 0</p> <p>59 / 22 6 / 4 130 / 55</p> <p>109 / 45 171 / 165 0 / 2</p> <p>9 Montecito Rd/Copa De Oro Dr</p>	<p>83 / 38 215 / 177 32 / 49 44 / 82 40 / 45 13 / 29</p> <p>94 / 35 74 / 42 80 / 47</p> <p>53 / 41 193 / 142 23 / 38</p> <p>10 Montecito Rd/Rossmoor Center Wy</p>
<p>5 / 2 138 / 114 92 / 39 147 / 76 29 / 22 161 / 152</p> <p>10 / 3 29 / 15 1 / 3</p> <p>2 / 17 137 / 96 226 / 104</p> <p>11 Montecito Rd/Bradbury Rd</p>	<p>97 / 147 4 / 21</p> <p>123 / 92 12 / 17</p> <p>2 / 25 5 / 11</p> <p>12 West Rd/Rossmoor Center Wy</p>	<p>100 / 166 7 / 21</p> <p>128 / 102 1 / 3 12 / 19</p> <p>13 Project Dwy/Rossmoor Center Wy</p>	<p>23 / 34 14 / 37 63 / 66 39 / 82 53 / 94 52 / 149</p> <p>35 / 27 105 / 82 15 / 21</p> <p>4 / 62 11 / 38 34 / 168</p> <p>14 Internal Dwy/Rossmoor Center Wy</p>	<p>9 / 42 32 / 287 52 / 248 28 / 77</p> <p>12 / 47 11 / 64</p> <p>15 Internal Dwy/Town Center Dr</p>

FIGURE 15

Legend

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor  
Project Completion Year (2016) with Full Occupancy Peak Hour Volumes (AM/PM)



<table border="1"> <tr><td>133</td><td>503</td></tr> <tr><td>903</td><td>25</td></tr> <tr><td>401</td><td>466</td></tr> <tr><td>165</td><td>922</td></tr> <tr><td>37</td><td>247</td></tr> <tr><td>17</td><td></td></tr> </table> <p>1 Seal Beach Blvd/405 SB Ramps</p>	133	503	903	25	401	466	165	922	37	247	17		<table border="1"> <tr><td>280</td><td>570</td></tr> <tr><td>1208</td><td>55</td></tr> <tr><td>233</td><td>303</td></tr> <tr><td>7</td><td>1288</td></tr> <tr><td>12</td><td>332</td></tr> <tr><td>24</td><td></td></tr> </table> <p>2 Seal Beach Blvd/405NB Ramps</p>	280	570	1208	55	233	303	7	1288	12	332	24		<table border="1"> <tr><td>1436</td><td>474</td></tr> <tr><td>430</td><td>293</td></tr> <tr><td>1551</td><td>290</td></tr> </table> <p>3 Seal Beach Blvd/Lampson Av</p>	1436	474	430	293	1551	290	<table border="1"> <tr><td>63</td><td>16</td><td>9</td></tr> <tr><td>1342</td><td>23</td><td>186</td></tr> <tr><td>105</td><td>322</td><td>1541</td></tr> <tr><td>1</td><td>1541</td><td>168</td></tr> <tr><td>335</td><td></td><td></td></tr> </table> <p>4 Seal Beach Blvd/Saint Cloud Dr</p>	63	16	9	1342	23	186	105	322	1541	1	1541	168	335			<table border="1"> <tr><td>160</td><td>89</td></tr> <tr><td>1053</td><td>85</td></tr> <tr><td>106</td><td>183</td></tr> <tr><td>125</td><td>1149</td></tr> <tr><td>76</td><td>136</td></tr> <tr><td>211</td><td></td></tr> </table> <p>5 Seal Beach Blvd/Town Center Dr</p>	160	89	1053	85	106	183	125	1149	76	136	211			
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FIGURE 16

Legend

123

Saturday Volume

Health Club within The Shops at Rossmoor

Project Completion Year (2016) with Full Occupancy Peak Hour Volumes (Saturday)

Traffic from the proposed project was then added to assess any near-term deficiencies. Project Completion Year (2016) with Full Occupancy plus Project conditions weekday a.m., p.m., and weekend mid-day peak hour traffic volumes are shown on Figures 17 and 18, respectively.

A summary of Project Completion Year (2016) with Full Occupancy LOS for study area intersections and roadway segments is presented in Tables K and L, respectively. LOS for study area intersections and roadway segments associated with the addition of the proposed project are presented in Tables M and N, respectively. As shown on the tables, all study area intersections and roadway segments are anticipated to operate at satisfactory LOS (LOS D or better) under Project Completion Year (2016) with Full Occupancy conditions, without and with the proposed project.

The LOS worksheets for Project Completion Year (2016) with Full Occupancy without and with Project conditions are included in Appendices F and G, respectively.

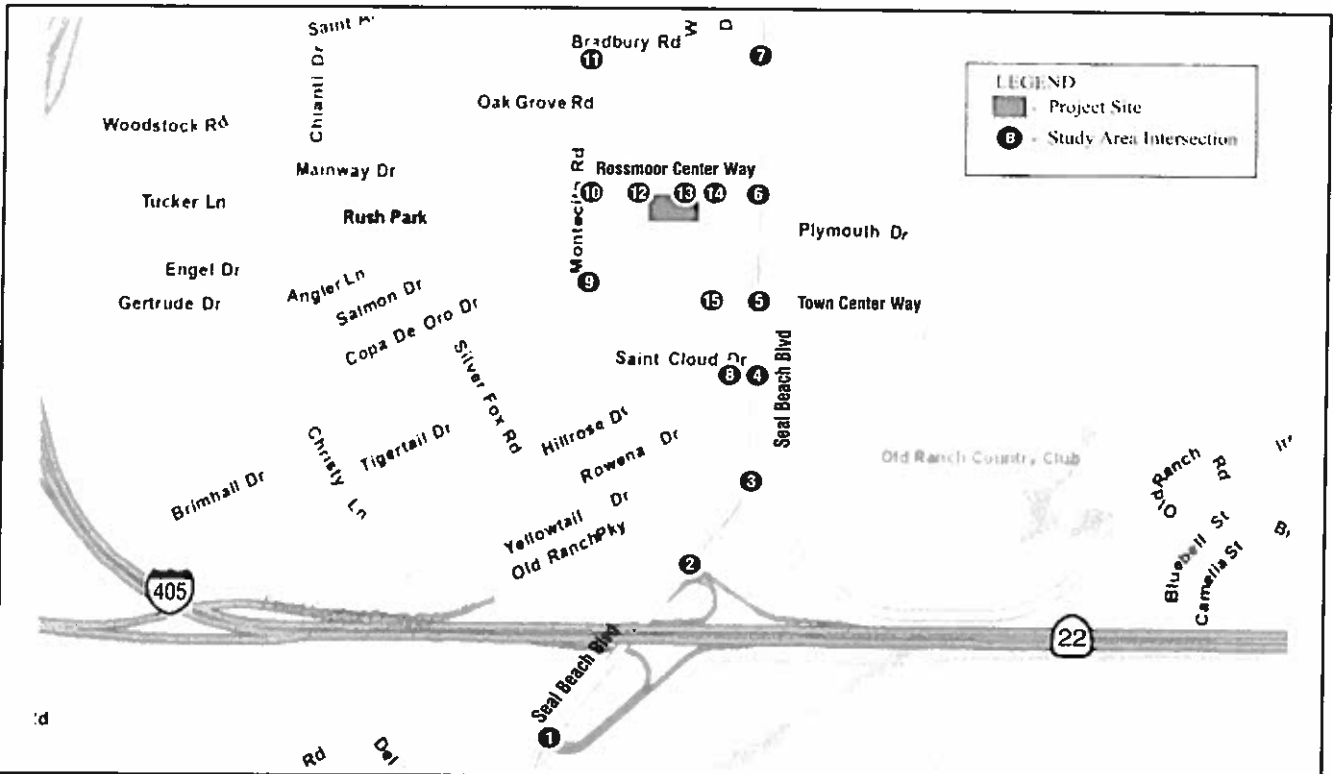
### **FUTURE (2035) GENERAL PLAN BUILDOUT CONDITIONS**

Traffic conditions for the future long-range condition, corresponding to the buildout of the City's General Plan, were analyzed in the study. The traffic volumes for Future (2035) General Plan Buildout traffic conditions were developed based on an annual growth rate applied to the Existing (2014) weekday a.m., p.m., and weekend peak-hour traffic volumes at study intersections and roadway segments to represent a 21-year horizon. To develop the Future (2035) General Plan Buildout baseline volumes, LSA estimated the annual growth rate of 0.2 percent per year based on the growth along Seal Beach Boulevard using the OCTAM traffic model. However, based on discussions with City staff, a growth rate of 0.5 percent per year was applied over the next 21 years to provide a conservative traffic analysis.

To account for the fully occupied retail center, the trip assignment generated earlier for the unoccupied portion was manually added to the Future (2035) General Plan Buildout traffic volumes to develop the volumes for the Future (2035) General Plan Buildout with Full Occupancy condition. The LOS at the study area intersections and roadway segments were identified based on this data. Figures 19 and 20 show the Future (2035) General Plan Buildout with Full Occupancy peak hour volumes at the study area intersections for weekday and weekend conditions, respectively. Intersection turning movement volumes resulting from the addition of the proposed project are shown on Figures 21 and 22 for weekday and weekend conditions, respectively.

A summary of Future (2035) General Plan Buildout with Full Occupancy LOS for study area intersections and roadway segments is presented in Tables O and P, respectively. The LOS for study area intersections and roadway segments associated with the inclusion of the proposed project are presented in Tables Q and R, respectively.





<table border="1"> <tr><td>89 / 154</td><td>↑</td><td>432 / 500</td></tr> <tr><td>1123 / 927</td><td>↓</td><td>47 / 42</td></tr> <tr><td>442 / 474</td><td>↔</td><td>545 / 318</td></tr> <tr><td>93 / 171</td><td>↔</td><td>12 / 17</td></tr> <tr><td>17 / 48</td><td>↔</td><td>826 / 1042</td></tr> <tr><td>6 / 12</td><td>↔</td><td>128 / 356</td></tr> </table> <p>1 Seal Beach Blvd/I-405 SB Ramps</p>	89 / 154	↑	432 / 500	1123 / 927	↓	47 / 42	442 / 474	↔	545 / 318	93 / 171	↔	12 / 17	17 / 48	↔	826 / 1042	6 / 12	↔	128 / 356	<table border="1"> <tr><td>456 / 340</td><td>↑</td><td>542 / 550</td></tr> <tr><td>1331 / 1287</td><td>↓</td><td>81 / 13</td></tr> <tr><td>287 / 217</td><td>↔</td><td>307 / 174</td></tr> <tr><td>7 / 65</td><td>↔</td><td>109 / 44</td></tr> <tr><td>5 / 57</td><td>↔</td><td>992 / 1290</td></tr> <tr><td>11 / 89</td><td>↔</td><td>245 / 389</td></tr> </table> <p>2 Seal Beach Blvd/I-405NB Ramps</p>	456 / 340	↑	542 / 550	1331 / 1287	↓	81 / 13	287 / 217	↔	307 / 174	7 / 65	↔	109 / 44	5 / 57	↔	992 / 1290	11 / 89	↔	245 / 389	<table border="1"> <tr><td>1532 / 1450</td><td>↑</td><td>609 / 542</td></tr> <tr><td>374 / 652</td><td>↓</td><td>496 / 391</td></tr> <tr><td>1299 / 1462</td><td>↔</td><td>208 / 364</td></tr> </table> <p>3 Seal Beach Blvd/Lampson Av</p>	1532 / 1450	↑	609 / 542	374 / 652	↓	496 / 391	1299 / 1462	↔	208 / 364	<table border="1"> <tr><td>40 / 81</td><td>↑</td><td>0 / 6</td></tr> <tr><td>1265 / 1576</td><td>↓</td><td>7 / 30</td></tr> <tr><td>4 / 14</td><td>↔</td><td>60 / 191</td></tr> <tr><td>104 / 108</td><td>↔</td><td>367 / 355</td></tr> <tr><td>3 / 1</td><td>↔</td><td>1486 / 1516</td></tr> <tr><td>578 / 358</td><td>↔</td><td>56 / 155</td></tr> </table> <p>4 Seal Beach Blvd/Saint Cloud Dr</p>	40 / 81	↑	0 / 6	1265 / 1576	↓	7 / 30	4 / 14	↔	60 / 191	104 / 108	↔	367 / 355	3 / 1	↔	1486 / 1516	578 / 358	↔	56 / 155	<table border="1"> <tr><td>15 / 110</td><td>↑</td><td>15 / 91</td></tr> <tr><td>1336 / 1335</td><td>↓</td><td>3 / 39</td></tr> <tr><td>19 / 92</td><td>↔</td><td>14 / 126</td></tr> <tr><td>5 / 83</td><td>↔</td><td>23 / 156</td></tr> <tr><td>2 / 38</td><td>↔</td><td>1539 / 1436</td></tr> <tr><td>21 / 207</td><td>↔</td><td>15 / 87</td></tr> </table> <p>5 Seal Beach Blvd/Town Center Dr</p>	15 / 110	↑	15 / 91	1336 / 1335	↓	3 / 39	19 / 92	↔	14 / 126	5 / 83	↔	23 / 156	2 / 38	↔	1539 / 1436	21 / 207	↔	15 / 87
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<table border="1"> <tr><td>75 / 198</td><td>↑</td><td>40 / 11</td></tr> <tr><td>1359 / 1548</td><td>↓</td><td>7 / 2</td></tr> <tr><td>26 / 35</td><td>↔</td><td>12 / 10</td></tr> <tr><td>101 / 215</td><td>↔</td><td>92 / 170</td></tr> <tr><td>2 / 1</td><td>↔</td><td>1446 / 1517</td></tr> <tr><td>98 / 150</td><td>↔</td><td>4 / 27</td></tr> </table> <p>6 Seal Beach Blvd/Rossmoor Center Wy</p>	75 / 198	↑	40 / 11	1359 / 1548	↓	7 / 2	26 / 35	↔	12 / 10	101 / 215	↔	92 / 170	2 / 1	↔	1446 / 1517	98 / 150	↔	4 / 27	<table border="1"> <tr><td>172 / 177</td><td>↑</td><td>22 / 15</td></tr> <tr><td>1351 / 1693</td><td>↓</td><td>25 / 9</td></tr> <tr><td>15 / 23</td><td>↔</td><td>52 / 56</td></tr> <tr><td>279 / 163</td><td>↔</td><td>142 / 122</td></tr> <tr><td>13 / 10</td><td>↔</td><td>1418 / 1552</td></tr> <tr><td>104 / 63</td><td>↔</td><td>20 / 70</td></tr> </table> <p>7 Seal Beach Blvd/Bradbury Rd</p>	172 / 177	↑	22 / 15	1351 / 1693	↓	25 / 9	15 / 23	↔	52 / 56	279 / 163	↔	142 / 122	13 / 10	↔	1418 / 1552	104 / 63	↔	20 / 70	<table border="1"> <tr><td>371 / 427</td><td>↑</td><td>43 / 44</td></tr> <tr><td>604 / 436</td><td>↓</td><td>3 / 5</td></tr> <tr><td>0 / 4</td><td>↔</td><td>81 / 45</td></tr> </table> <p>8 Yellowtail Dr/Saint Cloud Dr</p>	371 / 427	↑	43 / 44	604 / 436	↓	3 / 5	0 / 4	↔	81 / 45	<table border="1"> <tr><td>22 / 48</td><td>↑</td><td>2 / 11</td></tr> <tr><td>291 / 205</td><td>↓</td><td>1 / 9</td></tr> <tr><td>4 / 10</td><td>↔</td><td>1 / 1</td></tr> <tr><td>59 / 22</td><td>↔</td><td>109 / 45</td></tr> <tr><td>7 / 6</td><td>↔</td><td>172 / 188</td></tr> <tr><td>130 / 55</td><td>↔</td><td>0 / 3</td></tr> </table> <p>9 Montecito Rd/Copa De Oro Dr</p>	22 / 48	↑	2 / 11	291 / 205	↓	1 / 9	4 / 10	↔	1 / 1	59 / 22	↔	109 / 45	7 / 6	↔	172 / 188	130 / 55	↔	0 / 3	<table border="1"> <tr><td>83 / 38</td><td>↑</td><td>45 / 84</td></tr> <tr><td>215 / 177</td><td>↓</td><td>41 / 47</td></tr> <tr><td>33 / 51</td><td>↔</td><td>14 / 31</td></tr> <tr><td>94 / 35</td><td>↔</td><td>53 / 41</td></tr> <tr><td>75 / 44</td><td>↔</td><td>193 / 142</td></tr> <tr><td>80 / 47</td><td>↔</td><td>24 / 41</td></tr> </table> <p>10 Montecito Rd/Rossmoor Center Wy</p>	83 / 38	↑	45 / 84	215 / 177	↓	41 / 47	33 / 51	↔	14 / 31	94 / 35	↔	53 / 41	75 / 44	↔	193 / 142	80 / 47	↔	24 / 41
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FIGURE 17

Legend

123 / 456

AM / PM Volume

Project Completion Year (2016) with Full Occupancy plus Project Peak Hour Volumes (AM/PM)

Health Club within The Shops at Rossmoor

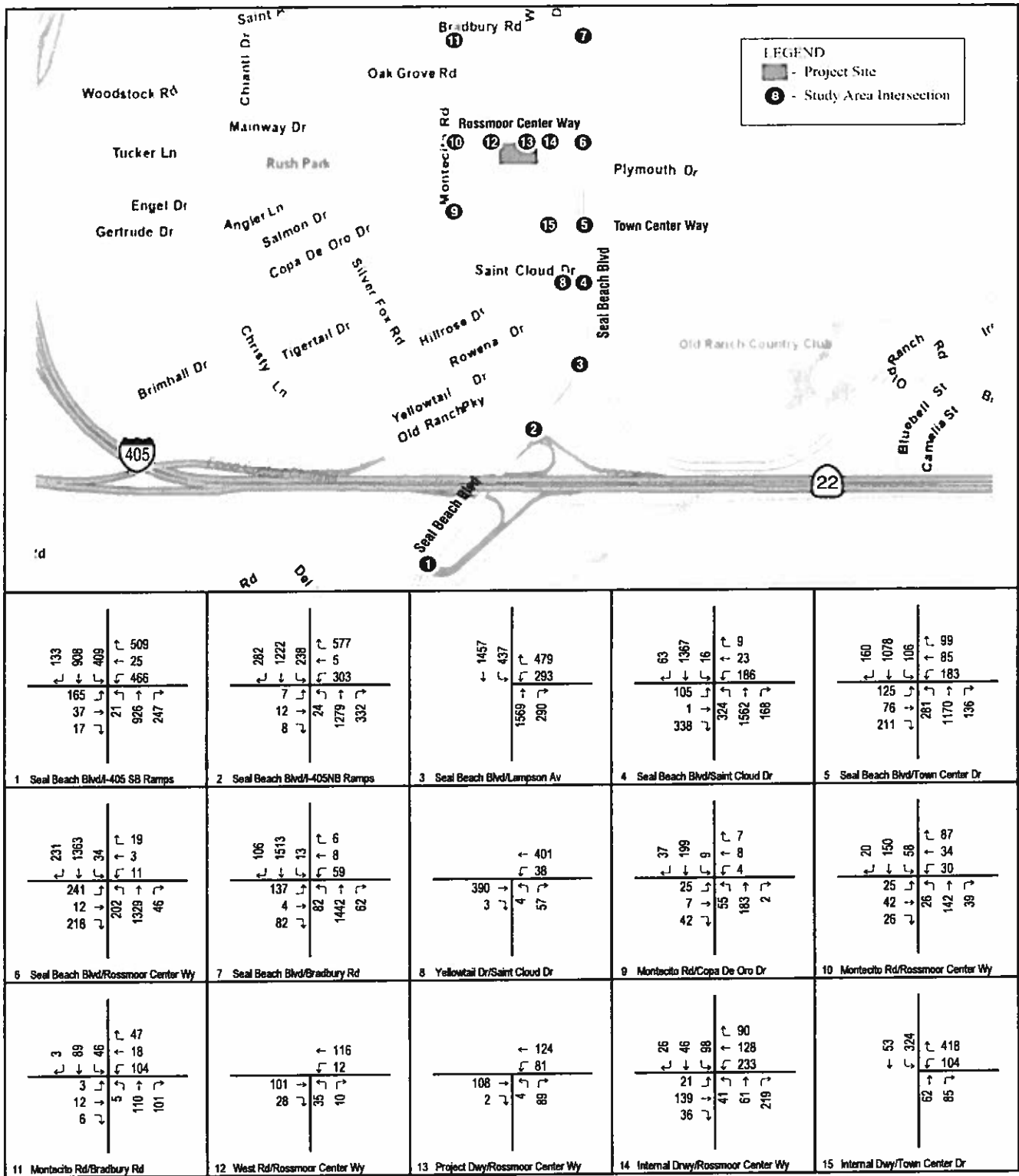


FIGURE 18

Legend

123 Saturday Volume  
 Health Club within The Shops at Rossmoor  
 Project Completion Year (2016) with Full Occupancy plus Project Peak Hour Volumes (Saturday)

**Table K: Project Completion Year (2016) with Full Occupancy Peak Hour Intersection Level of Service Summary**

Intersection		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS
1	Seal Beach Boulevard/I-405 SB On/Off Ramps <sup>1</sup>	39.0	D	41.4	D	40.8	D
2	Seal Beach Boulevard/I-405 NB On/Off Ramps <sup>1</sup>	36.6	D	36.1	D	35.8	D
3	Seal Beach Boulevard/Lampson Avenue	0.757	C	0.720	C	0.699	B
4	Seal Beach Boulevard/Saint Cloud Drive	0.619	B	0.701	C	0.642	B
5	Seal Beach Boulevard/Town Center Drive	0.472	A	0.762	C	0.857	D
6	Seal Beach Boulevard/Rossmoor Center Way	0.552	A	0.680	B	0.720	C
7	Seal Beach Boulevard/Bradbury Road	0.764	C	0.703	C	0.630	B
8	Yellow Tail Drive/Saint Cloud Drive*	12.4	B	10.7	B	10.3	B
9	Montecito Road/Copa De Oro Drive*	12.1	B	8.8	A	8.8	A
10	Montecito Road/Rossmoor Center Way*	12.5	B	9.5	A	9.1	A
11	Montecito Road/Bradbury Road*	12.6	B	9.4	A	8.8	A
12	West Road/Rossmoor Center Way*	8.0	A	8.0	A	7.9	A
13	Project Driveway/Rossmoor Center Way*	9.3	A	9.1	A	9.2	A
14	Internal Driveway/Rossmoor Center Way*	8.6	A	11.6	B	15.4	C
15	Internal Driveway/Town Center Drive*	7.4	A	10.9	B	16.1	C

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

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

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

<sup>1</sup> HCM Methodology-consistent with Caltrans requirements

**Table L: Project Completion Year (2016) with Full Occupancy Peak Hour Roadway Level of Service Summary**

Roadway	Segment	Direction	AM			PM			Saturday Mid-day			
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	12.4	B	45.0	13.8	B	45.0	14.0	B	
		Southbound	45.0	15.5	B	45.0	14.2	B	45.0	13.3	B	
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	16.5	B	45.0	15.0	B	45.0	16.4	B	
		Southbound	45.0	15.9	B	45.0	15.8	B	45.0	14.8	B	
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	13.5	B	45.0	13.5	B	45.0	13.1	B	
		Southbound	45.0	11.2	B	45.0	12.8	B	45.0	11.0	A	
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	13.1	B	45.0	12.8	B	45.0	10.4	A	
		Southbound	45.0	11.4	B	45.0	11.6	B	45.0	10.5	A	
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	12.3	B	45.0	12.9	B	45.0	12.0	B	
		Southbound	45.0	11.6	B	45.0	12.3	B	45.0	12.2	B	
	Bradbury Road and Rossmoor Way	Northbound	45.0	14.3	B	45.0	13.2	B	45.0	12.2	B	
		Southbound	45.0	13.4	B	45.0	14.4	B	45.0	12.5	B	
	Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive		24.3	-	D	26.5	-	C	27.5	-	C
	Montecito Road*	Yellowtail Drive and Copa De Oro Drive		26.4	-	C	29.6	-	B	30.4	-	B
Copa De Oro Drive and Mainway Drive			29.5	-	B	30.9	-	A	31.1	-	A	
Mainway Drive and Bradbury Road			28.7	-	B	30.3	-	B	31.1	-	A	
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard		27.4	-	A	27.3	-	A	27.9	-	A	

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

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

**Table M: Project Completion Year (2016) with Full Occupancy plus Project Peak Hour Intersection Level of Service Summary**

Intersection	2016 + Full Occupancy						2016 + Full Occupancy + Project								
	AM		PM		Sat		AM			PM			Sat		
	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU
1 Seal Beach Boulevard/I-405 SB On/Off Ramps <sup>1</sup>	39.0	D	41.4	D	40.8	D	39.1	D	-	41.6	D	-	40.9	D	-
2 Seal Beach Boulevard/I-405 NB On/Off Ramps <sup>1</sup>	36.6	D	36.1	D	35.8	D	36.8	D	-	36.4	D	-	36.0	D	-
3 Seal Beach Boulevard/Lampson Avenue	0.757	C	0.720	C	0.699	B	0.761	C	0.004	0.727	C	0.007	0.706	C	0.007
4 Seal Beach Boulevard/Saint Cloud Drive	0.619	B	0.701	C	0.642	B	0.622	B	0.003	0.708	C	0.007	0.648	B	0.006
5 Seal Beach Boulevard/Town Center Drive	0.472	A	0.762	C	0.857	D	0.475	A	0.003	0.767	C	0.005	0.862	D	0.005
6 Seal Beach Boulevard/Rossmoor Center Way	0.552	A	0.680	B	0.720	C	0.569	A	0.017	0.724	C	0.044	0.755	C	0.035
7 Seal Beach Boulevard/Bradbury Road	0.764	C	0.703	C	0.630	B	0.767	C	0.003	0.710	C	0.007	0.634	B	0.004
8 Yellow Tail Drive/Saint Cloud Drive*	12.4	B	10.7	B	10.3	B	12.4	B	-	10.7	B	-	10.3	B	-
9 Montecito Road/Copa De Oro Drive*	12.1	B	8.8	A	8.8	A	12.1	B	-	8.9	A	-	8.8	A	-
10 Montecito Road/Rossmoor Center Way*	12.5	B	9.5	A	9.1	A	12.6	B	-	9.6	A	-	9.2	A	-
11 Montecito Road/Bradbury Road*	12.6	B	9.4	A	8.8	A	12.6	B	-	9.4	A	-	8.8	A	-
12 West Road/Rossmoor Center Way*	8.0	A	8.0	A	7.9	A	8.0	A	-	8.1	A	-	7.9	A	-
13 Project Driveway/Rossmoor Center Way*	9.3	A	9.1	A	9.2	A	9.4	A	-	9.3	A	-	9.4	A	-
14 Internal Driveway/Rossmoor Center Way*	8.6	A	11.6	B	15.4	C	8.9	A	-	13.6	B	-	18.5	C	-
15 Internal Driveway/Town Center Drive*	7.4	A	10.9	B	16.1	C	7.4	A	-	10.9	B	-	16.1	C	-

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

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

Δ Indicates project related change in ICU.

- Change in ICU not shown as intersection analysis utilizes HCM methodology.

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

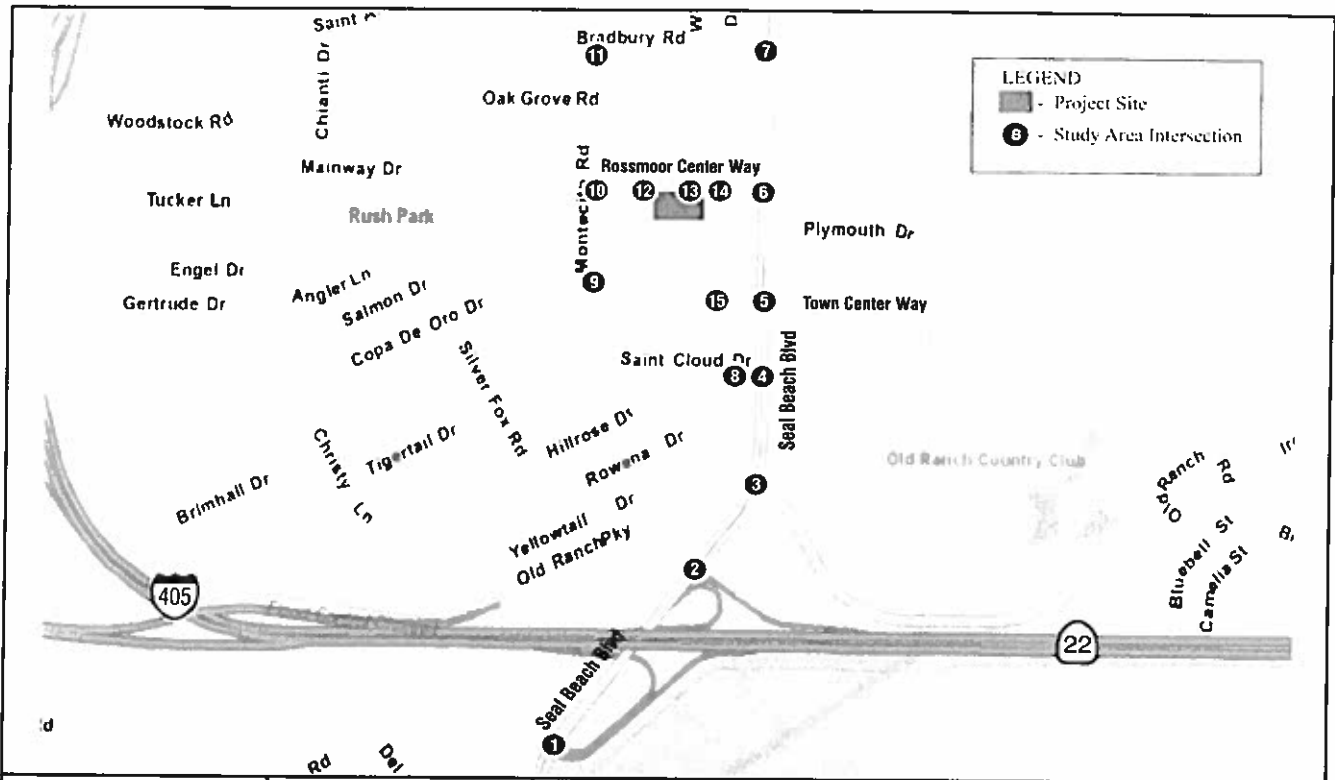
<sup>1</sup> HCM Methodology-consistent with Caltrans requirements

**Table N: Project Completion Year (2016) with Full Occupancy plus Project Peak Hour Roadway Level of Service Summary**

Roadway	Segment	Direction	AM			PM			Saturday Mid-day			
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	12.5	B	45.0	14.0	B	45.0	14.1	B	
		Southbound	45.0	15.6	B	45.0	14.4	B	45.0	13.5	B	
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	16.6	B	45.0	15.2	B	45.0	16.6	B	
		Southbound	45.0	16.0	B	45.0	16.0	B	45.0	15.0	B	
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	13.6	B	45.0	13.7	B	45.0	13.3	B	
		Southbound	45.0	11.2	B	45.0	13.0	B	45.0	11.2	B	
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	13.2	B	45.0	13.1	B	45.0	10.6	A	
		Southbound	45.0	11.5	B	45.0	11.8	B	45.0	10.7	A	
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	12.4	B	45.0	13.1	B	45.0	12.2	B	
		Southbound	45.0	11.7	B	45.0	12.5	B	45.0	12.4	B	
	Bradbury Road and Rossmoor Way	Northbound	45.0	14.4	B	45.0	13.4	B	45.0	12.4	B	
		Southbound	45.0	13.5	B	45.0	14.7	B	45.0	12.6	B	
	Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive		24.3	-	D	26.4	-	C	27.4	-	C
	Montecito Road*	Yellowtail Drive and Copa De Oro Drive		26.4	-	C	29.6	-	B	30.4	-	B
Copa De Oro Drive and Mainway Drive			29.5	-	B	30.9	-	A	31.0	-	A	
Mainway Drive and Bradbury Road			28.6	-	B	30.4	-	B	31.0	-	A	
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard		26.9	-	A	26.3	-	A	27.2	-	A	

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

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



<table border="1"> <tr><td>97 / 168</td><td>1227 / 1008</td><td>469 / 536</td></tr> <tr><td>480 / 509</td><td>52 / 46</td><td>587 / 348</td></tr> <tr><td>102 / 187</td><td>13 / 19</td><td>902 / 1133</td></tr> <tr><td>19 / 53</td><td>141 / 389</td><td>7 / 13</td></tr> </table> <p>1 Seal Beach Blvd/405 SB Ramps</p>	97 / 168	1227 / 1008	469 / 536	480 / 509	52 / 46	587 / 348	102 / 187	13 / 19	902 / 1133	19 / 53	141 / 389	7 / 13	<table border="1"> <tr><td>487 / 370</td><td>1450 / 1392</td><td>589 / 590</td></tr> <tr><td>322 / 231</td><td>88 / 14</td><td>336 / 190</td></tr> <tr><td>8 / 71</td><td>119 / 49</td><td>1078 / 1393</td></tr> <tr><td>6 / 62</td><td>269 / 425</td><td>12 / 97</td></tr> </table> <p>2 Seal Beach Blvd/405NB Ramps</p>	487 / 370	1450 / 1392	589 / 590	322 / 231	88 / 14	336 / 190	8 / 71	119 / 49	1078 / 1393	6 / 62	269 / 425	12 / 97	<table border="1"> <tr><td>1665 / 1563</td><td>406 / 707</td><td>663 / 583</td></tr> <tr><td>543 / 428</td><td>1410 / 1591</td><td>228 / 398</td></tr> </table> <p>3 Seal Beach Blvd/Lampson Av</p>	1665 / 1563	406 / 707	663 / 583	543 / 428	1410 / 1591	228 / 398	<table border="1"> <tr><td>44 / 88</td><td>1371 / 1696</td><td>0 / 7</td></tr> <tr><td>4 / 15</td><td>8 / 33</td><td>65 / 209</td></tr> <tr><td>114 / 118</td><td>400 / 385</td><td>1612 / 1622</td></tr> <tr><td>3 / 1</td><td>61 / 189</td><td>631 / 388</td></tr> </table> <p>4 Seal Beach Blvd/Saint Cloud Dr</p>	44 / 88	1371 / 1696	0 / 7	4 / 15	8 / 33	65 / 209	114 / 118	400 / 385	1612 / 1622	3 / 1	61 / 189	631 / 388	<table border="1"> <tr><td>17 / 120</td><td>1449 / 1432</td><td>17 / 99</td></tr> <tr><td>21 / 101</td><td>3 / 43</td><td>15 / 138</td></tr> <tr><td>6 / 91</td><td>25 / 170</td><td>1671 / 1535</td></tr> <tr><td>2 / 42</td><td>17 / 95</td><td>23 / 227</td></tr> </table> <p>5 Seal Beach Blvd/Town Center Dr</p>	17 / 120	1449 / 1432	17 / 99	21 / 101	3 / 43	15 / 138	6 / 91	25 / 170	1671 / 1535	2 / 42	17 / 95	23 / 227
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<table border="1"> <tr><td>6 / 2</td><td>151 / 125</td><td>161 / 83</td></tr> <tr><td>101 / 43</td><td>32 / 24</td><td>176 / 166</td></tr> <tr><td>11 / 3</td><td>2 / 8</td><td>150 / 105</td></tr> <tr><td>32 / 17</td><td>248 / 114</td><td>1 / 3</td></tr> </table> <p>11 Montecito Rd/Bradbury Rd</p>	6 / 2	151 / 125	161 / 83	101 / 43	32 / 24	176 / 166	11 / 3	2 / 8	150 / 105	32 / 17	248 / 114	1 / 3	<table border="1"> <tr><td>106 / 161</td><td>4 / 23</td><td>135 / 101</td></tr> <tr><td>4 / 23</td><td>2 / 28</td><td>13 / 19</td></tr> <tr><td>6 / 12</td><td></td><td></td></tr> </table> <p>12 West Rd/Rossmoor Center Wy</p>	106 / 161	4 / 23	135 / 101	4 / 23	2 / 28	13 / 19	6 / 12			<table border="1"> <tr><td>109 / 181</td><td>8 / 23</td><td>140 / 112</td></tr> <tr><td>8 / 23</td><td>1 / 3</td><td>13 / 21</td></tr> </table> <p>13 Project Drwy/Rossmoor Center Wy</p>	109 / 181	8 / 23	140 / 112	8 / 23	1 / 3	13 / 21	<table border="1"> <tr><td>25 / 36</td><td>15 / 41</td><td>43 / 90</td></tr> <tr><td>68 / 72</td><td>57 / 103</td><td>56 / 164</td></tr> <tr><td>39 / 30</td><td>4 / 56</td><td>12 / 42</td></tr> <tr><td>115 / 90</td><td>38 / 183</td><td>17 / 23</td></tr> </table> <p>14 Internal Drwy/Rossmoor Center Wy</p>	25 / 36	15 / 41	43 / 90	68 / 72	57 / 103	56 / 164	39 / 30	4 / 56	12 / 42	115 / 90	38 / 183	17 / 23	<table border="1"> <tr><td>10 / 46</td><td>56 / 272</td><td>35 / 314</td></tr> <tr><td>31 / 84</td><td>13 / 52</td><td>12 / 70</td></tr> </table> <p>15 Internal Drwy/Town Center Dr</p>	10 / 46	56 / 272	35 / 314	31 / 84	13 / 52	12 / 70									
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31 / 84	13 / 52	12 / 70																																																								

FIGURE 19

Legend

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor  
 Future (2035) General Plan Buildout with Full Occupancy Peak Hour Volumes (AM/PM)

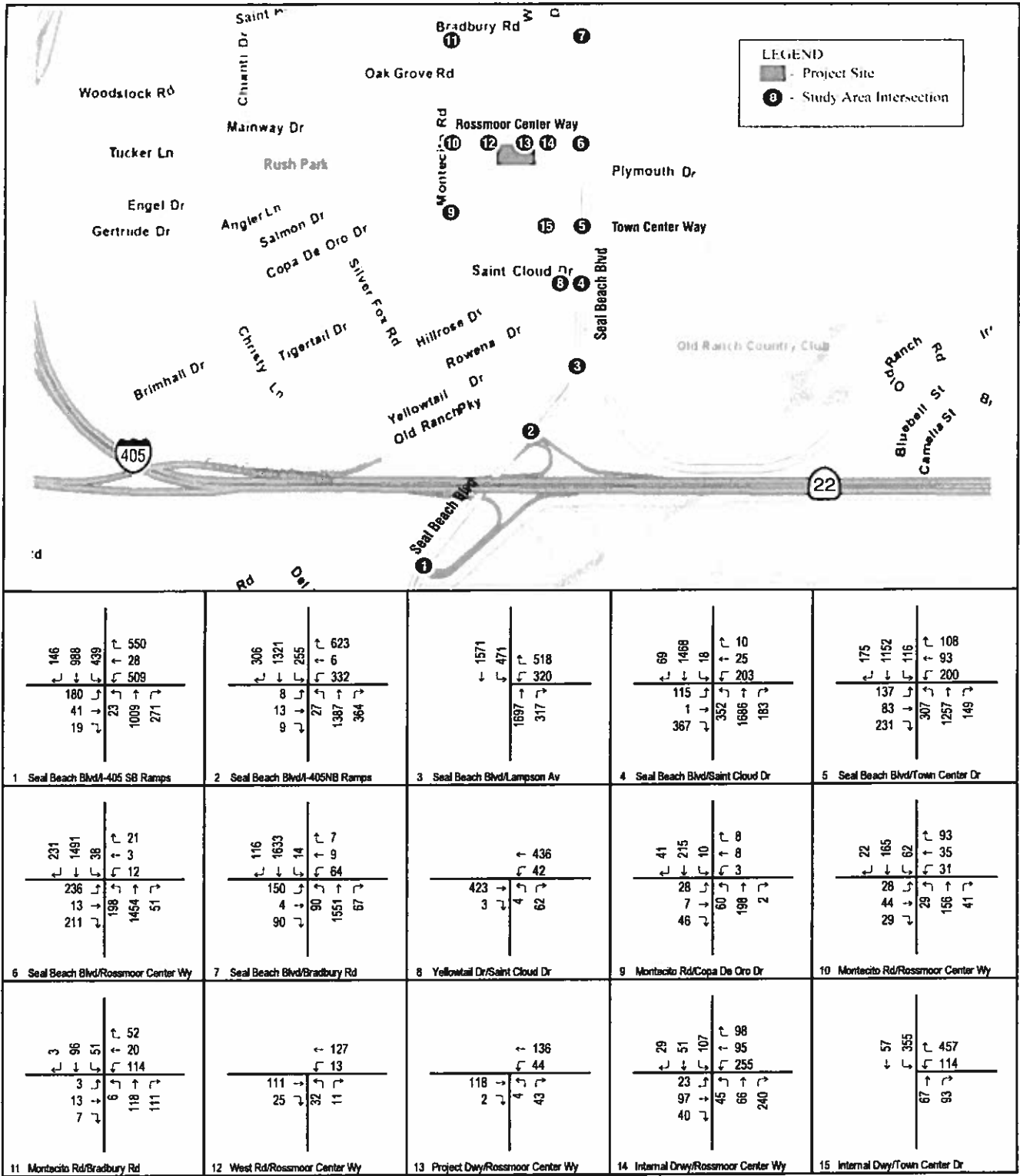


FIGURE 20

**Legend**

123

Saturday Volume

Health Club within The Shops at Rossmoor

Future (2035) General Plan Buildout with Full Occupancy Peak Hour Volumes (Saturday)



