

AGENDA

LAND USE AND DESIGN REVIEW COMMITTEE

September 13, 2012
9:00 A.M.

Laguna Woods City Hall
Council Chambers
24264 El Toro Road
Laguna Woods, CA 92637122

AGENDA DESCRIPTION: The Agenda descriptions are intended to give notice, to members of the public, of a general summary of items of business to be transacted or discussed. Any person wishing to address the Land Use and Design Review Committee on any matter, whether or not it appears on this agenda, may do so under the appropriate section of the agenda. Whenever possible, lengthy testimony should be presented to the Committee in writing (12 copies) and only pertinent points presented orally. Requests to speak to items on the agenda shall be heard at the appropriate point on the agenda; requests to speak about subjects not on the agenda will be heard during the Public Comment section of the meeting.

I. CALL TO ORDER

II. ROLL CALL

III. COMMITTEE BUSINESS

- A. Conditional Use Permit application CUP-745 – AT&T Wireless expansion on the Rossmoor Towers at 24055 Paseo del Lago.

RECOMMENDED ACTION: Review and discuss the proposed cellular site modifications, and recommend approval of Conditional Use Permit Application CUP-745 to the City Council subject to the recommended conditions of approval.

- B. Initial Study/Negative Declaration ND 12-02 – Aliso Creek Pedestrian Bridge and Service Road Re-Construction.

RECOMMENDED ACTION: Review and discuss the Initial Study and proposed Negative Declaration, and recommend approval to the City Council.

IV. PENDING PROJECT UPDATE

- A. Moulton Parkway Smart Street – Phase II
- C. City Hall Exterior Renovations
- D. El Toro/Aliso Creek Intersection Improvements – Phase II

V. COMMITTEE MEMBER COMMENTS

VI. PUBLIC COMMENTS

VII. ADJOURN

The next regularly scheduled meeting is October 11, 2012; meetings may be cancelled if there is a lack of agenda items.

RECAP

LAND USE AND DESIGN REVIEW COMMITTEE

August 9, 2012
9:00 A.M.

Laguna Woods City Hall
Council Chambers
24264 El Toro Road
Laguna Woods, CA 92637122

I. CALL TO ORDER

II. ROLL CALL

Present: Doran, Glick, Hatch, Heilbronner, Joss, Lindstrom, Schneider, Sortino, Hamm (arrived after item III-A)

Absent: Preli

III. COMMITTEE BUSINESS

A. Change Plan for Modifications to Existing Wireless Facility – CP-814 (Attachments)

The Committee discussed the changes in the federal law with respect to cell phone tower modifications. Minor modifications no longer require a conditional use permit, but can be accomplished by a change plan. CP-814 is a proposed improvement to an existing mono-pine cellular tower at 24141 Mouton Parkway. It was initially filed as a conditional use permit (prior to the change in the law); it has been re-submitted as a change plan. Committee members discussed the scope of the improvement, the visibility of the tree and the equipment shed and radiation impacts. Upon a motion, the change plan was unanimously approved.

IV. PENDING PROJECT UPDATE

The City manager provided an update on the following projects:

A. Ridge Route Linear Park Garden Plots – Landscape Subcommittee has selected the winning plots; they should be constructed during the next two months.

B. Moulton Parkway Smart Street – Phase II – City has completed land acquisition; project will be out to bid in September, with construction beginning in early 2013.

C. City Hall Exterior Renovations – this project will begin in mid-August; city hall entry will be under construction for several months.

D. SCE Streetlight Energy Efficiency Improvements – SCE has agreed to replace streetlights in public rights-of-way; grant funding will pay for the project.

E. El Toro/Aliso Creek Intersection Improvements/Phase II – The City has approved a contract and this project should begin during the next month.

V. COMMITTEE MEMBER COMMENTS

None

VI. PUBLIC COMMENTS

None

VII. ADJOURN

The next regularly scheduled meeting is September 13, 2012; meetings may be cancelled if there is a lack of agenda items.

City of Laguna Woods Agenda Report

FOR: September 13, 2012, Land Use Design Review Committee

TO: Chairman and Members of the Land Use and Design Review Committee

FROM: Brian Kurnow, City Planner

AGENDA ITEM: Conditional Use Permit application CUP-745 – AT&T Wireless expansion on the Rossmoor Towers at 24055 Paseo del Lago.

Recommendation

Review and discuss the proposed cellular site modifications, and recommend approval of Conditional Use Permit Application CUP-745 to the City Council subject to the recommended conditions of approval.

Background

The applicant, on behalf of AT&T Wireless, is requesting a Conditional Use Permit to modify an existing rooftop wireless facility previously approved in 2002 (CUP-23). The overall proposal entails changing out the existing nine – six foot antennas for 12 new eight foot antennas in three sectors and the addition of two radio equipment cabinets within the existing equipment area.

Co-location of antennas or the expansion of a wireless facility is considered “minor” facilities because of their minimal potential for physical and visual impact to the surrounding properties. Even though the proposal is minor, at the time of application, the Municipal Code required that the project obtain a conditional use permit.

This application, if approved, would be the 4th entitlement related to wireless telecommunications facilities at the subject site.

ITEM III-A

On June 19, 2002, the City Council approved Conditional Use Permit CUP-23 allowing for the construction of six antennas and four equipment cabinets for AT&T Wireless.

On January 2003, the City Council approved Conditional Use Permit CUP-68 for the co-location of an additional facility to be operated by Cingular Wireless. The facility installation was in approximately the same location and utilized much of the same equipment screening. With the purchase of AT&T Wireless by Cingular Wireless the second site was redundant and was sold to T-Mobile to enhance their network.

On June 21, 2006, the City Council approved Conditional Use Permit CUP-302 allowing Cingular Wireless to expand the former AT&T Wireless site approved under CUP 23 by adding three additional antennas for a total of nine antennas and increase the size of each individual antenna from four feet to six feet in length.

Adjacent Land Uses to the Proposed Site

Location	Land Use Designation	Land Use
North	RC-Residential Community District	Laguna Woods Village
South	RC-Residential Community District	Laguna Woods Village
East	RC-Residential Community District	Laguna Woods Village
West	RC-Residential Community District	Laguna Woods Village

Discussion

Issue 1: Antenna and Equipment Revisions

The site is currently permitted for nine antennas, each six feet in length. The proposed modification seeks to add three additional antennas for a total of 12 antennas associated with the site. The size of each individual antenna will be increased to approximately eight feet in length, in order to launch its new technology Long Term Evolution (LTE) also known as 4G or 4th Generation technology, a mobile broadband that is meant to improve coverage and quality and increase download speed for internet capability to AT&T Cell phone consumers. Each antenna will be mounted vertically to the building facade or parapet and screened behind new transparent material painted and textured to blend in with the existing building. Antennas in Sectors B and C will be replaced at the same location with the new larger eight foot antennas and screened

ITEM III-A

behind new screen box, painted to match the building. Antennas in Sector A, will be moved from an existing parapet wall above the 3rd floor with a RAD center elevation of 31' and relocated to a new location above the 4th floor with a RAD center of 57'6" and 67'6" in elevation. The proposed modifications will maintain the stealth appearance and will continue to blend with the existing building architecture. The specific orientation and height of each antenna sector has been determined by technical analysis to achieve the network requirements of the applicant.