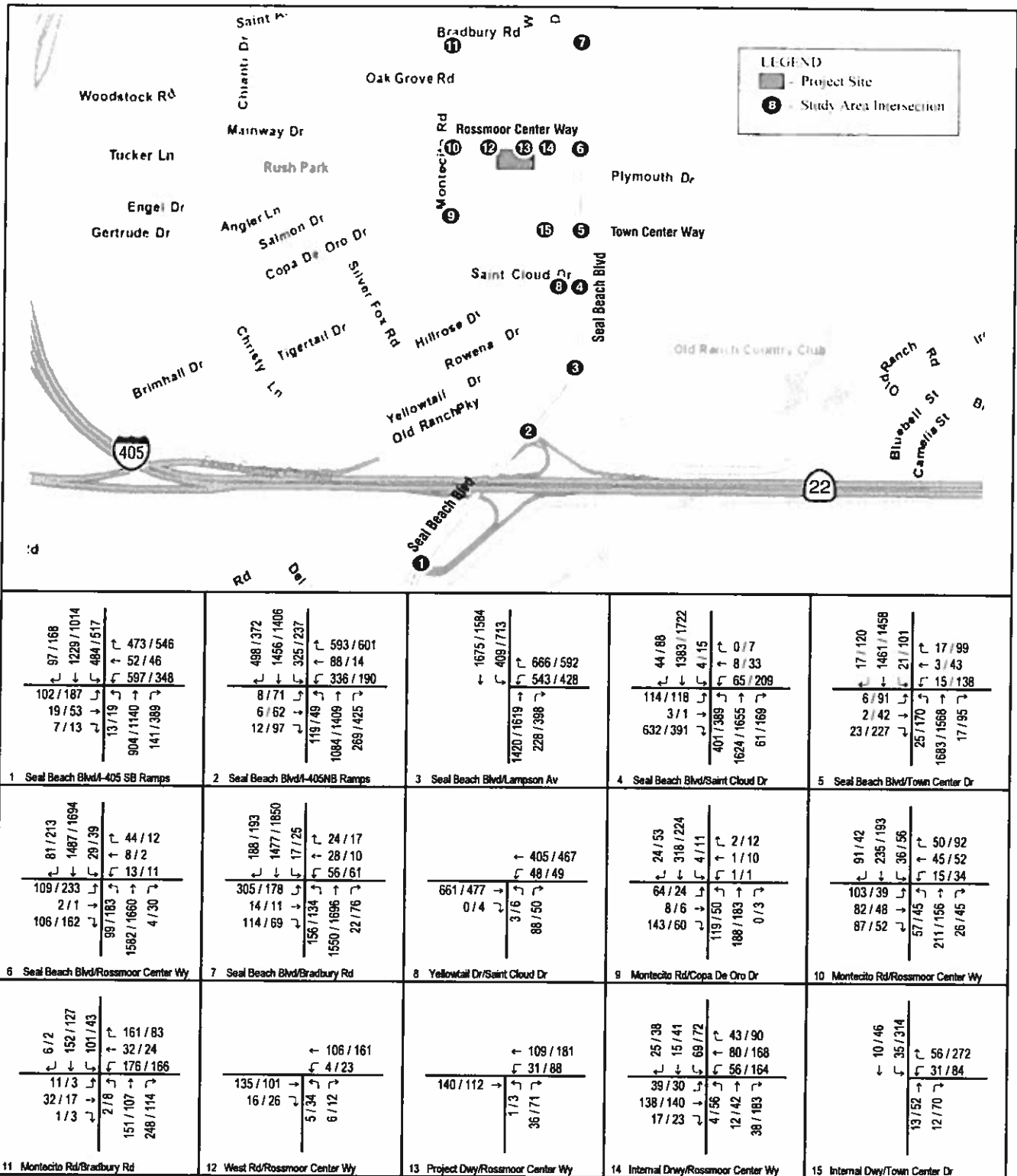


FIGURE 21

Legend

123 / 456 AM / PM Volume

Health Club within The Shops at Rossmoor  
 Future (2035) General Plan Buildout with Full Occupancy plus Project Peak Hour Volumes (AM/PM)



**Table O: Future (2035) General Plan Buildout with Full Occupancy Peak Hour Intersection Level of Service Summary**

Intersection		AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS
1	Seal Beach Boulevard/I-405 SB On/Off Ramps <sup>1</sup>	40.1	D	42.8	D	42.5	D
2	Seal Beach Boulevard/I-405 NB On/Off Ramps <sup>1</sup>	38.4	D	36.9	D	36.7	D
3	Seal Beach Boulevard/Lampson Avenue	0.766	C	0.767	C	0.738	C
4	Seal Beach Boulevard/Saint Cloud Drive	0.616	B	0.744	C	0.677	B
5	Seal Beach Boulevard/Town Center Drive	0.490	A	0.784	C	0.890	D
6	Seal Beach Boulevard/Rossmoor Center Way	0.574	A	0.723	C	0.745	C
7	Seal Beach Boulevard/Bradbury Road	0.774	C	0.751	C	0.654	B
8	Yellow Tail Drive/Saint Cloud Drive*	11.6	B	10.9	B	10.4	B
9	Montecito Road/Copa De Oro Drive*	10.4	B	8.8	A	8.9	A
10	Montecito Road/Rossmoor Center Way*	11.2	B	9.7	A	9.2	A
11	Montecito Road/Bradbury Road*	11.2	B	9.4	A	8.9	A
12	West Road/Rossmoor Center Way*	7.7	A	8.0	A	7.8	A
13	Project Driveway/Rossmoor Center Way*	9.1	A	9.1	A	9.2	A
14	Internal Driveway/Rossmoor Center Way*	8.4	A	11.9	B	16.9	C
15	Internal Driveway/Town Center Drive*	7.3	A	11.4	B	16.6	C

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

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

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

<sup>1</sup> HCM Methodology-consistent with Caltrans requirements

**Table P: Future (2035) Buildout with Full Occupancy Peak Hour Roadway Level of Service Summary**

Roadway	Segment	Direction	AM			PM			Saturday Mid-day		
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	12.2	B	45.0	14.6	B	45.0	14.8	B
		Southbound	45.0	16.8	B	45.0	14.8	B	45.0	13.8	B
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	15.4	B	45.0	16.0	B	45.0	16.4	B
		Southbound	45.0	15.3	B	45.0	16.9	B	45.0	15.1	B
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	12.7	B	45.0	13.3	B	45.0	13.1	B
		Southbound	45.0	11.0	A	45.0	13.3	B	45.0	11.4	B
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	12.6	B	45.0	12.8	B	45.0	11.2	B
		Southbound	45.0	11.0	A	45.0	12.2	B	45.0	10.6	A
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	12.5	B	45.0	13.2	B	45.0	12.5	B
		Southbound	45.0	10.9	A	45.0	13.2	B	45.0	12.8	B
	Bradbury Road and Rossmoor Way	Northbound	45.0	13.8	B	45.0	13.7	B	45.0	12.5	B
		Southbound	45.0	12.3	B	45.0	15.2	B	45.0	13.1	B
Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive		25.7	-	C	26.4	-	C	27.3	-	C
Montecito Road*	Yellowtail Drive and Copa De Oro Drive		28.1	-	B	29.8	-	B	30.2	-	B
	Copa De Oro Drive and Mainway Drive		30.3	-	B	30.7	-	A	31.1	-	A
	Mainway Drive and Bradbury Road		29.5	-	B	30.3	-	B	31.1	-	A
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard		28.0	-	A	27.5	-	A	27.9	-	A

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

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

**Table Q: Future (2035) General Plan Buildout with Full Occupancy plus Project Peak Hour Intersection Level of Service Summary**

Intersection	2035 + Full Occupancy						2035 + Full Occupancy + Project								
	AM		PM		Sat		AM			PM			Sat		
	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU	ICU / Delay	LOS	Δ ICU
1 Seal Beach Boulevard/I-405 SB On/Off Ramps <sup>1</sup>	40.1	D	42.8	D	42.5	D	40.2	D	-	43.1	D	-	42.7	D	-
2 Seal Beach Boulevard/I-405 NB On/Off Ramps <sup>1</sup>	38.4	D	36.9	D	36.7	D	38.5	D	-	37.2	D	-	37.0	D	-
3 Seal Beach Boulevard/Lampson Avenue	0.766	C	0.767	C	0.738	C	0.770	C	0.004	0.774	C	0.007	0.744	C	0.006
4 Seal Beach Boulevard/Saint Cloud Drive	0.616	B	0.744	C	0.677	B	0.619	B	0.003	0.751	C	0.007	0.683	B	0.006
5 Seal Beach Boulevard/Town Center Drive	0.490	A	0.784	C	0.890	D	0.493	A	0.003	0.789	C	0.005	0.895	D	0.005
6 Seal Beach Boulevard/Rossmoor Center Way	0.574	A	0.723	C	0.745	C	0.590	A	0.016	0.766	C	0.043	0.778	C	0.033
7 Seal Beach Boulevard/Bradbury Road	0.774	C	0.751	C	0.654	B	0.776	C	0.002	0.758	C	0.007	0.658	B	0.004
8 Yellow Tail Drive/Saint Cloud Drive*	11.6	B	10.9	B	10.4	B	11.7	B	-	10.9	B	-	10.4	B	-
9 Montecito Road/Copa De Oro Drive*	10.4	B	8.8	A	8.9	A	10.5	B	-	8.9	A	-	8.9	A	-
10 Montecito Road/Rossmoor Center Way*	11.2	B	9.7	A	9.2	A	11.2	B	-	9.8	A	-	9.3	A	-
11 Montecito Road/Bradbury Road*	11.2	B	9.4	A	8.9	A	11.2	B	-	9.5	A	-	8.9	A	-
12 West Road/Rossmoor Center Way*	7.7	A	8.0	A	7.8	A	7.7	A	-	8.0	A	-	7.8	A	-
13 Project Driveway/Rossmoor Center Way*	9.1	A	9.1	A	9.2	A	9.2	A	-	9.3	A	-	9.4	A	-
14 Internal Driveway/Rossmoor Center Way*	8.4	A	11.9	B	16.9	C	8.6	A	-	13.9	B	-	20.7	C	-
15 Internal Driveway/Town Center Drive*	7.3	A	11.4	B	16.6	C	7.3	A	-	11.4	B	-	16.6	C	-

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

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

Δ Indicates project related change in ICU.

- Change in ICU not shown as intersection analysis utilizes HCM methodology.

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

□ (Border) = Exceeds City "Significance" threshold

<sup>1</sup> HCM Methodology-consistent with Caltrans requirements

**Table R: Future (2035) Buildout with Full Occupancy plus Project Peak Hour Roadway Level of Service Summary**

Roadway	Segment	Direction	AM			PM			Saturday Mid-day			
			Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	Speed (mph)	Density	LOS	
Seal Beach Boulevard	I-405 Northbound On/Off Ramps and Lampson Avenue	Northbound	45.0	12.3	B	45.0	14.8	B	45.0	15.0	B	
		Southbound	45.0	16.9	B	45.0	14.9	B	45.0	14.0	B	
	Lampson Avenue and Saint Cloud Drive	Northbound	45.0	15.4	B	45.0	16.3	B	45.0	16.6	B	
		Southbound	45.0	15.4	B	45.0	17.2	B	45.0	15.3	B	
	Saint Cloud Drive and Town Center Drive	Northbound	45.0	12.8	B	45.0	13.5	B	45.0	13.2	B	
		Southbound	45.0	11.1	B	45.0	13.4	B	45.0	11.6	B	
	Town Center Drive and Rossmoor Center Way	Northbound	45.0	12.7	B	45.0	13.0	B	45.0	11.3	B	
		Southbound	45.0	11.1	B	45.0	12.4	B	45.0	10.8	A	
	Rossmoor Center Way and Bradbury Road	Northbound	45.0	12.6	B	45.0	13.4	B	45.0	12.7	B	
		Southbound	45.0	11.0	A	45.0	13.4	B	45.0	13.0	B	
	Bradbury Road and Rossmoor Way	Northbound	45.0	13.9	B	45.0	13.9	B	45.0	12.6	B	
		Southbound	45.0	12.4	B	45.0	15.4	B	45.0	13.2	B	
	Saint Cloud Drive*	Seal Beach Boulevard and Yellowtail Drive		25.6	-	C	26.4	-	C	27.3	-	C
	Montecito Road*	Yellowtail Drive and Copa De Oro Drive		28.0	-	B	29.7	-	B	30.2	-	B
Copa De Oro Drive and Mainway Drive			30.2	-	B	30.6	-	A	31.0	-	A	
Mainway Drive and Bradbury Road			29.5	-	B	30.2	-	B	31.1	-	A	
Rossmoor Center Way**	Montecito Road and Seal Beach Boulevard		27.7	-	A	26.6	-	A	27.1	-	A	

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

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

As shown on the tables, all study area intersections and roadway segments are anticipated to operate at satisfactory LOS (LOS D or better) under Future (2035) General Plan Buildout with Full Occupancy without and with Project conditions. The LOS worksheets for Future (2035) General Plan Buildout with Full Occupancy without and with Project conditions are included in Appendices H and I, respectively.

As shown on Table Q, the addition of project traffic at the intersection of Seal Beach Boulevard and Rossmoor Center Way results in an ICU increase that exceeds the City's threshold of significance by 0.004 during the weekday p.m. peak hour. It should be noted this intersection is anticipated to operate at an acceptable LOS C or better under all peak hours in the Future (2035) General Plan Buildout with Full Occupancy with Project conditions. As all study area intersections and roadway facilities are anticipated to operate at satisfactory LOS from Existing (2014) to Future (2035) General Plan Buildout with Full Occupancy plus Project traffic conditions, operational improvements aimed at alleviating LOS deficiencies are not warranted and have not been recommended.

It is recommended that the project mitigate its significant contribution of traffic at the intersection of Seal Beach Boulevard and Rossmoor Center Way through a fair share contribution towards improvements to alleviate existing queuing deficiencies as described in the following section.

## ON-SITE CIRCULATION

This section presents the results of the site access assessment conducted for Existing (2014) and Existing (2014) with Full Occupancy plus Project conditions. As presented previously in this report, both project driveways and site adjacent intersections are anticipated to operate at satisfactory LOS for all analysis scenarios.

As part of the site access assessment, existing and potential turn-pocket queuing issues at site access points and site adjacent intersections were analyzed using the SimTraffic (Version 8.0) software. SimTraffic is an analysis software that provides a microscopic model that more accurately simulates real world conditions as compared to macroscopic analysis tools such as Traffix. SimTraffic tracks and collects measures of effectiveness for each vehicle in a traffic system during a simulation. Due to variability that arises from simulations of this nature, multiple simulation runs for each analysis scenario have been averaged in order to draw representative queuing results. This method more accurately measures the full impact of queuing and blocking of traffic.

Queuing results for Existing (2014) with Full Occupancy without and with Project traffic conditions are shown on Table S. As shown on Table S, all existing peak-hour queues at site access points and site-adjacent intersections are anticipated to be sufficiently stored by existing facilities with the exception of the northbound left-turn pocket at the intersection of Seal Beach Boulevard and Rossmoor Center Way. The existing weekday a.m., p.m., and weekend mid-day 95<sup>th</sup> percentile peak-hour queues extend past the storage provided by the existing northbound left-turn pocket. The northbound left-turn pocket currently provides 80 feet (ft) of storage with a 100 ft transition. However, as shown on Table S, a potential queue of 168 ft resulting from 179 existing northbound left-turning vehicles (without the project) during the weekend (Saturday) mid-day peak hour could spill back into the adjacent through lane.

**Table S: Site Access Queuing Summary**

Intersection	Movement	Existing Storage Length	Existing (2014) with Full Occupancy 95th Percentile Queue (ft)			Existing (2014) with Full Occupancy plus Project 95th Percentile Queue (ft)		
			AM	PM	Sat Mid-day	AM	PM	Sat Mid-day
6 Seal Beach Boulevard/Rossmoor Center Way	NBL	80	98	153	168	99	182	176
	EBL	230	87	152	157	84	163	179
	EBTR	230	67	70	105	57	73	110
10 Montecito Road/Rossmoor Center Way	NBTR	175	53	52	52	46	50	47
	SBLT	220	50	50	45	53	48	47
	WBLTR	310	52	55	56	52	64	51
12 West Road/Rossmoor Center Way	NBLR	-	29	48	51	34	52	47
	EBTR	310	49	47	44	46	42	46
	WBLT	250	52	55	49	54	56	50
13 Project Driveway/Rossmoor Center Way	NBLR	-	29	38	50	43	51	57
	WBLT	190	10	21	24	24	31	31
14 Internal Driveway/Rossmoor Center Way	EBLT	190	52	49	49	51	51	54
	EBTR	190	49	50	53	45	56	54
	WBLTR	230	69	109	147	71	123	176

(Shade) = Exceeds existing storage length



The addition of traffic associated with the project to this movement is anticipated to result in a 95<sup>th</sup> percentile queue of 182 ft resulting from 169 northbound left-turning vehicles during the weekday p.m. peak hour. It should be noted that anticipated queue lengths are not directly correlated to their associated volumes as queuing for a given movement is also dependent on traffic signal operations.

This existing queuing issue is anticipated to continue into future analysis scenarios. All other Existing (2014) with Full Occupancy plus Project peak-hour queues at site access points and site-adjacent intersections are anticipated to be sufficiently stored by existing facilities. SimTraffic queuing worksheets for both Existing (2014) and Existing (2014) with Full Occupancy plus Project conditions are provided in Appendix J.

The existing northbound left-turn pocket at the intersection of Seal Beach Boulevard and Rossmoor Center Way is bound by the landscaped median along Seal Beach Boulevard and a southbound left-turn pocket that provides access to the Target shopping center to the southeast of this intersection. As such, any physical improvements to this northbound left-turn pocket would require some vacation of the landscaped median and could not extend past the existing southbound left-turn pocket to the south.

Operational and physical improvements required to provide adequate turn-pocket storage are discussed in the Recommended Improvements section of this report.

## **PARKING**

This parking study reviews parking supply and demand for the proposed health club within the Shops at Rossmoor. The proposed project will generate future parking demand in excess of existing parking demand while reducing the existing parking supply. Although the Shops at Rossmoor retail center is private property, some residents of adjacent condominium communities utilize retail center parking spaces for their vehicles when not conducting business at the retail center. This analysis investigates whether the reduced parking supply can adequately meet future parking demand or whether increased enforcement of parking policy will be necessary to ensure adequate parking supply for retail and health club patrons.

### **Existing Conditions**

The proposed health club will be built in an existing parking lot within the Shops at Rossmoor. The affected parking lots are shown on Figure 23 and divided into two zones. The number and type of parking spaces in each zone are also displayed on Figure 23.

Parking accumulation counts were conducted by NDS at the shopping center on a typical weekday, Thursday, November 13, 2014, and again on a typical weekend, Saturday, November 15, 2014. As shown on Tables T and U, and Figure 23, adequate parking is provided in Parking Zones 1 and 2 to accommodate the existing peak weekday and weekend parking demand.

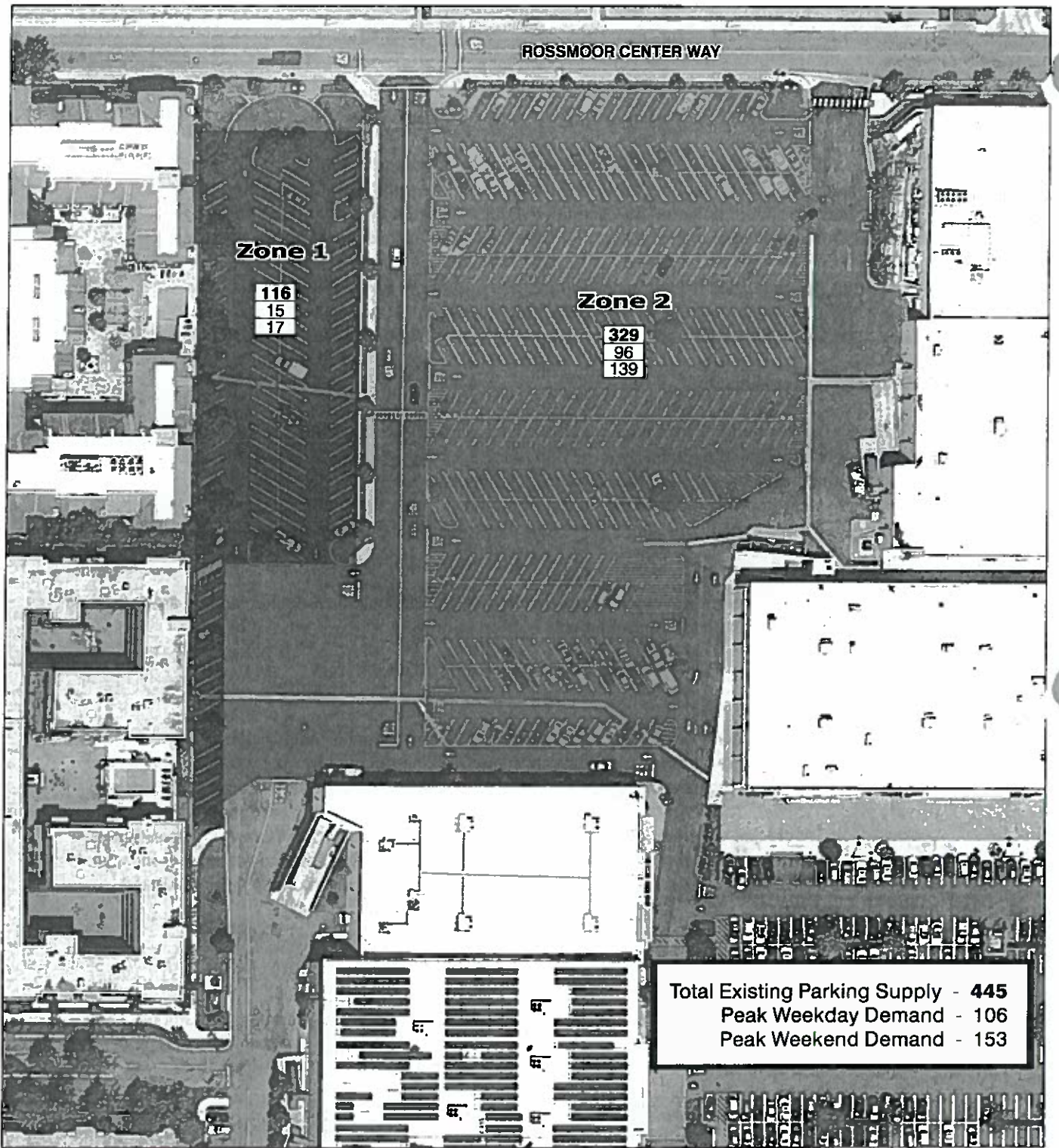


FIGURE 23

LSA

LEGEND

- XXX** - Parking Supply
- YYY** - Weekday Demand
- ZZZ** - Weekend Demand



SOURCE: Google Earth

*Health Club within The Shops at Ross Moor*  
Existing Parking Zones

**Table T: Weekday Parking Utilization Summary**

	Parking Supply	Parking Demand		Remaining Spaces
		Peak	Time	
Zone 1	116	15	7:00 p.m.	101
Zone 2	329	96	1:00 p.m.	233
<b>Total</b>	<b>445</b>	<b>106</b>	<b>1:00 p.m.</b>	<b>339</b>

**Table U: Weekend Parking Utilization Summary**

	Parking Supply	Parking Demand		Remaining Spaces
		Peak	Time	
Zone 1	116	17	10:00 a.m.	99
Zone 2	329	139	2:00 p.m.	190
<b>Total</b>	<b>445</b>	<b>153</b>	<b>2:00 p.m.</b>	<b>292</b>

Observed parking demand counts in each of the parking zones for weekday and weekend are provided in Appendix K.

Seal Beach Municipal Code (SBMC) Section 11.4.20 establishes required parking for all developments within the City. SBMC Table 11.4.20.015.A.1 states that gyms and fitness studios greater than 20,000 sf must provide 1 parking space per 300 sf of development. Per the SBMC, 124 parking stalls are required to serve the proposed 37,000 sf health club. In addition, development of the project would result in a loss of 40 parking spaces from Parking Zones 1 and 2, bringing the total parking supply of Zones 1 and 2 from 445 to 405 stalls.

Demand for these spaces would vary throughout the day. The Urban Land Institute (ULI) has collected data on the variation in parking demand for health clubs by time of day and has published that data in *Shared Parking* (Second Edition). Table V displays the anticipated variation in weekday parking demand generated by the proposed project and adds that to the observed existing parking demand to determine the anticipated total future parking demand. This total is compared to the future parking supply of 405 spaces to determine the number of spaces remaining. Table W repeats this process for weekend parking demand. Figure 24 illustrates the future parking supply and peak parking demand by zone.

Seventeen of the stalls in Zone 2 are reserved for the Farmers and Merchants Bank building, per the Fifth Amendment to Declaration of Covenants, Conditions and Restrictions and Grant of Easements (Effective March 31, 2014). Tables V and W have included these 17 reserved parking stalls as part of the future parking demand. As shown on Tables V and W, sufficient parking will be provided in the weekday and weekend by the combination of Parking Zones 1 and 2 to accommodate future demand which includes buildout of the retail center and the proposed project.

**Table V: Future Weekday Parking Demand**

	Typical Parking Demand <sup>1</sup>	LA Fitness 124 <sup>2</sup>	Existing Demand	Farmers & Merchant Bank <sup>3</sup>	Future Total	Parking Supply	Remaining Spaces
8:00 a.m.	40%	50	74	17	141	405	264
9:00 a.m.	70%	87	78	17	182	405	223
10:00 a.m.	70%	87	85	17	189	405	216
11:00 a.m.	80%	99	104	17	220	405	185
12:00 p.m.	60%	74	99	17	190	405	215
1:00 p.m.	70%	87	106	17	210	405	195
2:00 p.m.	70%	87	104	17	208	405	197
3:00 p.m.	70%	87	100	17	204	405	201
4:00 p.m.	80%	99	90	17	206	405	199
5:00 p.m.	90%	112	88	17	217	405	188
6:00 p.m.	100%	124	88	17	229	405	176
7:00 p.m.	90%	112	92	17	221	405	184
8:00 p.m.	80%	99	96	17	212	405	193
9:00 p.m.	70%	87	98	17	202	405	203
10:00 p.m.	35%	43	90	17	150	405	255

<sup>1</sup> Health Club Time-of-Day Factors for Weekdays, *Shared Parking* Second Edition, Urban Land Institute

<sup>2</sup> The Seal Beach Municipal Code (SBMC) requires 1 space per 300 square feet (sf) of gym and fitness studios greater than 20,000 sf; LA Fitness is proposed to be 37,000 sf

<sup>3</sup> 17 stalls within Zone 2 have been reserved for the Farmers & Merchants bank building in the Shops at Rossmoor per the Fifth Amendment to Declaration of Covenants, Conditions and Restrictions and Grant of Easements.

**Table W: Future Weekend Parking Demand**

	Typical Parking Demand <sup>1</sup>	LA Fitness 124 <sup>2</sup>	Existing Demand	Farmers & Merchant Bank <sup>3</sup>	Future Total	Parking Supply	Remaining Spaces
8:00 a.m.	35%	43	91	17	151	405	254
9:00 a.m.	50%	62	99	17	178	405	227
10:00 a.m.	35%	43	110	17	170	405	235
11:00 a.m.	50%	62	119	17	198	405	207
12:00 p.m.	50%	62	122	17	201	405	204
1:00 p.m.	30%	37	142	17	196	405	209
2:00 p.m.	25%	31	153	17	201	405	204
3:00 p.m.	30%	37	148	17	202	405	203
4:00 p.m.	55%	68	125	17	210	405	195
5:00 p.m.	100%	124	119	17	260	405	145
6:00 p.m.	95%	118	118	17	253	405	152
7:00 p.m.	60%	74	107	17	198	405	207
8:00 p.m.	30%	37	105	17	159	405	246
9:00 p.m.	10%	12	90	17	119	405	286
10:00 p.m.	1%	1	92	17	110	405	295

<sup>1</sup> Health Club Time-of-Day Factors for Weekends, *Shared Parking* Second Edition, Urban Land Institute

<sup>2</sup> The Seal Beach Municipal Code (SBMC) requires 1 space per 300 square feet (sf) of gym and fitness studios greater than 20,000 sf; LA Fitness is proposed to be 37,000 sf

<sup>3</sup> 17 stalls within Zone 2 have been reserved for the Farmers & Merchants bank building in the Shops at Rossmoor per the Fifth Amendment to Declaration of Covenants, Conditions and Restrictions and Grant of Easements.



## RECOMMENDED IMPROVEMENTS

As presented previously throughout this report, all study area intersections and roadway facilities are anticipated to operate at satisfactory LOS from Existing (2014) to Future (2035) General Plan Buildout with Full Occupancy plus Project traffic conditions and as such, improvements aimed at alleviating LOS deficiencies have not been recommended.

Improvements aimed at alleviating existing peak-hour queuing deficiencies at the site-adjacent intersection of Seal Beach Boulevard and Rossmoor Center Way are recommended. The northbound left-turn movement is currently experiencing queues that could extend past the existing left-turn pocket during periods of peak demand. The provision of dual left-turn lanes is one possible solution to long queues. However, if an unequal utilization of the left-turn lanes were probable, the effectiveness of providing two lanes would be greatly diminished. In addition, right-of-way may be necessary to implement dual left-turn lanes. In these circumstances, extending the queue available to the single lane may be a better option. As shown on Table S, the northbound left-turn pocket would require a storage length of approximately 168 ft (an extension of 88 ft) to accommodate Existing (2014) with Full Occupancy peak-hour queues and a storage length of approximately 182 ft (an extension of 102 ft) to accommodate Existing (2014) with Full Occupancy plus Project peak-hour queues. As noted previously and illustrated on Figure 25, the existing landscaped median along Seal Beach Boulevard would require modification and possibly vacation in order to provide the recommended storage length. As shown on Figure 25, a storage length of 205 ft (an extension of 125 ft) would not disrupt the existing southbound left-turn pocket providing access to the adjacent Target shopping center, but may create a situation where the two adjacent left-turn pockets would effectively be “back to back.”

Additionally, traffic signal phasing modifications can be made in order to help alleviate the existing and anticipated queuing issue. One such modification is to provide both a “lead” and “lag” phase for the northbound left-turn movement. This would entail providing phasing for this movement during both the beginning and end of the adjacent northbound through movement, effectively providing two northbound left-turn phases per cycle. As shown on Table X, this traffic signal modification can help reduce the peak-hour queues but not enough to eliminate the need to provide additional queuing storage. It should be noted that this traffic signal modification can be accommodated while maintaining acceptable intersection LOS per the HCM methodology.

Queuing worksheets reflecting the described traffic signal phasing modification at the intersection of Seal Beach Boulevard and Rossmoor Center Way for Existing (2014) with Full Occupancy without and with Project conditions are included in Appendix L.

In an effort to determine the extent of the proposed project’s contribution to this existing and future queuing deficiency, the percentage of northbound left-turning vehicles attributable to the project has been calculated. The following table, Table Y, details the project’s percentage of northbound left-turning vehicles under Existing (2014) with Full Occupancy plus Project for each of the three peak hours.

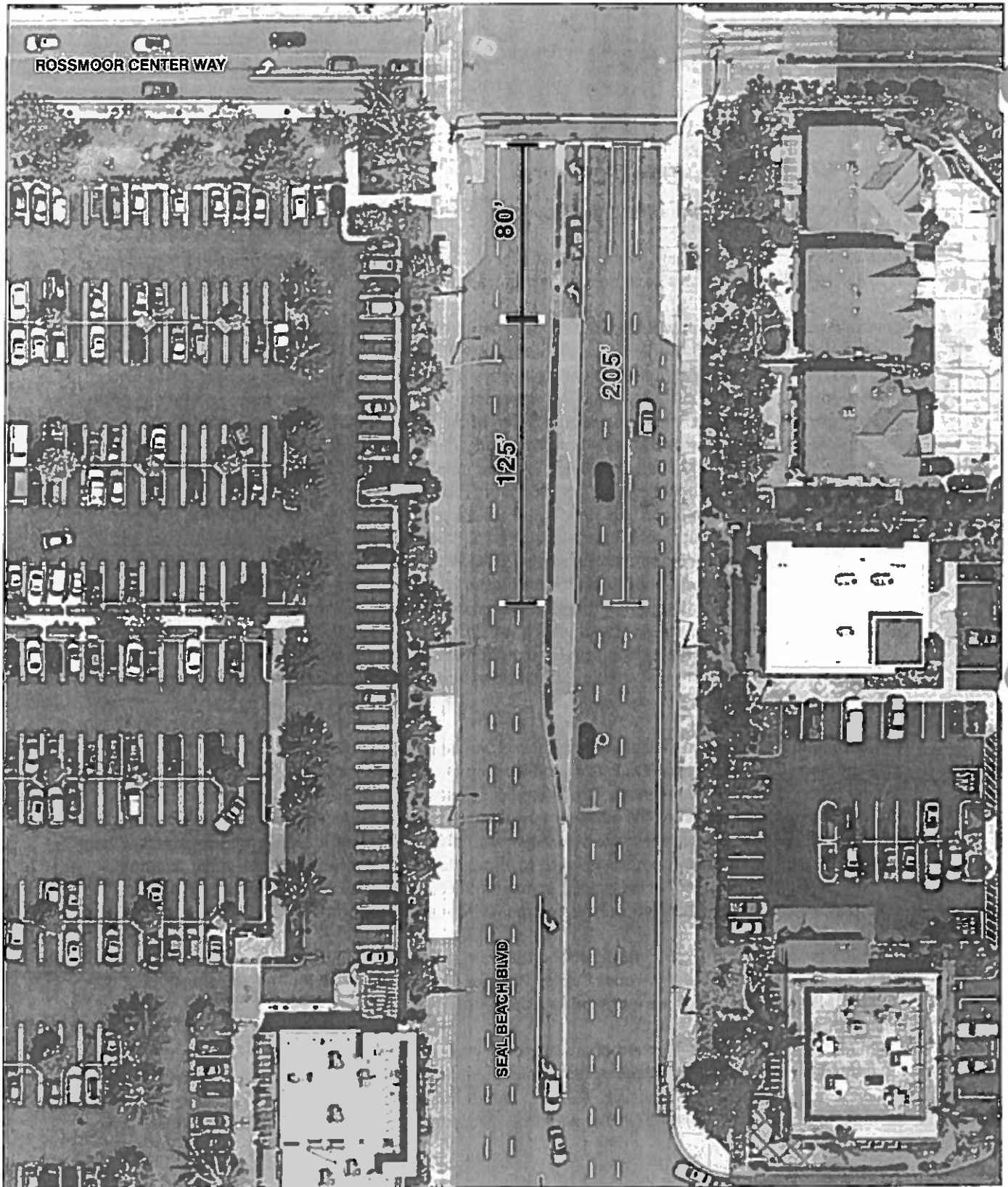
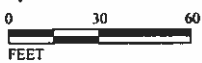


FIGURE 25

L S A

LEGEND

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



SOURCE: Google Earth

I:\MPA1401\GV\Turn Pocket Extension.cdr (10/1/15)

*Health Club within The Shops at Rossmoor*  
Recommended Turn Pocket Extension



**Table X: Site Access with Improvements Queuing Summary**

Intersection	Movement	Existing Storage Length	Proposed Storage Length	Existing (2014) with Full Occupancy with Improvements 95th Percentile Queue (ft)			Existing (2014) with Full Occupancy plus Project with Improvements 95th Percentile Queue (ft)		
				AM	PM	Sat Mid-day	AM	PM	Sat Mid-day
6 Seal Beach Boulevard/Rossmoor Center Way									
	NBL	80	<b>205</b>	94	127	156	96	141	167
	EBL	230	230	87	162	167	97	169	183
	EBTR	230	230	61	71	99	61	76	125

(Shade) = Exceeds existing storage length

**Bold** = Recommended Physical Improvement

**Table Y: Project Fair Share Calculation**

	<b>Intersection</b>	<b>Peak Hour</b>	<b>2014 FO+P NB Left-Turn Volume</b>	<b>Project NB Left- Turn Volume</b>	<b>Project % of NB Left-Turn Volume</b>
6	Seal Beach Boulevard/Rossmoor Center Way	AM	91	11	12%
		PM	169	33	<b>20%</b>
		Saturday	200	21	11%

**Bold** = Highest peak-hour project percentage

NB = northbound

FO+P = Full Occupancy Plus Project

## CONCLUSIONS

This traffic/circulation analysis was prepared for a study area along Seal Beach Boulevard north of the I-405 freeway in order to identify any potential traffic impacts resulting from the development of the proposed health club within the Shops at Rossmoor. The study included analysis of intersections and roadway segments along Seal Beach Boulevard and local access roads adjacent to the proposed project.

The LOS at 15 intersections and 11 roadway segments within the study area for seven scenarios were analyzed and physical and/or operational improvements were not recommended as all facilities were found to meet the City's LOS standards.

A queuing analysis of site-access points and site-adjacent intersections found that all peak-hour queues are anticipated to be sufficiently stored by existing facilities with the exception of the northbound left-turn pocket at the intersection of Seal Beach Boulevard and Rossmoor Center Way. The extension of the existing northbound left-turn pocket from 80 ft to 205 ft has been recommended in order to alleviate this existing and anticipated queuing deficiency. It is recommended that the project contribute a fair share percentage of 20% of the total cost of improving this northbound left-turn pocket.

A parking assessment was conducted to evaluate the adequacy of the proposed parking supply in meeting future parking demand. Based on this assessment, the proposed parking supply exceeds the anticipated parking demand.

**C2**

**ROSSMOOR COMMUNITY SERVICES DISTRICT**

**AGENDA ITEM C-2**

**Date:** June 28, 2016

**To:** Honorable Board of Directors

**From:** General Manager

**SUBJECT:** RESOLUTION NO. 16-06-28-01 LA FITNESS CENTER HEALTH CLUB APPEAL

**RECOMMENDATION:**

Approve by roll call vote, Resolution No. 16-06-28-01 by reading the title only and waiving further reading as follows:

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ROSSMOOR COMMUNITY SERVICES DISTRICT AUTHORIZING THE FILING OF AN APPEAL OF THE DECISION OF THE SEAL BEACH PLANNING COMMISSION TO APPROVE A CONDITIONAL USE PERMIT AND A MITIGATED NEGATIVE DECLARATION FOR THE LA FITNESS HEALTH CLUB PROJECT AT THE SHOPS AT ROSSMOOR IN SEAL BEACH, CA

**BACKGROUND:**

Discussion with the General Manager regarding the filing of appeal of the decision of the Seal Beach Planning Commission to approve the LA Fitness Health Club Project in the Shops at Rossmoor in Seal Beach, CA. At the June 14, 2016 meeting of the Board of Directors, the Board directed staff to place this item on a future agenda for discussion and possible action. The deadline to file an appeal to the Seal Beach City Council falls on June 30, 2016, before the next regular meeting of the Board. Therefore, the Board will need to authorize filing an appeal before that date. The cost to file this appeal, according to the Seal Beach City Clerk is \$1,268.00.

**ATTACHMENTS:**

1. Resolution No. 16-06-24-01 Authorizing the Filing of an Appeal of the Decision of the Seal Beach Planning Commission to Approve a Conditional Use Permit and a Mitigated Negative Declaration for the LA Fitness Health Club Project at the Shops at Rossmoor in Seal Beach, CA.
2. June 20, 2016 Seal Beach Planning Commission Staff report and attachments for Conditional Use Permit (CUP) 15-7) and Mitigated Negative Declaration, 12411 Seal Beach Blvd - Shops at Rossmoor Commercial Center.