Issue 2: Interference with Public Safety Equipment

In recent years there has been concern that the increased use of cell phone technology may result in interference with public safety radio frequencies. As a result of this concern, a set of project conditions has been developed to resolve conflicts between public safety equipment and cell phone technology. These conditions contain provisions for testing proposed sites for non-interference with public safety radios and enforcement of non-interference standards. These conditions were incorporated into the prior project approval and remain a condition of the cellular site expansion approval (see wireless conditions).

Issue 3: Location of Equipment Cabinets

In addition to the antenna array, the existing roof mounted equipment will be modified within the existing equipment lease area to accommodate the additional antennas. Currently, AT&T maintains three cabinets. As proposed, one cabinet is to be removed and replaced with two smaller cabinets. The modifications to the equipment cabinets will have no visual impact to the surrounding area and will continue to fully be screened from public view.

Issue 4: Required Findings for City Council

In addition to the required finding for conditional use permits, City Council must make the following findings when approving permits for wireless facilities based on the application and conditions of approval:

1. The proposed facility will not create any significant blockage of public views.
2. The proposed facility will be an enhancement to the City due to its ability to provide additional communication capabilities.

ITEM III-A

3. The proposed facility will be aesthetically integrated into its surrounding land use.
4. The proposed facility will comply with FCC regulations regarding interference with the reception or transmission of other wireless service signals within the City and surrounding community.
5. The proposed facility will operate in compliance with all other applicable federal regulations for such facilities, including safety regulations.
6. That the public need for the use of the antenna facility has been documented.

Environmental Review:

The proposed project is categorically exempt from the requirements for the preparation of environmental documents under section 15301 "Existing Facilities" of the California Environmental Quality Act.

Fiscal Impact:

There is no anticipated fiscal impact for this project. The City does not receive any revenue from the location of this type of facility within the City, and it recovers staff costs associated with processing the planning entitlements and building permits through the collection of standard processing fees paid by the applicant.

Conclusion:

The applicant has satisfied the minimum submittal requirements for a conditional use permit established in the City's Municipal Code, and the proposed modifications are compatible with the prior wireless facility approvals on the property. There are no significant impacts to city finances and the project is categorically exempt from the requirements of the California Environmental Quality Act. Staff recommends that the Land Use and Design Review Committee review the proposed wireless facility expansion and recommend approval to City Council. The Land Use and Design Review Committee comments will be presented with the project proposal when it is considered by the City Council at their September 19, 2012 meeting.

ITEM III-A

- Attached:
1. Draft Conditions of Approval
 2. Coverage analysis
 3. Photo Simulations
 3. Project Plans

DRAFT CONDITIONS OF APPROVAL
CUP-745

GENERAL PROJECT CONDITIONS

1. This permit (Conditional Use Permit CUP 745) is issued for the expansion of the existing wireless facility approved by CUP 23 on June 19, 2002 and CUP 302 approved on June 21, 2006. All applicable City standards and conditions of that approval shall be in place unless specifically superseded by the project conditions referenced within. The proposed expansion shall be in conformance with the site plans stamped approved on September XX, 2012.
2. The applicant, or successor in interest, shall abide by and faithfully comply with any and all conditions of this permit. Failure to comply with the conditions of this permit will constitute grounds for revocation of said permit by the City of Laguna Woods City Council.
3. The applicant, or successor in interest, shall agree, as a condition of issuance of this permit, to at its sole expense, defend, indemnify, and hold harmless the City, its officers, employees, agents and consultants from any claim, action, or proceeding against the City, its officers, agents, and employees to attach, set aside, void or annul an approval of the City Council, Planning Agency, or other decision-making body, or staff action concerning this project. The applicant shall pay the City's defense costs and shall reimburse the City for court costs and attorney fees that the City may be required by a court to pay as a result of such defense. The applicant may at its sole discretion participate in the defense or any such action under this condition.
4. The permit is granted for the property as described in the application and shall not be transferable from one parcel to another.
5. This permit shall become null and void within 24 months from the date of its issuance, unless the proposed development or use has been diligently pursued. The issuance of a grading, foundation, or building permit for structural construction shall be a minimum requirement for evidence of diligent pursuit.

6. The development or use by the Developer of any activity or structure authorized by this permit shall constitute acceptance of all of the conditions and obligations imposed by the City on this permit. The Developer by said acceptance waives any challenge as to the validity of these conditions.
7. Any covenants, conditions, and restrictions (CC&R's) applicable to the subject property shall be consistent with the terms of this permit and the Laguna Woods City Code. Where a conflict exists between the CC&R's and City regulations, the City regulations shall prevail.
8. The applicant and applicant's successors in interest shall be fully responsible for knowing and complying with all conditions of approval, including making known the conditions to City staff for future governmental permits or actions on the project site.
9. The applicant and applicant's successors in interest shall be responsible for payment of all applicable fees along with reimbursement for all City expense in ensuring compliance with these conditions. Fees shall be due within 60 days of approval or prior to final approval of related building permits, whichever occurs first.

PLANNING STANDARD CONDITIONS

10. This approval constitutes approval of the project only to the extent that it complies with the City Zoning Code and any other applicable City standards. Approval does not eliminate the need for building permits or include any action or finding as to compliance or approval of any other applicable Federal, State or Local ordinance, regulation or requirements.
11. Except as otherwise provided herein, this permit is approved as a precise plan for the location and design of the uses, structures, features, and materials shown on the approved plans. After an application has been approved, a change plan may be submitted to the City's Community Development Director for any relocation, alteration, or addition to any use, structure, feature, or material not specifically approved in the original application. If the Community Development Director determines that the proposed change complies with the

provisions, spirit and intent of this approval action, and that the action would have been the same for the changed plan as for the approved plot plan, he may approve the changed plan without requiring a new public hearing.

12. A building permit shall be secured for any new construction or modifications to structures, including interior modifications, authorized by this permit. The applicant shall submit three (3) sets of plans stamped and signed by the architect or engineer to the Building Department for review, approval and issuance of a building permit.
13. The cover sheet of the building construction documents shall contain the City's conditions of approval and it shall be attached to each set of plans submitted for City approval or shall be printed on the title sheet verbatim.

PLANNING SPECIAL CONDITIONS

14. Prior to final Certificate of Occupancy, the RF screen color and texture shall match the architectural detail of the surrounding building and look like part of the original building design.
15. Prior to final Certificate of Occupancy, all support equipment and cables shall be concealed, where possible. All screening and visible cables shall be finished and painted to match the existing structure.

WIRELESS PERMIT CONDITIONS

16. The City may require modification or removal of wireless antenna facilities for various reasons such as, but not limited to, changes in technology, safety hazards or new environmental concerns, etc. All costs of installation, modification to and removal of wireless antenna facilities and related equipment shall be borne by the applicant, whether required by the City or otherwise.
17. The applicant and applicant's successors in interest shall cease operation of this facility, upon expiration of a 24-hour cure period, should it cause interference with the City or City agent's Public Safety radio equipment. Failure to cease operation will result in automatic suspension of the permit and grounds for revocation by City Council.

18. The supporting equipment enclosure shall be finished and painted to match the existing structure.
19. The proposed facility shall not bear any signs or advertising devices except those required for certification, public safety, warning or other required seals or signage.
20. The facility shall not be illuminated unless specifically required by the Federal Aviation Administration or other governmental agency.
21. The applicant and applicant's successors in interest shall be required to completely dismantle and remove the proposed antennas and equipment cabinets, if abandoned for a period of six months or more. Upon removal, the structure shall be restored to its pre-installation condition.
22. A radio-frequency testing report shall be provided after the initial installation. At the time a Temporary Certificate of Occupancy will be issued and then once the site is operable, an additional report shall be submitted within 45 days to demonstrate that the facility is in compliance with government safety standards.
23. The applicant and applicant's successors in interest shall submit to a post-installation test to confirm that the facility does not interfere with the City of Laguna Woods Public Safety radio equipment (including contract services). This test will be conducted by the Communications Division of the Orange County Sheriff's Department or a Division-approved contractor at the expense of the applicant. Proof of compliance shall be provided the Community Development Director.
24. The applicant and applicant's successors in interest shall provide a "single point of contact" in its Engineering and Maintenance Departments to ensure continuity on all interference issues. The name, telephone number, fax number, and e-mail address of that person shall be provided to the Communications Division of the Orange County Sheriff's Department.

STORMWATER CONDITIONS

25. The applicant, or successor in interest, shall take all necessary steps to prevent construction and all other non-storm water waste from entering the storm drain system. This may include structural BMPs (best management practices) such as gravel bags around storm drains, sweeping instead of washing down construction areas and the proper handling and disposal of construction materials.
26. The City retains the right to inspect the premises for compliance with the City's storm water programs and NPDES permit requirements.

FIRE CONDITIONS

27. Prior to the issuance of a building permit, the applicant shall submit architectural plans for the review and approval of the Fire Chief if required per the "Orange County Fire Authority Plan Submittal Criteria Form." Please contact the Orange County Fire Authority at (714) 744-0499 for a copy of the Site/Architectural Notes to be placed on the plans prior to submittal.

LTE Justification Plots

Market Name: **Los Angeles**

Site ID: **CLL03477 (LA3095)**

Site Name: **Rossmoor Tower**

ATOLL Plots Completion Date: **06/05/2011**



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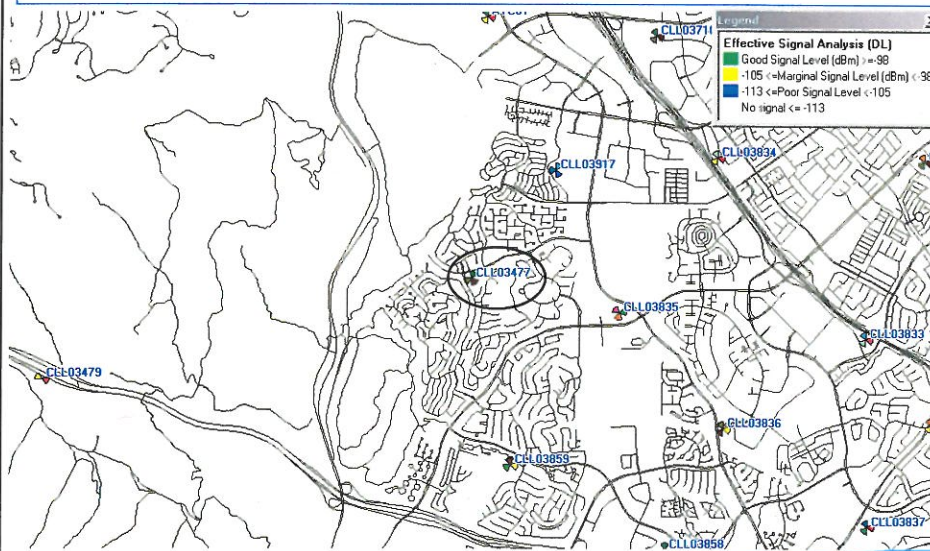
Assumptions