**ROSSMOOR COMMUNITY SERVICES DISTRICT**

**RESOLUTION NO. 16-06-28-01**

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ROSSMOOR  
COMMUNITY SERVICES DISTRICT AUTHORIZING THE FILING OF AN APPEAL  
OF THE DECISION OF THE SEAL BEACH PLANNING COMMISSION TO  
APPROVE THE LA FITNESS HEALTH CLUB PROJECT IN THE SHOPS AT  
ROSSMOOR IN SEAL BEACH, CA**

**WHEREAS**, on June 20, 2016 the Seal Beach Planning Commission voted to approve a Conditional Use Permit and a Mitigated Negative Declaration for a 37,000 sq' Health Club at 12411 Seal Beach Blvd within the Shops at Rossmoor (the "Project"); and

**WHEREAS**, members of the Board of Directors of the Rossmoor Community Services District have expressed their concerns regarding, and objections to, this Project as currently proposed based upon the negative impacts that this Project will have upon the District and the community of Rossmoor to both the Seal Beach Environmental Quality Board and Planning Commission, and

**WHEREAS**, the Board of Directors of the Rossmoor Community Services District has expressed its concerns regarding, and objections to, this Project as currently proposed based upon the negative impacts that this Project will have upon the District and the community of Rossmoor to the Seal Beach Planning Commission and the City Council, and

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors of the Rossmoor Community Services District opposes the granting of a Conditional Use Permit and approval of the Mitigated Negative Declaration to allow this Project to proceed.

**BE IT FURTHER RESOLVED** that the District's General Manager is authorized to file an appeal of the approval of the Project by the Seal Beach Planning Commission to the Seal Beach City Council and take all steps necessary in furtherance of that appeal.

**PASSED AND ADOPTED** this 28th day of June 2016.

AYES:

NOES:

ABSTAIN:

ABSENT:

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Tony DeMarco, President  
Rossmoor Community Services District

ATTEST:

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James D. Ruth, Secretary  
Rossmoor Community Services District



# PLANNING COMMISSION STAFF REPORT

ITEM NUMBER  <b>2</b>
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**TO:** Planning Commission

**FROM:** Director of Community Development

**MEETING DATE:** JUNE 20, 2016

**SUBJECT:** PUBLIC HEARING

REQUEST FOR A CONDITIONAL USE PERMIT (CUP 15-7) AND ASSOCIATED INITIAL STUDY/MITIGATED NEGATIVE DECLARATION TO CONSTRUCT A 37,000 SQ. FT. HEALTH CLUB (FITNESS CENTER) AT 12411 SEAL BEACH BOULEVARD WITHIN THE SHOPS AT ROSSMOOR IN THE GENERAL COMMERCIAL (GC) ZONING AREA

**LOCATION:** 12411 SEAL BEACH BOULEVARD

**APPLICANT:** MARTAIN POTTS

**RECOMMENDATION:** After conducting the Public Hearing, staff recommends that the Planning Commission adopt Resolution No. 16-13, to adopt Initial Study/Mitigated Negative Declaration with a Mitigation Monitoring Reporting Program and approve Conditional Use Permit 15-7 with Conditions.

**GENERAL PLAN DESIGNATION:  
ZONE:**

COMMERCIAL – GENERAL  
GENERAL COMMERCIAL

**SITE DESCRIPTION:**

Assessor's Parcel Number: 086-492-79  
Lot Area: 1,544,202 sq. ft. or (35.45 acres)  
Project Gross Floor Area: 37,000 sq. ft. (fitness center)  
Surrounding Properties:  
North: Residential High Density (RHD-46)  
South: Residential Medium Density (RMD-18)  
East: General Commercial  
West: Residential High Density (RHD-46)

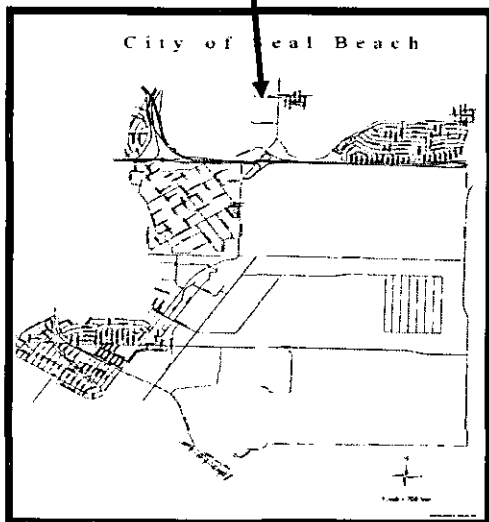
**ENVIRONMENTAL ASSESSMENT:**

Environmental Review: The proposed development of a fitness center 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.). Based on the findings of an Initial Study, a Mitigated Negative Declaration was prepared pursuant to Section 21080(c) of the Public Resources Code.

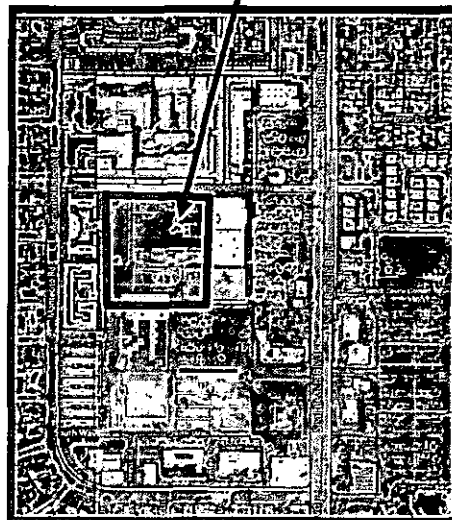
**LEGAL NOTIFICATION:**

The legal notice of this hearing was published in the Seal Beach Sun Newspaper on **June 9, 2016** and mailed to property owners and occupants within a 500' radius of the subject property on **June 9, 2016**, with affidavits of publishing and mailing on file.

**VICINITY MAP:**



**AERIAL MAP:**



**.ANALYSIS:**

The applicant is requesting approval of Conditional Use Permit 15-7 to construct 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. The project is proposed within the Shops at Rossmoor shopping center on the west side of Seal Beach Boulevard between St. Cloud Drive and Bradbury Road in the General Commercial (GC) zoning area. 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 existing shopping center is approximately 35.45 acres or 1,544,202 square-feet in gross area and approximately 309,535 square feet of gross building area. The site is surrounded by residential uses to the north, south and west, with commercial uses to the east across Seal Beach Boulevard.

Seal Beach Municipal Code, Table 11.2.10.010 permits large scale commercial recreation uses subject to approval of a Conditional Use Permit. Large scale recreational uses are health clubs, fitness centers, swimming pools and tennis centers etc. that are larger than 20,000 square feet of building area. The proposed use complies with the General Plan Commercial Land Use designation which encourages commercial areas to provide a broad range of retail and service uses for the community.

The applicant submitted an application for the large scale commercial recreation use on October 5, 2015. While the application was under review, the applicant conducted independent meetings to inform the community of the pending application. City staff did not organize or attend the meetings while conducting its impartial review of the application. However, staff did request summaries of the meetings from the applicant so that they could be attached to this report for the Planning Commission's reference.

**Parking Calculations:**

The parking calculations for the proposed building and existing building and uses are per Section 11.4.20.015.A.1 of the Seal Beach Municipal Code.

Type of Use	Floor Area (SF)	Parking Ratio Space per Square Footage	Number of Spaces Required
Retail	328,753	1/300	1096
Pac Dental	5,000	1/200	25
Restaurant Pads	27,506	1/100	275
In-line Restaurants	12,188	1/100	122
UnoCal Gas Station	2,788	1/250	11
Proposed Health Club	37,000	1/300	123
<b>Total</b>	<b>413,235</b>		<b>1,645</b>
<b>Number of Parking Spaces Provided</b>			<b>1,981</b>



The existing site configuration provides adequate on-site parking for the current uses and the reconfiguration of the parking lot in the area where fitness center is proposed will continue to allow for a surplus of parking on-site. The subject site will continue to comply with Seal Beach Municipal Code, Section 11.4.20.015, which requires shared parking count with all the current uses and the proposed fitness center to be 1,287 spaces and the site with the reconfiguration is proposed to contain 1,613 parking spaces. This is a surplus of 326 parking spaces. The proposed fitness center is parked at a ratio of 1 parking space per 300 square feet of building area. The gross floor area of the fitness center is 37,000 and will require 370 parking spaces. The area of the shopping center where the proposed building is located is proposed to contain 405 parking spaces.

In addition to reconfiguring the parking stalls 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 attached elevations), the proposed single-story commercial 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. 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 an illuminated sign on the south side elevation. 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. The subject site will continue to comply with Seal Beach Municipal Code, Table 11.2.10.015, which provides Development Standards for the General Commercial (GC) zoned area. The applicant requested approval to operate the fitness center which would provide membership-based fitness services, including access to exercise equipment, group fitness classes, and personal fitness training seven days a week. Hours of operation would be 5:00 a.m. to 11:00 p.m. Monday through Thursday, 5:00 a.m. to 10:00 p.m. on Fridays, and 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays.

#### **Mitigated Negative Declaration:**

The City processed a conditional use permit application in conjunction with a request to construct a single-story 37,000 square foot fitness facility at the rear of the Shops at Rossmoor. In addition, the project is subject to the California Environmental Quality Act (CEQA) due to the size of the project foot print and after the completion of an Initial Study (Public Resources Code, Section 21000 et. seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000 et. seq.).

Staff in conjunction with the environmental consultant firm of MIG, noticed the project with the intent to adopt a Mitigated Negative Declaration based upon findings of the Initial Study and that the project would not result in significant environmental impacts with the incorporation of mitigation measures to address potential construction noise impacts and long-term traffic generation. A copy of the Initial Study/Mitigated Negative Declaration is included with this Staff Report. (Attachment #2) Measures to reduce impacts involving noise and traffic will be incorporated into the project conditions of approval. These mitigation measures include the following:

Mitigation Measure NOI-1:

The contractor shall limit construction activities to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays, and 8:00 a.m. and 6:00 p.m. on Saturdays. Construction activities will not be permitted on Sundays or any federal holidays.

Mitigation Measure NOI-2:

The contractor, to the satisfaction of the Community Development Director, shall provide all construction vehicles to have mufflers and be maintained in good operating order at all times. No major vehicle repair shall be conducted on the site.

Mitigation Measure NOI-3:

Prior to the issuance of occupancy permits, the project proponent shall extend the queuing length of the left-turn pocket lane from northbound Seal Beach Boulevard onto westbound Rossmoor Center Way, as recommended in the queuing analysis dated April 2016 for the project traffic impact analysis to the satisfaction of the City Engineer. The City may determine a fair share payment for completion of such improvements.

Accordingly, the City intends to adopt a Mitigated Negative Declaration pursuant to Section 21080 (c) of the Public Resources Code. In addition, a traffic impact analysis (TIA) was required pursuant to the City's policies for new projects. The TIA was thoroughly reviewed and after several revisions the TIA was accepted by the City Engineer/Traffic Engineer as a complete traffic analysis. A copy of the TIA, including an updated Secondary Queuing analysis, is included with this Staff Report (Attachment #3).

Subsequently, the project was presented to the Environmental Quality Control Board (EQCB) at their meeting of May 18, 2016 during the required public comment period from April 28, 2016 to May 18, 2016. During the meeting, staff presented the project to the Board and took public testimony. Additionally, the environmental consultant along with the traffic engineer for the developer addressed questions from the public and EQCB. In conclusion of the meeting, the EQCB identified three concerns that the environmental document should address which are as follows:

1. *Potential stacking impact along Rossmoor Center Way at the 4-way stop sign adjacent to Pei-Wei and Panera restaurant via Seal Beach Boulevard access point;*
2. *Traffic impacts along St. Cloud and Seal Beach Boulevard; and*
3. *Traffic impacts from Seal Beach Boulevard to project site along travel route extending from St. Cloud to Montecito to Rossmoor Center Way*

SBMC Section 3.10.005 authorizes the EQCB to make recommendations on environmental matters, but does not allow the Board to make decisions regarding projects. Also, the Zoning Code only provides that the EQCB should receive public comments and provide comments to the approving authority:

***"F. Public Notice of Environmental Determination.*** *If the director or environmental review coordinator has determined that the proposed project will not have a significant effect on the environment, he or she shall prepare a negative declaration for public review in conformance with the requirements of CEQA and applicable state and city environmental review guidelines. If the applicant has agreed to incorporate mitigation measures in order*

*to reduce environmental impacts to a point of insignificance, the director or environmental review coordinator shall prepare a mitigated negative declaration for public review. The director or environmental review coordinator shall provide public notice of the proposed environmental determination at the same time and in the same manner required for the underlying permit in accordance with Chapter 5.10: General Procedures.*

*The Environmental Quality Control Board shall conduct a public meeting during the public review period **to receive public comments and to provide comments** on the draft negative declaration or mitigated negative declaration and **shall forward all comments** to the approving authority for consideration as part of any subsequent public hearings on the draft negative declaration or mitigated negative declaration and accompanying discretionary land use entitlement applications.”*

Staff complied with the Seal Beach Municipal Code, regarding the EQCB procedures and conducted a public meeting on April 27<sup>th</sup> and May 18<sup>th</sup>, 2016. Comments were received by the Board which is included below. Additionally, the responses to the Board comments are included and referenced in the application tables and pages found in the environmental document.

1. *Potential stacking impact along Rossmoor Center Way at the 4-way stop sign adjacent to Pei-Wei and Panera restaurant via Seal Beach Boulevard access point – **Page 7, Table A “Site Access Queuing Summary”** of the traffic impact analysis (Attachment #3a), the driveway along Rossmoor Center Way via Seal Beach Boulevard is approximately 224 linear feet (throat) which is equivalent to the length of the stacking and cueing lane on Seal Beach Boulevard which means the number of vehicles will not spill onto the public street as analyzed during a 60 minutes peak period on the weekend. As analyzed, the number of vehicles that will travel in this lane from Seal Beach Boulevard will not spill onto the public street as studied during a 60 minute peak period on the weekend and therefore will not create a significant impact.*
2. *Traffic impacts along St. Cloud and Seal Beach Boulevard – **Page 31 Table I “Existing 2014 with full occupancy plus project peak hour intersection level of service summary”, Page 40 Table M “Project completion year 2016 with full occupancy plus project peak hour intersection level of service summary and Page 48 Table Q “Future 2035 General Plan buildout with full occupancy plus peak hour intersection level of service”**, the intersection was analyzed with the weekday morning peak hour trips for existing and project at 400 vehicles and in the afternoon the peak trips are 363 vehicles, Saturday trips are 333 vehicles with existing and proposed project. St. Cloud vehicle capacity is unlimited since the street is a pass through however the average daily trips on St. Cloud 10,000 vehicles per day and currently operates at LOS B which is an acceptable level per City standards. The additional traffic from the project will not impact the intersection of St. Cloud and Seal Beach Boulevard. According to the Table, the traffic is anticipated to operate at an acceptable level (LOS) C.*
3. *Traffic impacts from Seal Beach Boulevard to project site along travel route extending from St. Cloud to Montecito to Rossmoor Center Way – **Tables I, J,***

**M, N, Q, R of Pages 31, 32, 40, 41, 48 and 49**, analyzed the traffic conditions from Seal Beach Boulevard extending to the project along St Cloud, Montecito and Rossmoor Center Way, and reflect that the project traffic does not create an impact at any study area intersection or roadway segment along these routes. St. Cloud transitions to Montecito and can accommodate on an average daily use at 10,000 vehicles. Page 18 Figure 6 depict less than 1% of the project trips will be added in the morning and afternoon along an arterial that currently operate at LOS B. The average daily trips from the project distributed along St. Cloud are 1% which is not significant. Therefore the additional daily trips generated form the project will not create an adverse impact. The proposed project is anticipated to generate a total of 52 trips in the morning and 131 trips in the afternoon per Table E Page 17 of the traffic impact analysis. The Saturday all day trips will total 103.

Following an Initial Study and environmental assessment of possible adverse impacts, the project was determined not to have a significant effect on the environment because of the inclusion of certain mitigation measures that lessened potential adverse impacts to a level of less than significant. Therefore, the Planning Division has prepared a Mitigated Negative Declaration with mitigation measures and monitoring program in accordance with the provisions of California Environmental Quality Act (CEQA). A Mitigated Negative Declaration with Monitoring Program is recommended as no environmental impacts are foreseen if mitigation measures listed in the attached resolution are implemented.

#### **CONCLUSION:**

After conducting the public hearing and receiving public testimony, staff recommends that the Planning Commission adopt attached Resolution No. 16-13 to adopt the Mitigated Negative Declaration under CEQA and approve Conditional Use Permit (CUP 15-7) to construct and operate a 37,000 square foot health club at an existing shopping center at 12411 Seal Beach Boulevard within the Commercial General (CG) zoning area.

Prepared by:



Steve Fowler  
Assistant Planner



Jim Basham  
Director of Community Development

Attachments 6:

1. Resolution No. 16-13 – A Resolution of the Planning Commission of the City of Seal Beach Adopting the Mitigated Negative Declaration and Approving Conditional Use Permit 15-7 to construct and operate a 37,000 square foot health club at an existing shopping center at 12411 Seal Beach Boulevard within the Commercial General (CG) zoning area.
2. Initial Study/Mitigated Negative Declaration dated April 2016
  - a. Mitigation Monitoring and Reporting Program
  - b. Responses to Comments
3. Health Club within the Shops at Rossmoor Traffic Analysis dated October 2015.
  - a. Expanded Queuing Assessment dated April 6, 2016.
4. Project Plans: Site Plan, Floor Plan, Elevations
5. Neighborhood Meeting Summary Dated February 9, 2016 & March 10, 2016
6. Correspondence received after May 18, 2016

**ATTACHMENT 1**

**RESOLUTION NO. 16-13**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SEAL BEACH ADOPTING THE MITIGATED NEGATIVE DECLARATION AND APPROVING CONDITIONAL USE PERMIT 15-7 TO CONSTRUCT AND OPERATE A 37,000 SQUARE FOOT HEALTH CLUB AT AN EXISTING SHOPPING CENTER AT 12411 SEAL BEACH BOULEVARD WITHIN THE COMMERCIAL GENERAL (CG) ZONING AREA.

## RESOLUTION NO. 16-13

A RESOLUTION OF THE SEAL BEACH PLANNING COMMISSION APPROVING CONDITIONAL USE PERMIT 15-7 AND ASSOCIATED INITIAL STUDY/MITIGATED NEGATIVE DECLARATION WITH MITIGATION MONITORING AND REPORTING PROGRAM TO CONSTRUCT A 37,000 SQ. FT. HEALTH CLUB (FITNESS CENTER) AT 12411 SEAL BEACH BOULEVARD WITHIN THE SHOPS AT ROSSMOOR IN THE GENERAL COMMERCIAL (GC) ZONING AREA

THE PLANNING COMMISSION OF THE CITY OF SEAL BEACH DOES HEREBY RESOLVE:

Section 1. Martin Potts of MPA ("the applicant") on behalf of the property owner CPT Shops at Rossmoor, LLC John Miller, submitted an application to the City of Seal Beach Department of Community Development for Conditional Use Permit (CUP) 15-7. The proposed project includes constructing and operating a 37,000 square foot health club at an existing shopping center, the Shops at Rossmoor, within the Commercial General (CG) zoning area.

Section 2. The proposed development of a fitness center 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.). Based on the findings of an Initial Study, a Mitigated Negative Declaration was prepared pursuant to Section 21080(c) of the Public Resources Code and Section 15070 of the State CEQA Guidelines. Notice of preparation of the Initial Study/Mitigated Negative Declaration was posted for the period of April 28, 2016 to May 18, 2016. The City received comments on the proposed Initial Study/Mitigated Negative Declaration.

Section 3. On May 18, 2016, a duly noticed public meeting was conducted by the Seal Beach Environmental Quality Control Board (EQCB) during the public comment period on the proposed Initial Study/Mitigated Negative Declaration. The EQCB received public comments on the project, and forwarded those public comments and the EQCB comments to the Planning Commission for consideration as part of the Planning Commission's consideration of the project, in accordance with Seal Beach Municipal Code Section 3.10.005(F).

Section 4. A duly noticed public hearing was held before the Planning Commission on June 20, 2016 to consider Conditional Use Permit 15-7 and the associated Initial Study/Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program. At the public hearing, the Planning Commission received into the record the comments forwarded from the EQCB and all other evidence and testimony provided on this matter. The record of the hearing indicates the following:

A. On October 5, 2015, the applicant submitted an application to the Community Development Department for Conditional Use Permit 15-7 for a proposed project at 12411 Seal Beach Boulevard, Seal Beach, California.

B. The subject property is a puzzle piece shaped parcel with a lot area of approximately 1,544,202 sq. ft. or (35.45 acres). The property is approximately 1427 feet wide by 1007 feet deep. The site is surrounded on the north, south and west by residential uses and to the east by commercial uses.

C. The subject property is currently developed as a commercial shopping center with approximately 309,535 square feet of gross building area.

D. The applicant is requesting to construct and operate a large scale commercial recreational use that is approximately 37,000 square feet in gross floor area.

E. The health club is proposed to operate seven days a week. Hours of operation would be 5:00 a.m. to 11:00 p.m. Monday through Thursday, 5:00 a.m. to 10:00 p.m. on Fridays, and 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays.

Section 4. Based upon the facts contained in the record, including those stated in the preceding Section of this resolution and pursuant to Chapter 11.5.20 of the Seal Beach Municipal Code, the Planning Commission makes the following findings:

A. The proposed improvements are consistent with the General Plan which encourages architectural diversity in the commercial area (Planning Area 4) while stimulating growth and prosperity of the city and encouraging compatibility between residential and commercial uses. The construction and operation of a health club will provide a use that is customarily associated with commercial centers and near residential uses to encourage and promote recreational facilities.

B. The proposed use is allowed within the applicable zoning district with Conditional Use Permit approval and will comply with all other applicable provisions of the Municipal Code. The subject site is located within the General Commercial (GC) zone, an area where the Seal Beach Municipal Code (Section 11.2.10.010) allows health club facilities with approval of a Conditional Use Permit.

C. The proposed use, as conditioned below, will be located on a site that is physically adequate for the type, density, and intensity of use being proposed, including provision of services, and the absence of physical constraints. The subject site is currently developed as a commercial retail shopping center. The construction of the health club will be located in an area of the center that is currently utilized as a parking lot behind the Sprouts market. This application will allow the site to continue to conform to the Seal Beach Municipal Code (Section 11.2.10.015) which provides Development Standards for the General Commercial (GC) zoned area. The proposed building is consistent with development standards applicable to height, setbacks and parking.

D. The location, size, design, and operating characteristics of the proposed use, as conditioned below, will be compatible with and will not adversely affect uses and properties in the surrounding neighborhood. The subject site is located within the General Commercial zone, which consists of properties developed as commercial retail and office buildings. The proposed building and use with the added conditions as proposed will compliment the surrounding area and operate in a manner conducive with the Municipal Code requirements of noise, screening, glare, and other code requirements. The City has included 3 mitigation measures, one to reduce construction noise between specified times, two to require mufflers on construction equipment and three the project proponent shall extend the queuing length of the left-turn pocket lane from northbound Seal Beach Boulevard onto westbound Rossmoor Center Way, as recommended in the revised queuing analysis dated April 2016.

E. The establishment, maintenance, and operation of the proposed use will not be detrimental to the health, safety, or welfare of persons residing or working in the vicinity. The construction and operation of the health club will increase the landscape area which will soften visual impacts to the residences adjacent to the site by adding landscaping. The subject site will continue to operate as a commercial property, which is consistent with the uses in the surrounding neighborhood.

Section 5. Based on the foregoing, the Planning Commission hereby finds that In compliance with CEQA and the State CEQA Guidelines, an Initial Study/Mitigated Negative Declaration has been prepared for Conditional Use Permit 15-7 for the construction and operation of a 37,000 square foot health club. The Mitigated Negative Declaration finds that the proposed conditional use permit would not have a significant effect on the environment if subject to the mitigation measures described in the Mitigation Monitoring and Reporting Program (MMRP). The Planning Commission, in its independent judgment, hereby finds the Initial Study/Mitigated Negative Declaration and MMRP comply with CEQA and hereby adopts them. A copy of the approved Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program is attached as Exhibit A to this Resolution

Section 6. Based on the foregoing, the Planning Commission further approves Conditional Use Permit 15-7 for the construction and operation of a 37,000 square foot health club, subject to the following conditions:

1. Conditional Use Permit 15-7, subject to the adopted Initial Study/Mitigated Negative Declaration with Mitigation Monitoring and Reporting Program, is approved for the construction and operation of a 37,000 square foot health club located at 12411 Seal Beach Boulevard.
2. All plan check and future construction shall be in substantial compliance with the plans approved through Conditional Use Permit 15-7. All new construction shall comply with all applicable state and local codes.
3. The site shall be developed and maintained in accordance with the approved plans which include Site Plans, architectural elevations, exterior materials and



- colors, landscaping, sign program, and grading on file in the Planning Department, the conditions contained herein, the Development Code regulations.
4. The Planning Commission reserves the right to revoke or modify this CUP if any violation of the approved conditions occurs, or any violation of the Code of the City of Seal Beach occurs.
  5. The health club will operate seven days a week. Hours of operation shall be limited to 5:00 a.m. to 11:00 p.m. Monday through Thursday, 5:00 a.m. to 10:00 p.m. on Fridays, and 8:00 a.m. to 8:00 p.m. on Saturdays and Sundays.
  6. Prior to any use of the project site or business activity being commenced thereon, all Conditions of Approval shall be completed to the satisfaction of the Community Development Department.
  7. Approval of this request shall not waive compliance with all sections of the Municipal Code, all other applicable City Ordinances, and applicable Specific Plans in effect at the time of Building Permit issuance.
  8. All ground-mounted utility appurtenances such as transformers, AC condensers, etc., shall be located out of public view and adequately screened through the use of a combination of concrete or masonry walls, berming, and/or landscaping to the satisfaction of the Community Development Department.
  9. All roof mounted equipment such as AC condensers shall be screened from view.
  10. A detailed on-site lighting plan, including a photometric diagram, shall be reviewed and approved by the Planning Department prior to the issuance of Building Permits. Such plan shall indicate style, illumination, location, height, and method of shielding so as not to adversely affect adjacent properties.
  11. The developer shall submit a construction access plan and schedule for the development for the Planning and Engineering Department approval; including, but not limited to, public notice requirements, special street posting, phone listing for community concerns, hours of construction activity, dust control measures, and security fencing.
  12. Any modification or any intensification of the use beyond what is specifically approved by Conditional Use Permit 15-7 shall require review and approval by the Planning Department prior to intensification or modification.
  13. No exterior changes to the design of the project, including exterior materials, shall be permitted without prior City review and approval.
  14. The applicant is required to obtain all Building and Safety permits prior to construction or demolition.
  12. This Conditional Use Permit shall not become effective for any purpose unless an "Acceptance of Conditions" form has been signed, notarized, and returned to

the Community Development Department; and until the ten (10) day appeal period has elapsed.

13. The applicant shall indemnify, defend and hold harmless the City, its officers, agents and employees (collectively "the City" hereinafter) from any and all claims and losses whatsoever occurring or resulting to any and all persons, firms, or corporations furnishing or supplying work, services, materials, or supplies in connection with the performance of the use permitted hereby or the exercise of the rights granted herein, and any and all claims, lawsuits or actions arising from the granting of or the exercise of the rights permitted by this Conditional Use Permit, and from any and all claims and losses occurring or resulting to any person, firm, corporation or property for damage, injury or death arising out of or connected with the performance of the use permitted hereby. Applicant's obligation to indemnify, defend and hold harmless the City as stated herein shall include, but not be limited to, paying all fees and costs incurred by legal counsel of the City's choice in representing the City in connection with any such claims, losses, lawsuits or actions, expert witness fees, and any award of damages, judgments, verdicts, court costs or attorneys' fees in any such lawsuit or action.

Engineering Department:

1. Applicant shall modify the City approved traffic signal timing at the intersection of Seal Beach Boulevard and Rossmoor Center Way to allow for the northbound extended left turn.
2. Applicant shall implement City approved new traffic signal coordination timing and plans for Seal Beach Boulevard from North City Limit to the I-405 freeway prepared by a California register traffic engineer.
3. Applicant shall monitor for one (1) year the traffic signal timing and coordination along Seal Beach Boulevard from North City Limit to the I-405 Freeway and report the City on a monthly basis the conditions prepared by a California register traffic engineer. Any modifications requested by the City Traffic Engineer shall be made by the applicant prepared by a California register traffic engineer.
4. Applicant shall reconstruct the medians along Seal Beach Boulevard between Town Center Drive and Bradbury. The medians shall include City approved landscaping, irrigation and any monuments as required during the plan check. Any irrigation modifications or additions shall be All plans must be submitted and approved. All plans shall be prepared by a California registered engineer.
5. Applicant shall bear 100% of the cost of all above items.
6. Traffic Impact (awaiting specific condition for traffic impact including fees).

Mitigation Measures:

1. Mitigation Measure NOI-1: The contractor shall limit construction activities to between the hours of 7:00 A.M. and 7:00 P.M. on weekdays, and 8:00 A.M. and 6:00 P.M. on Saturdays. Construction activities will not be permitted on Sundays

or any federal holidays. The applicant shall ensure compliance with this condition.

- 2. Mitigation Measure NOI-2: The contractor, to the satisfaction of the Community Development Director, shall provide for all construction vehicles to have mufflers and be maintained in good operating order at all times. No major vehicle repair shall be conducted on the site. The applicant shall ensure compliance with this condition.
- 3. Mitigation Measure T-1: Prior to issuance of occupancy permits, the applicant shall extend the queuing length of the left-turn pocket lane from northbound Seal Beach Boulevard onto westbound Rossmoor Center Way, as recommended in the revised queuing analysis dated April 2016 for the project traffic impact analysis to the satisfaction of the City Engineer. The City may determine a fair-share payment for completion of such improvements.
- 4. Per the current 16/17 fee schedule and a gross leasable space of 37,000 square feet, the following are the fees:

- 1. Transportation Facilities and Programs Development Fee:  $\$3.79/\text{sf} \times 37,000\text{sf} = \$140,230.00$
- 2. Transportation Facilities and Programs Development Application Fee:  $\$0.55/\text{sf} \times 37,000\text{sf} = \$20,350.00$

Total combined fee of \$160,580.00.

**PASSED, APPROVED, AND ADOPTED** by the Seal Beach Planning Commission at a meeting thereof held on June 20, 2016, by the following vote:

AYES: Commissioners \_\_\_\_\_

NOES: Commissioners \_\_\_\_\_

ABSENT: Commissioners \_\_\_\_\_

ABSTAIN: Commissioners \_\_\_\_\_

\_\_\_\_\_  
Ester Cummings  
Chairperson

**ATTEST:**  
  
\_\_\_\_\_  
Jim Basham  
Planning Commission Secretary

**ATTACHMENT 2**

Initial Study/Mitigated Negative Declaration  
Dated April 2016

**Separate Bound Copy**

**ATTACHMENT 2A**

Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting  
Program**

**Rossmoor Health Club  
Initial Study/Mitigated Negative Declaration**

*Lead Agency:*

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

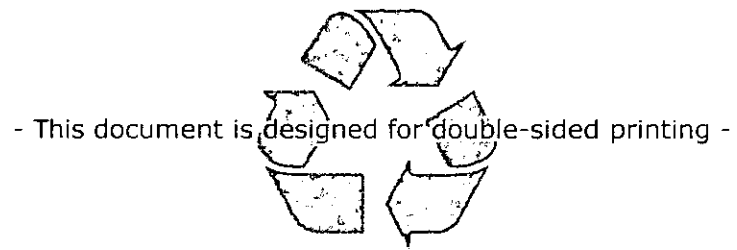


*Consultant to the City:*

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

June 2016

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E.T. *af*



## **City of Seal Beach Mitigation Monitoring and Reporting Program**

### **Rossmoor Health Club – Conditional Use Permit No.15-7 June 2016**

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring program. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring program must be designed to ensure compliance during project implementation (Public Resources Code Section 21081.6).

The Initial Study/Mitigated Negative Declaration (April 28, 2016) prepared for the Rossmoor Health Club in the City of Seal Beach (project) identified significant impacts associated with the construction and long-term operations of the project and included mitigation measures to reduce all impacts to less-than-significant levels. In compliance with Public Resources Code Section 21081.6, this Mitigation Monitoring and Reporting Program has been prepared. This Mitigation Monitoring and Reporting Program is intended to provide verification that all applicable conditions of approval relative to significant environmental impacts are monitored and reported. Monitoring will include: 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in City of Seal Beach project files.

This Mitigation Monitoring and Reporting Program delineates responsibilities for monitoring the project, but also allows the City flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented. This includes the review of all monitoring reports, enforcement actions, and document disposition, unless otherwise noted in the Mitigation Monitoring and Reporting Checklist (Table 1). If an adopted mitigation measure is not being properly implemented, the designated monitoring personnel shall require corrective actions to ensure adequate implementation. Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- 1) The City distributes reporting forms to the appropriate entities for verification of compliance.
- 2) Departments/agencies with reporting responsibilities will review the Initial Study, which provides general background information on the reasons for including specified mitigation measures.
- 3) Problems or exceptions to compliance will be addressed to the City as appropriate.
- 4) Periodic meetings may be held during project implementation to report on compliance of mitigation measures.



- 5) Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented.
- 6) Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- 7) The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- 8) Appropriate mitigation measures will be included in construction documents and/ or conditions of permits/ approvals.

Minor changes to the Mitigation Monitoring and Reporting Program, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. No change will be permitted unless the Mitigation Monitoring and Reporting Program continues to satisfy the requirements of Public Resources Code Section 21081. 6.

**Table 1**  
**Mitigation Monitoring and Reporting Checklist**

Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	Verification of Compliance		
					Signature	Date	Notes
<b>Mitigation Measure NOI-1:</b> The contractor shall limit construction activities to between the hours of 7:00 A.M. and 7:00 P.M. on weekdays, and 8:00 A.M. and 6:00 P.M. on Saturdays. Construction activities will not be permitted on Sundays or any federal holidays.	Developer	During construction activity	City Building official or designee	During construction activity and on complaint basis			
<b>Mitigation Measure NOI-2:</b> The contractor, to the satisfaction of the Community Development Director, shall provide for all construction vehicles to have mufflers and be maintained in good operating order at all times. No major vehicle repair shall be conducted on the site.	Developer	During construction activity	City Building official or designee	During construction activity and on complaint basis			
<b>Mitigation Measure T-1:</b> Prior to issuance of occupancy permits, the project proponent shall extend the queuing length of the left-turn pocket	Developer	Prior to issuance of occupancy permits	City Engineer and Community Development Director	Prior to issuance of occupancy permits			

**Table 1  
 Mitigation Monitoring and Reporting Checklist**

Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing	Verification of Compliance		
					Signature	Date	Notes
lane from northbound Seal Beach Boulevard onto westbound Rossmoor Center Way, as recommended in the revised queuing analysis dated April 2016 for the project traffic impact analysis to the satisfaction of the City Engineer. The City may determine a fair-share payment for completion of such improvements.							

**ATTACHMENT 2B**  
Responses to Comments

**Responses to Comments**

**Rossmoor Health Club  
Initial Study/Mitigated Negative Declaration**

*Lead Agency:*

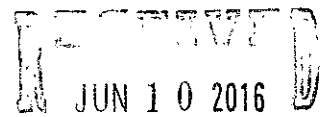
City of Seal Beach  
Department of Community Development  
211 Eighth Street  
Seal Beach, California 90740



*Consultant to the City:*

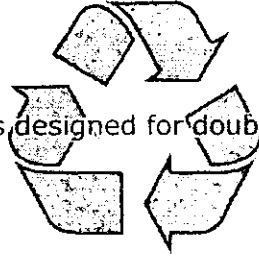
MIG, Inc.  
537 S. Raymond Avenue  
Pasadena, CA 91105

June 9, 2016



BY: *[Signature]*

- This document is designed for double-sided printing -



## Introduction

The City of Seal Beach, as the lead agency, prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the proposed Rossmoor Health Club dated April, 2016. The IS/MND circulated for a 20-day period concluding on May 18, 2016. During the review period, the City received correspondence from more than 20 individuals and agencies commenting on the environmental effects of the project and the project itself. The City has evaluated all substantive comments received on the Rossmoor Health Club IS/MND and has prepared written responses to these comments. In accordance with the California Environmental Quality Act (CEQA) Guidelines (14 California Code of Regulations [CCR] §15074[b]), the decision-making body of the lead agency must consider the IS/MND and comments received before approving the project. Although preparation of responses to comments received on an IS/MND is not required by CEQA, responses have been prepared.

No significant changes have been made to the information contained in the IS/MND as a result of the responses to comments, and no significant new information has been added that would require recirculation of the document.

The Notice of Intent to adopt a Mitigated Negative Declaration for the proposed project was posted pursuant to the State of California Public Resources Code Section 21092 on April 28, 2016. The 20-day period of circulation and review of the Initial Study began on April 28, 2016 and ended on May 18, 2016.

## Public Comments and CEQA

### Review of Environmental Documents

Section 15204 of the CEQA Guidelines provides guidance to the public in reviewing CEQA documents. This section is designed not to limit the scope of comments that can be submitted by the public but to focus comments on issues that are substantive to the environmental analysis. Commenting entities should focus on the adequacy of the document in identifying and analyzing impacts to the environment and identify any areas they believe to be inadequate. The guidance indicates that comments should be submitted in a manner that:

- Identifies a specific environmental effect
- Supports the effect and its significance with substantial evidence

Comments should include alternatives or mitigation measures to avoid or reduce identified, specific environmental effects. This section reiterates that the lead agency is bound by "reasonableness" and "good faith" in its analysis and that the lead agency is not required to respond to comments in the IS/MND that do not identify significant environmental issues.

### Evaluation of Comments

Section 15088 et seq. of the State CEQA Guidelines provides guidance on the evaluation and response to comments received during the 20-day period of circulation and review. A lead agency is required to recirculate the IS/MIND if "significant new information" is introduced during the public comment period. "Significant new information" includes:

1. New significant impacts

2. Substantial increases in the severity of impacts
3. Feasible alternatives or mitigation that would reduce significant impacts
4. Identification of inadequacies in the analysis

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

- Revisions that clarify or amplify an adequate analysis
- Insignificant modifications (such as spelling and grammar corrections)

The Lead Agency has provided responses to comments in Section 2 (Responses to Comments) to the commenting entities identified in Table 1. Because the majority of the comments addressed traffic and parking issues addressed in the IS/MND, the City has prepared master responses.

Several of the comments submitted did not address the contents or adequacy of the IS/MND but focused on the merits of the project. No responses to these emails and letters are provided here.

**Table 1**  
**Comments Received**

Response ID	Commenting Agency	Date	CEQA Topics Raised
2.1	City of Los Alamitos	5/17/16	Traffic
	<b>Commenting Individuals</b>		
2.2	Thomas Cripps	Various	Traffic
2.3	Karen Rowe and Michael Norton	5/16/16 (phone call to staff)	Traffic, Aesthetic
2.4	Mona Patrick	5/16/16	Traffic
2.5	Nancy Holland	5/16/16	Traffic
2.6	Cary Parton	5/18/16	Traffic
2.7	Enea Ostrich	5/17/16	Traffic
2.8	Darryl Lee	5/16/16	Traffic
2.9	Jen and Jason Friedman	5/16/16	Traffic
2.10	Tara & Steve Kellogg	5/18/16	Traffic
2.11	Karen Rowe (2)	5/16/16	Traffic
2.12	Stephen Steponovich	5/16/16	Traffic
2.13	Mary San Paolo	5/17/16	Traffic
2.14	Angie Epstein	5/18/16	Traffic
2.15	Julio and Paloma Ibarra	5/17/16	Traffic
2.16	Gary Brown	5/18/16	Traffic
2.17	Kathy Barnes	5/18/16	Traffic
2.18	Richard Daskam	5/16/16	Traffic
2.19	Christine Teng	5/18/16	Traffic
2.20	Ash Ersheid	5/16/16	Traffic
2.21	Rozanne and Cristian Williams	5/18/16	Traffic

## 2 Responses to Comments

### Master Response - Traffic Impacts

Several comments were received that raised issues relating to project traffic impacts. City guidelines prepared by the City Engineering Division prescribe specific methods for analyzing traffic at roadway facilities and definition on how to calculate and identify project impacts. Specifically, the sections that detail the above guidelines include:

- Traffic Impact Study, which provides direction on specific analysis methodologies, required analysis scenarios, and calculation inputs; and
- Mitigation Measures, which details discrete thresholds for what qualifies as a traffic impact within the City.

Section 4.16 (Transportation and Traffic) of the IS/MND evaluated the environmental impacts of the project and proposed mitigation measures based on the conclusions and recommendations from the traffic study referred to here and in the IS/MND as "Health Club within the Shops at Rossmoor Traffic Analysis, LSA, 2015" and the Revised Health Club within the Shops at Rossmoor Expanded Queuing Assessment, 2016, LSA. Both the traffic and queuing studies were conducted based on the City guidelines and with input from City staff. A scope of work detailing the content, physical scope, and methodology for the traffic study was prepared by LSA, the traffic study consultant, and approved by City staff prior to the start of work on the traffic study. The queuing study was defined and conducted based primarily on City staff input in observance of the sensitive traffic conditions along Rossmoor Center Way between Montecito Drive and Seal Beach Boulevard.

In consultation with City staff, the study used an annual growth rate of traffic volume of 0.5% for the baseline and long-term scenarios. The assumption of traffic volume rate growth exceeded that of the annual growth rate 0.2 percent per year based on the growth along Seal Beach Boulevard using the OCTAM traffic model to develop the Future (2035) General Plan Buildout baseline volume.

Both studies have been reviewed by City staff and revised based on City input. Communication from City staff found both studies to be acceptable and in conformance with City guidelines and City staff input.

### Impact and Operations Summary

With implementation of extension of the left-turn pocket on Seal Beach Boulevard into the Rossmoor Center, all study area intersections and roadway segments are anticipated to operate at City-defined levels of acceptability under Project Completion Year (2016) with Full Occupancy conditions, without and with the proposed health club, as identified on page 1 of the traffic study and as summarized in Section 4.16 (Transportation and Traffic) "Project Completion Year (2016) with Full Occupancy Conditions." As identified in Table Q (page 48) of the traffic study, and presented in Table 27 of the Initial Study, the project is anticipated to result in an intersection capacity utilization (ICU) increase that exceeds the City's threshold of significance during the weekday p.m. peak hour at the intersection of Seal Beach Boulevard/Rossmoor Center Way under Future (2035) General Plan Buildout conditions. The proposed extension of the left-turn pocket will mitigate this impact to conform to the City's operational standards. All other study area intersections and roadway facilities were found to operate at acceptable City-defined levels for all scenarios.



## **Traffic Safety**

The City's Traffic Impact Study Guidelines require the identification and analysis of intersections or roadway segments having five or more reported accidents within the most recent 12-month period. Five accidents is a generalized figure used by City staff as an indication of potential problems that could require improvements. The accident data provided by the City are included in Appendix C, Table C in the traffic study.

Five accidents or more have occurred in 2013 in the vicinity of the intersections of Seal Beach Boulevard at the I-405 southbound on/off ramps, Lampson Avenue, and St. Cloud Drive. Table D of the traffic study shows a detailed description of the primary collision factor, type of accident, and number of injuries reported at each of these three locations. The most common factor at the intersections of Seal Beach Boulevard at the I-405 southbound on/off ramps and Seal Beach Boulevard at Lampson Avenue was unsafe speed.

The intersection of Seal Beach Boulevard and St. Cloud Drive experienced five accidents in 2013 and only four accidents within the first 11 months of 2014. Based on the operational analysis provided in the study, this intersection operates at an acceptable LOS, and no additional improvements are recommended at this time. It is recommended that the City continue to monitor the operation and safety of all intersections and roadway segments within its jurisdiction and make the necessary improvements to reduce potential accidents in the future.

## **Parking**

The traffic study included a parking study that reviewed parking supply and demand for the proposed health club within the Shops at Rossmoor, and the impact of parking on adjacent residential areas. The proposed project will generate future parking demand while reducing the existing parking supply. As indicated in the parking study, the project will meet parking requirements per the Seal Beach Municipal Code. This conclusion addresses parking demand for the entire Shops at Rossmoor retail center.

Although the Shops at Rossmoor retail center is private property, some residents of adjacent condominium communities utilize retail center parking spaces for their vehicles when not conducting business at the retail center. This is an illegal activity, as the parking lot states that the parking lot is private and intended only for tenants and visitors to the Shops at Rossmoor.

## **General Congestion**

Commenters stated that base on their personal observations, traffic is congested today at the Shops at Rossmoor and will be exacerbated with addition of the proposed project. The traffic study was performed to evaluate concerns about the project's impacts on congestion with City staff input. At the minimum, the study quantified the amount of traffic levels for several scenarios as stated in the IS/MND and the traffic study, including existing conditions and future build out with or without the project. Using data and methods pursuant to City guidelines and in consultation with City staff, the traffic study concluded that all study area intersections and roadway facilities were found to operate at acceptable City-defined levels for all scenarios.

The IS/MND also evaluated the project impact on roadways that are part of the Orange County Congestion Management Program (CMP). The 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. The project would not, therefore, conflict with an applicable congestion management program or level of service standard established by the congestion management agency.

## **Mitigation**

The single project impact is described on page 58 of the traffic study and summarized in Section 4.16 "On-Site Circulation and Queuing to Enter Site." As identified in Table A (Site Access Queuing Summary) of the queuing study, reproduced in Table 29 of Section 4.16, to mitigate the project's significant impact at Seal Beach Boulevard/Rossmoor Center Way, the queuing study recommended the extension of the northbound left-turn pocket to prevent queuing of vehicles onto the northbound through lanes on Seal Beach Boulevard. The IS/MND incorporated the traffic study recommendation as **Mitigation Measure T-1** under Section 4.16 (Transportation and Traffic) and restated in Section 4.0 (Summary of Mitigation Measures). This improvement will lessen the impact of queuing such that the intersection will operate at acceptable City-defined levels.

## **Master Response – Aesthetics**

The project's aesthetic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Aesthetics, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The analysis was based on review of project maps and drawings, aerial and ground-level photographs of the project area, renderings of the proposed project, and planning documents. The site is 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.

The proposed project has no impact on scenic vistas and resources since there are no scenic vista or scenic resources within the vicinity of the site.

The IS/MND assessed the project as a potential source of substantial light or glare which would adversely affect day or nighttime views in the area.

## **Nighttime**

The analysis provides an overview of lighting sources at night during nighttime and their potential impacts to the surrounding area. The proposed project would be required to conform to existing City lighting standards for commercial uses, which requires lighting to be directed downward and away from adjacent properties.

## **Daytime**

The analysis provides an overview of potential sources of glare at daytime and their potential impacts to the surrounding area. 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.

## Master Response – Air Quality

The IS/MND included a detailed analysis of air quality impacts and concluded that pollutant emissions would not exceed threshold level established by the South Coast Air Quality Management District either during the construction phase of the project or over the long term (due to vehicle and stationary source emissions).

### 2.1 City of Los Alamitos

Summary of comments: The traffic impact assessment should be updated to reflect updated baseline and projected long-term conditions.

**Comment 2.1.1: Traffic counts should be redone due to possible increased traffic.** Los Alamitos notes that the traffic counts were collected in 2014 and are now two years old. Traffic in Orange County has increased over the last two years as the economy has improved. The counts should be redone.

**Response 2.1.1:** The TIA was prepared consistent with the City Traffic Impact Study Guidelines. The project application was filed in 2014, and the TIA was initiated at that time. Existing weekday a.m., p.m., and weekend mid-day peak-hour traffic conditions and LOS were analyzed for existing (2014) conditions. The TIA assumed a growth rate of 0.5 percent per year of traffic volume, which represents a rate more aggressive than the General Plan Buildout Conditions of 0.2 percent per year. Thus, the study accounted for projected volumes for future years.

**Comment 2.1.2: Project year completion.** Is the project still like to be completed in 2016? Should the opening year be 2016 or changed to 2017?

**Response 2.1.2:** At the time of TIA preparation, the completion year was assumed to be 2016. With delays in the hearing process, this schedule is likely to be extended to 2017. However, the TIA projected *build-out* conditions that capture additional regional growth and therefore provide a future baseline condition against which project impacts can reasonably be assessed.

**Comment 2.1.3: Identify near-term approved projects.** The near-term approved projects should be reviewed and updated in response to feedback from neighboring cities.

**Response 2.1.3:** In the IS/MND under Section 4.16 and p. 24 of the traffic study, the City identified one project that has been approved, a Mobil gas station car wash on the northeast corner of Seal Beach Boulevard and Rossmoor Center Way/Plymouth Drive. Additional traffic from this development was not included in the analysis, as the traffic counts taken in November 2014 have taken into account the existing car wash within the Mobil gas station.

**Comment 2.1.4: Using 2035 OCTAM long-range model for near-term trip distribution.** The model does not represent existing traffic patterns. Los Alamitos wants to see the trip distribution to assess whether it represents existing near-term conditions.

**Response 2.1.4:** The IS/MND appendices included the traffic and queuing analysis. The trip distribution was developed based on guidelines provided by the OCTAM model. Most traffic was assumed to use Seal Beach Boulevard. As noted in the project traffic study, the trips were distributed manually based on a select zone assignment from the OCTAM traffic model. Based on the select zone assignments and further manual refinements, the project traffic was distributed as follows: 43 percent of traffic will travel north along Seal Beach Boulevard, 49 percent will travel

south along Seal Beach Boulevard, of which 3 percent will travel west on the State Route 22 (SR-22) freeway into Long Beach, 12 percent will travel east along Lampson Avenue, 10 percent northwest along northbound I-405, 15 percent southeast along the I-405 southbound, and the remaining 9 percent would continue to travel south along Seal Beach Boulevard. A total of 8 percent will have destinations within close proximity to the retail site.

Figures 6 and 7 of the traffic study illustrates the health club trip assignment for weekday and weekend conditions based on the trip generation and the trip distribution identified above. Figures 9 and 10 of the traffic study illustrates the Unoccupied Space with the Shops at Rossmoor trip assignment for weekday and weekend conditions based on the trip generation and the trip distribution

## **2.2 Thomas Cripps**

Mr. Cripps raised several issues. Those related to the IS/MND are addressed in the Master Responses.

## **2.3 Karen Rowe and Michael Norton - Aesthetic (Glare)**

The commenter expressed concern regarding the impact of glare and specifically, glare emanating from the new building wall. The concern is that glare will impact surrounding residential properties, with additional glare reflecting from the proposed awnings. The commenter is referred to Master Response – Aesthetics. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.1, Aesthetics, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant impacts; therefore, no further response can be provided.

## **2.4 Mona Patrick - Traffic (Congestion)**

The commenter is referred to the Master Response – Traffic Concerns regarding project traffic impacts. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project, with mitigation, would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.5 Nancy Holland - Traffic (Congestion)**

The commenter is referred to the Master Response – Traffic Concerns regarding project traffic impacts. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project, with mitigation, would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

### **Parking (observation, overflow residential)**

The commenter is referred to the Master Response – Traffic Concerns regarding parking. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any

evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

### **Impacts at Rossmoor Center Way/Seal Beach Boulevard**

The traffic study, and restated in the Section 4.16 of the IS/MND evaluated 15 intersections for traffic impacts; this included the Rossmoor Center Way/Seal Beach Boulevard intersection. The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts at this intersection. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.6 Diana or Cary Parton – Traffic Impacts**

### **Comment 2.5.1: Parking – re-evaluate parking model**

The commenter opines that opening pages that the IS/MDN indicates that only 40 parking spaces will be eliminated by the 53,865 square feet of development, and that using a standard of 9' x 18' for a parking place and an additional 9' x 12' for a drive lane to access the parking place, the math indicates something approaching 200 parking places will be eliminated. "This is not an insignificant error. Based on the parking evaluation on page 86 it appears that there will be instances when the parking demand will exceed the available paces."

**Response 2.5.1:** As shown in the exhibits in the IS/MND, the project includes a comprehensive reconfiguration of the parking lot surrounding the proposed health club. The commercial center as a whole will provide adequate parking to meet requirements of the Seal Beach Municipal Code.

**Comment 2.5.2: Impacts at Seal Beach Blvd/Town Center Drive:** The comment is concerned about traffic impact at this intersection

**Response 2.5.2:** Please refer to the master traffic response.

**Comment 2.5.3: Impacts at crossing Seal Beach Blvd from the Target Center to the Shops at Rossmoor**

**Response 2.5.3:** The traffic study, and restated in Section 4.16 of the IS/MND, evaluated 15 intersections for traffic impacts, and included the intersections along Seal Beach Boulevard that provides access between the Target shopping center site and Rossmoor project site:

- Seal Beach Boulevard/St. Cloud Drive
- Seal Beach Boulevard/Town Center Drive
- Seal Beach Boulevard/Rossmoor Center Way

The traffic impact analysis included the evaluation of the performance of all approaches of the intersections within the project area including turns. The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts in this intersection. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.7 Enea Ostrich (2) -5/17 email - Traffic (Safety)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts of the project, including safety. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.8 Darryl Lee - Traffic (Congestion, Parking)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts of the project. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

The commenter is also referred to the Master Response – Traffic Concerns regarding parking. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.9 Jen and Jason Friedman - Traffic (Congestion, Safety, Parking)**

**Comment and Response 2.8.1: Congestion (St. Cloud):** The traffic study and restated in the Section 4.16 of the IS/MND evaluated 15 intersections for traffic impacts, including the intersection at Seal Beach Blvd. and St. Cloud Drive.

**Comment and Response 2.8.2: Parking (overall):** The commenter is referred to the Master Response – Traffic Concerns regarding parking. The project’s impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.10 Tara Kellogg – Traffic (Impact)**

The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.11 Karen Rowe (2) - Traffic (Congestion, Parking)**

**Comment and Response 2.9.1: Congestion:** The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under

project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

**Comment and Response 2.9.2: Parking (overflow):** The commenter is referred to the Master Response – Traffic Concerns regarding parking. The project’s parking impacts were evaluated consistent with the requirements of CEQA in Section 4.16, ‘Transportation and Traffic,’ of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.12 Stephen Steponovich - Traffic (Congestion)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts of the project. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.13 Mary San Paolo - (Congestion, Safety, Parking)**

### **Congestion (impact on Montecito)**

The traffic study and restated in the Section 4.16 of the IS/MND evaluated 15 intersections for traffic impacts, and included the intersections on Montecito Road:

- Montecito Road/Copa De Oro Drive
- Montecito Road/Mainway Drive-Rossmoor Center Way
- Montecito Road/Bradbury Road

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts in this intersection. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

### **Congestion (overall)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

## **2.14 Angie Epstein - Traffic (Congestion, Safety, Parking)**

### **Congestion (impact on Montecito)**

The traffic study and restated in the Section 4.16 of the IS/MND evaluated 15 intersections for traffic impacts, and included the intersections on Montecito Road:

- Montecito Road/Copa De Oro Drive

- Montecito Road/Mainway Drive-Rossmoor Center Way
- Montecito Road/Bradbury Road

The traffic impact analysis included the evaluation of the performance of all approaches of the intersections within the project area including turns. The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts in this intersection. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

#### **Congestion (overall)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts of the project.

#### **Parking (overall)**

The commenter is referred to the Master Response – Traffic Concerns regarding parking

### **2.15 Julio and Paloma Ibarra – Traffic**

#### **Congestion (overall)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts of the project.

### **2.16 Gary Brown – Traffic (Congestion, Safety, Parking)**

#### **Congestion (turn signal Rossmoor and Seal Beach)**

The traffic study and restated in the Section 4.16 of the IS/MND evaluated 15 intersections for traffic impacts, including the intersection at Rossmoor Blvd. and Seal Beach. The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts in this intersection.

#### **Congestion (left onto St. Cloud).**

The traffic study and restated in the Section 4.16 of the IS/MND evaluated 15 intersections for traffic impacts, including the intersection at Seal Beach Blvd. and St. Cloud Drive. The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts in this intersection.

#### **Safety (4-way at Sprouts, school drop off and pickup times)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts of the project, including safety. The project’s traffic impacts were evaluated consistent with the requirements of CEQA in Section 4.16, Transportation and Traffic, of the IS/MND. As described therein, the project would not result in any significant impacts under project or cumulative conditions. The commenter does not offer any evidence on how the project would result in significant traffic impacts; therefore, no further response can be provided.

#### **Parking (Not enough parking in the area, overflow residential)**

The commenter is referred to the Master Response – Traffic Concerns regarding parking. As noted, the parking analysis indicates that adequate parking will be provided to meet Code requirements. Current illegal parking activities are not a CEQA issue.



## **2.17 Kathy Barnes – Traffic (Congestion, Safety, Parking)**

### **Congestion (turn signal at Rossmoor and Seal Beach)**

The traffic study and restated in the Section 4.16 of the IS/MND evaluated 15 intersections for traffic impacts, including the intersection at Rossmoor Blvd. and Seal Beach. The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts in this intersection.

### **Parking (Overflow residential)**

The commenter is referred to the Master Response – Traffic Concerns regarding parking.

## **2.18 Richard Daskam**

This comment letter raised concerns regarding aesthetics, traffic, and parking, all of which are addressed in the master responses.

## **2.19 Christine Teng - Traffic (Congestion)**

Refer to the master responses.

## **2.20 Ash Ersheid - Traffic (Congestion, Safety, Parking)**

### **Transportation (safety)**

Refer to the master responses.

### **Parking (Overflow residential)**

The commenter is referred to the Master Response – Traffic Concerns regarding parking

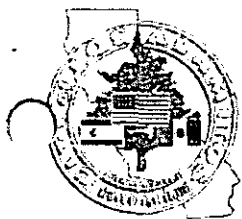
## **2.21 Rozanne and Cristian Williams - Traffic (Congestion)**

The commenter is referred to the Master Response – Traffic Concerns regarding traffic impacts of the project.

The issues raised by the commenters below address the merits of the project and do not raise any issues with the environmental analysis provided in the IS/MND. No further response is necessary.

**ATTACHMENT A**

**Comment Letters**



CITY OF  
**Los Alamitos**  
*California*

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May 17, 2016

Mr. Jim Basham, Director of Community Development  
City of Seal Beach  
211 8th Street  
Seal Beach, CA 90740

**SUBJECT: Rossmoor Health Club – Mitigated Negative Declaration**

Dear Jim,

The City of Los Alamitos has completed the review of the **Mitigated Negative Declaration (MND)** for the proposed Rossmoor Health Club at the Shops at Rossmoor. We appreciate the opportunity to comment on the Initial Study and MND prepared for the Project. We have limited our comments to those issues that are of concern to the City of Los Alamitos. The City of Los Alamitos has two concerns regarding the MND as follows:

1. Age of the study:
  - a) The traffic counts were collected in 2014 and it is now 2 years later. Traffic in Orange County has increased over the last two years as the economy has improved. The counts should be redone.
  - b) Is the project still likely to be completed in 2016? Should the opening year be 2016 or changed to 2017?
  - c) The near-term approved projects should be reviewed and updated in response to feedback from neighboring cities.
  
2. The near-term trip distribution was based on the long-range 2035 OCTAM model. Our experience is that the 2035 trip distributions do not necessarily represent existing traffic patterns and may not make sense. Without being able to see the trip distribution, the City of Los Alamitos is unable to assess whether or not it represents existing near-term conditions.

We remain ready and willing to discuss these and other impacts with you. Please include us in your project revisions, if any. We would appreciate obtaining a response to all comments.

Should you have any questions, please do not hesitate to contact this office at (562) 431-3538, Ext. 300.

Sincerely,

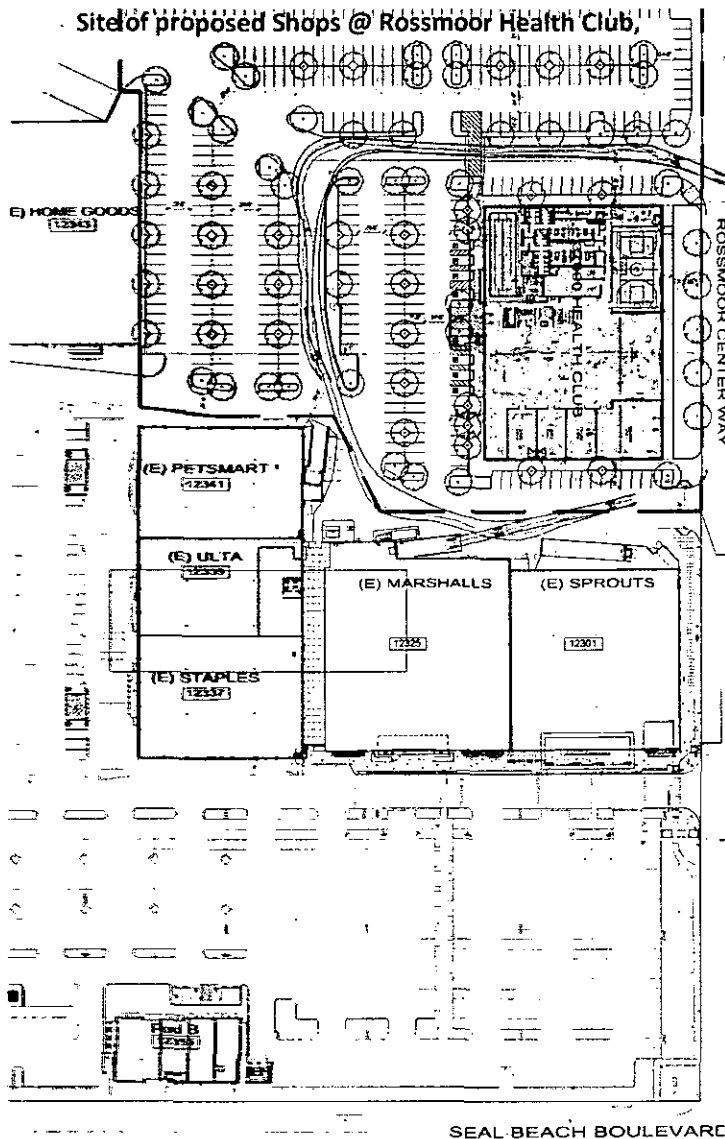
Steven A. Mendoza  
Development Services Director

## Mitigation request (Part One –Residential Overflow Parking)

### Proposed Shops @ Rossmoor LA Fitness sports club (CUP 15-7)

Thomas Cripps, Secretary, Rossmoor Park Owners Association , April 21st., 2016

**Introduction:** This is on behalf of the residents of Rossmoor Park (RPOA). The Shops at Rossmoor hosted a neighborhood meeting March 10<sup>th</sup> to update the community on the status of the



proposed LA Fitness sports club project, CUP 15-7. The map opposite (Figure 1), was included with the March 10th notice. It shows the proposed location of the health club, located on the Shops at Rossmoor parking area behind Sprouts Farmers Market. What is not shown is the location of the Rossmoor Park Assoc. (RPOA) condominiums on the right, across from Rossmoor Center Way. The following requests for mitigation will focus on the major negative impacts upon RPOA. The comments will also reference the consequent impacts upon the neighboring housing residents, also not shown on the adjacent map.

The urgent need for City staff to review these requests was initiated by statements made during the March 10th meeting, indicating expected project approval by the Seal Beach

**Figure 1** Planning Commission as soon as May, 2016. Martin Potts, JLL-MPA, acting as market lead and oversight for the project City of Seal Beach filing stated their commissioned updated traffic study found **no negative impact resulting from the proposed LA Fitness sports club.**

These were the findings of the updated traffic study, done by LSA consultants, November, 2015. We contend there are several negative impacts not considered in the traffic study that warrant at least a mitigated negative E.I.R study for CUP 15-7 as defined by CEQA. Further, we understand 2014 amendments to CEQA are now in process of approval, one of which other criteria than the level of service (LOS) from a traffic study must be evaluated before a project 'no negative' finding can be declared. We request the following concerns be given due consideration to justify mitigation measures for the CUP 15-5, before the **anticipated City Planning Commission hearing, possibly as early as Monday May 16<sup>th</sup>, 2016 at the Seal Beach City Hall.**

**Residential overflow parking:** – This is a unique mitigation request for consideration by all concerned, resulting from at least four progressive developments, (to be detailed below) since the original construction of Rossmoor Park in 1965. We do not believe the situations to be detailed are covered formally by CEQA or EIR requirements. However, it is a major concern of Rossmoor Park residents and will be for all other surrounding project residents Shops at Rossmoor patrons if some form of City initiated mitigation action is not achieved.

This is a mitigation request relating to the project's negative impact on off-street parking for Rossmoor Park residents. The negative impact results from several issues beyond direct resolution by Rossmoor Park. It is appreciated the City has limitations to request mitigation measures relating to parking on private property by unauthorized users. Consequently, the mitigation will require unique due consideration by both City staff and the present Shops at Rossmoor owners and management.

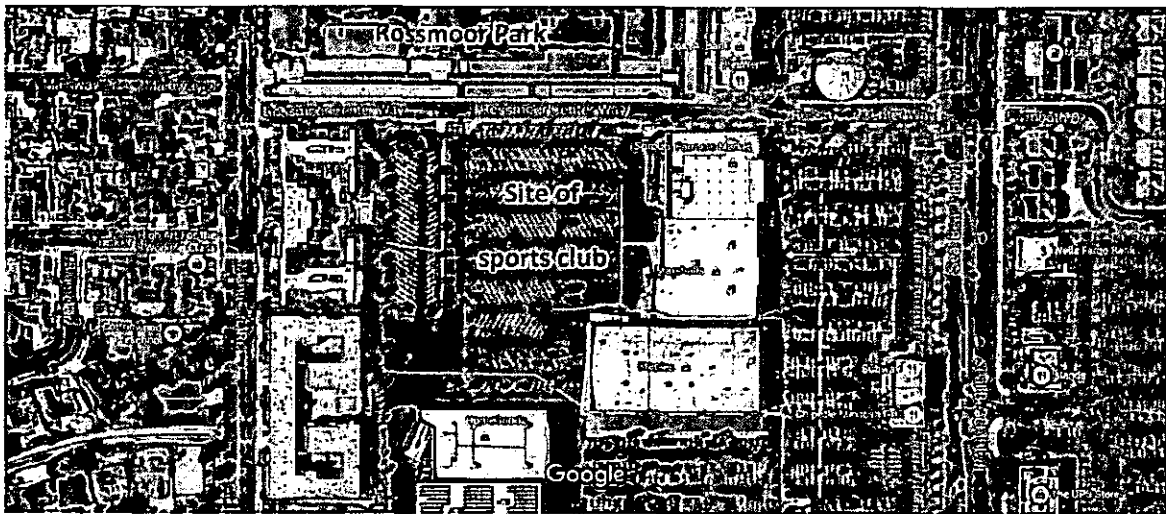


Figure 2

As can be seen in the above map (Figure 2) Rossmoor Park (RPOA) is directly north of the proposed health club parking lot location. You will notice several cars are parked south of Rossmoor Center Way and across from RPOA. Some may be cars of shopping patrons and employ-

ees, however must have been identified as '*residential overflow parking*' (North Seal Beach Traffic Study, p. 31, 2012).

The key first issue to consider is how did these need for *residential overflow parking* occur by the residents of Rossmoor Park (RPOA)? The present inadequate availability of off street parking, is due to no action of the residents but due to subsequent changes in Federal and State laws. Rossmoor Park was originally built in 1969 and designed for apartment use., primarily for seniors. Rossmoor Park Owners Assoc. was declared in February, 1979. Additional underground parking was added at that time as required by the City for RPOA to be in compliance with the City of Seal Beach Municipal Code (SBMC 11.4.20), which establishes required parking for all developments within the City. The 1979 RPOA governing documents (CC&Rs) required all residents to be over 18 years of age, consequently the majority of residents were seniors. Many of these elderly residents did not own cars. In addition there was a van shuttle available to take residents to the senior center in Lakewood and other locations. In 1979 there were alternatives transport options and less active need for RPOA auto off site parking.

The **Federal Fair Housing Act 1995** and later **California Unruh Civil Rights Act**, amended **2000** legislation ended the **Rossmoor Park (RPOA) resident restriction to persons over 18 years of age**. The increase in younger and family residents has resulted a greater RPOA resident need for parking facilities. Progressively as the RPOA community became younger residents utilized Shops at Rossmoor parking spaces for their vehicles. The prior owners Century national Properties of the shopping center for 10-15 years did not actively enforce parking restrictions. This may be explained by the different uses and patrons during these years. A Fox movie theatre was located back from Rossmoor Center Way and a Bowling Alley at the present Sprouts Farmers Market location. There was also a small shopping mall leading directly onto the same back lot parking area. At weekends there was often major community gatherings near the Rossmoor Pastries store. These shopping center activities and patrons would have been using the same areas as the RPOA 'overflow parking'.

The **Shops at Rossmoor redevelopment initiated during 2006** removed all the above structures and reconfigured the layout and uses of the shopping center. One significant result has been the present conclusion that the parking area property behind Sprouts is underutilized. Now the decision to place health club in this underutilized area has resulted in the negative impact upon RPOA long term accepted parking use.

It is understood the updated November, 2015 traffic study referred to during the March 10th neighborhood meeting will not be available for public review until after City staff has accepted the Shops at Rossmoor project filing and all the related CEQA and EIR evaluations are completed by City staff in preparation for a hearing by the City of Seal Beach Planning Commission. Consequently, these comments will have no other option than to refer to the 2012 traffic study

findings as the sole reference available at this time and as a predictor of the 2015 updated traffic study results.

The parking zone map (figure 3) below was developed by LSA as part of the 2012 traffic study. The map identifies Shops at Rossmoor parking zones 8 and 9 (upper right) impacted by the pro-

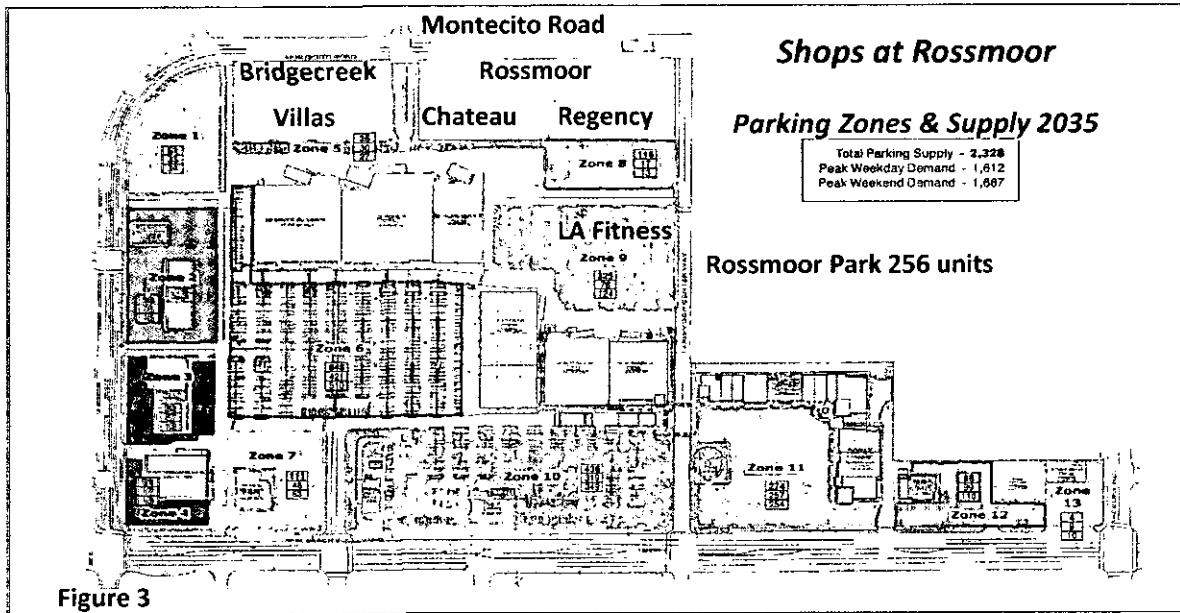


Figure 3

LSA

LEGEND

FIGURE 18

posed health club, to be located on zone 9. This is the area as shown on figure 2 where the majority of the residential overflow parking takes place.

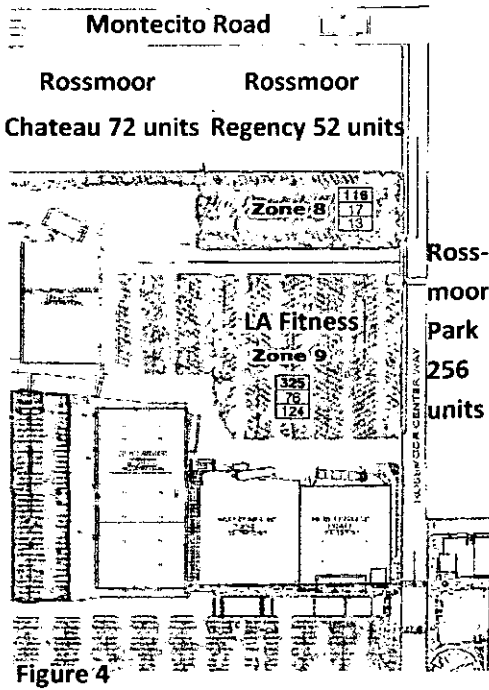


Figure 4

The above map parking numbers are projections for 2035 General Plan build out of the Shops at Rossmoor (2012 Traffic Study, page 31 and figure 17). This we assume represents the actual parking use for zones 8 and 9 after the proposed health club is completed and in use by 2017.

The enlargement of figure 3, left opposite shows the anticipated use of 17 parking spaces of parking of zone 8 with a capacity 116 spaces. This could be a possible location for RPOA over flow residential parking if an agreement can be reached with the Shops at Rossmoor owners and management.

It is hoped the updated 2015 traffic study will use, at least for parking zones 8 and 9 the independent data

collection company, National Data Surveying Services (NDS), as was done for the 2012 traffic study.

The three tiers for **Zone 9 parking—the location of the health club** are the Total Zone Supply - 325, Peak Weekday Demand—76, and Peak Weekend Demand— 124. During the March 10th. Meeting, Marti Potts stated there **after health club project reconfiguration of the (Zone 9) parking spaces there would be about 50 less.** Thus there would be a **future estimated capacity of 280 health club parking spaces, far more than the traffic report projected weekend demand of 124.** The equivalent numbers for **Zone 8, including those defined as ‘retail overflow’** are Total Supply-116, Peak Weekday—17, Peak Weekend —13. **These data indicate there will be no displaced center patron users from parking zone 9. ‘Residential overflow’ can be accommodated in parking zone 8. It is assumed the zone 8 parking will remain allocated for ‘retail overflow’ and center employee parking and is not included in the LA Fitness Club lease?**

**Off street parking** as covered by the **Seal Beach Municipal Codes (SBMC) 11.4.20** and subsections may we believe, may be interpreted by the Planning Commission in some unique way to encourage the Shops at Rossmoor to provide some form of conditional approval for the identified residential overflow parking use of parking zone 8. Although the **SBMC 11.5.20.020 Other Parking Reductions** refers to property owners options, it suggest there may be a SBMC that can be applied to this off street parking challenge. Perhaps a dual consideration of the RPOA off-street parking needs resulting from Federal and State law changes previously detailed together the updated Shops at Rossmoor 2015 traffic study parking zone needs will provide some path to a solution. **We are sure City staff and the Planning Commission expertise and experience will able to identify which codes and how they should be applied to achieve such required off street shared parking.**

During the March 10th meeting it was stated the **Shops at Rossmoor will enforce the center parking restrictions, no matter if the health club project is approved or not.** This is understandable, especially if one is aware or the recent changes in the property ownership and management. **Shops at Rossmoor ownership changed in January, 2012 to AEW Capital Management ,L.P. (AEW). Vestar, became the management of the Shops at Rossmoor as recently as September, 2014.** Janice Scott, General Manager of the Shops at Rossmoor stated AEW owns many shopping centers nationwide and is a Real Estate Investment Trust (REIT), investing on behalf of many U.S. 401K business retirement plans. AEW’s focus is clearly on insuring all properties owned provide the best return for their investors. Janice Scott and Vestar are also clearly supportive of this objective in their development policies. The prior management company before Vestar, had given parking consideration to RPOA residents in 2013 while repairs were being done to the RPOA underground garage. Thus, such a precedent may discourage the



present management from any such parking consideration resulting from the proposed health club project. It is for this reason we have given a rather long and detailed description of the origins of the need for the 'overflow residential parking' on the Shops at Rossmoor property. We believe all facts considered the situation is unique and challenges the City staff, Planning Commission and all others concerned to present a unique and acceptable mitigation solution.

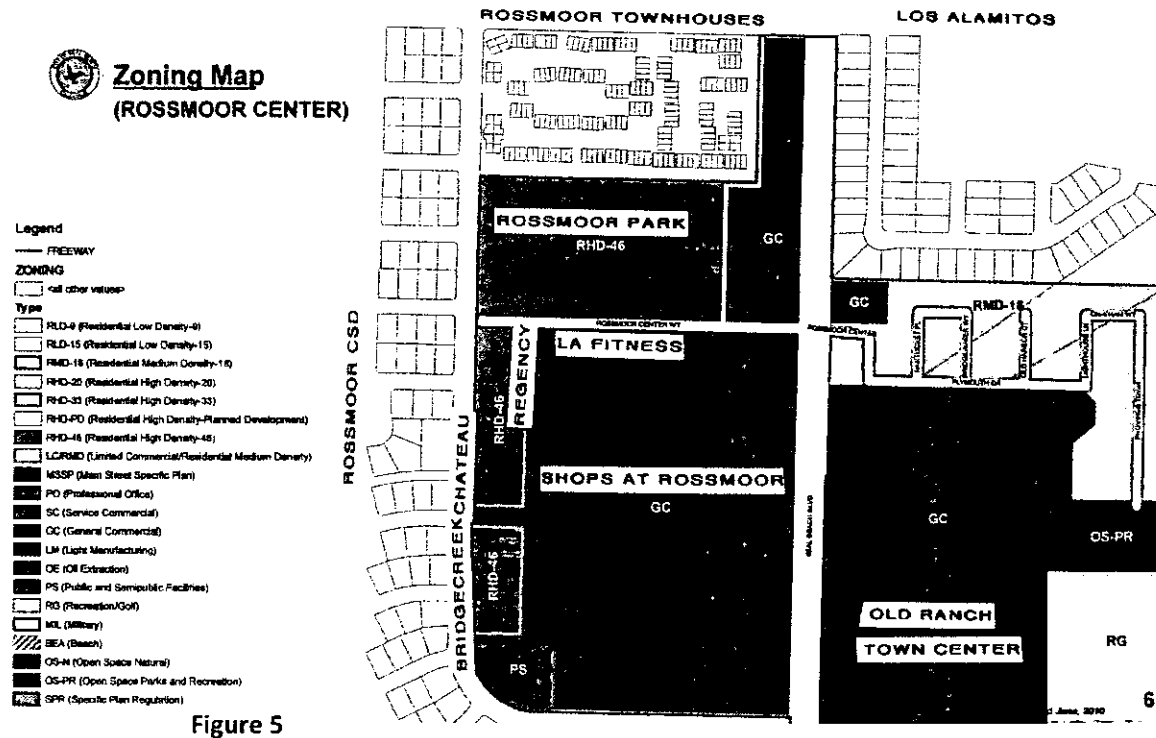


Figure 5

As can be seen from the above City Zoning Map, without such requested overflow parking consideration the subject overflow parking will impact the street parking by the neighboring Rossmoor Regency, Rossmoor Chateau and Bridgecreek Villas condominium residents as well as the single family residences in Rossmoor (RCSD).

The above annotated City of Seal Beach Zoning Map (figure 3) expands upon the prior project aerial view (figure 2), and shows both the location of Rossmoor Park (RPOA) in relation to the proposed LA Fitness sports club and the surrounding residential areas. It should be noted **the RHD-46 zoning (Residential High Density) for the Rossmoor Park, Rossmoor Regency, Rossmoor Chateau and Bridgecreek Villas at 960 sq. ft. of land per dwelling unit is the highest zoned density of residential land use within the City of Seal Beach.** Consequently, in relation to the traffic model trip generation and the needs for off street parking will be the highest in the City and are directly in the vicinity of the proposed health club project.



area are Rossmoor Community Services District (RCSD) and Rossmoor Townhouses, City Los Alamitos.

**The large attendance of Rossmoor CSD residents at the January 27th. and March 10th Shops at Rossmoor hosted neighborhood meetings is clear evidence of the RCSD residents concern and awareness of the potential negative impact of the proposed sports club.** These will probably be the residents of the single family units along St Cloud and Montecito Roads, and those Rossmoor community roads branching off from Montecito Road. Field observations and air photos suggest a potential 200 RCSD housing units could be impacted by the proposed sports club project. In addition, potentially impacted are the Rossmoor Townhomes, Los Alamitos (184 units) facing onto Montecito Road and Bradbury. The 2012 traffic study and presumably the updated 2015 study have only minimal references to Los Alamitos and especially the RCSD impacts.