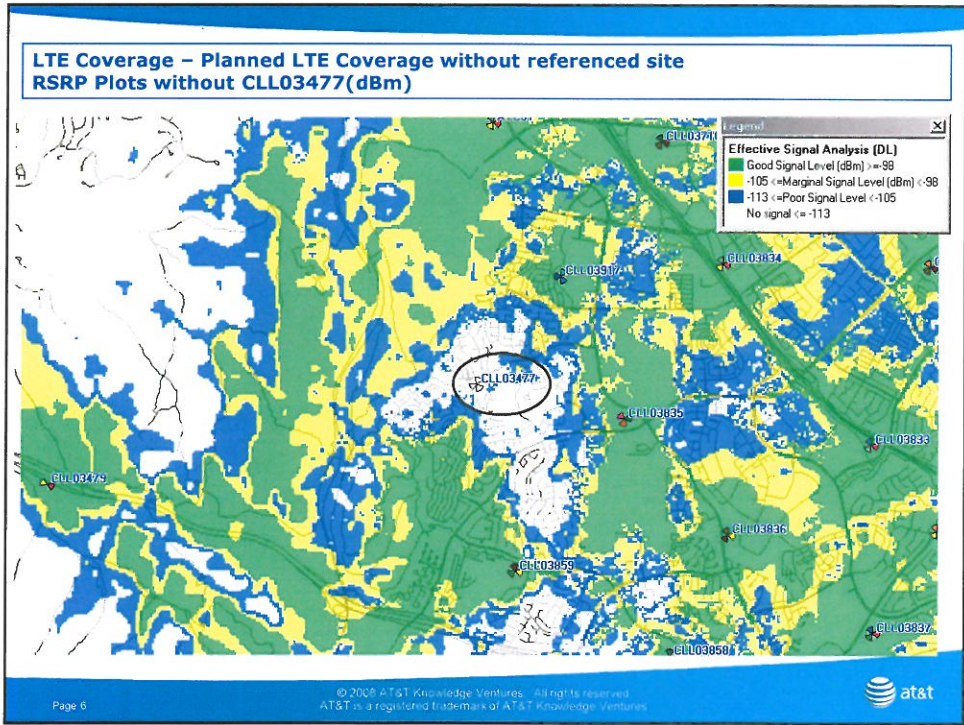
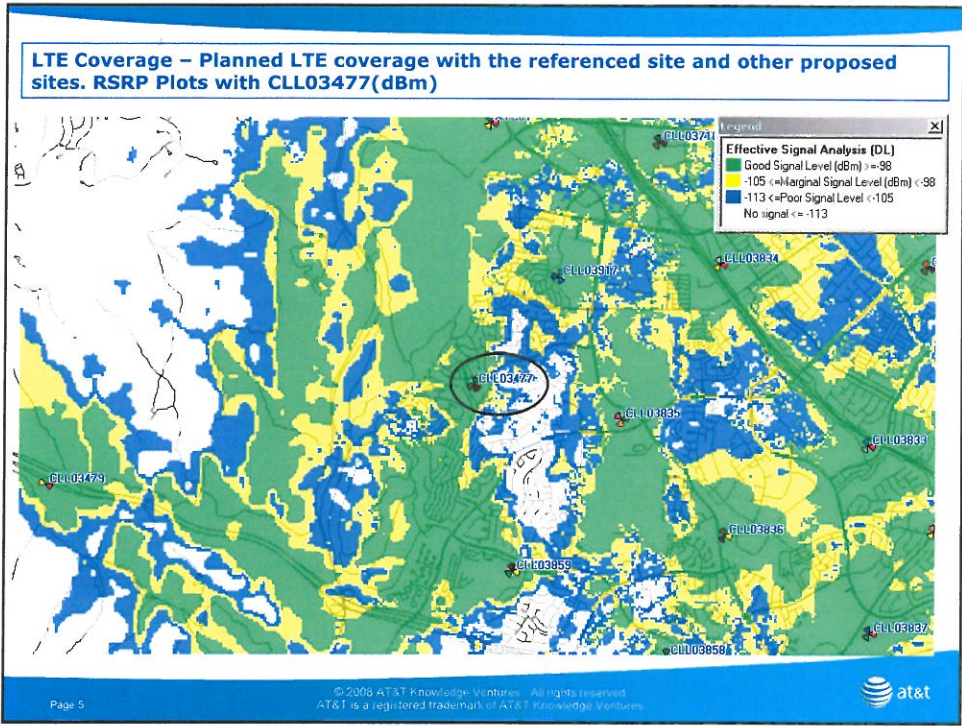
- Propagation of the site plots are based on our current Atoll (Design tool) project tool that shows the preferred design of the AT&T 4G-LTE network coverage.
- The propagation referenced in this package is based on proposed LTE coverage of AT&T users in the surrounding buildings, in vehicles and at street level. For your reference, the scale shown ranges from good to poor coverage with gradual changes in coverage showing best coverage to marginal and finally poor signal levels.
- The plots shown are based on the following criteria:
 - **Existing:** Since LTE network modifications are not yet **On-Air**. The first slide is a snap shot of the area shows the existing site without LTE coverage in the AT&T network.
 - **The Planned LTE Coverage with the Referenced Site:** Assuming all the planned neighboring sites of the target site are approved by the jurisdiction and the referenced site is also approved and **On-Air**, the propagation is displayed with the planned legends provided.
 - **Without Target site:** Assuming all the planned neighboring sites are approved by the jurisdiction and **On-Air** and the referenced site is **Off-Air**, the propagation is displayed with the legends provided.
 - **Clutter Classes:** Morphology of the area is added at the end of the document with the legend displaying different colors for the different topography of the area.