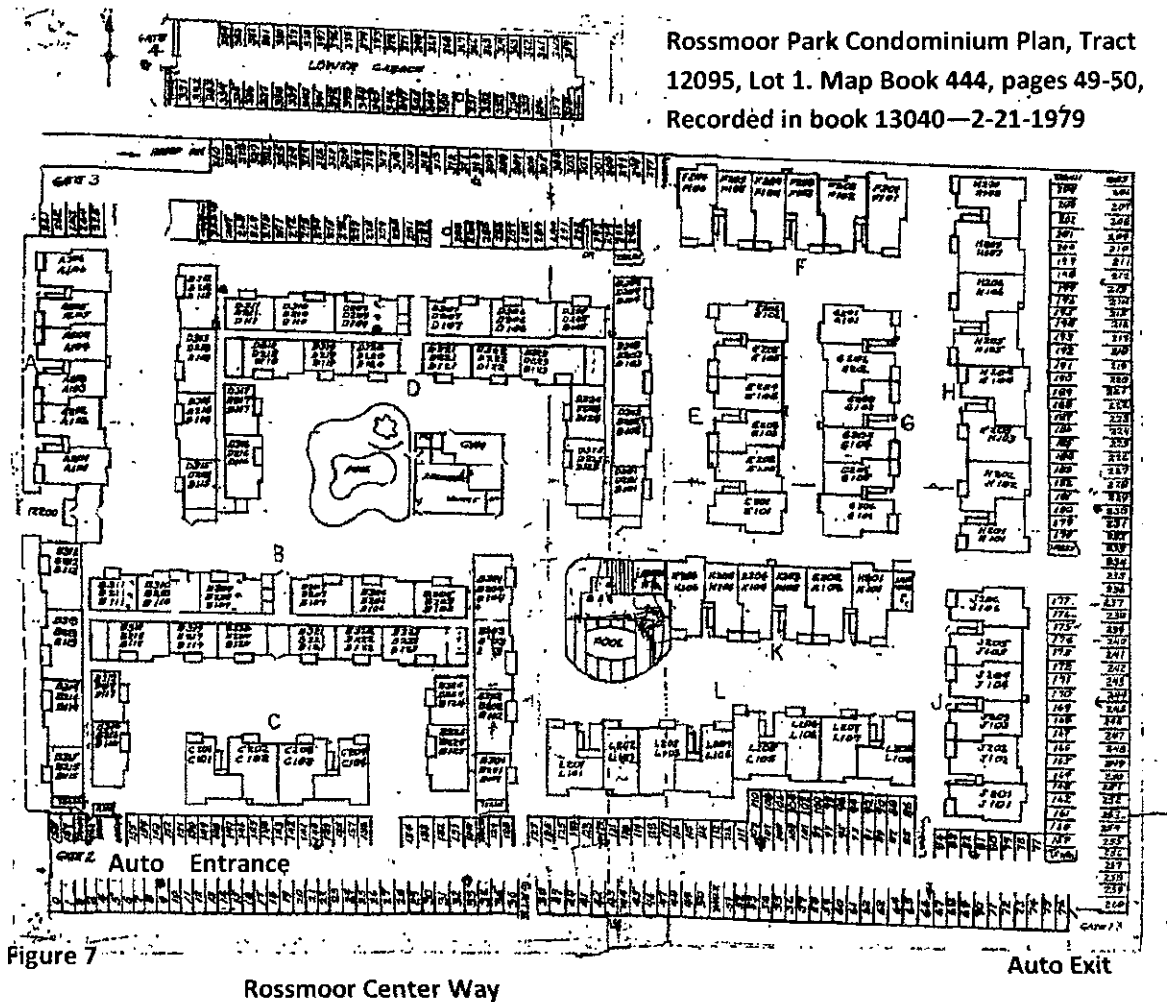
The map (Figure 6) of the Rossmoor Homeowners Assoc. (RHA) clearly shows how the 1967 incorporated area of Seal Beach, containing the Shops at Rossmoor is a unique land intrusion into the domain of the Rossmoor Community.

Thus, a comprehensive evaluation of the impacts of CUP 15-7 project as we understand is permitted by CEQA, will include consideration of the project surrounding areas outside of the immediate City of Seal Beach jurisdiction. The overflow residential parking mitigation request detailed earlier clearly indicates a potential permanent negative impact upon the surrounding communities without a duly considered requested mitigation.

Without inclusion of the non-project area residents in the E.I.R evaluation the proposed LA Fitness sports club location will result an **unavoidable permanent overflow of disruptive auto parking to the project adjacent residents of Rossmoor CSD and Los Alamitos.** This will be a result of the severe impact on Rossmoor Park. The present identified residential overflow parking' will be forced permanently onto Montecito Road and the neighboring streets of the Rossmoor CSD and Los Alamitos. The potential conflict between community residents due to a lack of consideration by the Shops at Rossmoor will not be a positive encourage for potential local residents of the center or the LA Fitness sports club. **None of the issues referenced above are duly considered by the 'no project negative impact' statement by Marti Potts, JLL -PDS,** based on their traffic modeled Level of Service (LOS) findings.

Rossmoor Park Owners Assoc. Condominium Plan—February, 21st, 1979

Below (Figure 7), is shown the present carport off street parking availability at Rossmoor Park.



Rossmoor Park is in compliance with the off site parking requirements of the Seal Beach Municipal Code at the time of the February, 1979 conversion to condominiums. The above is provided to aid City staff evaluate the present Rossmoor Park offsite parking demand.

At present there are 390 carports serving the 256 units with and population of 650 (2010 US Census). 260 of these carports use the auto exit onto Rossmoor Center Way, close to the rear of Sprouts Farmers Market, Shops at Rossmoor. The same 260 carports use the entrance off of Montecito Road, at the now illegal offset intersection with Rossmoor Park Way. Present SBMC requires 2 parking spaces per unit plus one visitor space per seven units. That would be a to-

tal of 549 spaces for Rossmoor Park. We help these numbers will help City staff evaluation of the critical need for residential overflow parking by the residents of Rossmoor Park.

**Part Two** of RPOA's mitigation address to be provided by April 25th are as follows:

**Request additional intersection study ('15') on Rossmoor Center Way.** No reference to this offset intersection exit from Rossmoor Park Community in the 2012 study intersection, between 12 and 13.

**Request on Rossmoor Center Way additional pedestrian crossing, on west side of above requested intersection '15'.** The slowing off traffic in front of RPOA auto exit with crossing will improve safety for both major vehicle traffic exiting and major pedestrian traffic now crossing at this location.

**Request traffic study feasibility of converting Rossmoor Center Way to a one way street.** This restriction would be between intersection 12 (Sprouts) and offset intersection 10 (Montecito Road). Preferred one way traffic being from east to west, acknowledging some re-routing of traffic flows. This again as in item 3 above will improve both vehicle safety and pedestrian traffic.

**Ensure proposed external wall LA Fitness graphics are not distracting:** One graphic will be directly opposite proposed offset intersection 15 auto exit from RPOA and the other two graphics facing Montecito Rd. housing. The purpose of the graphics are to attract, we hope they will not distract.

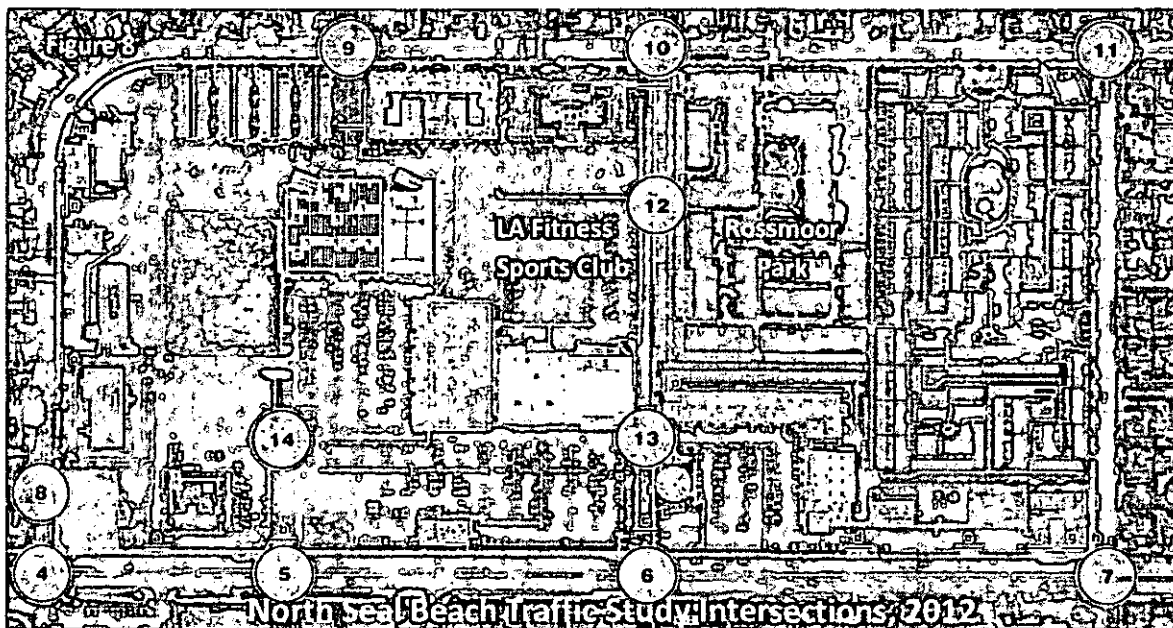
**Mitigation Requests - Part Two-**  
**Rossmoor Center Way and LA Fitness Exterior Graphics.**  
**Proposed Shops at Rossmoor LA Fitness sports club (CUP 15-7)**

**Thomas Cripps, Secretary, Rossmoor Park Owners Assoc., (RPOA) May 2<sup>nd</sup>, 2016**

The following three initial mitigation requests relate to traffic flow along Rossmoor Center Way, and the anticipated negative impacts. The statements below will build upon and refer to the statements previously stated in **Part One of Rossmoor Park Owners Assoc. (RPOA) mitigation request**. The document presented the unique location issues relating to the present 'residential overflow parking' primarily in the area to be occupied by the Shops at Rossmoor sports club.

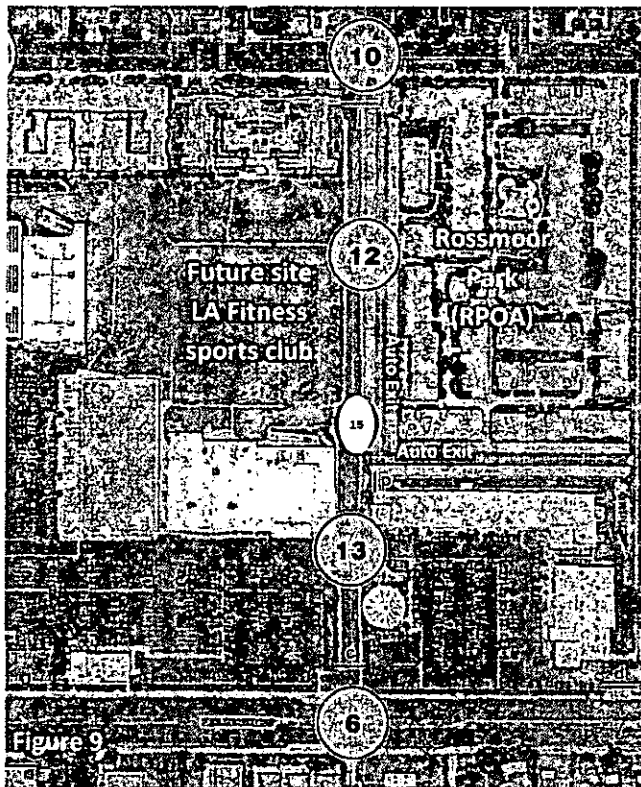
**Mitigation request 2: An additional intersection study ('15') to be included in the 2016 updated traffic study.** The requested intersection will be referred to as '15' consistent with the 2012 North Seal Beach Traffic study. This is primarily an issue of health and safety as covered by CEQA and provides the basis for the following two mitigation requests.

The aerial below (Fig. 8) is from Fig. 3 of the 2012 traffic study and the requested



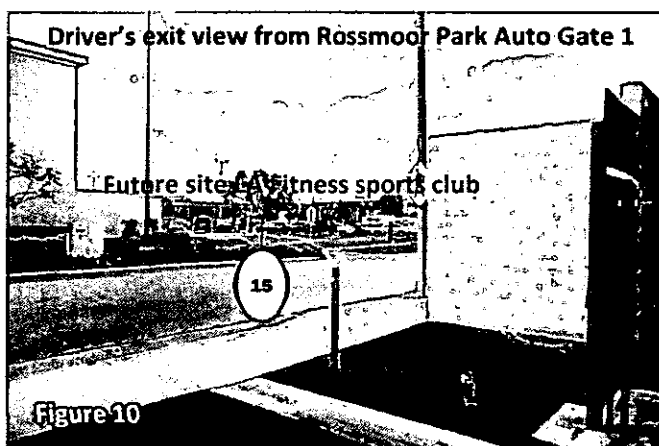
additional intersection study is between nos. 13 and 12 on East-West (see figure 9) Rossmoor Center Way, from Seal Beach Blvd. to Montecito Road. The re-

requested intersection is about the same distance apart as intersections 4 and 8 (Fig. 8) on St. Cloud Avenue.



It will be noticed in the aerial opposite (Figure 9), the requested intersection traffic onto Rossmoor Center way is offset. This is a similar situation to study intersection 10. The proposed sports club increased traffic flows onto Rossmoor Center Way will emphasize the risks related to what is now a relative unauthorized offset intersection.

Below (Figure 10) is the view of the requested offset study intersection (15) as seen by drivers exiting from Rossmoor Park. Directly across Rossmoor Center Way is the north side of Sprouts Farmers Market. To the east of that, the area seen with parked cars is the location of the proposed LA Fitness sports club. Just below that you can see the exit onto Rossmoor Center Way that will be between Sprouts and the sports club. These are the components 'streets' entering the Rossmoor Center Way requested offset



intersection 15.

Even though the north autos exiting RPOA and south health club exiting traffic are not on identified traffic model links, counts can be taken at these entry points to indicate the potential hazards and need for mitigation. The issue is not the level

of service but the ongoing hazard on entering onto Rossmoor Center Way in relation to the close proximity to study intersection 13 (Sprouts/Pei Wei).

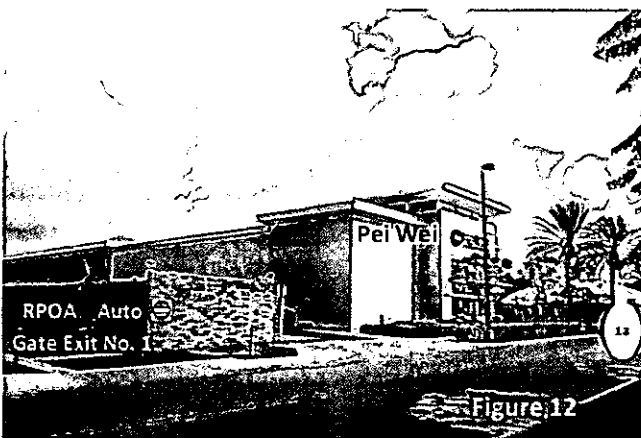
During the March 10th neighborhood Shops at Rossmoor presentation Nick Roberts, Real Estate manager for the LA Fitness sports club gave some estimates of patron use of the health club facility. He stated between 7 am-9 am there will be an estimated 52 patrons, and between 4 pm-6 pm 131 patrons. Many of these will exit north onto Rossmoor Center Way either by the proposed intersection 15 or 2012 traffic study intersection 12 (Figure 9).

Most Rossmoor Park residents can only exit via auto gate number one (Figure 10)



onto Rossmoor Center Way. This exit being the northern arm of the proposed intersection 15. As shown in part one (Figure 7) there are 260 carports users for this exit onto the intersection 15. One row of these off street carports is shown opposite (Figure 11).

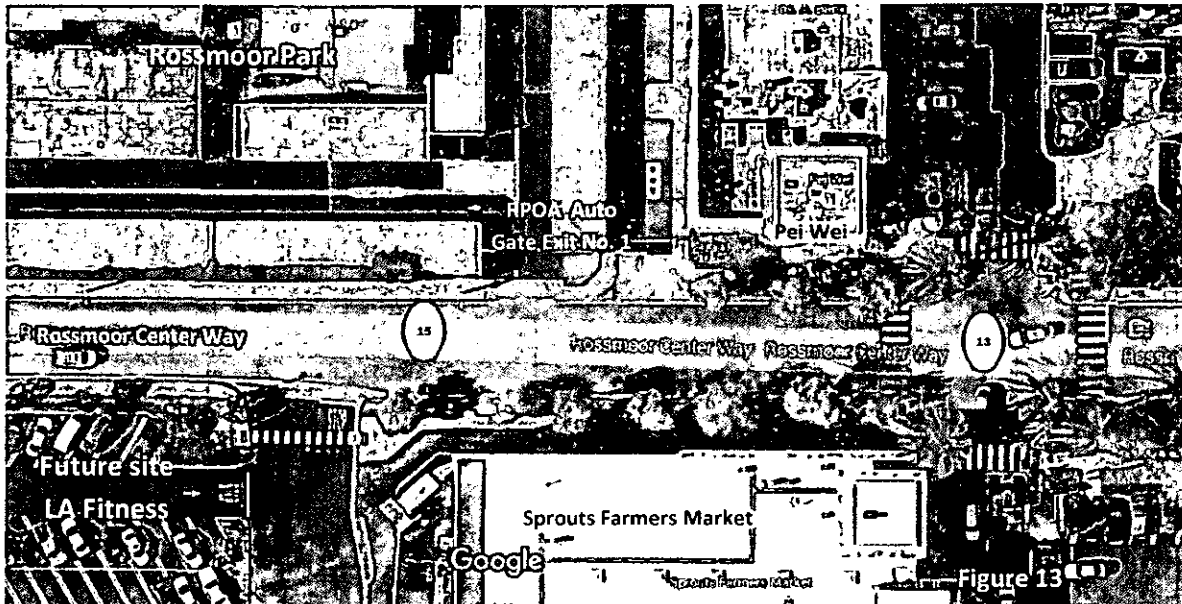
It would be reasonable to assume the number of vehicles entering onto Rossmoor Center Way at Intersection 15 will be equal to those coming from the LA Fitness sports club. **Since the 2012 traffic study justified intersection 12 for traffic from the Shops at Rossmoor parking zones 8 and 9 (Figure 8), surely the above future greater traffic flows justify the inclusion of the requested study intersection 15.**



Drivers exiting onto Rossmoor Center Way and especially those coming from intersection 13 (Pei Wei/Sprouts), often are not aware of the multiple close Rossmoor Park auto exit shown opposite (Fig. 12). **Often traffic going south by Pei Wei, turning right onto Rossmoor Center**



Way are obscured by the store front landscaping and unseen by RPOA exiting drivers and certainly not expected by Shops at Rossmoor patrons. The aerial below (Fig. 13) shows the close proximity of Pei Way and Rossmoor Park auto and pedestrian exit onto Rossmoor Center Way. The supply trucks and health club patrons entering northwards onto intersection 15 on the east side of the health club onto Rossmoor Center Way will face similar risks of an accident.

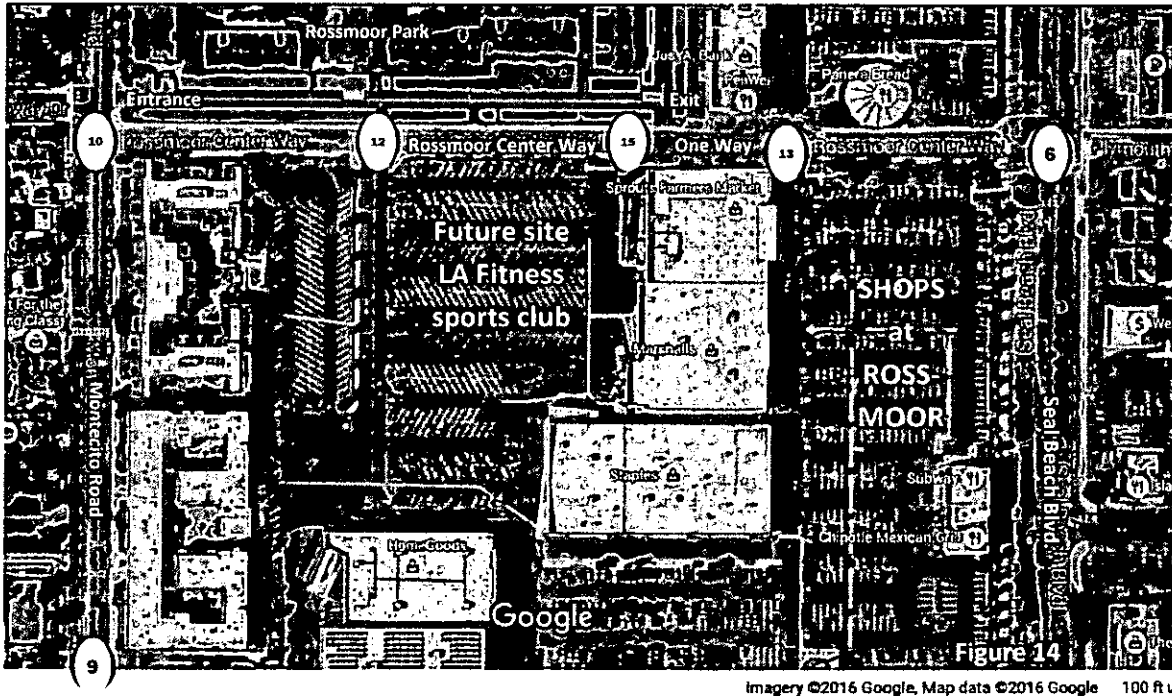


Equivalent data for intersection 15 as provided in the 2012 traffic study intersection studies collected by National Data Research will contribute to evaluating the following two traffic related mitigation requests.

**Mitigation Request No. 3: Convert Rossmoor Center Way to a (partial) one way street.** Limiting traffic flow to one way along Rossmoor Center Way it is believed will be a major step towards improving both auto and pedestrian traffic safety. It is acknowledged whichever one way designation is selected may require changes in the traffic flows around the proposed health club.

**The preferred direction is going eastwards from intersection 10 (Montecito Road/Main Street) to intersection 13 (Sprouts/Pei Wei).** Refer to prior Fig. 8 or the 'x's on the above (Figure 13). This would enable direct auto access to the Shops at Rossmoor by residents of condominiums along Montecito Road and the very important Rossmoor CSD patrons.

Significantly, the **blind right hand exit turn at Pei Wei onto Rossmoor Center Way would be eliminated.** In addition the roadside dining area of Pei Wei patrons would be more congenial with traffic limited at intersection 13 to the east bound lane, one street lane over from the present traffic flow.



A second option will not be to consider the same one way eastward traffic flow all along Rossmoor Center Way between intersections 10 and 13. This would permit only right turn exits for traffic entering intersection 12 from the north side of the proposed health club.

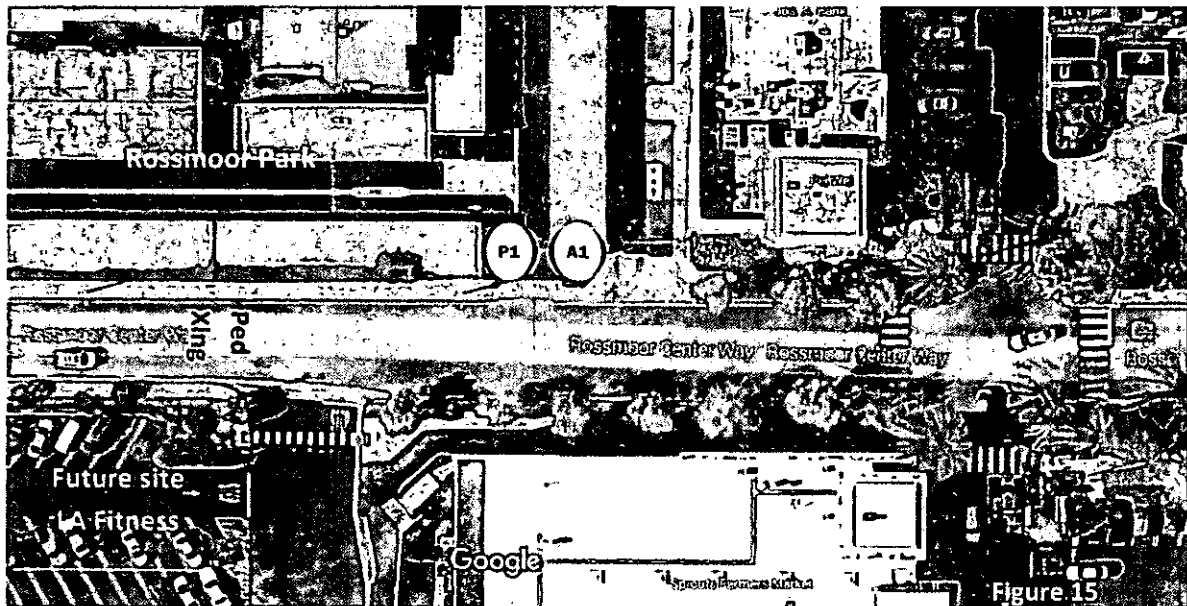
A perhaps unique and more appropriate option we attempt to show above (Figure 14). **This will be to have the eastward bound one way direction on Rossmoor Center Way limited to be just along the road between study intersections 12 and 13, as we try to show above.** Please give this option due consideration since it has many benefits to all concerned.

The request is based on actual observations over past 25 years of residence at Rossmoor Park. **To repeat this option requests the one way section of Rossmoor Center Way be only between study intersection 12 (exit/entrance) and 13 (Pei Wei/Sprouts).** It is admittedly unique but provides several benefits. Traffic including delivery vehicles will have the option to enter/leave from Montecito

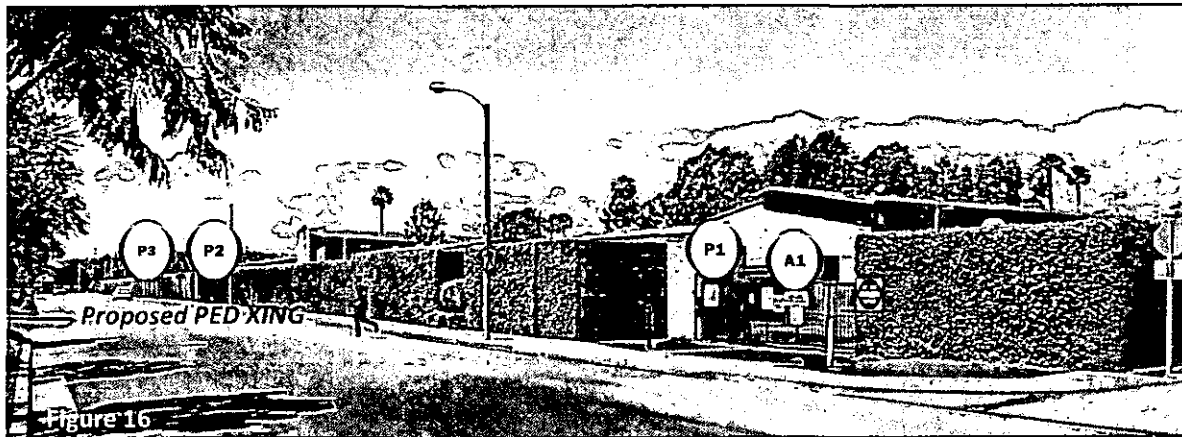
Road and so avoid the congested intersection 13 (Pei Wei/Sprouts). The requested mitigation especially will considerably decrease the present and future traffic related hazards and accident potentials for both autos and pedestrians as described above.

It should also be noted as observed earlier in part one, the Seal Beach City RHD-46 zoning for Rossmoor Park and neighboring condominiums (Part One , page ) is the highest residential zoning for any area in Seal Beach. Consequently the resulting generation of auto and pedestrian traffic will be higher than at any other city location. This observation acknowledged in the 2012 traffic study and is both relevant to this and the following mitigation requests.

**Mitigation Request No. 4: Additional Pedestrian Crossing on Rossmoor Center Way**, to be located west of RPOA main auto exit gate number 1 (Figure 15, A1 below), and behind the street facing northwest corner of the proposed LA Fitness sports club. There is also a pedestrian exit/entrance gate next to auto gate 1 (P1 below). This is the carport shadow in the aerial (Figure 15). The proposed site of the pedestrian crossing (Ped Xing below) would be just above the present grass landscaping which would be northwest of the proposed health club site. The existing crossing shown to the right of grass landscaping, forms part of the assumed



pedestrian network access to both the Shops at Rossmoor and the proposed health club patrons.



The figure 16 above shows at least one typical pedestrian crossing Rossmoor Center Way, close to the proposed location of the requested crossing. You may also notice the pedestrian crossing sign just behind the pedestrian. There is another pedestrian sign just visible by the auto farther down the street. This car is about the location of an existing pedestrian crossing at the location of the 2012 intersection study site 12. There are three pedestrian gates from Rossmoor Park providing ingress /egress from the property as shown by 'P1','P2', and 'P3' above.

A stop sign prior to the proposed pedestrian crossing will have the dual benefit of alerting and slowing traffic as it passes in front of auto gate 1 exit. It would also obviously provide warning and protection for the expected increase of pedestrians crossing Rossmoor Center Way—probably many to/from the Shops at Rossmoor to/from the LA Fitness sports club.

**The above paragraph assumes two way traffic on Rossmoor Center Way. If the requested one way mitigation is initiated, added auto and pedestrian safety would be enabled.** Perhaps the then unused westward bound lane adjacent to Pei Wei could then in part be converted to a pedestrian walk way. Several potential changes in the possible landscaping would then be feasible to benefit all concerned.

It should be noted from the mitigation request in part one, there will be a potential of at least 50 displaced overflow residential parking spot pedestrian users entering/leaving Rossmoor Park by the pedestrian gates to access their parking.

In addition there are many pedestrian patrons from Rossmoor Park who will use pedestrian gate 1 to be patrons of the Shops at Rossmoor and perhaps the proposed LA Fitness sports club. Most will of the 650 residents (US Census 2010) who decide on such a pedestrian crossing of Rossmoor Center Way to access the Shops at Rossmoor will benefit from the safety offered by the proposed cross-walk mitigation.

**Mitigation request No. 5: Ensure LA Fitness sports club graphics are not distracting.** Three graphics shown in the upper half of figure 15 opposite, will face directly onto the rear views from Rossmoor Regency and Rossmoor Chateau condominium complexes. One graphic (image bottom left, figure 15 below), on the external northwest corner of the health club will be facing across Rossmoor Center Way viewable by adjacent building Rossmoor Park second floor level residents and may be distracting for drivers using the main auto exit gate No. 1. The view below (Figure 17) shows the relative locations of Rossmoor Park, Rossmoor Regency and Rossmoor Chateau condominium units and the RPOA auto gate exit

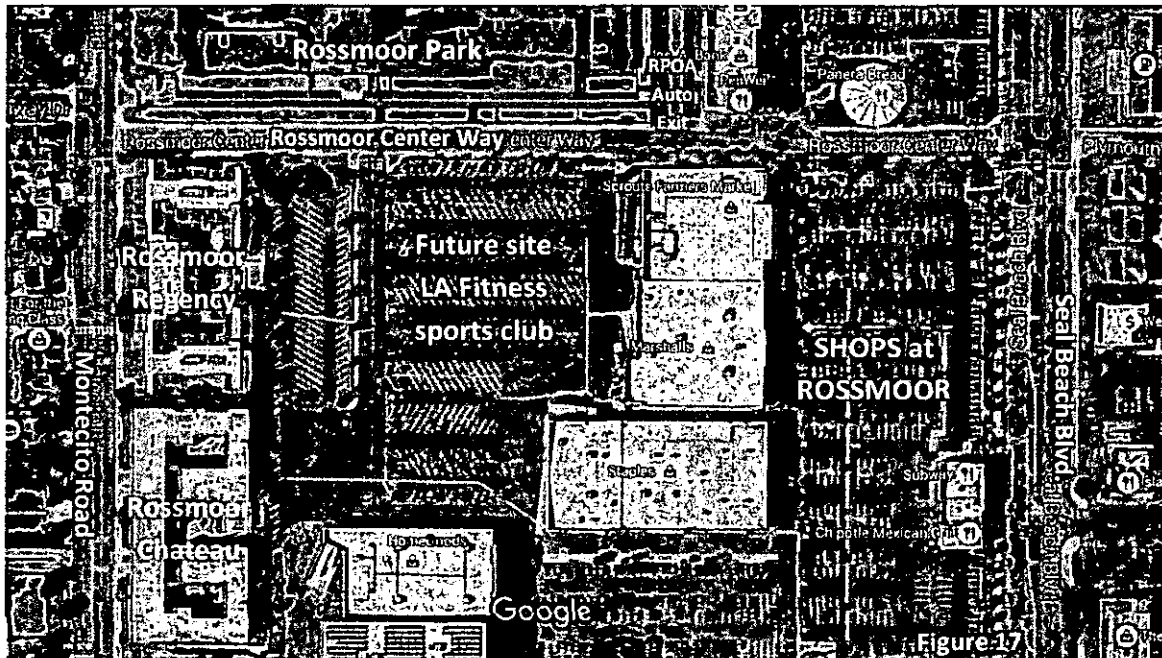
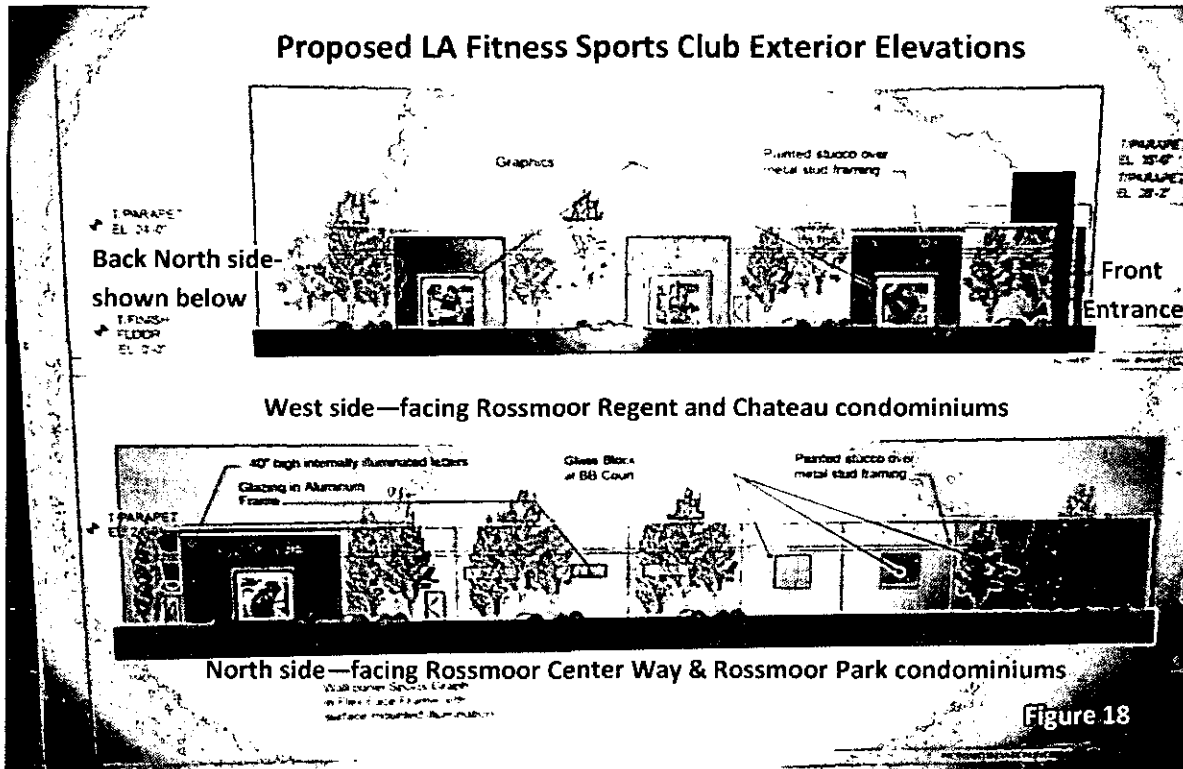


Figure 17  
Imagery ©2016 Google, Map data ©2016 Google 100 ft L

no. 1. There is a concern second and third floor residents of these buildings and the exiting RPOA drivers will be distracted by the health club graphics.

During the March 20th presentation, the exterior elevations (Figure 18 below) of the LA Fitness sports club were shown. The upper half of the figure shows a sam-

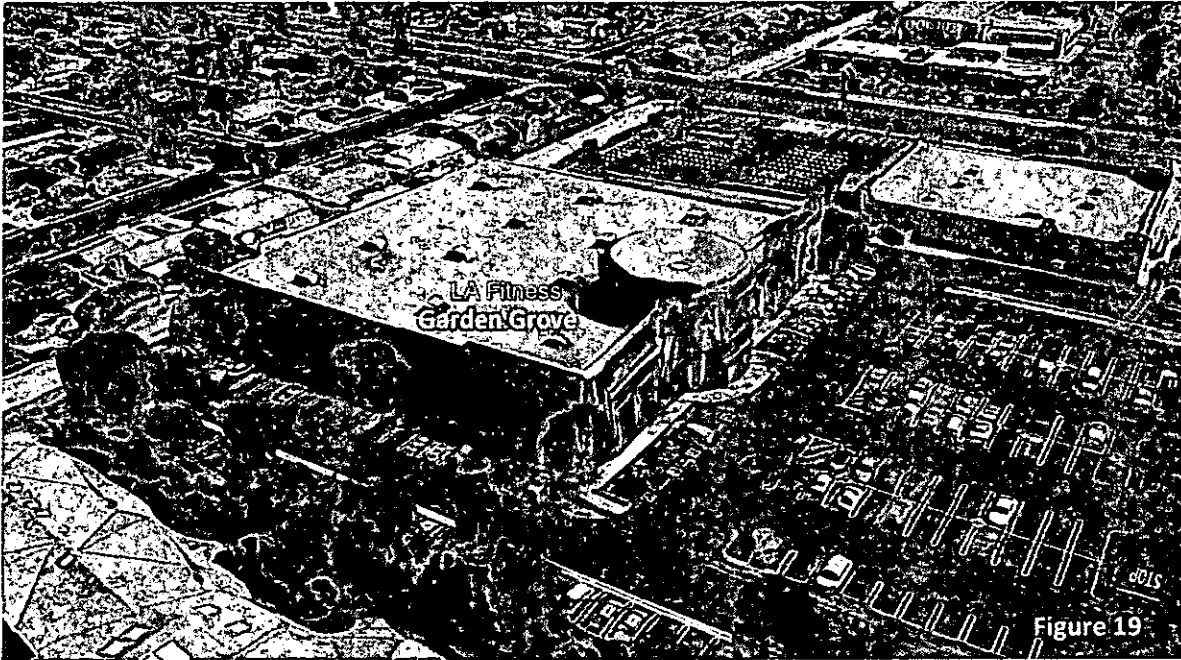


ple of the exterior 24' high parapet with mounted *panel sports graphics*. These will be facing the residents of the Rossmoor Regency and Chateau condominiums. (Figure 17). Figure 18 (lower half), shows the north RPOA facing '*Wall Panel Sports Graph in Flex Face Frame with surface mounted illumination*'.

We are concerned these images may be unduly distracting and so we requested Nick Roberts, LA Fitness Real Estate Manager for samples of the project images as shown above. Nick's response of April 4th. is given below:

- As mentioned in the March 10 meeting, *both the exterior and interior of the club will be LA Fitness' new prototype design, which will differ in most respects from their location in Garden Grove.*
- *The specific graphic panels have not been chosen at this juncture. Please refer to the exterior elevations from the meeting for general idea of what they will be. Please note that everything LA Fitness does will be tasteful with the goal of being to attract potential mem-*

- *As far as the activities facilities, they will be similar to the Garden Grove location with the exception of the racquetball which is not included in the initial design.*



The above (Figure 19) gives some concept of the future LA Fitness sports club, imagine Rossmoor Center Way being behind the club and the Rossmoor Park to the left and Rossmoor Regency bottom left. The Shops at Rossmoor Sprouts etc. being top right. The 'Kids Korner' and adjacent 44' long basketball court will be bottom left corner of club with the 25 yard swimming lap pool being on the bottom right club corner. All give some concept of anticipated patrons.

Consequently in respect of Nick's comment we request City staff review when finalized the 'exterior elevations' graphics to ensure they will not have any undue distraction for adjacent residents and drivers as previously described.

Finally, thank you to all concerned who have read through all ten pages of this Part Two of mitigation requests. Further, even more appreciation to all who have also read through the original ten pages of Part One of the combined mitigation request document. Far, far more than ever anticipated but we hope all will serve as a future reference for issues that may arise concerning the CEQA or EIR process for City of Seal Beach CUP 15.7 Planning Commission hearing May 20th. 2016.

## **Rossmoor Health Club, Conditional Use Permit (CUP) 15-7**

**Updated requests for mitigation May 18<sup>th</sup>, 2016-05-17**

**By Thomas Cripps, Rossmoor Park Owners Assoc. (RPOA) board and community.**

The focus of these statements is an update of comments previously submitted to the City Seal Beach Community Development, April 21<sup>st</sup> and May 2<sup>nd</sup> requesting mitigation of the health club project impacts on the Rossmoor Center Way, between the Montecito Road/Main street intersection (10) and the internal driveway/ Rossmoor Center Way intersection (14).

### **City of Seal Beach Public Review process for CUP 15-7.**

It is with hesitation these comments are offered because events of the past weeks suggest the City of Seal Beach has minimized the means and opportunity for public comment relating to CUP 15-7. It was by chance late Thursday evening May 12<sup>th</sup>, RPOA's deputy property manager Deborah Kohler, forwarded an e-mail she had received from Steve Fowler notifying her of the Environmental Quality Control Board (EQCB) special meeting May 18<sup>th</sup>. There will be an oral communication option for the public during this meeting to comment on CUP 15-7. Without such a forwarded e-mail notice none of the Seal Beach residents most directly impacted by the health club would have any awareness of the May 18<sup>th</sup> opportunity for public comment.