PROPAGATION PLOTS

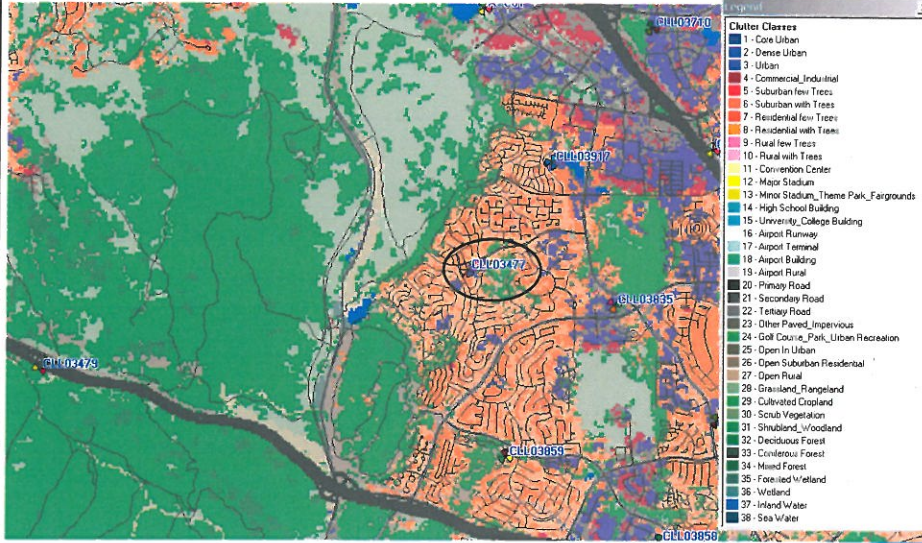


LTE Coverage - Existing

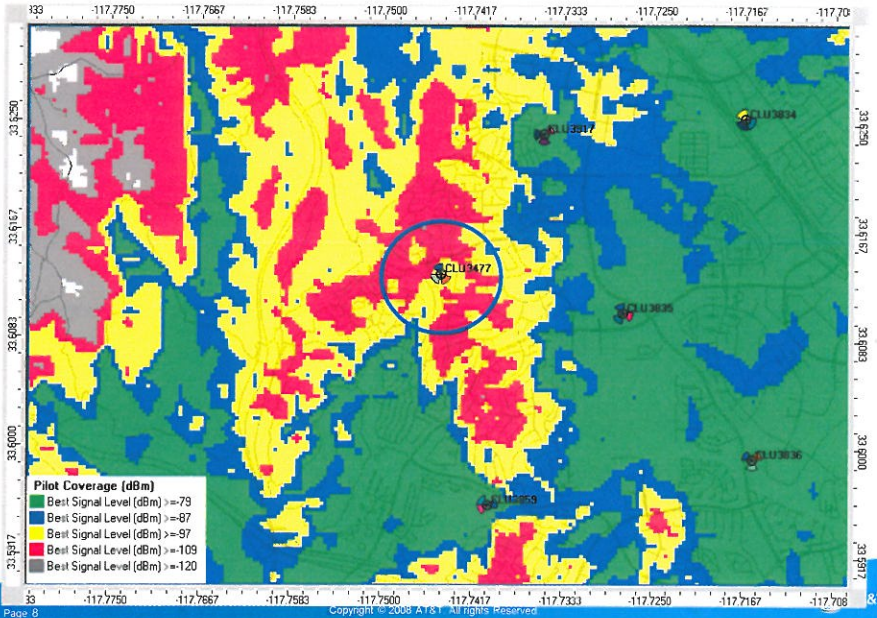




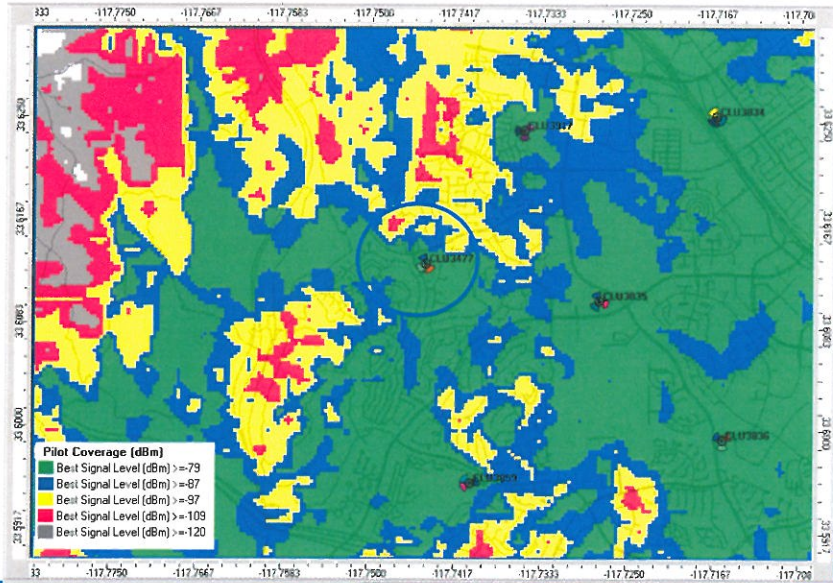
Clutter Classes



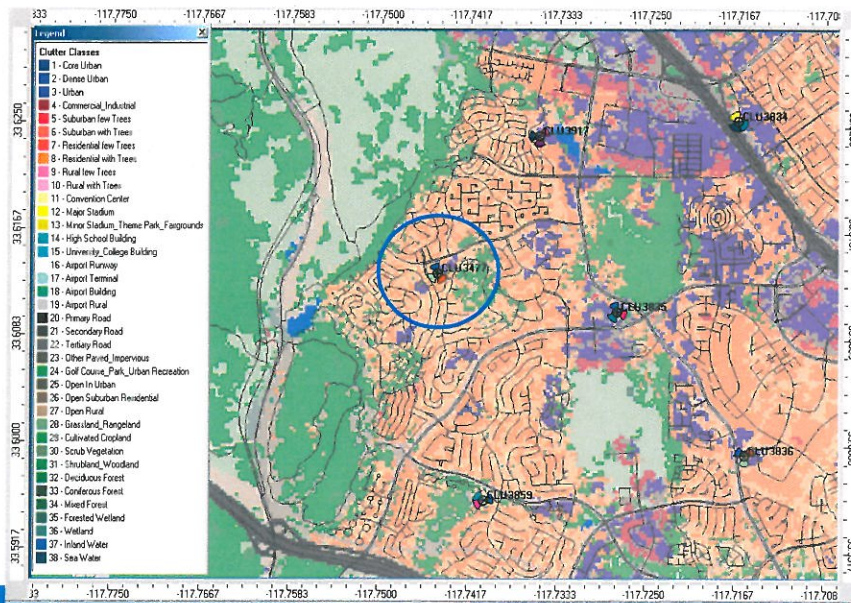
3G Coverage without LA3095_CLU3477



3G Coverage with LA3095_CLU3477

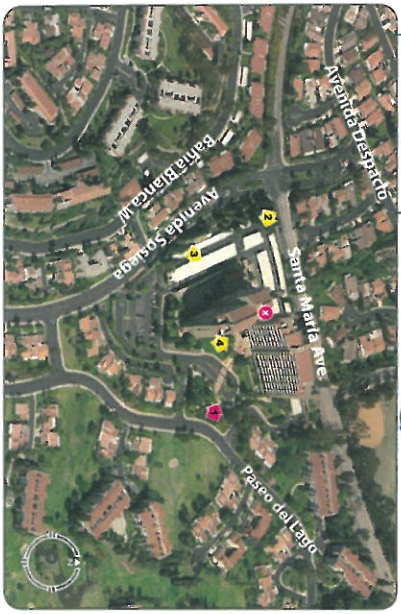


LA3095_CLU3477_Clutter Class





Microsoft® Virtual Earth™



LOCATION

View from the Southeast looking Northwest



EXISTING



PROPOSED

LA 3095

Rossmoor Tower
2405 Paseo Del Lago
Laguna Woods, CA 92653

VIEW 1

APPLICANT
at&t Mobility
12900 Park Plaza Drive
Cerritos, CA 90703

CONTACT
Coastal Business Group Inc.
Jordan DiBlase
16150 Scientific Way
Irvine, CA 92618
P 949.336.1550



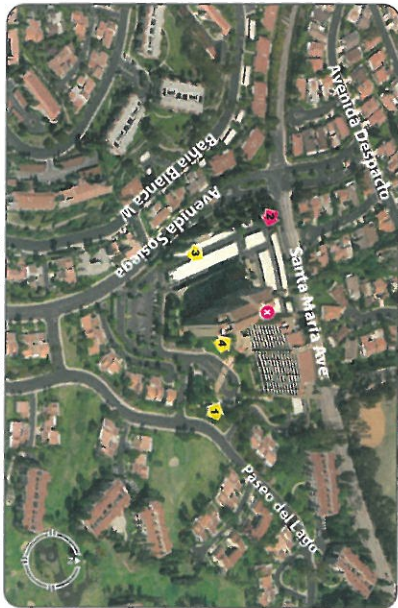
BLUE WATER DESIGN
bluewater-design.net
michelle@bluewater-design.net
P 714.473.2942
F 949.271.2316

Completed December 05, 2011

Photo simulation accuracy is based on information provided to Blue Water Design by the applicant.