The City may claim at least RPOA was notified, but we ask why contact RPOA's hired community manager rather than I, as a member of the Board who has been in contact with Steve Fowler in person and by e-mail since the first Shops @ Rossmoor Neighborhood meeting January 28<sup>th</sup>, 2016. Further, April 22<sup>nd</sup> was the last day I spoke with Steve in person, I was concerned as to when the Planning Commission would be meeting, Steve indicated not before June 20<sup>th</sup>. However, Steve never mentioned the EQCB meeting that would take place April 27<sup>th</sup> with CUP 15-7 as one of the agenda items and open for public comment. The 20 day CUP 15-7 public review period started the day after the EQCB meeting. We believe Steve acted as directed by his superiors. It is difficult to believe one so involved in the EQCB and Planning Commission meetings did not have awareness of a meeting that was already scheduled.

On the evening of Saturday, April 30<sup>th</sup> RPOA residents and presume adjacent neighbors received the mailed notification of the 20 day public review period for CUP 15-7, which had started April 28<sup>th</sup>. Hard copies of the initial Study/Mitigated Negative Declaration (IS/MND) were available for reading during the limited three Seal Beach Library hours or at the City. I asked for a digital copy downloadable from the City web site to be made available. An e-mail response indicated a hard copy was available from the City for \$42.50. The only reasonable



option was to make our own copies 15 cents a page. The final appendix and attachments were hole punched up side down! Please note the April 27<sup>th</sup>, Item 2 of the EQCB agenda. It states during the 20 day review period the EQCB members will be provided with a CD containing the IS/MND for their comments. Why is the public denied such a media option.

### **Omissions from the IS/MND CUP 15-7 public review document:**

#### **1. Health Club within the Shops at Rossmoor Traffic Analysis, LSA, 2015**

The above much requested referenced and requested traffic analysis is identified in Appendix B of the IS/MND, page 100. The public since January has been told the above traffic study would be available as soon as the initial study was finalized and available for public review. No such separate document has been made available for public review. Instead Appendix B *Traffic analysis and queuing analysis* provides series of detailed tables (March 24<sup>th</sup>-25<sup>th</sup>, 2016) using data from the 2015 traffic study.

Consequently my prior 2012 traffic study comments of April 21<sup>st</sup> and May 2<sup>nd</sup> still have relevance, referencing the only public non-specialized traffic analysis relating to the CUP 15-7 health club project (*Seal Beach Blvd. Traffic Analysis, LSA, Oct. 2012*). Please refer to the study intersection graphic page 1 of my May 2<sup>nd</sup> comments. You will note all intersections numbers are the same except for an additional '13' on Rossmoor Center Way, I requested it be added and identified it provisionally as '15' on page 2 of my comments. Internal driveway intersections 13 and 14 are now numbered 14 and 15.

#### **2. Rossmoor Park auto and pedestrian use omitted from 2015 traffic study:**

- a) **Offset intersection 13 (project driveway/Rossmoor Center Way):** As stated in my April 21<sup>st</sup> comments Rossmoor Park is directly north of the health club across Rossmoor Center Way. The only exit for the 260 carports from the complex is onto Rossmoor Center Way, just east of the (east side) project driveway intersection 13 identified in the IS/MND document. Thus, study intersection 13 should defined as an offset intersection (May 2<sup>nd</sup> Comments, Page 2, Fig. 10) to include the exiting traffic from Rossmoor Park.
- b) **Off Set intersection 10 (Montecito/Main):** Main is actually offset to the north of and significantly directly opposite the only entrance for the 260 carports identified above. (April 21<sup>st</sup> Comments, Page 9, Figure 7). This offset constitutes a very risky situation for autos entering Rossmoor Park directly eastwards from Main, facing autos coming westwards from Rossmoor Center, uncertainty in the turn or forward for a collision.

It is understood in conventional transportation planning trip generation is generally considered having the same point of ingress/egress from the transportation analysis zone (TAZ). However, skilled micro modeling will allow for the defined entrance and exit for Rossmoor Park as requested allocating the OCTAM trips at intersections 10 and 13 and suggested. This will give a more balanced understanding of the omitted Rossmoor Park traffic flows and appreciation for the following mitigation requests.

- c) **Convert Rossmoor Center Way between study intersections 10 and 14 to a way one street:** The direction would be from Montecito/Main (10) to Rossmoor Center Way/Interior driveway (14). My prior comment of May 2<sup>nd</sup>, (Pages 4-5, Figures 13 & 14) give the basic documentation. As stated this change would serve many health and safety related functions. First the potential collision of west bound traffic Montecito/Main and Rossmoor Park entrance. Second eastward bound traffic will clarify auto movements at intersections 12, 13, and 14. The potential distraction of health club external wall graphics (Page 2, Figure 10) for autos exiting Rossmoor Park will be minimized as will need to view oncoming traffic from two directions. Significantly, the main congested intersection 14 by Pei Wei and Sprouts will be made far easier to navigate without any westward bound through traffic. Street side dining at Pei Wei will be a pleasanter experience. This one way direction will support patrons for the Shops at Rossmoor and the health club and no undue re-routing for deliver services.
- d) **Additional pedestrian crossing west of the project driveway/Rossmoor Center Way (13):** With or preferred with the above one way mitigation, a pedestrian crossing is warranted (May 2<sup>nd</sup>. Comments, Pages 6-8). There are over 650 residents (US Census 2010), living in Rossmoor Park, many whom also use three pedestrian gateways facing onto Rossmoor Center Way (Page 7, Figure 16). Many local residents in addition to the extra health club patrons will be using these sidewalks and the slowing of the traffic for a sidewalk will be benefit all concerned.
- e) **“Overflow Residential Parking”:** This has been detailed at length in my comments of April 21<sup>st</sup>. Part One. Exhibit 8, page 84 of IS/MND indicates the reconfigured parking zones 1 and 2 (health club) will have adequate capacity for all patrons. Again, RPOA respectfully requests the City initiate from the owners and management of the Shops at Rossmoor a pragmatic agreement for the unauthorized residential parking. It should be noted City action enabled the present situation to develop by approving such a high density residential development as part of the 1965 annexation of the Rossmoor Business Center, an integral part of the Rossmoor CSD.

May 16, 2016

Good Afternoon Laura,

We had two callers who wanted to voice their opinions over the phone:

Michael Norton

- Concerned over traffic on Rossmoor Center Way. Current conditions make it difficult to bike on Rossmoor Center Way.
- Rossmoor Park Association has a driveway that exits onto Rossmoor Center Way that becomes congested.
- He has seen parking congestion at other centers with a health club and is concerned about parking at this center.
- Concerned that lighting for the new building will cause glare onto surrounding residential properties.
- Concerned that proposed awnings will reflect light and cause additional glare.

Karen Rowe

- Strongly opposed to project due to concerns over congestion.

From: [Monasrealestate@aol.com](mailto:Monasrealestate@aol.com) [mailto:[monasrealestate@aol.com](mailto:monasrealestate@aol.com)]

Sent: Monday, May 16, 2016 8:53 AM

To: Crystal Landavazo

Subject: Rossmoor health club

I will be unable to attend the meeting but I want to let you know we have 4 in our home that oppose the health club. The traffic that has been created in Rossmoor with all of the shopping, grocery and restaurants is already bad. Los Al blvd/Seal Beach blvd is terrible. Please represent the community and vote no!

Thanks,

Mona Patrick  
3091 St Albans Dr

May 16, 2016

Crystal Landavazo, Senior Planner  
211 Eighth Street  
Community Development Department  
Seal Beach, CA 90740  
(562) 431-2527, ext. 1324

Dear Crystal,

I have lived at 12300 Montecito Rd., #30, Seal Beach, CA 90740 for the past 28 years. Previously I lived in the Rossmoor homes for many years. I am well acquainted with the community and have found it a great place to live. Some years back the shopping center known as The Shops of Rossmoor was developed and it is a great asset to our community. I do most of my shopping at the Shops of Rossmoor.

The shopping center however was not planned well and lacks necessary parking at certain times. My condominium directly faces Sprouts parking lot and I can see the proposed construction site very well from all of my windows and balconies. The lot is always about half full of cars from various uses by the people who work in the stores and the customers for the stores. The first 4-5 rows on the north side and the south side of this site are full of cars most of the time.

There are also some people that live in the over 650 condominiums on Montecito Rd that do not have ample parking spaces in their condominium project. The project where I live does have ample parking and was built and approved by the City with ample parking. Some buildings were approved without ample parking and their residents park in the lot where the proposed Health club would be built. We do not object to the building, but to the traffic, congestion, pollution, noise, and degradation of our quality of life. Simply put this will not be an asset to the community. It will create detrimental congestion and traffic problems, and less people will want to shop at the Shops of Rossmoor because of the total lack of available parking.

Rossmoor Center Way, is already a problems and hard to enter from Seal Beach Blvd. Extending the Southbond lane and adjusting the signal lights will not solve the problem. First of all there are also many people entering Rossmoor Center Way from the North. When the signal allows people to enter from the South, cars start entering from the North and the street gets quickly filled with cars that are stopped at the 4 way stop sign at Sprouts and Pei Wei. People coming across Seal Beach Blvd. from Old Ranch Homes get a green light but cannot enter Rossmoor Center way to shop in the

center because the entire lane is filled with cars. They have a green light but cannot enter Rossmoor Center Way.

This problem only gets worse from September to January when everyone starts doing their back to school and holiday shopping.

The people who live and own property on Montecito Rd, Seal Beach, CA will really have a big problem due to the lack of parking which was previously available for many years. Now these people who don't have adequate parking in their Condominium project will start parking all over and on Montecito Rd, in front of other Condominiums causing a lack of available parking for emergency vehicles which will have to park in the traffic lane. Our building will have to fight to get out of our driveway. Contractors and emergency vehicles will have no place to park, all because of bad planning and greed on the part of the owners of the Shops of Rossmoor.

We the residents of The Rossmoor Regency Assoc. and myself urge you deny this application for conditional use. This is a not an asset for those of us who presently live here and want to continue enjoying our present quality of life.

Sincerely,

Nancy Holland  
12300 Montecito Rd., #30  
Seal Beach, CA 90740  
(562) 598-7174

**From:** Kathy Barnes [mailto:[dbmermer@aol.com](mailto:dbmermer@aol.com)]  
**Sent:** Wednesday, May 18, 2016 3:38 PM  
**To:** Crystal Landavazo  
**Subject:** Health club behind Sprouts

The idea of a health club behind Sprouts is probably the worst thing that could happen in that center. The traffic in that center is already over whelming and adding a facility that large is *absolutely ridiculous*. The city is not thinking of their own citizens who live in the apartments and condos that back that area. The city is also not being a *good neighbor* to the citizens of Rossmoor who are already inconvenienced by the parking on the streets by their homes by the residents of the apartments and condos who already do not have enough parking in the proposed health club area. I strongly urge the city to deny the Health club the right to build there in the center!

Sincerely,  
Kathleen Barnes  
Rossmoor

**From:** Gary Brown [mailto:[gary.brown@elgmetals.com](mailto:gary.brown@elgmetals.com)]

**Sent:** Wednesday, May 18, 2016 7:11 AM

**To:** Crystal Landavazo

**Subject:** LA Fitness

Im e-mailing you my opposition to the proposed LA fitness facility, specifically for the following reasons:

The turn signal at Rossmoor Center Way is dangerously congested as it stands today with traffic backing up onto Seal Beach blvd routinely.

Traffic turning left onto St Cloud is also heavily congested in its existing condition.

The 4 way stop sign at Sprouts is already congested and dangerous for pedestrians.

There is not enough parking in the area and parking will flow on to local residential streets.

Excessive traffic / speeding / noise are already existing problems during school drop off and pick up times in Rossmoor.

Thank you for your consideration,

Regards,

Gary Brown

3191 Mainway Drive, Rossmoor



**From:** Richard Daskam, Broker-Associate CalBRE 01091037 [mailto:[rdaskam@aol.com](mailto:rdaskam@aol.com)]  
**Sent:** Sunday, May 01, 2016 7:49 PM  
**To:** Crystal Landavazo  
**Cc:** Broker [562-857-1965](tel:562-857-1965) Richard Daskam  
**Subject:** Fitness Club in Rossmoor Center - NO

Crystal Landavazo, Senior Planner,  
211 Eighth Street  
Community Development Department  
Seal Beach, CA 90740  
e-mail [clandavazo@sealbeachca.gov](mailto:clandavazo@sealbeachca.gov) or call [562-431-2527](tel:562-431-2527) ext 1324

I own multiple units in this immediate area at 12200 Montecito Road and I am 100% against the building of the fitness club in the currently proposed location for many reasons.

1. The location of the building will cause an alley-like valley between the Rossmoor Park HOA and back of the fitness center along Rossmoor Way. It will feel like you are in a canyon driving down that road with such a large building abutted to the road.
2. Having the new building so close to Rossmoor Park & Rossmoor Regency will cause there to be an inferior view from both buildings. Looking into an oversized building like what is proposed will cause financial harm to those owners in their property & resale values.
3. There are already issues in the parking lot behind Kohls with kids drinking, eating & leaving messes, urinating and having sex. Putting another alley way along there will only make it that much more secluded at night for this activity to occur.
4. The overwhelming amount of traffic it will cause along Montecito Road and within the shopping itself will be a pedestrian nightmare! There are a lot of older shoppers drawn to the center and older residents throughout the condos & townhouse along Montecito Road that walk to their destinations through the parking lot and from their homes. Adding hundreds and hundreds of cars a day up and down Rossmoor Way will severely impact those shoppers and likely cause more pedestrian vs vehicle accidents.
5. I go to shops next to other fitness centers and before 9 am and after 4pm there is normally not parking within several hundred feet of their establishments. Now I understand that you want all of the fitness people to park in the back there, but during peak hours, the parking will have to overflow into the Kohl's parking, the Sprouts parking and onto Montecito Road, etc. This will further impact the parking, traffic and safety of all citizens in the area.
6. If having a Fitness club is so beneficial to the area, then why don't you put it in front of the F&M Bank building by Baby's R us? That will allow for an overwhelming amount of parking on all sides, at least 4 ways for their vehicles to exit the parking lot, it won't cause any issues with pedestrians because the entry & exit points are already highly used and very visible (no hidden corners or accesses from the front of complex).
7. Another option is to put the Fitness club in place of the failed Marie Calendars, allowing for a lot of street signage, and again, numerous ways to enter and exit the facility, not just one or two, very tight options down Rossmoor Way.
8. We didn't fight you when you wanted to demolish and rebuild this new center, and added in several places for alcohol to be served, sold and distributed. We were all looking out for the betterment of there area. But this proposal is crossing the line and completely against what the area needs and would be complemented by.
9. The developer of the center should have laid out their buildings better in the beginning so as to not leave this big void in the back of the center. I think the area would be better suited as a playground and park for the local residents, not as a 24 hour fitness center.

Richard Daskam  
[562-857-1965](tel:562-857-1965)

**From:** Enea Ostrich [mailto:[eneao@hotmail.com](mailto:eneao@hotmail.com)]  
**Sent:** Tuesday, May 17, 2016 1:01 PM  
**To:** Crystal Landavazo  
**Subject:** LA FITNESS Project at Shops at Rossmoor Seal Beach

Dear Crystal:

I am a resident in CPE Seal Beach and the reason I am mainly against this project being planned for that space behind Sprouts because there is already an LA Fitness on Valley View Blvd, a short drive away. There is also potential for more aggravating parking lot accidents. There already have been plenty in front. Some are on record with the police or fire but many are small claims directly to the insurance companies that you have not seen.

The Shops at Rossmoor is just that---stores maybe some restaurants, a bank, and we do not need to be cookie cutter in Seal Beach and have sports added like other bigger cities. After all, we are Seal Beach...supposedly the "Mayfair by the Sea". How can you be the ideal "Mayfair by the Sea" with already increased traffic due to corporate shops and restaurants? At this point I feel we have veered away from the quiet Seal Beach and we will become too dense just like surrounding cities. Do we really want to add more chaos to our streets...to our shopping areas? Why?

I go to Sprouts to shop quietly and without incident but I am willing to drive in the future to another city if it means peace and quiet again. Too much traffic has developed over the years since Target Center and this Shops at Rossmoor increased their shop space.

With the amount of people in Leisure World ACTUALLY driving in and around this area, there is a specific hazard as well because they are not used to so many cars here (that is truth...compare it to before the Shops at Rossmoor were built...very true).

There are also more accidents due to it. As a matter of fact, my husband was involved in an accident in the parking lot at one of these shopping centers and the elderly man was in a hurry to leave his parking space and totally ignored the fact that my husband came to a stop sign behind him. My husband beeped and since the man could not hear he kept backing out and hit the fender on my husband's car. I predict more of this happening at the new LA Fitness proposed site and also by Sprouts too. You will see more accidents with elderly like that in the future if you build that gym. The gym patrons park and when they leave they have to exit to the boulevard and the four way stop at Sprouts/Pei Wei and throughway to the proposed site is already challenged. Do you really want to see more car accidents in the parking area and in the streets that surround this site? I guarantee it. Please keep Seal Beach quiet and happy...it is why we chose to live here NOT Newport Beach or Huntington Beach.

By the way, I am 52 and not looking forward to retirement here at all. My husband and I are already discussing leaving Seal Beach. I think we will if this LA Fitness is built. There used to be a fitness center long ago in this area (Rossmoor Athletic Club). It was smaller and died out. Do you really think building a BIGGER one will fly here? I think not.

Thank you,  
Enea Ostrich  
3621 Camelia Street  
Seal Beach, CA 90740

**From:** [eneao@hotmail.com](mailto:eneao@hotmail.com) [mailto:[eneao@hotmail.com](mailto:eneao@hotmail.com)]  
**Sent:** Wednesday, May 18, 2016 12:15 PM  
**To:** Crystal Landavazo  
**Subject:** Rossmoor LA Fitness Project

Dear Crystal:

I wrote yesterday calling Seal Beach " Mayfair by the Sea". Of course I meant Mayberry by the Sea. Regardless, I am against the project entirely. Keep Seal Beach clean...we do not want more smog...PLEASE no more projects like this.

Thanks,  
Enea Ostrich  
3621 Camelia St.  
Seal Beach, CA. 90740

From: Angie Epstein [mailto:[aepstein1@socal.rr.com](mailto:aepstein1@socal.rr.com)]

Sent: Wednesday, May 18, 2016 3:10 AM

To: Crystal Landavazo

Subject: Gym in Rossmoor Center

Dear Sir/Madam,

I am emailing my concerns about the plan to build a LA Fitness behind Sprouts in the Rossmoor Center. We who live in Rossmoor (with the elementary schools in this community) that have children are concerned about the additional Traffic on Montecito, the increased crime that this facility will bring in being so close to the neighborhood (practically in the Condo's/townhomes backyard).

There seems to be a riff between Seal Beach and Rossmoor but I don't see it that way. I am a supporter of the Shops on Main Street and a lot of Seal Beach, but also support the Los Alamitos Community.

We do not want this gym in this tiny area of Rossmoor Center. You cannot imagine the horrific things that have been happening in our neighborhood since all those shops went in. It is awful. Not to mention with the increased crime, the bad rap our community is receiving and also the potential to lower property value with all this exposure of crime.

We do not want this gym here, all the traffic and exposure, not to mention the risk of our children riding their bikes to the center! The estimates of parking/increased traffic are underestimated to say the least. Look at 24 hour fitness parking lot any time of the day. And they have adequate parking.

Please respect the people who pay so much in taxes and do not allow this to go through. We are just families trying to live in a community where our children are safe.

Thank you,  
Mrs. Angela Epstein

From: Home [mailto:[jennifersfriedman@gmail.com](mailto:jennifersfriedman@gmail.com)]

Sent: Monday, May 16, 2016 11:37 AM

To: Crystal Landavazo

Subject: Shops at Rossmoor Fitness Club

Hi Cindy,

My name is Jennifer Friedman and my husband and I and our children live in Rossmoor on Ballantine Drive. (Kempton and Montecito). We strongly oppose of the LA Fitness coming into Rossmoor. The traffic is a big issue. Traffic coming in off of St. Cloud at Rush Hour is busy and to add all of those cars during that time is daunting. I have seen the people conducting the traffic study but have they done them at St. Cloud at 6:00 or 7:00 when most people using the gym will come in? It needs to be done around Montecito.

I also do not want to have more people coming into Rossmoor in general. The reason we bought our homes and have rental properties in Rossmoor as well, is because it is a quiet community. I do not want to bring unwanted traffic and people from other communities into our area. Everyone speaks of how the crime has gone up since the Toys R US and other large companies have come in. If we get another rise in crime, the residents are not going to be happy. We pay a lot of money to live in Rossmoor for the hometown feel it has. AWAY from the hustle and bustle. Now is it coming to us. Also, the taste of Los Al, which supports the high school has always been there. The high school parents are wondering where they will fundraise for our kids. This takes away from our ability to support our kids at the high school level.

I cannot come to the meeting as well as so many families with young kids who have sports and activities during that time. Please consider finding an alternate spot for the fitness center. It is too close to Rossmoor.

Thank you

Jen and Jason Friedman

**From:** Ash Ersheid [mailto:[aersheid@gmail.com](mailto:aersheid@gmail.com)]  
**Sent:** Sunday, May 01, 2016 8:59 PM  
**To:** [rpoaboard@verizon.net](mailto:rpoaboard@verizon.net)  
**Cc:** Crystal Landavazo  
**Subject:** RPOA's City Seal Beach comments for Shops at Rossmoor Health Club.

Mr. Cripps,

I am one of those Rossmoor Park residents that only have one car port for my 2 bedroom condominium and have no choice but to park my car outside behind Sprouts because my wife occupies our carport.

In the attached study, the board did not address the people that are going to be displaced from the proposed health club parking lot that is going to have a huge impact on the parking on Montecito and the artery streets.

The idea of having the Rossmoor Center Way be a one way street is great which will make the street little wider, and in result, can be used to offset the above mentioned displaced cars and have them permitted to park on each side the Rossmoor Way Center. I hope my concern can be addressed or considered in the mitigation declaration.

Sincerely,

-Ash

**From:** Thomas Cripps <[rpoaboard@verizon.net](mailto:rpoaboard@verizon.net)>  
**Date:** May 1, 2016 at 7:00:26 PM PDT  
**To:** [rpoaboard@verizon.net](mailto:rpoaboard@verizon.net)  
**Subject:** RPOA's City Seal Beach comments for Shops at Rossmoor Health Club.

All concerned

All residents at Rossmoor Park should have received a mailed notice Saturday, April 30th. from the City of Seal Beach,

stating the Planning Commission will be approving the proposed Shops at Rossmoor health club with some conditions at the hearing June 18th.

If you have a neighbor who is not on the present mailing list, please advise them of this notice.

It may be an issue of concern to them. Thank you

If you have some objections they must be received by by May 20th. - **just 16 days to go.**

**Copies of the initial study and Mitigated Negative Declaration are available for public review at City Hall and the three Seal Beach public libraries.**

**For all who wish to make a comment they should be sent to:**

**Crystal Landavazo, Senior Planner,**

**211 Eighth Street**

**Community Development Department**

**Seal Beach, CA 90740**

**e-mail [clandavazo@sealbeachca.gov](mailto:clandavazo@sealbeachca.gov) or call **562-431-2527 ext 1324****

On behalf of the Board and the RPOA community the attached 10 page request for four mitigations to be considered has been prepared and e-mailed to the City today.

The document will be updated as necessary as soon as a viewing of the public documents have been reviewed.

Sincerely, Thomas Cripps, Secretary RPOA

From: Amikoibarra [mailto:[amikoibarra@gmail.com](mailto:amikoibarra@gmail.com)]

Sent: Tuesday, May 17, 2016 5:51 PM

To: Crystal Landavazo

Subject: LA Fitness at Rossmoor Shops

Since the shopping center was remodeled we have seen a huge increase in traffic in Los Alamitos Blvd that has seriously impacted the people of Rossmoor. I don't have the evidence to support it but I would imagine that the increase traffic to our quiet neighborhood has also resulted in more crime.

We don't need more. Please stop this project.

Julio and Paloma Ibarra

2782 coleridge dr

Rossmoor, CA 90720

Sent from Julio A. Ibarra's iPhone

**From:** TARA KELLOGG [<mailto:tlkellogg@msn.com>]  
**Sent:** Wednesday, May 18, 2016 3:22 PM  
**To:** Crystal Landavazo  
**Subject:** Gym at Shops at Rossmoor

Dear Ms. Landavazo,

As Rossmoor residents, we are strongly against the addition of a 24 hour gym (yet another huge business) in our backyard.

While comments from other communities never seem to carry much weight, I am sure the school commute for *Seal Beach residents* attending the high school and middle schools will be greatly impacted during heavy traffic times should there be the added vehicles accessing the gym at those times.

Stop developing the heck out of this small space with only one access route into and out of these businesses!

Tara & Steve Kellogg

Rossmoor Residents since 2000



**From:** Darryl Lee [mailto:[Darryl.Lee@na.mitsubishi-motors.com](mailto:Darryl.Lee@na.mitsubishi-motors.com)]

**Sent:** Monday, May 16, 2016 9:06 AM

**To:** Crystal Landavazo

**Subject:** Rossmoor Health Club

It is funny that Seal Beach always think that their decisions never have any environmental impact. I recall no additional traffic report when the Rossmoor Shops were first proposed. The BLVD is now congested, crime has increased, even the bridge was widened due to no impact. Who are we kidding?

When Home Depot was proposing a site near Seal Beach, the community was up in arms as it was too close – congestion, crime, noise, etc. Sound Familiar? Rossmoor is on the outskirts, so Seal Beach preferred to stick everything near Rossmoor as a tax base. If Home Depot proposed a location in Rossmoor, I'm sure Seal Beach would have welcomed it and put out a no environmental impact report as usual. Stop tapping Rossmoor as your tax base and sticking everything over the bridge!

No more development, no more congestion, no more increase in crime!

Darryl Lee  
Rossmoor Resident

**From: Jim Basham**  
**Sent: Wednesday, May 18, 2016 2:23 PM**  
**To: Crystal Landavazo; Steven Fowler**  
**Subject: FW: Letter Regarding Proposed Health Club at Shops of Rossmoor**

FYI

On May 18, 2016, at 1:40 PM, Melissa <[mknievel@hotmail.com](mailto:mknievel@hotmail.com)> wrote:

Dear Mayor Massa-Lavitt and Mr. Sloan,

Thank you for your service to our community:)

Im a Seal Beach resident, business owner, and current President of the Rossmoor Homeowner's Association. We are very concerned about the proposed plans to put in a Gym behind Sprouts. This will have a significant negative impact on thousands of residents who will be living within a mere 200 ft. of this LA fitness.

We found out about the meeting for public comment tonight very late in the game. Unfortunately this meeting is also not listed on Seal Beach's public meeting page.

I'm out of town and can't attend but I have attached a copy of the letter I sent to the planning commission and the Environmental Quality Control Board. I wanted you as our Representatives to know our major concerns.

Please let me know if there is anyone else I should contact who should know what the "feeling" is in our neck of the woods.

Thank you for your time and consideration,

Melissa Knievel- Natanson

<Letter Regard NOI on Gym.docx>

**From:** Melissa [<mailto:mknievel@hotmail.com>]  
**Sent:** Wednesday, May 18, 2016 1:20 PM  
**To:** Crystal Landavazo  
**Subject:** Comments for Negative Mitigation Meeting RE: Proposed Health Club

Hi Crystal,

I'm out of town and will not be able to attend the meeting tonight regarding the proposed Health Club at the Shops at Rossmoor. I found out about it very short notice, but I would like to submit my comments and the attached letter to both the planning commission and Environmental Quality Control Board.

Would you please confirm that you received and will submit. If I should send a separate email to the Environmental Quality Control Board would you please advise as to whom I should direct it to.

Thanks for your time on this

Melissa Knievel Natanson

From: Diana Parton [mailto:[parton.ca@verizon.net](mailto:parton.ca@verizon.net)]  
Sent: Wednesday, May 18, 2016 3:36 PM  
To: Crystal Landavazo  
Cc: [enews@rossmoor-rha.org](mailto:enews@rossmoor-rha.org)  
Subject: Mitigated Negative Declaration, Rossmoor Health Club

Ms. Landavazo;

Please pardon the tardiness of my comments, it was only today that this matter was brought to my attention.

In a quick review of the CEQA Negative Declaration there appears to be one significant error and the overlooking of at least two traffic impacts.

The opening pages as well as the parking analysis on pages 80 through 87 state that only 40 parking spaces will be eliminated by the 53,865 square feet of development. Using a standard of 9' x 18 for a parking place and an additional 9' x 12' for a drive lane to access the parking place the math indicates something approaching 200 parking places will be eliminated. This is not an insignificant error. Based on the parking evaluation on page 86 it appears that there will be instances when the parking demand will exceed the available paces.

Traffic impacts are addressed extensively. A quick review indicates turn lane impacts as detailed in tables 17 and 19. While the impacts at Seal Beach Blvd/Rossmoor Center Dr. are addressed, impacts at Seal Beach Blvd/Town Center Dr are not. It also appears that impacts of traffic crossing Seal Beach Blvd from the Target Center to the Shops at Rossmoor have not been addressed at all.

As a resident of Rossmoor who may be affected by this development I would urge the EQCB to take a closer look at the reports to make sure there are not any defects which could result in challenges at a later date.

Best Regards  
Cary parton  
11351 Foster Road  
Rossmoor, CA 90720

**From:** Abhimanyu (Abhi) Rastogi [<mailto:abhimanyu.rastogi@railpros.com>]  
**Sent:** Wednesday, May 18, 2016 1:51 PM  
**To:** Crystal Landavazo  
**Subject:** Health Club @ the Rossmoor Shops

Hi Crystal,

As the resident of Rossmoor, I'm really pleased to hear about having access to a fitness club locally within the community. At this point in time, is it known when will it be ready for public use and who should I contact for more information on this facility.

Thanks

Abhimanyu (Abhi) Rastogi, P.E.

**From:** Jason Reed [mailto:[jason.nationsrecovery@gmail.com](mailto:jason.nationsrecovery@gmail.com)]

**Sent:** Monday, May 16, 2016 12:42 PM

**To:** Crystal Landavazo

**Subject:** Rossmoor Health Club

I have been a Rossmoor resident for over 10 years and am very happy that we might have a health club opening up in the Shops @ Rossmoor. Just wanted to let you know.

Jason M Reed

11612 Wallingsford Rd  
Rossmoor, CA 90720  
714-925-2555 cell

**From: Jody Roubanis [mailto:[jroubanis@verizon.net](mailto:jroubanis@verizon.net)]**  
**Sent: Wednesday, May 18, 2016 12:00 PM**  
**To: Crystal Landavazo**  
**Subject: Hearing on 5/18: Health club in the Shops at Rossmoor**

Greetings Senior Planner Crystal Landavazo:

I will not be able to attend the meeting tonight about the health club that is proposed to go in at the Shops at Rossmoor. Having a gym will have an impact on the Rossmoor community – at very positive one. Having a health facility will benefit the community spirit of wellness for individuals, their families, in the Rossmoor community. I realize that the additional traffic produced because of the facility will cause an additional 3 seconds wait time on the road passing by it. Having a healthy club within walking and biking distance to Rossmoor families will be a huge benefit to the community. It should also be noted that health facilities can provide an excellent pathway for community members to interact.

As a side note, I am shocked to see the amount of effort that the Rossmoor Homeowners Association has put forth to inform its members of this meeting to state their concerns. It is obvious that the board has reservations about this facility going in. Please know that the RHA board has acted in the past to provide the community less opportunities for exercise, when it can mean an infringement of the convenience for some community members. The RHA board has worked to remove the parking restriction on the bike route in the community that enhances the safety for kids riding their bike to school, because the 30 year old restrictions are inconvenient to residents who live on the bike route. The RHA did not put forth any information about the county hearing on their proposed removal of the parking restriction sign in May of 2015. Through the multiple communications about the hearing tonight, it is very evident that the RHA board does not want this to go in.

Sincerely,

Dr. Jody L. Roubanis, resident

12301 Kensington Road, Rossmoor

From: [tkrowe4@yahoo.com](mailto:tkrowe4@yahoo.com) [mailto:[tkrowe4@yahoo.com](mailto:tkrowe4@yahoo.com)]  
Sent: Monday, May 16, 2016 12:14 PM  
To: Winnie Bell  
Subject: Strongly against LAFitness in Rossmoor Center

My husband Tim and I have lived in Rossmoor since 1981, raising our children and intending to continue living in our home in our lifespan. We are noting the high traffic congestion along Main Way (one block from our home at 2871 Tucker). We are highly against the idea of LA Fitness building in the shopping center near Sprouts. The school and park traffic as well as the overflow parking of apartment residents has made it difficult for us to use Rossmoor Center road. Building of this Center would make traffic and parking in the area unbearable.

I should add that Tim and I have been members of LAFitness for years, going very frequently to the center on Valley View in Garden Grove. We find it convenient at that location and don't see a reason to have it closer.

Please register this as a strong vote against the building of this location by two long term senior citizens who would find it to be removing the quality of life Rossmoor presently offers.

Sincerely, Karen Rowe



**From:** Mary San Paolo Jones [mailto:[maryspj@gmail.com](mailto:maryspj@gmail.com)]

**Sent:** Tuesday, May 17, 2016 10:00 AM

**To:** Crystal Landavazo

**Subject:** Seal Beach Mitigated Negative declaration: Rossmoor Health Club, CUP 15-7

Dear Ms. Landavazo,

My husband and I owned a home in Rossmoor for 25 years. We moved two years ago because of the traffic which increased after Seal Beach constructed the BIG BOX DEVELOPMENTS at Rossmoor Center and across the street. We were bombarded with traffic, theft, noise, and air pollution.

We still own a townhome in Rossmoor that our daughter rents, and where I watch her two children. The traffic is already dangerous traveling on Montecito toward Rossmoor Center. Please don't make it worse by adding a health club to the hodgepodge of shops and restaurants. There are a lot of young families in Rossmoor and I've seen many near misses with cars and bicyclists, not to mention people on foot.

We know Seal Beach is enjoying the tax dollars derived from the centers. We feel resentful when we see how Seal Beach is improving its landscaping and planning its building with thought and consideration. It seems like Seal Beach does not care about the residents in Rossmoor, or "over the hill." I beg you to be a good neighbor and scrap the health club plans.

Thank you.

Mary San Paolo

**From:** SteveStepo [mailto:[ssteponovich@socal.rr.com](mailto:ssteponovich@socal.rr.com)]  
**Sent:** Monday, May 16, 2016 6:15 PM  
**To:** Crystal Landavazo  
**Subject:** Health Club @ The Shops//Bad Idea

Hello, all I have spoken with in Rossmoor are totally against this idea due to the increased traffic, the increased crime that traffic will bring, the parking nightmare it will create in that area, and the likely diminution in property values, especially for those who live close to the project, they are very concerned and are hopeful the project does not go forward.

Stephen Steponovich, Esq.  
Attorney At Law/Real Estate Broker  
3352 Huntley Drive  
Rossmoor, CA 90720  
[562-431-7439](tel:562-431-7439) Telephone  
[562-598-0209](tel:562-598-0209) Fax  
[SSteponovich@socal.rr.com](mailto:SSteponovich@socal.rr.com)

**From: Christine Teng [mailto:[cjteng2@yahoo.com](mailto:cjteng2@yahoo.com)]**  
**Sent: Wednesday, May 18, 2016 11:30 AM**  
**To: Crystal Landavazo**  
**Subject: LA Fitness Health Club**

Hi -

I'm a Rossmoor resident and won't be able to attend the LA Fitness Health Club at The Shops at Rossmoor meeting tonight. I just want to let you know that I'm against having the health club built. We already have way too many retailers (the latest being Riteaid at the corner of St. Cloud & Seal Beach Blvd) and I've seen traffic increased in the neighborhood.

Christine

**From: Rozanne Williams [mailto:[Rozanne L. Williams@msn.com](mailto:Rozanne_L_Williams@msn.com)]**  
**Sent: Wednesday, May 18, 2016 11:51 AM**  
**To: Crystal Landavazo**  
**Subject: LA Fitness**

As residents of Rossmoor, near this proposed sight of LA Fitness Health Club, I and my husband would like to express that we are NOT in favor of it.

There is already too much traffic and congestion in that area. It's awful.

Find a nice place down in Seal Beach for this project.

Respectfully submitted,

Rozanne and Cristian Williams

714.404.9060

**ATTACHMENT 3**

Health Club within Shops at Rossmoor Traffic Analysis  
Dated October 2015

**Separate Bound Copy**

**ATTACHMENT 3A**

Expanded Queuing Assessment dated April 6, 2016

**Separate Bound Copy**


**ATTACHMENT 4**

Project Plans: Site Plan, Floor Plan, Elevations

# Shops at Rossmoor - Health Club

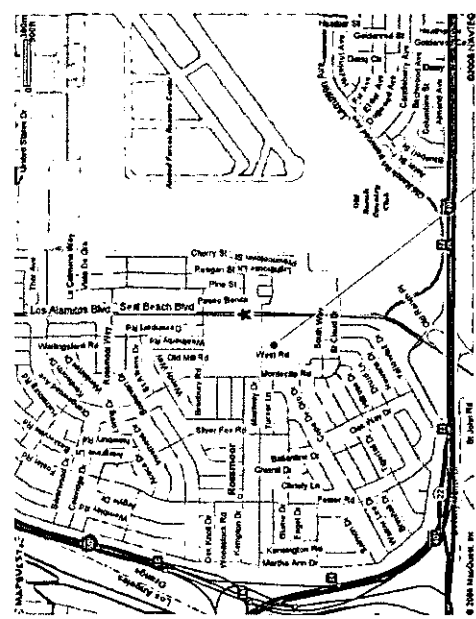
Entitlement Package | Conditional Use Permit # 15-007

12411 SEAL BEACH BLVD  
SEAL BEACH, CA. 90740


  
 John S. Miller, P.E.  
 15000  
 State of California  
 License No. 15000  
 Mechanical Engineering  
 12411 Seal Beach Blvd.  
 Seal Beach, CA 90740  
 Phone: 714.832.1888  
 Fax: 714.832.1889  
 Email: john@jmmiller.com

**ENTITLEMENT PACKAGE**  
**HEALTH CLUB**  
**SHOPS AT ROSSMOOR**  
**12411 SEAL BEACH BLVD**  
**SEAL BEACH, CA 90740**

Vicinity Map



PROJECT SITE  
SHOPS AT ROSSMOOR  
12411 SEAL BEACH BLVD  
SEAL BEACH, CA 90740

### Revisions

### Governing Codes

All designs shall comply with the Codes adopted at the time of permit submittal.

- Cal. Building Code 7013 Edition (2012, IBC)
- Cal. Fire Code 7013 Edition (2012, IFC)
- Cal. Green Building Standards Code (CALGREEN) 2013 Edition

### General Notes

### Sheet Index

- Architectural
  - T0.1 Title Sheet
  - A0.1 Existing Site Plan
  - A0.2 Proposed Site Plan
  - A0.3 Illustrative Site Plan
  - A1.0 Proposed Floor Plan
  - A2.0 Proposed Elevations
  - A2.1 Proposed Elevations
- Landscape
  - CP 01 Landscape Concept Design
  - CP 02 Plant Imagery
  - CI 01 Irrigation Master Plan

### Owner

CPT Shops at Rossmoor, LLC  
c/o AEW Capital Management, L.P.  
Two Seaport Lane  
Boston, MA 02210, 2021  
Contact: John Miller  
t: 617.261.9000

### Applicant

MPA, Inc.  
4041 MacArthur Blvd., Suite 490  
Newport Beach, CA 92660  
Contact: Bill Estenger  
t: 949.719.1900

### Consultants

**Architect**  
 Robinson Hill Architecture  
 3195-B Airport Loop Drive  
 Costa Mesa, California 92626  
 Contact: Mr. Alex-Ave  
 t: 714.825.8888

**Landscaping Architect**  
 Land Creative Inc.  
 3195-B Airport Loop Drive  
 Costa Mesa, California 92626  
 Contact: David B. Salkowicz  
 t: 714.352.7574

Draft  
 CPT Shops at Rossmoor, LLC  
 c/o AEW Capital Management, L.P.  
 Two Seaport Lane  
 Boston, MA 02210, 2021  
 t: 617.261.9000  
 S:\MPA

Sheet No.	Date	Description
1	01.02.2015	Site Plan
2	01.02.2015	Site Plan
3	01.02.2015	Site Plan
4	01.02.2015	Site Plan
5	01.02.2015	Site Plan
6	01.02.2015	Site Plan
7	01.02.2015	Site Plan
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11	01.02.2015	Site Plan
12	01.02.2015	Site Plan
13	01.02.2015	Site Plan
14	01.02.2015	Site Plan
15	01.02.2015	Site Plan
16	01.02.2015	Site Plan
17	01.02.2015	Site Plan
18	01.02.2015	Site Plan
19	01.02.2015	Site Plan
20	01.02.2015	Site Plan



**TRACT/PARCEL NO.**

ALFA MAP:  
 PDR. R 7, SEC. 31 HAS R11W 588&V

**LEGAL DESCRIPTION:**  
 THAT PORTION OF THE WEST HALF OF SECTION 31,  
 TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE RANCHO  
 LOS ALAMOS, COUNTY OF ORANGE, STATE OF  
 CALIFORNIA, AND A PART OF A PART OF  
 THE RECORDS PARTITION IN AT LEAST NO. 8080 OF THE  
 SUPERIOR COURT OF SAID STATE, IN AND FOR SAID  
 COUNTY, A COPY OF WHICH WAS RECORDED MARCH 3,  
 1987, AND A COPY OF WHICH WAS RECORDED MARCH 3,  
 1987, IN THE COUNTY RECORDER'S OFFICE OF SAID COUNTY.

1 b 1

Prepared by: J. J. ...  
 Date: ...

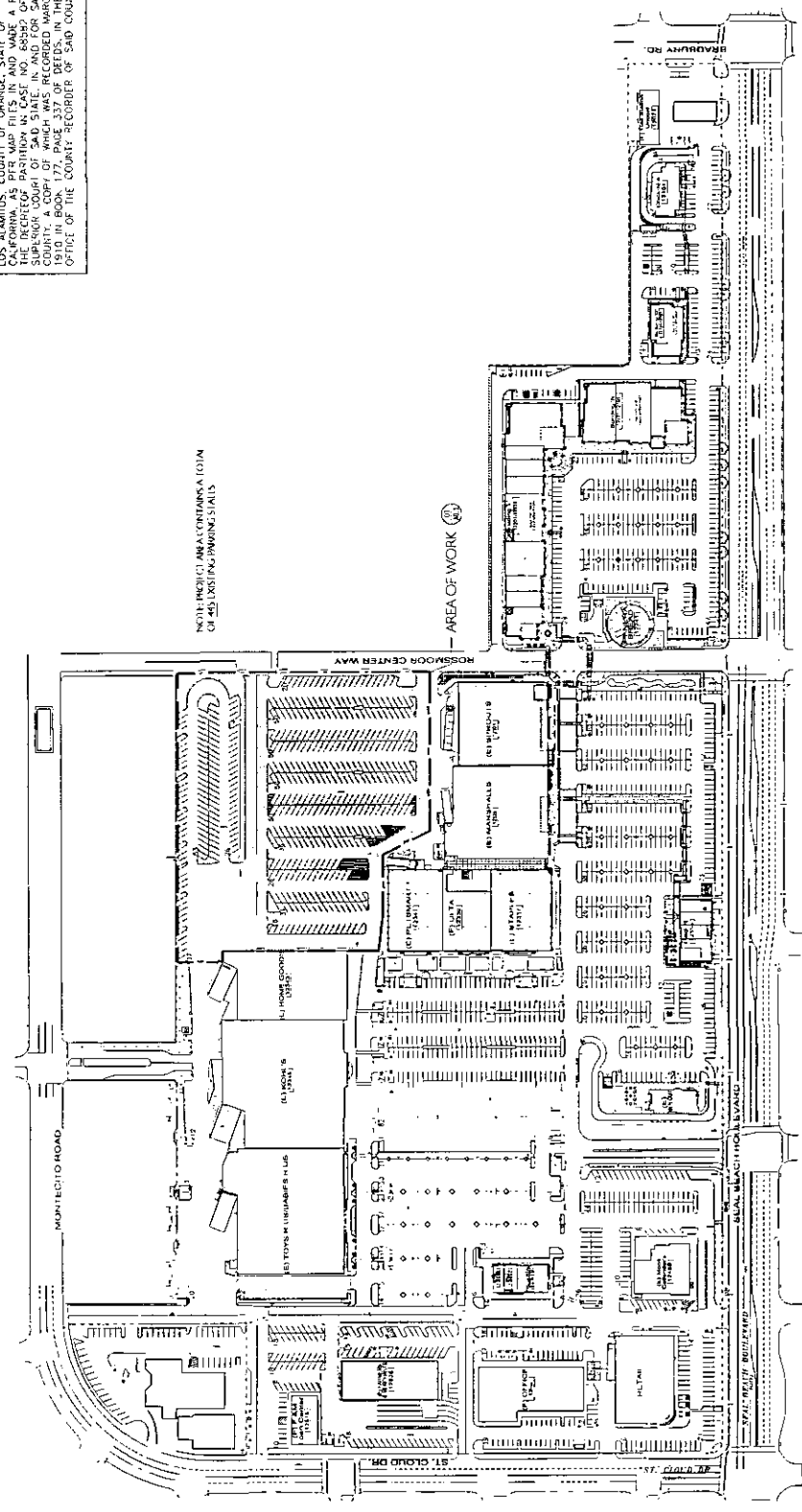
**ENTITLEMENT PACKAGE**

**HEALTH CLUB**  
 SHOPS AT ROSSMOOR  
 12411 SEAL BEACH BLVD  
 SEAL BEACH, CA 90740

Client: GFI Group of Resources, LLC  
 12411 Seal Beach Blvd  
 Seal Beach, CA 90740  
 Project No: 1617261-000

Rev	Description	Date
01	Issue for Review	07/10/2017
02	Issue for Review	10/18/2017

Job Number: 15ABW007C1  
 Date: 01/06/2015  
 Sheet Title: EXISTING SITE PLAN  
 Scale: AS SHOWN



**A0.1**

EXISTING SITE PLAN

SCALE: 1" = 100'-0"

**TRACT/PARCEL NO.**

ALTA MAP:  
 MAP W 25 SEC. 31 T4S R71W S314M  
 UTA DESIGN/TECH,  
 11641 N. 116TH AVENUE, SUITE 100, DENVER, CO 80231  
 THAT PORTION OF THE WEST HALF OF SECTION 31,  
 TOWNSHIP 4 SOUTH, RANGE 11 WEST, IN THE BARNHART  
 TRACT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA,  
 AS PER MAP 1855, IN AND UNDER A PART OF  
 THE DITCHER FARM IN LASKI NO. 18522 OF THE  
 SUPERIOR COURT OF SAID STATE, IN AND FOR SAID  
 COUNTY OF LOS ANGELES, COUNTY OF SAID STATE,  
 1910 W. ROAD 177, PAGE 187 AS FILED IN THE  
 OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



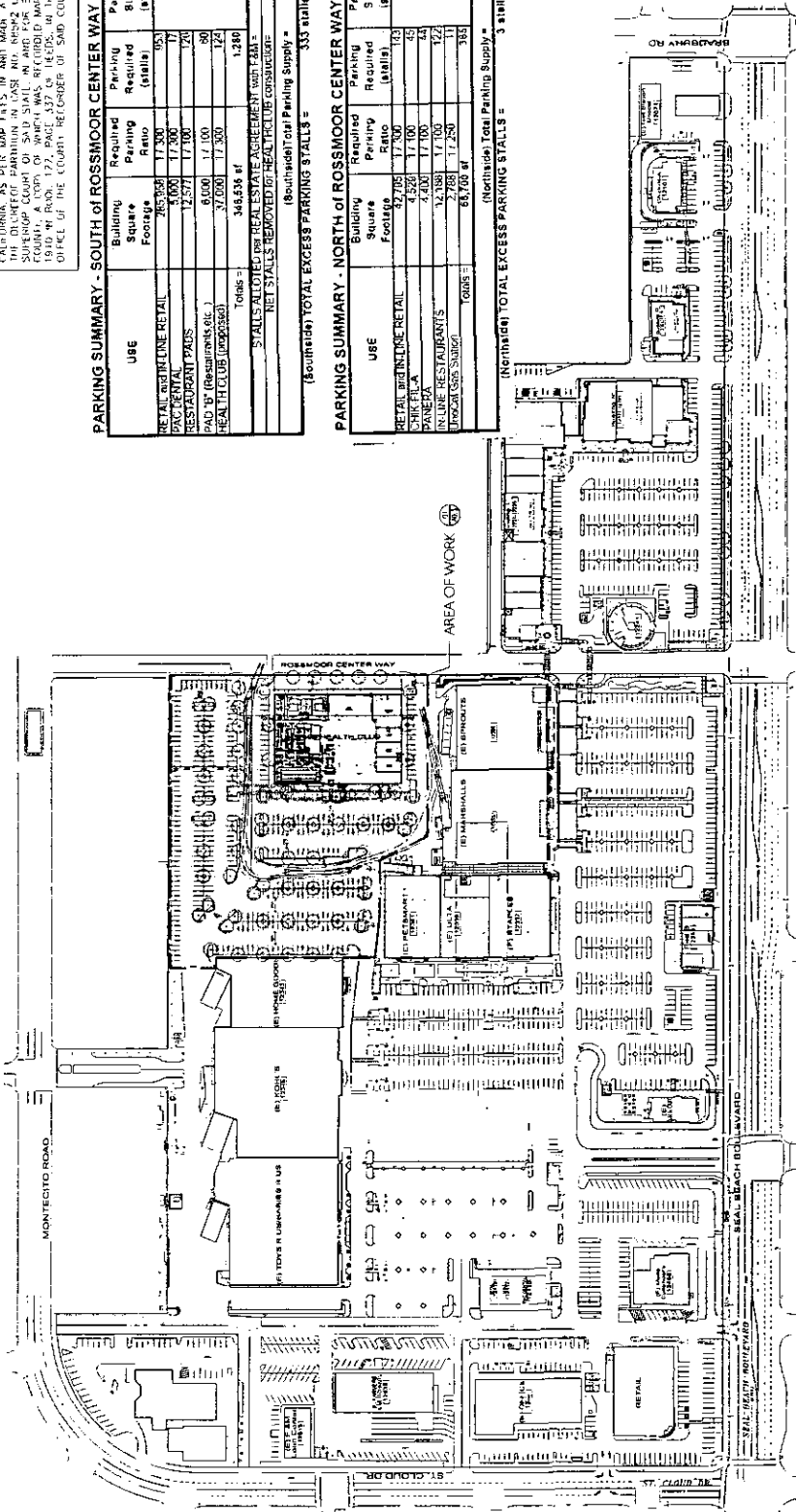
relacion hill architecture, inc.  
 411 West 10th Street  
 Los Angeles, CA 90015  
 213.463.1111  
 www.relhinc.com  
 02/21/2018  
 02/21/2018  
 02/21/2018  
 02/21/2018

**PARKING SUMMARY - SOUTH OF ROSSMOOR CENTER WAY**

USE	Building Footage	Required Parking Ratio	Parking Required (Stalls)	Parking Supply (Stalls)
RETAIL (MIDLINE RETAIL)	285,000	17,300	4,920	592
RESTAURANT	17,570	17,300	3,039	1,276
RESTAURANT (PADS)	6,000	17,300	1,038	80
PAID TO REPAIR/REPLACE	37,000	17,300	642	1,225
HEALTH CLUB (PROPOSED)	348,436	17,300	6,027	1,700
Totals =			12,666	4,873
STALLS ALLOTTED PER REAL ESTATE AGREEMENT WITH F&M = 427				
NET STALLS REMOVED BY HEALTH CLUB CONSTRUCTION = 20				
NET STALLS REMOVED BY HEALTH CLUB CONSTRUCTION = 1,813				
<b>(Southside) TOTAL EXCESS PARKING STALLS = 333 stalls</b>				

**PARKING SUMMARY - NORTH OF ROSSMOOR CENTER WAY**

USE	Building Footage	Required Parking Ratio	Parking Required (Stalls)	Parking Supply (Stalls)
RETAIL (MIDLINE RETAIL)	327,905	17,300	5,673	1,23
CHICKEN	4,200	17,300	727	45
PANERIA	14,788	17,300	2,559	1,22
INDIAN RESTAURANTS	2,785	17,300	481	365
INDIAN RESTAURANTS	2,785	17,300	481	365
Totals =			9,926	388
STALLS ALLOTTED PER REAL ESTATE AGREEMENT WITH F&M = 388				
NET STALLS REMOVED BY HEALTH CLUB CONSTRUCTION = 20				
NET STALLS REMOVED BY HEALTH CLUB CONSTRUCTION = 1,813				
<b>(Northside) TOTAL EXCESS PARKING STALLS = 3 stalls</b>				



**PARKING SUMMARY - Combined**

Totals =	413,236 sq ft	1,646	1,981
<b>(Combined) TOTAL EXCESS PARKING STALLS = 336 stalls</b>			

Parking Rates for EXISTING S.A.R. BUILDINGS are based on Approved Entitlement for "The Shops at Rossmoor"  
 Parking Ratio on proposed Healthclub = 1 stall per 300SF

**ENTITLEMENT PACKAGE**  
 HEALTH CLUB  
 SHOPS AT ROSSMOOR  
 12411 SEAL BEACH BLVD  
 SEAL BEACH, CA 90740

Date: 02/21/2018  
 CPT Group of Companies, LLC  
 4800 Capital Management, L.P.  
 Two Sunset Lane  
 Suite 100  
 Encinitas, CA 92024  
 760.941.8800

Size	Description	Date
29,333 SF	Site Plan	1/18/2018
29,333 SF	Site Plan	1/18/2018
29,333 SF	Site Plan	1/18/2018

AS PREPARED BY:  
 DATE:  
 SHEET NO. 01  
 PROJECT NO. 18-001

**A0.2**

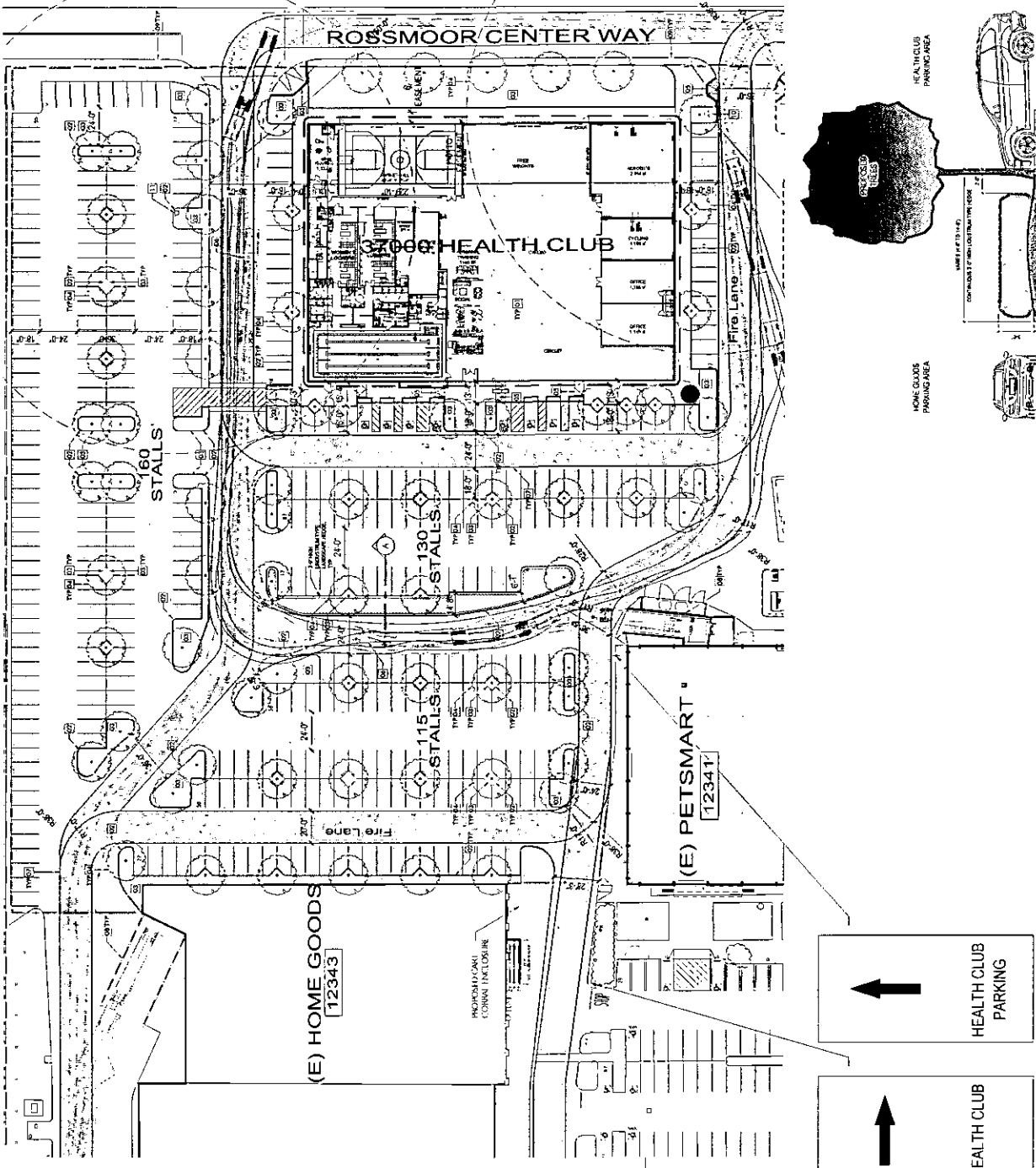
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- KEYNOTES:**
- 1. SIGN OF WORK AREA
  - 2. CONSIDER ALL UTILITIES AND PROVIDE PROTECTION AS SHOWN OR AS NOTED ON THE SITE PLAN AND AS NOTED ON THE FIELD.
  - 3. EXISTING UTILITIES TO REMAIN
  - 4. EXISTING


**LEGEND**

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**NOTES**



ILLUSTRATIVE SITE PLAN  
 SCALE: 1" = 30'-0"  
 A CONCEPT SECTION AT PAVEMENT PLANTER  
 COMPASS TO INDICATE THE LEVEL  
 SCALE: 1" = 30'-0"

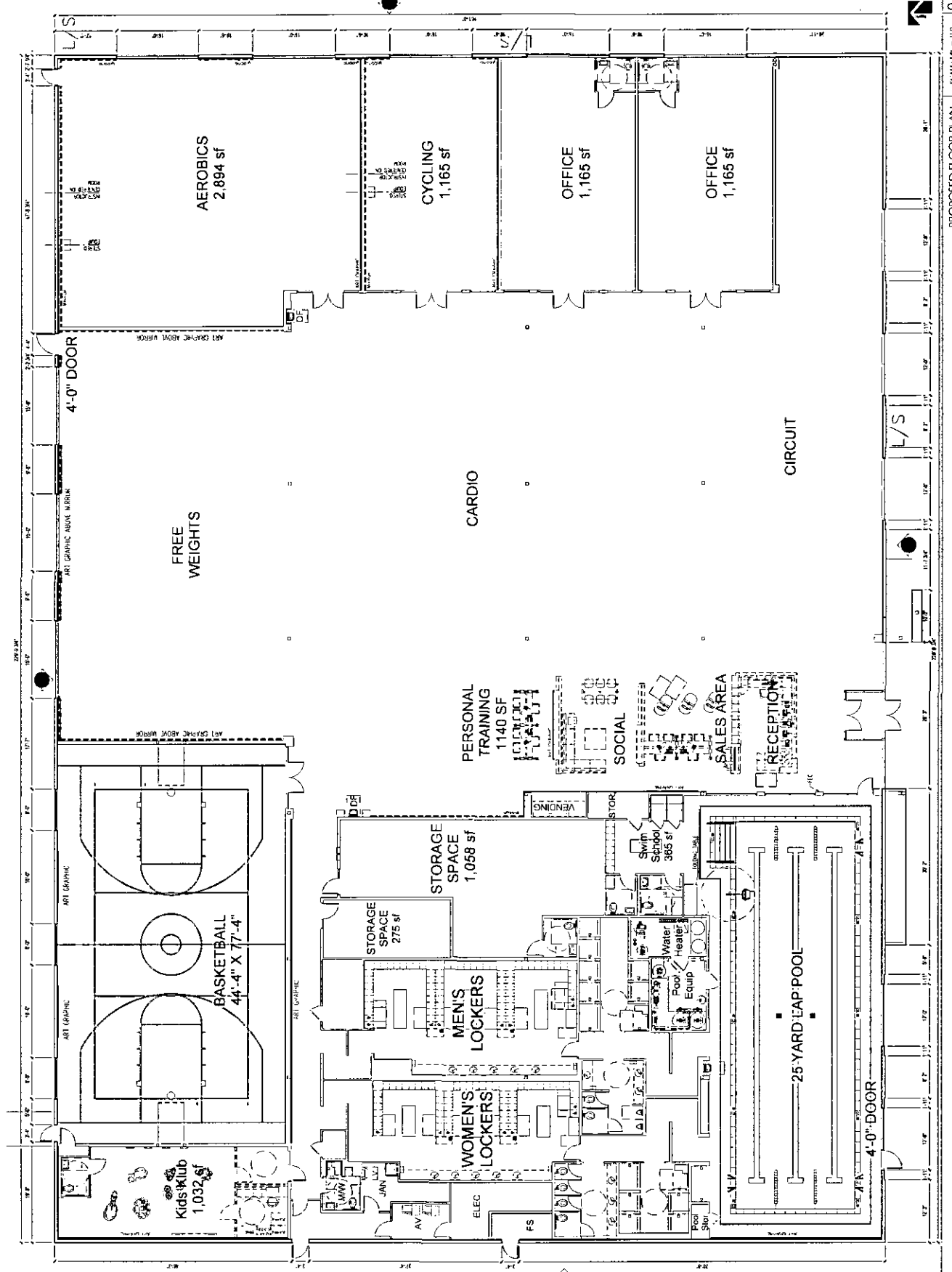

 12411 Seal Beach Blvd  
 Seal Beach, CA 90740  
 Health Club  
 Entertainment Package

Client: DPT Storage & Logistics, LLC  
 12411 Seal Beach Blvd  
 Seal Beach, CA 90740  
 Project Name: Health Club  
 Entertainment Package

Date: 01/22/2015  
 Drawn: J. Smith  
 Checked: M. Smith  
 Scale: 1/8" = 1'-0"

Room	Description	Area (sf)
Aerobics		2,894
Cycling		1,165
Office		1,165
Personal Training		1,140
Storage Space		1,058
Swim School		365
Womens Lockers		
Mens Lockers		
Free Weights		
Basketball		
Kids Club		
Cardio		
Social		
Sales Area		
Reception		

Project Name: Health Club  
 Entertainment Package  
 Scale: 1/8" = 1'-0"



PROPOSED FLOOR PLAN SCALE: 1/8" = 1'-0" 01



MISSION: BALL & BECKWITH, INC.  
 A California Corporation  
 4555 Laguna Vista Dr.  
 Suite 100  
 Laguna Hills, CA 92653  
 Phone: (714) 772-8888  
 Fax: (714) 772-8889  
 www.ballandbeckwith.com

Project Number: 14  
 C 20/11  
 C 31553

Health Club  
 12411 SEAL BEACH BLVD  
 SEAL BEACH, CA 90740

ENTITLEMENT PACKAGE

Client: DPT Shops at Rossmore, LLC  
 and Rossmore Management, LP  
 12411 Seal Beach Blvd  
 Seal Beach, CA 90740  
 1 617 261 0000

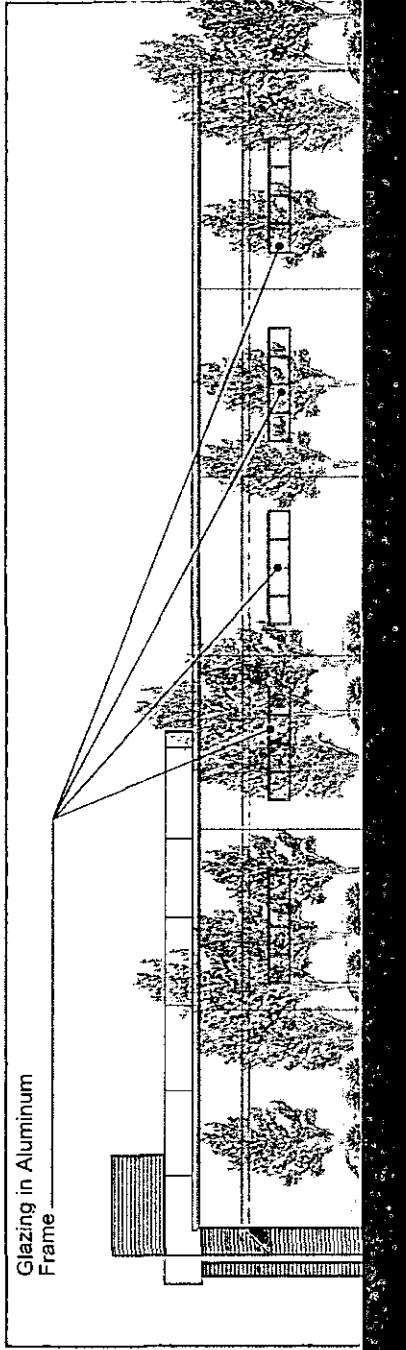
Sheet No. 01  
 Scale: 1/8" = 1'-0"

Submittal Date: 09.03.2015  
 Submitted: 17.10.2015  
 No. Revisions: 17.10.2015

No.	Description	Date

Job Number: 15AEW007.C1  
 Date: 04.06.2015  
 Sheet Title: PROPOSED ELEVATIONS

Sheet No. A2.0

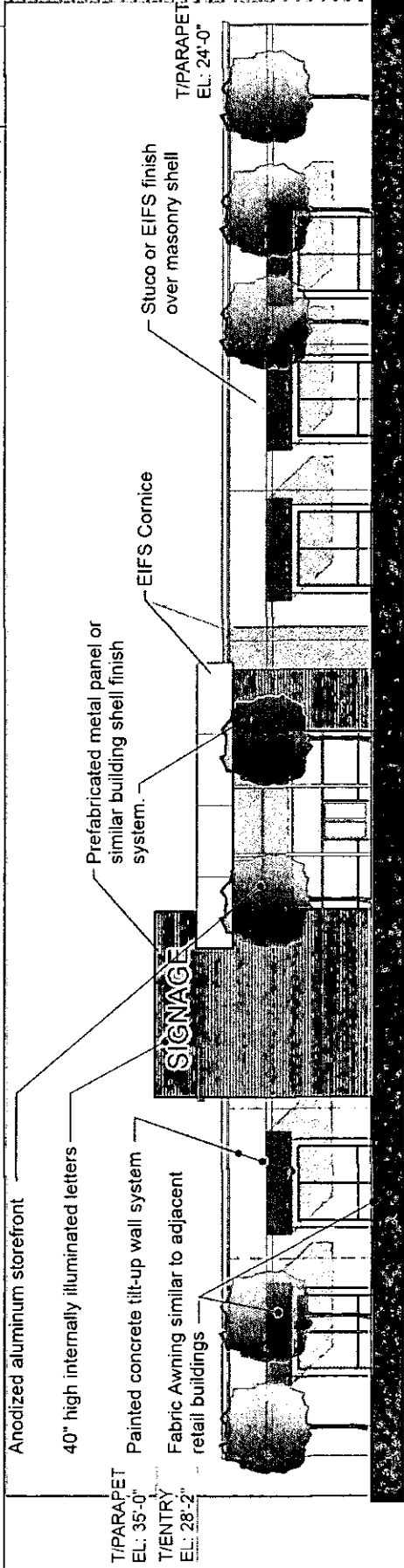


Glazing in Aluminum Frame

T/PARAPET  
 EL: 35'-0"  
 T/PARAPET  
 EL: 28'-2"  
 T/PARAPET  
 EL: 24'-0"

T/FINISH FLOOR  
 EL: 0'-0"

PROPOSED ELEVATION (EAST)  
 SCALE: 1/8" = 1'-0"  
 01



Anodized aluminum storefront

40" high internally illuminated letters

T/PARAPET  
 EL: 35'-0"  
 T/ENTRY  
 EL: 28'-2"

Painted concrete tilt-up wall system

Fabric Awning similar to adjacent retail buildings

Prefabricated metal panel or similar building shell system.

EIFS Cornice

Stucco or EIFS finish over masonry shell

T/PARAPET  
 EL: 24'-0"

PROPOSED ELEVATION (SOUTH)  
 SCALE: 1/8" = 1'-0"  
 01

KEYNOTES

LEGEND

NOTES



William Bill Architects, Inc.  
 Architects  
 12411 Seal Beach Blvd  
 Seal Beach, CA 90740  
 Tel: 714.252.1000  
 Fax: 714.252.1001  
 www.williambill.com

Project Name: 1108  
 Project Number: 02

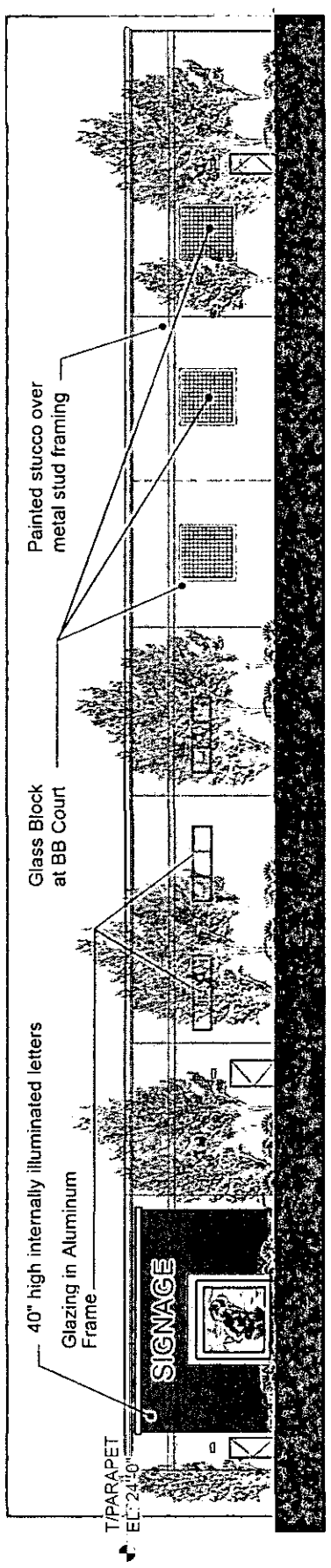
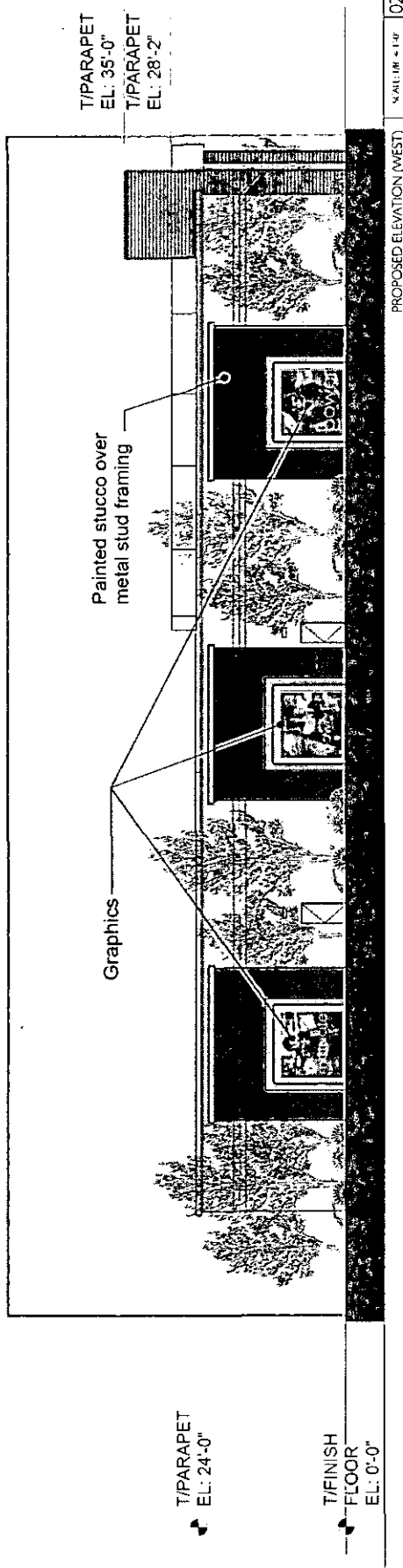
ENTERTAINMENT PACKAGE  
 HEALTH CLUB  
 SHOPS AT ROSSMOOR  
 12411 SEAL BEACH BLVD  
 SEAL BEACH, CA 90740

Client: DPT Stores at Rossmoor, LLC  
 12411 Seal Beach Blvd  
 Seal Beach, CA 90740  
 1.817.261.0000

Rev	Description	Date
01	Submit Date	07.03.2015
02	Submit Date	07.14.2015
03	Submit Date	07.14.2015

Job Number: 15AEW007 CI  
 Date: 04.06.2015  
 Sheet File: 15AEW007 CI  
 Project Name: 1108

A2.1



Wall panel Sports Graph in Flex Face Frame with surface mounted illumination

KEYNOTES	LEGEND	NOTES

**ATTACHMENT 5**  
Neighborhood Meeting Summaries  
Dated February 9, 2016 & March 10, 2016

# **Shops at Rossmoor Community Outreach for Proposed Health Club Neighborhood Meeting Summary**

**February 9, 2016**

**Prepared by:**

Katz & Associates

Contact: Joan Isaacson, Vice President and Facilitator

5440 Morehouse Drive, Suite 1000

San Diego, CA 92121

JIsaacson@katzandassociates.com

(619) 966-8077

---

On January 27, 2016, The Shops at Rossmoor conducted a neighborhood meeting for a new health club at the center. This meeting summary provides information about the meeting format, attendance, and themes from the discussion.

## **BACKGROUND**

Construction of a new health club at The Shops at Rossmoor is planned on a portion of the sizable back parking lot. The back parking lot is mostly unused, even during peak times. The existing parked cars are largely the result of illegal overflow parking from an adjacent multi-family residential development. The health club is consistent with the City of Seal Beach zoning, and the required conditional use permit requires approval by the Planning Commission. As part of the construction plan for the new building, the parking lot will be reconfigured in order to minimize the amount of lost parking spaces to approximately 40 spaces, leaving sufficient parking required by the City's zoning code.

Because residents in the neighborhood directly adjacent to the Shops at Rossmoor may have some questions and concerns about the new use, new building, parking reconfiguration, and design/landscape changes, Shops at Rossmoor conducted a neighborhood meeting.



*Over 65 people attended the neighborhood meeting.*

## **WHERE AND WHEN**

The neighborhood meeting was held on January 27, 2016, from 6 to 8 p.m., at the Old Ranch Country Club. This location was selected because of its proximity to the Shops at Rossmoor and the residents.



## **MEETING PURPOSE**

The purpose of the meeting was to:

- Provide information and answers about the planned project.
- Solicit questions, concerns, and ideas from the residents of the adjacent neighborhood, and answer questions to the extent possible.
- Use the public input to fine tune the health club design plans, where feasible.
- Continue to build the relationship between the Shops at Rossmoor and the community.

## **NOTIFICATIONS**

Approximately 10 days before the neighborhood meeting, a flier was distributed to residents living near the project site. Hand delivery and U.S. Mail were used. After the delivery of the fliers, some recipients forwarded the flier to other interested residents. Attachment A contains the flier, and Attachment B contains a map showing the extent of initial flier distribution and delivery method.

The flier provided contact information for questions about the project and the meeting. Approximately five emails were received from community members before the meeting, and timely responses were sent to all.

## **ATTENDANCE**

Approximately 65 people attended and participated.

## **FORMAT**

The meeting began with a welcome and explanation of the purpose of the meeting, and then a short presentation was given about the health club, including location, landscape enhancements, parking reconfiguration, Seal Beach Boulevard street improvements, and construction timeline. Following the presentation was an approximately 90-minute period for attendees to ask questions and share concerns. Representatives of Shops at Rossmoor provided answers and responses as questions were asked. Attendees also used an Input Card to submit questions and comments. A professional facilitator managed the meeting to ensure that all attendees had a chance to comfortably participate and be heard.

## **DISCUSSION THEMES**

Themes in the questions, ideas, and concerns in the community's input are summarized below.

### **-Support for the Use**

Many people who spoke at the meeting said that they like the idea of a new health club at the Shops at Rossmoor and may use the facilities.

### **-Parking**

People's questions about reconfiguration of the parking varied depending on where they live. The main question from residents of single-family homes asked about whether parking restrictions will be enforced. This was sometimes followed up with a concern that condominium residents may have to park on streets in front of single-family homes, potentially forcing residents to pursue a neighborhood permit

parking program. The main question raised by condominium residents was where they would park if they could not use the lot at the center, citing insufficient spaces in their developments.

**-Traffic & Circulation**

Concerns about circulation tended to focus on people's experience of existing congestion and the effect of the new health club traffic. Some questioned whether a new turn lane on Seal Beach Boulevard could achieve improvements. There were many who asked and offered ideas for finding another access point other than Rossmoor Center Way. While the peak hour of the health club is 5pm to 6pm, concerns were expressed about increased morning traffic occurring during peak traffic for taking kids to school, getting to work, etc.

The existing traffic volume on Rossmoor Center Way also was of concern, especially at the intersection with the Sprouts driveway.

**-Pedestrian Safety**

Some meeting attendees talked about Rossmoor Center Way being a neighborhood walking street, and expressed opinions about the presence of some existing safety hazards for pedestrians. Questions were raised about the potential for traffic associated with the health club to increase safety hazards. Additionally, several people identified ideas for making Rossmoor Center Way feel safer and comfortable for walking.

**-Location**

Questions were raised about the possibility of the new health club being located somewhere else in the center or in Seal Beach. Several questions focused on the possibility of adding a smaller boutique health club to the center.

**-Aesthetics**

Meeting attendees appreciated the team sharing the landscape concepts. Several suggested adding more landscaping and bigger trees to screen the new building from the residential properties, and looking for ways to make the new building better fit into the neighborhood.

**-Construction**

The construction process was the subject of many questions, including how long will construction take, what are the construction hours, will Rossmoor Center Way and the parking lot be affected.

**-Other Items**

The community raised concerns about whether or not a crime study was conducted and would the project include electric vehicle charging stations.

**-Approval Process**

Several people asked about the City of Seal Beach's process for reviewing and approving the project. Topics included environmental review, preparation and review responsibilities for the traffic study, and potential involvement of the County of Orange in the process.

**Attachment A**  
**Neighborhood Meeting Notification Flier**

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# Neighborhood Meeting

Hosted by

THE SHOPS AT  
**ROSSMOOR**  
SEAL BEACH

**YOU ARE INVITED!**

Wednesday, January 27, 2016 | 6-8 pm

Old Ranch Country Club | Lagos Salon | 3901 Lampson Ave, Seal Beach

Planning for a new health club is underway at the Shops at Rossmoor. It will be built on a portion of the under-used parking lot in the back of the center, generally located behind the Sprouts market along Rossmoor Center Way. The existing parking stalls and lanes will be reconfigured to continue to support the center's guests and operational needs of the shopping center, including employee parking.