LOCATION



EXISTING

View from the Northwest looking Southeast



PROPOSED



LA3095

Rossmoor Tower
2405 Paseo Del Lago
Laguna Woods, CA 92653

VIEW 2

APPLICANT

at&t Mobility
12900 Park Plaza Drive
Cerritos, CA 90703

CONTACT

Coastal Business Group Inc.
Jordan DiBlase
16150 Scientific Way
Irvine, CA 92618
p 949.336.1550

Completed December 05, 2011

BLUE WATER DESIGN

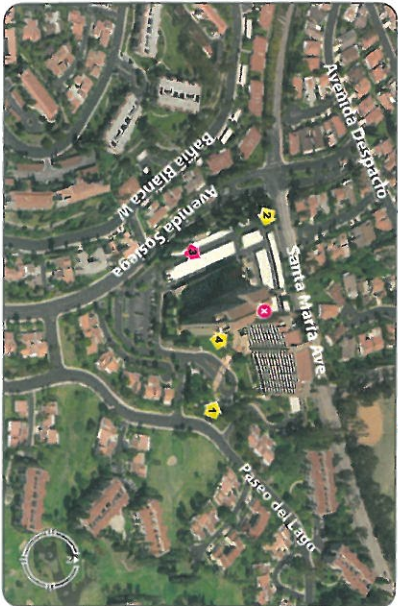
bluewater-design.net
michelle@bluewater-design.net
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f 949.271.2316



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LOCATION

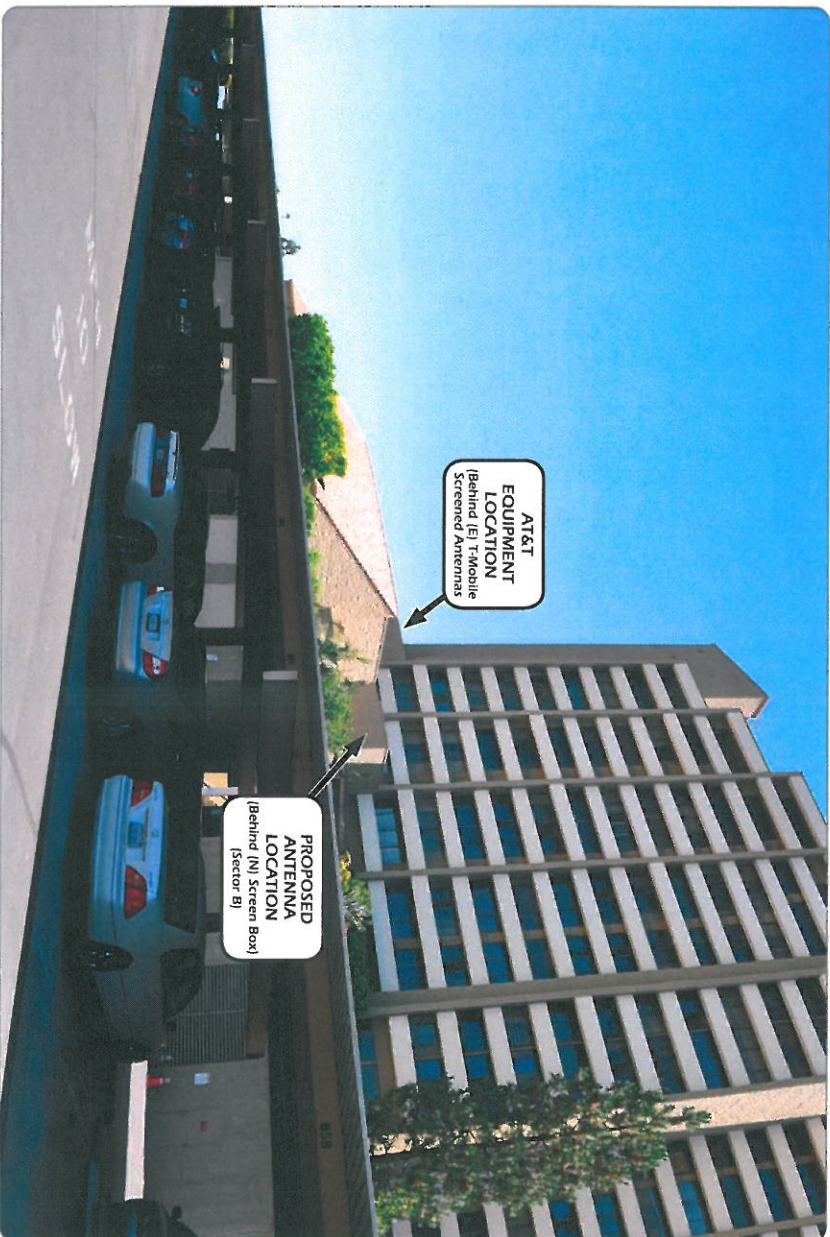


EXISTING

View from the Southwest looking Northeast



PROPOSED



LA3095

Rossmoor Tower
2405 Paseo Del Lago
Laguna Woods, CA 92653

VIEW 3

APPLICANT

at&t Mobility
12900 Park Plaza Drive
Cerritos, CA 90703

CONTACT

Coastal Business Group Inc.
Jordan DiBlase
16150 Scientific Way
Irvine, CA 92618
p 949.336.1550



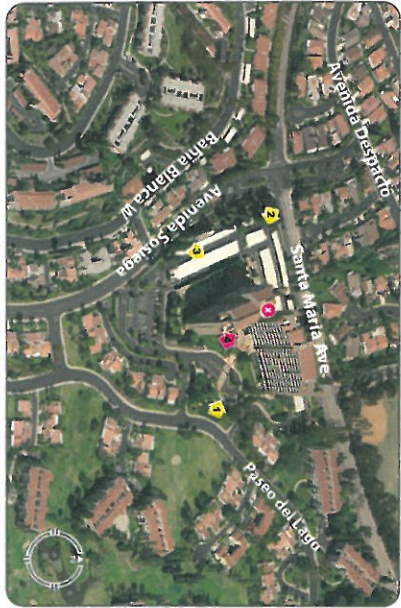
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Completed December 05, 2011

Photo simulation accuracy is based on information provided to Blue Water Design by the applicant.