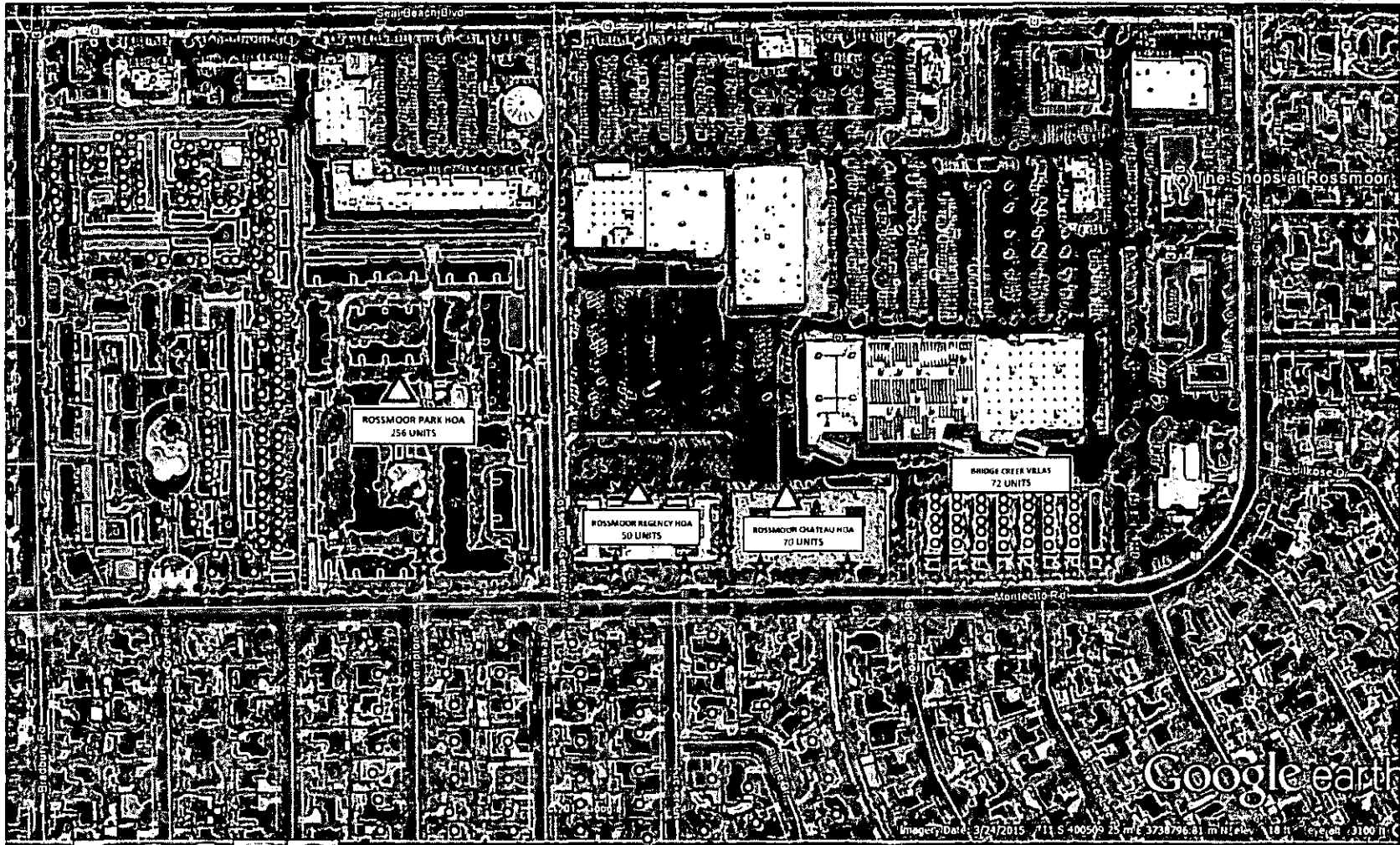
We are hosting a neighborhood meeting to share information about the new health club project and to address questions and comments that you might have. The health club will serve as a enjoyable neighborhood asset for fitness, and we look forward to telling you more about it.

**APPETIZERS AND REFRESHMENTS WILL BE SERVED**

If you have any questions about the neighborhood meeting or the new health club, please contact Martin Potts at [Marty.Potts@am.jll.com](mailto:Marty.Potts@am.jll.com).

**Attachment B**  
**Flier Distribution Map**

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**NOTIFICATIONS for NEIGHBORHOOD MEETING updated Jan 20 2016**

○ = Delivery to Door = 170 flyers

★ = Posting at Entrances to Condos/Apartments = 11 flyer posting

△ = US Mail = 376 flyers



**The Shops at Rossmoor Health Club**  
**Meeting Minutes COMMUNITY OUTREACH MEETING**  
**Meeting Date: 3/10/16**

Those in Attendance		
Joan Isaacson	KATZ	50 Residents in Attendance
Nick Roberts	LAF	
Martin Potts	JLL	
Bill Estenger	JLL	
Ken Wilhelm	LSA	
Donson Liu	LSA	

**PUBLIC COMMENTS**

PUBLIC COMMENT #1

*In the City's previous Traffic Studies, the City gave Rossmoor Center Way an "F"  
 People will drive to Bradbury Road and avoid Rossmoor Center Way*

PUBLIC COMMENT #2

*The # of cars that can STACK from the Sprouts 4-way back to Seal Beach Blvd is only 9 cars....very limited capacity in this critical area*

PUBLIC COMMENT #3

*St. Cloud residents are not able to get out thru Montecito Road*

PUBLIC COMMENT #4

*How many people will be coming to LA Fitness?  
 Traffic Engr. LSA answered: approx. 52 cars in the morning peak hour, and 131 cars in the afternoon peak hour  
 Approx. 10% would be on Montecito.*

PUBLIC COMMENT #5

*The intersection of Rossmoor Center Way and Montecito is a terrible offset intersection with the main car entrance to RCHOA at the same intersection*

PUBLIC COMMENT #6

*There's too many trees....burglars use the trees to climb over the wall into the adjacent condos  
 Wall is not high enough*

## Shops at Rossmoor Health Club – Community Outreach Meeting Mar 10 2016

### PUBLIC COMMENT #7

*What are the hours of operation for the new health club*

Nick answered: 5am-11pm M-Th 5am -10pm Fr 8am to 8pm Sat Sun

### PUBLIC COMMENT #8

*When the Traffic Engineer was forecasting traffic, did you assume that the main access to get to the Gym was from Rossmoor Ctr Way?*

*Did you consider the TYPE of drivers and driver PATTERNS?*

*Gym users (rushing to get to a fitness class) are similar to mom's dropping their kids off at school...very chaotic...like ants fleeing water and they hit a root.*

### PUBLIC COMMENT #9

*How LONG did the Traffic Engineer study the traffic*

Traffic Engr LSA answered: months

In the last 3 weeks we even conducted field monitoring of the Seal Beach Blvd conditions.

We took video of the actual weekday traffic and you can see that traffic is consistent with field observations and resident input regarding congestion along Rossmoor Center Way. There is some congestion along Rossmoor Center Way within the shopping plaza, but Seal Beach Boulevard is fine.

### PUBLIC COMMENT #10

*The City should conduct a SEPARATE independent Traffic Study to represent the concerns of the neighborhood*

### PUBLIC COMMENT #11

*I am hereby requesting that an EIR and a Noise Impact Study be conducted.*

### PUBLIC COMMENT #12

*How many visitors per day will visit LA Fitness*

Nick answered: 700 – 800 members per day

### PUBLIC COMMENT #13

*Why doesn't Shops at Rossmoor find another tenant?*

### PUBLIC COMMENT #14

*Residents want a SMALLER business instead of this large business*

### PUBLIC COMMENT #15

*The existing parking lot is already full....all the S.a.R. employees are parking there*

### PUBLIC COMMENT #16

*I am concerned about all the excessive lighting/glare coming from the new gym*



## Shops at Rossmoor Health Club – Community Outreach Meeting Mar 10 2016

### PUBLIC COMMENT #17

The RCHOA Condos across the street has its primary AUTO EXIT directly onto Rossmoor Center Way. Typically, the residents make a LEFT onto Rossmoor Center Way. With the new gym, there will be so much traffic that the residents will NOT be able to make the left hand turn as they exit the condo. Maybe you will need to prohibit left turns exiting the RCHOA onto Rossmoor Center Way.

### PUBLIC COMMENT #18

131 Cars will be slamming their doors at 5am.  
Who is performing the Noise Surveys (existing, and proposed)?  
Marty answered: If Noise is determined to be an IMPACT, then CEQA will require Noise to be studied further.

### PUBLIC COMMENT #19

The majority of existing Seal Beach Traffic is going somewhere else.  
How about adding a Traffic Signal at the 4-way Sprouts/PeiWei intersection?

### PUBLIC COMMENT #20

How about adding a dedicated right-turn lane?

### PUBLIC COMMENT #21

How many existing parking stalls are there?  
Semi-Trailers are also parking in this parking lot.  
How many extra stalls will be left?

### PUBLIC COMMENT #22

Where do the LA Fitness members come from?  
Nick: 80% of LAF members come from the immediate neighborhoods...typically a 3 mile radius as the crow flies.  
This is a suburban club.

### PUBLIC COMMENT #23

There is no security at this shopping center.  
The guy in the golf cart is NOT real security.

### PUBLIC COMMENT #24

Montecito Road has had history of accidents.

### PUBLIC COMMENT #25

I have been a Rossmoor Resident since 1960.  
Rossmoor was intended to be a walled community for this exact reason....Rossmoor was intended to be a closed community.

## Shops at Rossmoor Health Club – Community Outreach Meeting Mar 10 2016

### PUBLIC COMMENT #26

*The Traffic Studies don't account for the fact that in this area the pedestrians are Senior citizens who take LONGER to cross the streets Seal Beach Blvd*

### PUBLIC COMMENT #27

*Would LA Fitness consider changing their hours of operation...maybe 6am to 10pm? (so that residents can SLEEP)*

### PUBLIC COMMENT #28

*The new noise will be amplified by the Sprouts building reflected noise*

### PUBLIC COMMENT #29

*Shops at Rossmoor is making a big mistake  
This project is ENRAGING your customers  
Rossmoor residents oppose this project  
Property Values will decrease because of this project  
Shops at Rossmoor is going to push all the condo resident parking into the neighboring SFR streets  
This project is HURTING the community of Seal Beach*

### PUBLIC COMMENT #30

*The Rossmoor residents will may choose to stop shopping at S.a.R. (if the LA Fitness is constructed)*

### PUBLIC COMMENT #31

*Need to add a Right-Turn Only Lane*

### PUBLIC COMMENT #32

*Did the Traffic Engineer study the pedestrians at the 4-way stop intersection at Sprouts/PeiWei?*

### PUBLIC COMMENT #33 (O.C. Transportation Planner)

*The 2012 City of Seal Beach Traffic Study included a Parking Analysis where they acknowledged that the condo residents park in the Shops at Rossmoor*

*The 2012 Traffic Study identified 2 Zones of parking for the condo residents within S.a.R.*

*The big elephant is RCHOA*

*RCHOA has 3 pedestrian exits onto Rossmoor Center Way...*

*Therefore we need controlled crosswalks from RCHOA to S.a.R (across Rossmoor Center Way)*

*The history of the condos is as follows*

*1969 : they were apartments*

*1979: converted to condos*

**Shops at Rossmoor Health Club – Community Outreach Meeting Mar 10 2016**

**PUBLIC COMMENT #34**

*The LSA Traffic Study has not taken human behavior into consideration*

**PUBLIC COMMENT #35**

*Rossmoor Center Way should be CLOSED permanently at Montecito Road  
Historically street closures HAVE occurred in the past*

**PUBLIC COMMENT #36**

*Are there any other businesses that can be developed at this location (instead of a gym)?*

**PUBLIC COMMENT #37**

*This is a terrible location for LA Fitness  
There are no members coming from the south (Leisure World)  
There are no members coming from the east (College Park).*

**PUBLIC COMMENT #38**

*There was an athletic club at Shops at Rossmoor before and it failed. (Rossmoor Athletic Club 2004).*

**PUBLIC COMMENT #39**

*What is the height of the building?  
MP Response : 35ft*

**PUBLIC COMMENT #40**

*The old movie theater failed....it brought a lot of crime and problems to the area*

**PUBLIC COMMENT #41**

*City of Los Alamitos has started limited parking on Los Alamitos Blvd and trying to change the speed limit (reduce) on Seal Beach Blvd  
Audience Member Response : That is NOT true, and I should know because I am on the City of Los Alamitos Planning Commission*

**PUBLIC COMMENT #42**

*The Sprouts Market is the closest market to my house, but I refuse to go to Sprouts because of the traffic...I go to the market across Seal Beach Blvd*

**ATTACHMENT 6**  
Correspondence Received After May 18, 2016

**From:** Kelli ~~krehling@horntalk.com~~  
**Sent:** Friday, May 20, 2016 3:25 PM  
**To:** Crystal Landavazo  
**Subject:** proposed health club

Good afternoon,

I am writing on behalf of my family and neighbors. We ask that you, please, oppose the proposed health club at Rossmoor Center. We moved to Rossmoor for the community, high caliber schools, safety etc. This quality of all of these wonderful things is slowing being brought down by the over building in the Rossmoor center. Since we moved in the traffic has increased drastically as has the crime rate. We need to say enough is enough. Not every inch of the property needs to be filled with another business. Please take into consideration the local families. Take a drive through the street between Sprouts and Pei Wei. Go at several different times of day. You will see that the four way stop is a complete nightmare! Traffic is always backed up and it is very dangerous for pedestrians. The neighborhood kids love to walk over to CPK or In-n-Out, but adding upwards of 800 cars a day will make it very unsafe for them to walk through that area. We don't even need a study to tell us this. Its blatantly obvious and anyone who doesn't realize this is obviously looking at the bottom dollar for this construction and not the safety and well being of the community. Also, many Seal Beach residents drive up Seal Beach Blvd. to get to the high school. This street is also very impacted already and we are going to add more cars to that. This will increase drive times for the Seal Beach residents as well as impact their safety too. As a Rossmoor home owner, a person who values our community and volunteers throughout for the betterment of it, and most importantly as a mother, I ask you to kindly rethink this idea. It will have a very negative impact on so many levels. Please stop this project from going forward. Please think about the citizens and not just the bottom dollar.

Thank you for your time and consideration,

Kelli Rehling



May 28, 2016

- Ref: 1) Notice of Intent to Adopt a Mitigated Negative Declaration and  
2) Initial Study, Rossmoor Health Club, Conditional Use Permit (CUP)15-7

Attachment: Comments to Initial Study, ref. 2

Dear interested and concerned parties,

Please find my comments attached. I have organized my comments by Study Report section number. Prefacing each section is a table summarizing the City's initial finding, along with an alternate finding based upon my review of the report, its references (and omissions), as well as photos, measurements, and supplemental materials to substantiate them. These alternate finding level(s) do not include any mitigation steps suggested herein, other than those proposed with ref. 1.

In the opinion of the undersigned, the project should NOT be approved as a consequence of the detrimental impact not only to Shops at Rossmoor (SoR) neighbors, but to present and future customers of, as well as commercial tenants at, SoR. This stems from the number of additional trips cited, displacing existing mall customers and pushing traffic levels into aggravation range, even in the absence of holidays.

In the present, challenged economic environment, many shopping centers in O.C. have suffered an inexorable downward spiral following short-sighted decisions by property owner or developer. It seems reasonable that the City of Seal Beach should take every legal step to discourage the project so that it does not needlessly suffer the consequences and liabilities of the developers self-inflicted wound.

Best regards,

Craig Maunders  
12200 Montecito Road, Apt. J206  
Seal Beach, California  
90740

#### 4.4 - Biological Resources

#### Initial Study

#### Alternate Assessment

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species...

No Impact

Possible Impact

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified...

No Impact

-

c) Have a substantial adverse effect on federally protected wetlands...

No Impact

-

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established... corridors... nursery sites?

No Impact

Possible Impact

e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation...

Less Than Significant

-

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community...

No Impact

-



#### 4.4 - Biological Resources

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species...

d) Interfere substantially with the movement of any native resident... wildlife species or with established... ..nursery sites?

The Initial Study asserts (page 30) that “the probability of existence of designated species... is very low.”

Shops at Rossmoor is known to be occupied, if not presently nested, by at least one wildlife species of raptor, possibly owl. One source suggests that all owl species are Federally protected.

Determination of protected status derives from determination of species which must be made by a qualified naturalist with specialist expertise. There is no indication in the Initial Study that this has been accomplished.

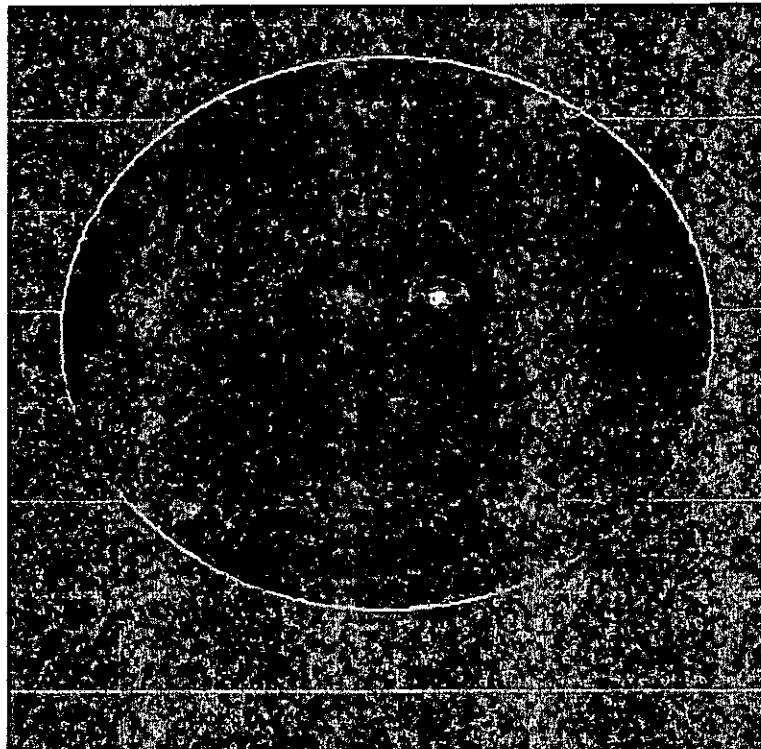
With the implied possibility of use of graders, pile drivers, heavy construction vehicles and/or the like, impact to any nesting presently underway or within the project development period is likely.

As suggested by the traffic analysis, approach to and departure from the developed fitness center could allocate a substantial portion of new traffic load through Town Center, as well as the South, Southwest, and Western complex entrances, in addition to the most direct path thru Rossmoor Center Way.

Interference with the creature(s), due to this operational traffic would depend heavily upon the sensitivity of the species in question. It would appear imperative that the City retain necessary expertise to definitize species identification, status, and impact, rather than engage in assertions of “probabilities”

Suggested possible mitigation measures:

- If nesting/nursery will be in progress during proposed construction/development as scheduled, reschedule it so that it is not.



#### 4.12 - Noise

#### Initial Study

#### Alternate Assessment

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?

Less Than  
Significant

-

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

Less Than  
Significant

Potentially  
Significant

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

Less Than  
Significant

Significant Impact

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

Less than  
Significant w/  
Mitigation

Potentially  
Significant

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?

Less Than  
Significant

-

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?

Less Than  
Significant

-

## 4.12 Noise

### b) Ground borne vibration or noise

1. It is likely that the residents of the condominium complex situated directly north of the proposed project would not consider noise emanating from pile drivers, graders, jack hammers and the like (88.9 dB, ref. page 57) , that are sufficient to cause damage to the ears (per National Institutes of Health, 85 dB in the absence of hearing protection), “Less than significant impact.” To the extent that these construction activities may be undertaken as part of the project, it would appear they are therefore “Potentially Significant.”

Suggested possible mitigation measures:

- Provide appropriate and timely warning notice in advance of noisy construction activities exceeding NIH limit cited above, at 233 feet, and especially emphasize the hazard to children.
- Arrange for training in the use of and distribution of earplugs to impacted community before onset of offending construction activity .

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

The Initial Study (page 54, ¶2), that “the proposed project will not result in any new uses or traffic generation that would increase noise levels in the vicinity...” clearly this is untrue, for at least two reasons:

1. The Initial Study itself identifies 1,218 daily trips generated due to the health club (page 69, table 15), although it does not state how it obtained this number. Current parking usage in the project area have been observed, if special events like “Taste of Los Alamitos,” are excluded, to range from 42 to 112, depending on time of day, and includes employee and customer (principally Pei Wei and Sprouts), along with historically tolerated parking by neighborhood residents. Like individual employees, individual residents do not generally come and go every hour of the day as fitness customers collectively do. Of the two, the new fitness usage will dominate and bring a increase in traffic noise, along with auto door and trunk slamming events, conversation and the like. These will occur without regard to, nor coordination with, freight arrivals or unloads at existing stores (which have been observed in both morning and afternoon hours), nor activation of waste compactors. The associated increased and existing noise(s), therefore, would need to be combined according to the logarithmic scale as alluded to in the first paragraph of page 53. From existing noise measurements, estimates of present trip counts vs combined total, the increase due to **parking lot noise alone** (i.e. excluding traffic noise) can be shown to be in excess of 3 dB. The city should perform said estimates and calculations, and publish them in an update substantiating the objective basis on which it makes its claim.

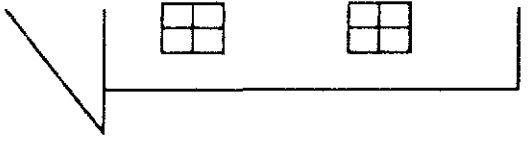
2. Even in the absence of new traffic, the building itself, where it is presently proposed, will take on the unintended new use of “acoustic reflector,” amplifying the increased traffic noise from Rossmoor Center Way, and sending it to the condos to the north, where the former traffic noise was largely reflected away by the carport wall. With the height of the new building, both the northerly and southerly directed noise will be directed towards bedroom windows. See attached schematic illustrating this. Independent noise measurements taken at the approximate location of the proposed new building northern wall showed peaks from 72.5 dB(A) to 80.5 db(A) under a very limited measurement period.

Possible mitigation measures:

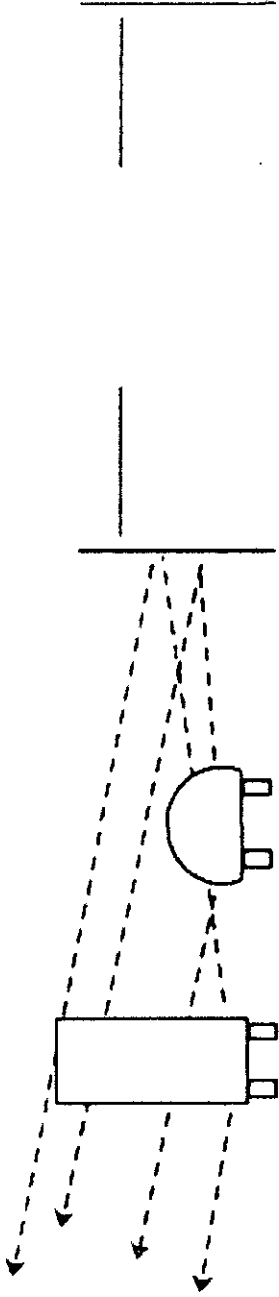
- Move the proposed development south, such the additional distance will bring reduction to noise levels at bedroom windows.
- Add acoustic-absorbing materials to the exterior of west and north facing walls sufficient to drop reflected noise by 10 dB(A) or more.

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

1. Same as 4.12 Noise - b) Ground borne noise, above

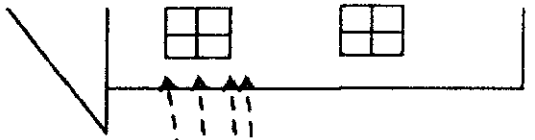


Condos

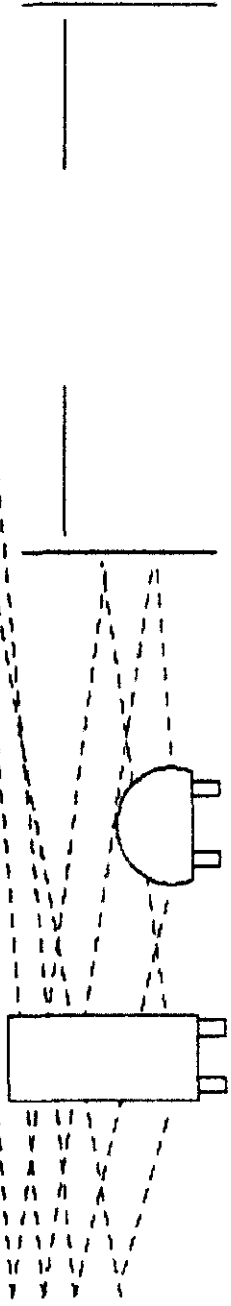


Carports

Vehicles on Rossmore Center Way



New Bldg.



#### 4.16 - Transportation and Traffic

#### Initial Study

#### Alternate Assessment

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness...

Less Than Significant

-

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other...

No Impact

-

c) Result in a change in air traffic patterns...

No Impact

-

d) Substantially increase hazards due to a design feature... or incompatible uses...

No Impact

Significant Impact

e) Result in inadequate emergency access?

Less Than Significant

-

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?

Less Than Significant

-

## 4.16 - Transportation and Traffic

Although the city is to be commended in its efforts to analyze the proposed project's impact to the major arterial Seal Beach Blvd. (SBB) as is reflected the Initial Study and accompanying materials. It is unfortunate then, to discover that the study thus undertaken cannot be relied upon for numerous reasons...

- 1) Guidance and methods drawn from the Highway Capacity Manual 2010, volume 2 specifically limits its applicability to multi-lane highways with signals at least 2-miles apart on average or two-lane highways with signals or STOP signs at least two miles apart. Volume 3 addresses interrupted flow including on-street pedestrian and bicycle flow (chapters 16-19). The first is clearly not the case for the subject project. As for the second, there is no evidence in the Initial Study that either pedestrians, nor bicycles were taken into account. This is especially troubling as high-school students are known to cross at SBB, and both students and customers are known to cross at Rossmoor Center Way (RCW). Impact to both LOS (level-of-service) and queuing data, especially for RCW, must be taken with more than a grain of salt.
- 2) According to the HCM (chapter 6 and 7), page 6-26 simulation results, if used, should be compared with observed data collected in the field. The purpose of this activity is to adjust the parameters in the model so that simulation results correspond to real-world situations. Trip data collected from LA Fitness facilities in Garden Grove (see bar chart), show a pronounced non-uniform distribution throughout the hour which is not surprising because LA Fitness has both scheduled events (see example table), as well as encourages members to participate in competitive or tournament-style workouts, e.g. basketball. There is no evidence that simulation parameters were so adjusted - leaving the results of SimTraffic, cited in the LSA attachment in doubt.
- 3) Also, according to the HCM, (page 5-14) "at time of publication, there was insufficient research to be able to provide pedestrian and bicycle LOS for urban street intersections except for signal controlled intersections and -for pedestrians only - two-way STOP-controlled intersections" Clearly at RCW, a key intersection of the study 4-way STOP is impacted every time pedestrians cross.
- 4) The traffic analysis assumptions in Initial Report assumes RCW is a 30-mph thru-street of three (3) lanes. Attached photos show posted and placarded speed limit at 25-mph. Attached photos show county and delivery vehicles parked on RCW, funneling traffic down to a lane and a half. Both assumptions presume enforcement that has not been in evidence as of late, and/or change to official speed limit and further cast doubt on study results.
- 5) Existence of residential gate located north of and between Sprouts loading dock (west) and its front door (east), and which empties onto RCW. As the Condo complex houses 256 units, dozens of vehicles exit, primarily during morning hours, and pose a potential of further blocking westbound traffic as residents attempt to negotiate into either east or west bound lanes. None of the traffic study materials appear to recognize this possibility.
- 6) Traffic study does not recognize, or acknowledge intersection-blockage events at Internal Driveway and RCW. These occur with and without pedestrian crossing there, as a result cross-walking pedestrians blocking traffic in front of Sprouts. These are then compounded by confusion about whose turn is next.

### **d) Substantially increased hazards due to a design feature...**

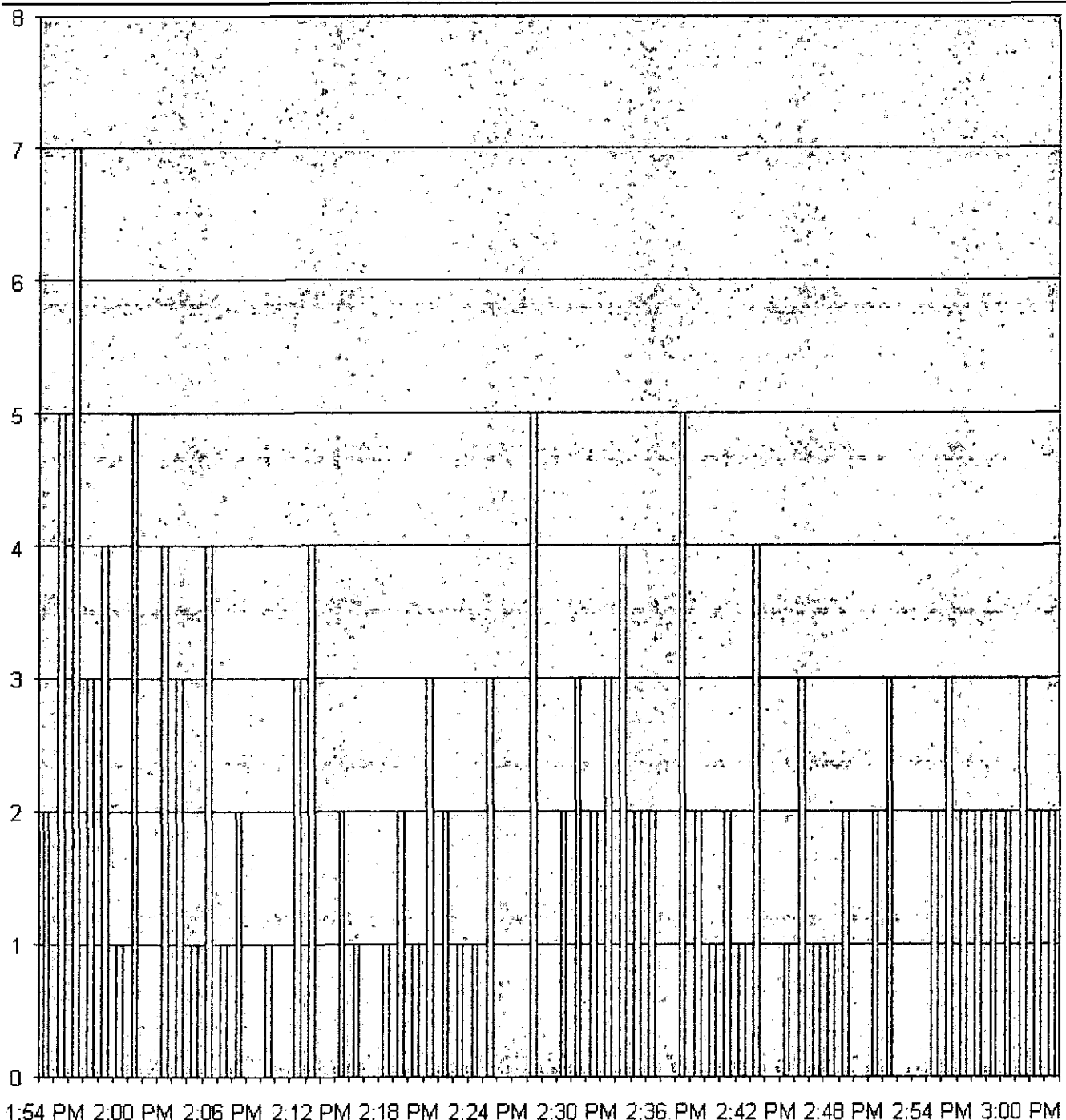
Residents already encounter a challenge cited in connection with Traffic Study deficiency 5) above, and already encounter both "California Stops," as well as clear runs thru the STOP sign at Internal Driveway and RCW. This makes it difficult for gate-exiting residents to judge when it is safe.

This hazard will invariably increase as traffic demand destined west of the gate increases due to the project.

In addition, the study cites two-car-length queues east-bound on RCW at the 4-way STOP. At a level of only 4 car lengths, the east-bound queue there will cause east-bound exiting residents of the condo to block the west-bound lane. Because of the reasons cited above, primarily reasons 2) and 4) this is anticipated to happen.

The study does not address this, but a new queue will exist with left-turning traffic in the west bound lane of RCW directly behind the Sprouts store. This queue will occur whenever traffic must wait for right-of-way to turn across the east-bound lane. The east-bound lane will be seeing existing, and an increase, including bursts of cars from new exiting traffic from the athletic center at the West Rd / RCW intersection. At a level of only 3 car lengths, the west-bound queue behind Sprouts will cause west-bound traffic, including exiting residents of the condo, to be blocked, and east-bound traffic condo residents will not be able to see for safe exit.

Should an emergency veh. or ambulance be seeking to traverse RCW in either of these instances, it too would be delayed.

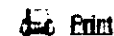


**GG LA Fitness Vehicle Trips 5/11 2-3 PM**

LA Fitness | Class Schedule (Print Version) - GARDEN GROVE - GARDEN GROVE, CA Page 1 of 1



11932 VALLEY VIEW STREET, GARDEN GROVE, CA 92845 - (714) 379-9744



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
05:45 AM			<u>Cycle (Ana Sofia)</u>		<u>Cycle (Ana Sofia)</u>		
08:30 AM	<u>Body Works Plus</u> <u>Abs (Amy)</u>	<u>Body Works Plus</u> <u>Abs (Ruth)</u>	<u>Zumba® Class</u> <u>(Jan)</u>	<u>Cycle (Ruth)</u>	<u>Yoga (Jonathan)</u>	<u>Body Works Plus</u> <u>Abs (Ruth)</u>	<u>Zumba® Class</u> <u>(Layne)</u> <i>Kickbox Cardio</i> <i>Temporarily</i> <i>Unavailable</i>
09:00 AM			<u>Aqua Fit (Kim)</u>		<u>Aqua Fit (Ana Sofia)</u>	<u>Aqua Fit (Lynn)</u>	<u>Aqua Fit (Kim)</u>
09:45 AM	<u>Zumba® Class</u> <u>(Sabrina)</u>	<u>Power Circuit (Jan)</u>	<u>Yoga (Jenna)</u>	<u>Zumba® Class</u> <u>(Jan)</u>	<u>Zumba® Class</u> <u>(Carole)</u>	<u>Cycle (Ana Sofia)</u>	<u>Zumba® Class</u> <u>(Layne)</u>
11:00 AM	<u>Yoga (Paul)</u>	<u>Yoga (Marisha)</u>		<u>Yoga (Paul)</u>		<u>Yoga (Jenna)</u>	<u>Yoga (Yi-chun)</u>
04:30 PM		<u>Yoga (Alec)</u>	<u>Zumba® Class</u> <u>(Bernadette)</u>	<u>Yoga (Corina)</u>	<u>Zumba® Class</u> <u>(Bernadette)</u>		
05:45 PM		<u>Zumba® Class</u> <u>(Jan)</u>	<u>Steap Plus Abs</u> <u>(Anna)</u>	<u>Power Circuit</u> <u>(Jan)</u>	<u>Cycle (Cindy)</u>	<u>Zumba® Class</u> <u>(Monica)</u>	
06:00 PM		<u>Aqua Fit (Barbara)</u>		<u>Aqua Fit (Kim)</u>			
07:00 PM		<u>Yoga (Samantha)</u>	<u>Zumba® Class</u> <u>(Bernadette)</u>	<u>Yoga (Corina)</u>	<u>Body Works Plus Abs</u> <u>(Dwayne)</u>		
08:00 PM		<u>Zumba® Class</u> <u>(Andrea)</u>	<u>Yoga (Jennifer)</u>		<u>Zumba® Class</u> <u>(Hugo)</u>		

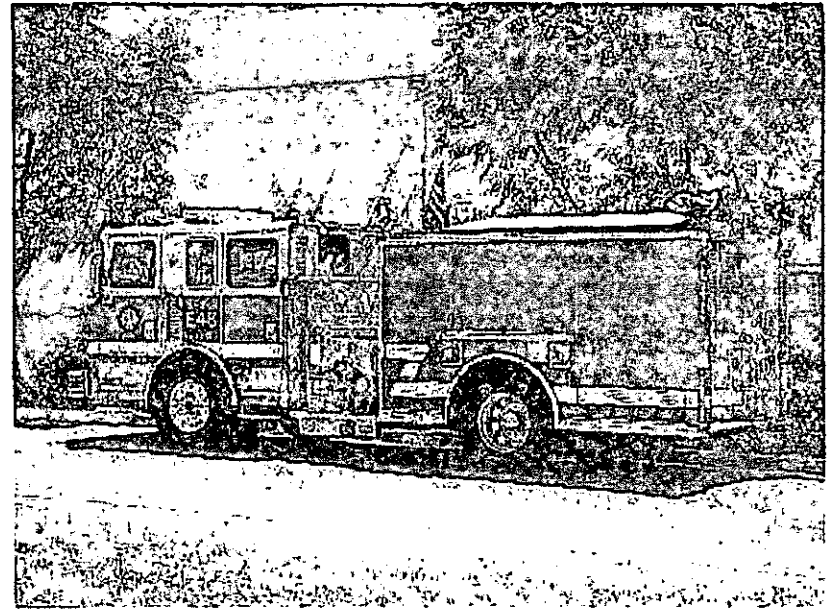
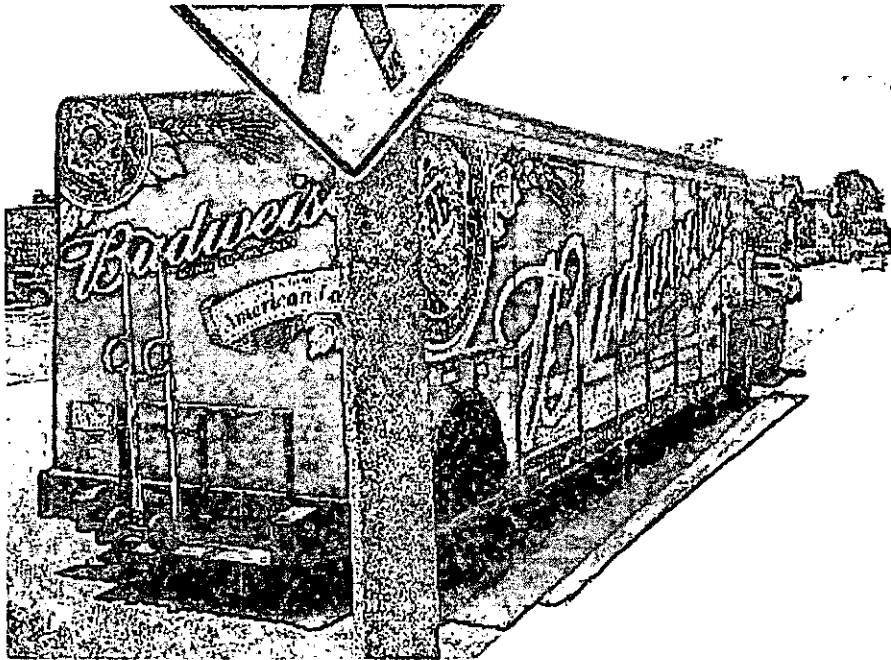
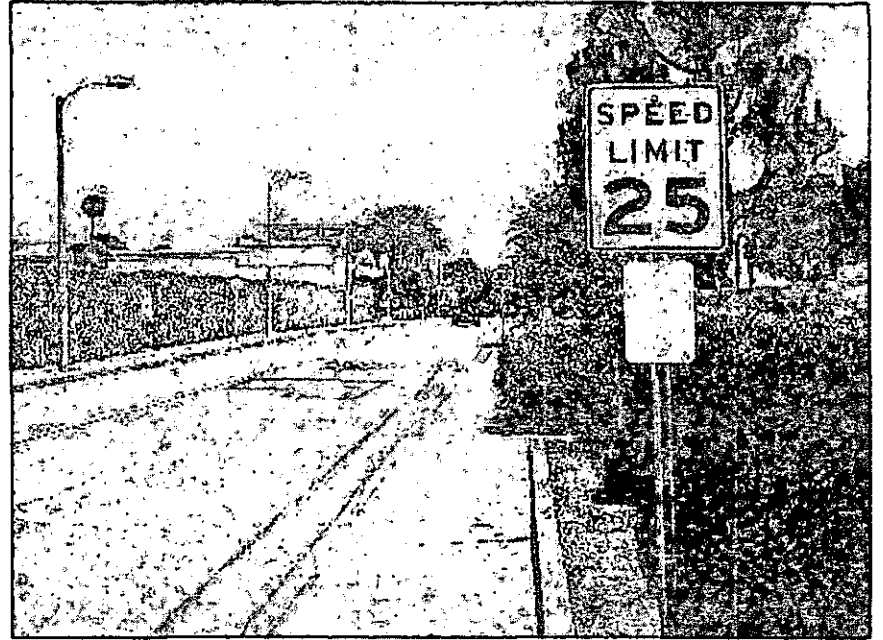
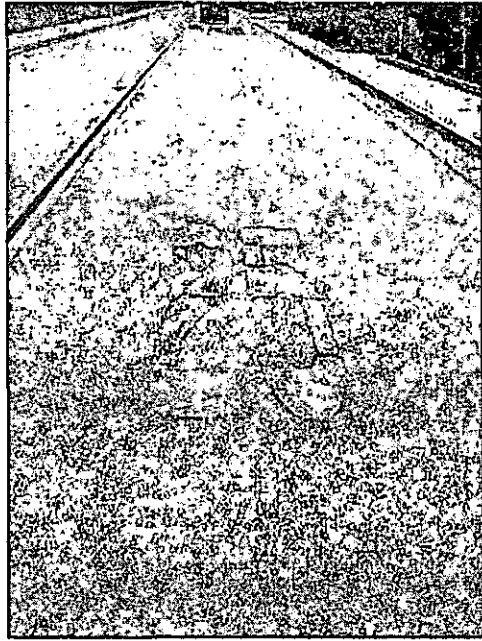
\* Substitute instructor

Schedule last updated on 05/04/2016.

Location Hours: ( Holiday hours may vary.)	
Monday - Thursday	4:30am - Midnight
Friday	4:30am - 10:00pm
Saturday - Sunday	7:30am - 8:00pm

Kids Klub Hours: ( Holiday hours may vary.)	
Monday - Friday	8:00am - 12:30pm
Saturday	4:00pm - 8:00pm
Sunday	8:00am - 12:30pm
	Closed





**CLOSED  
SESSION**