Microsoft Virtual Earth™



LOCATION

View from the Southeast looking Northwest

EXISTING



PROPOSED



Completed December 05, 2011

LA3095
Rossmoor Tower
24055 Paseo Del Lago
Laguna Woods, CA 92653

VIEW 4

APPLICANT

at&t Mobility
12900 Park Plaza Drive
Cerritos, CA 90703

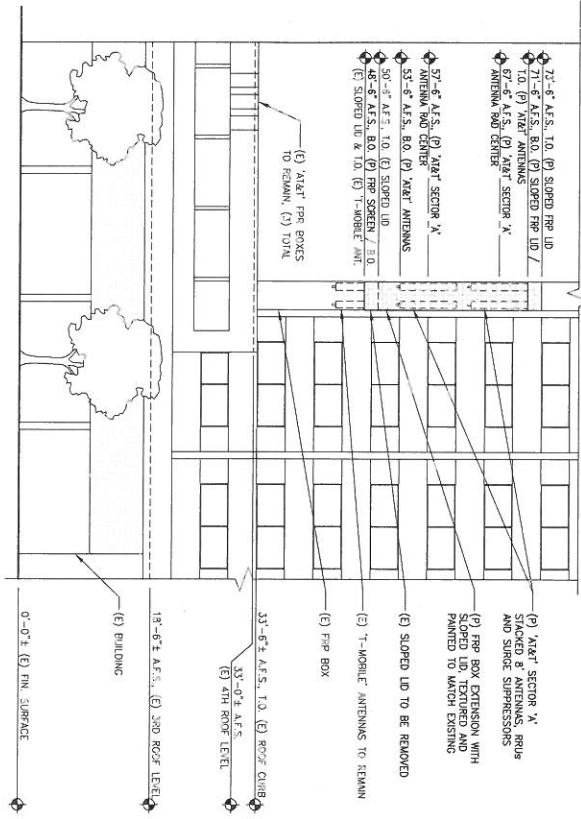
CONTACT

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Jordan DiBlase
16150 Scientific Way
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BLUE WATER DESIGN
bluewater-design.net
michelle@bluewater-design.net
P 714.473.2942
F 949.271.2316

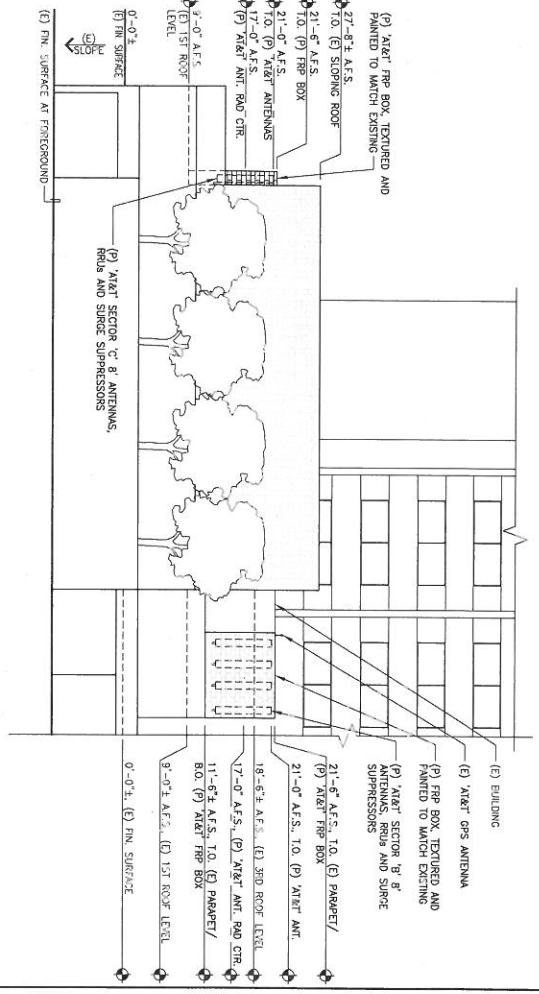
Photo simulation accuracy is based on information provided to Blue Water Design by the applicant.



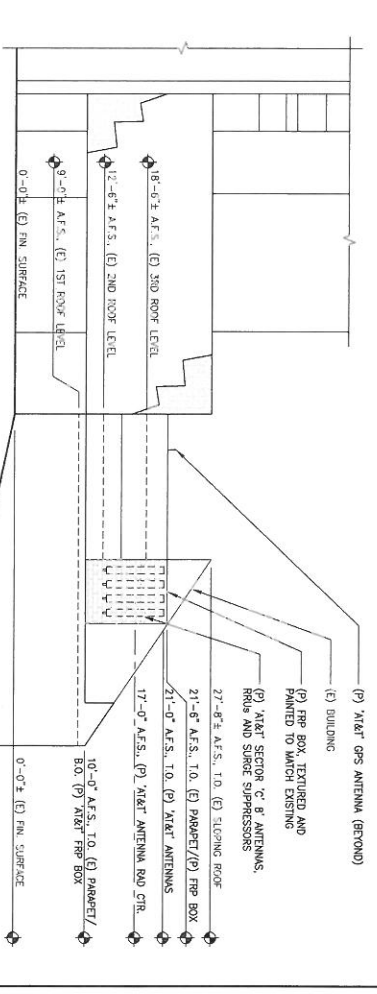
PARTIAL ENLARGED SOUTH ELEVATION
SCALE: 1/8"=1'-0"

DCI PACIFIC
A/E/C WORKS
ARCHITECTURE | ENGINEERING | CONSULTING
10000 Wilshire Blvd, Suite 1000
Beverly Hills, CA 90210

ROSSMOOR TOWER
LA3095
USID: 25799
24055 PASO DEL LAGO
LAGUNA WOODS, CA 92653



PARTIAL ENLARGED WEST ELEVATION
SCALE: 1/8"=1'-0"

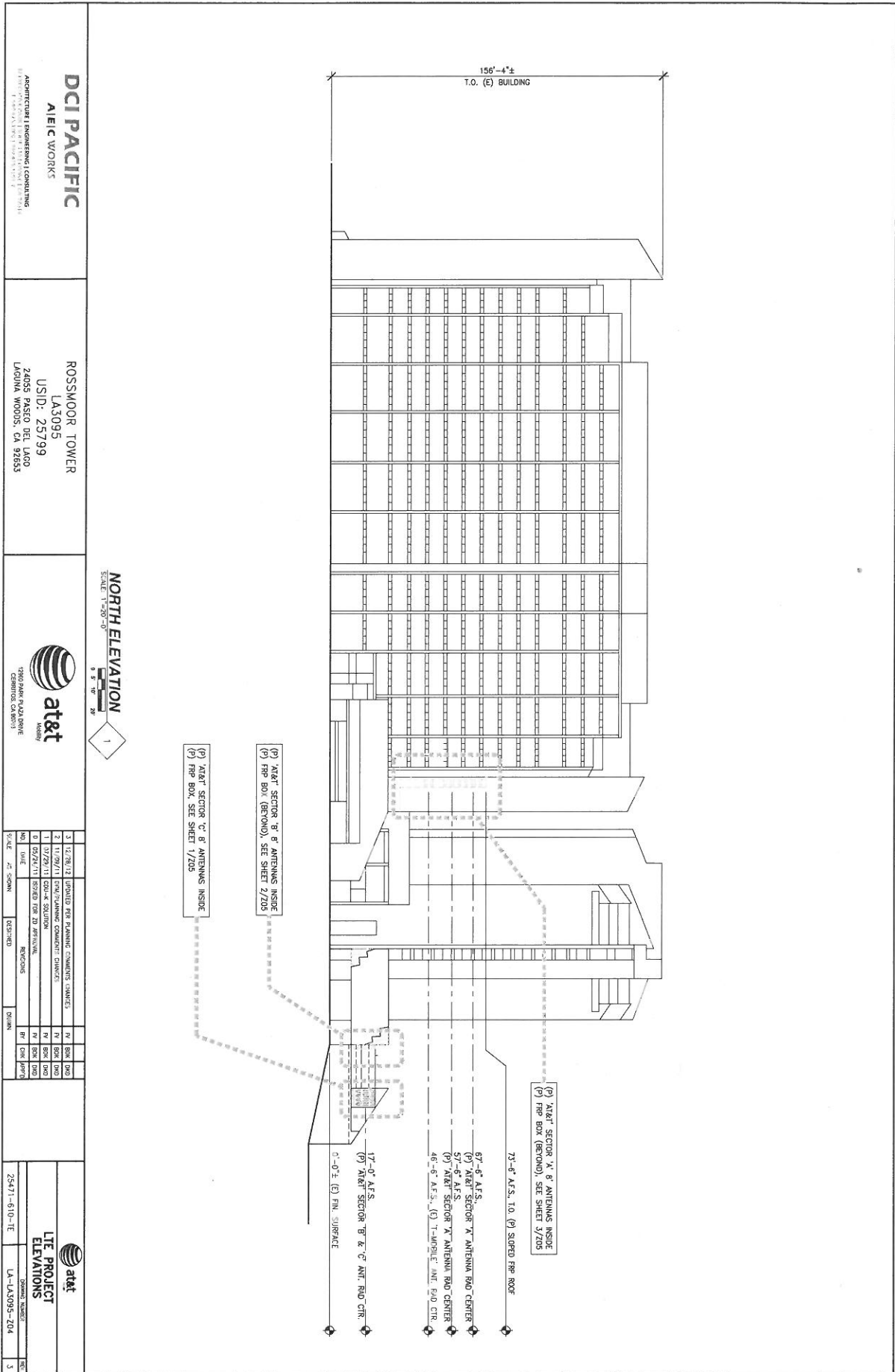


PARTIAL ENLARGED NORTH ELEVATION
SCALE: 1/8"=1'-0"

at&t
TRIPLEX GLOBAL GROUP
CERRITOS, CALIFORNIA

NO.	DATE	DESCRIPTION	BY	CHECKED
1	12/27/11	ISSUED FOR BIDDING	RY	RY
2	11/07/11	REVISED PER COMMENTS	RY	RY
3	07/26/11	REVISED PER COMMENTS	RY	RY
4	05/24/11	ISSUED FOR 2D CONSTRUCTION	RY	RY

LTE PROJECT ELEVATIONS
SOURCE NUMBER: LA-3095-Z05
DATE: 12/27/11



DCI PACIFIC
AI&C WORKS
 ARCHITECTURAL ENGINEERING CONSULTING
 1000 MAIN PLAZA DRIVE
 CARROLLTON, GA 30086

ROSSMOOR TOWER
 LA3095
 USID: 25799
 2005 PACIFIC BLVD, LAGOS
 LAGUNA WOODS, CA 92653

NORTH ELEVATION
 SCALE: 1"=20'-0"

1

1900 MAIN PLAZA DRIVE
 CARROLLTON, GA 30086

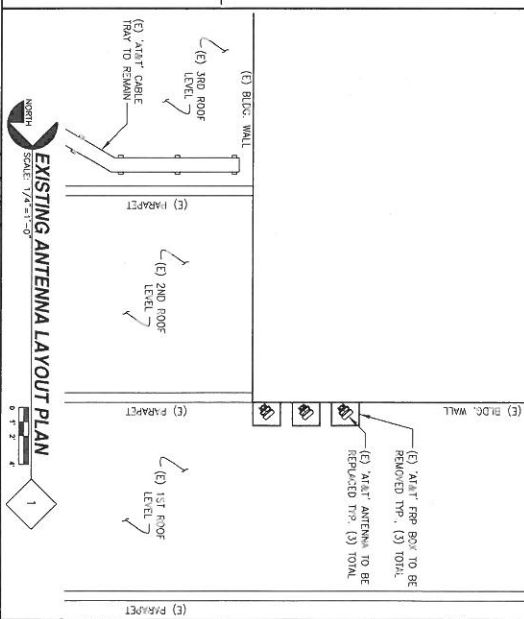
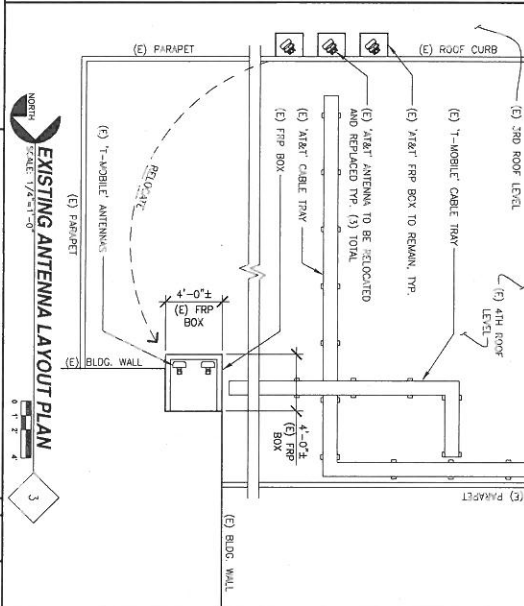
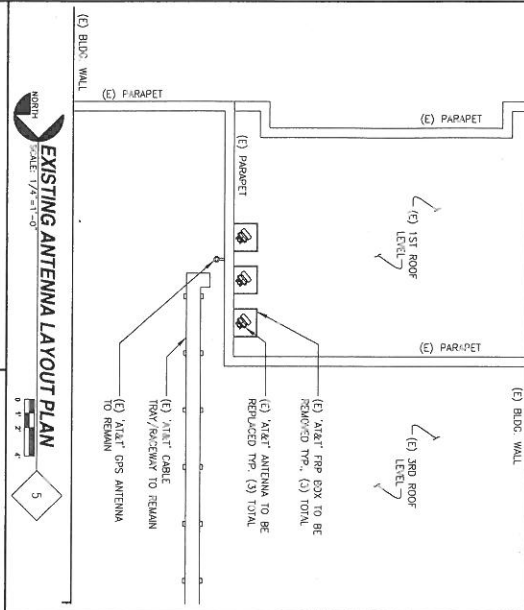
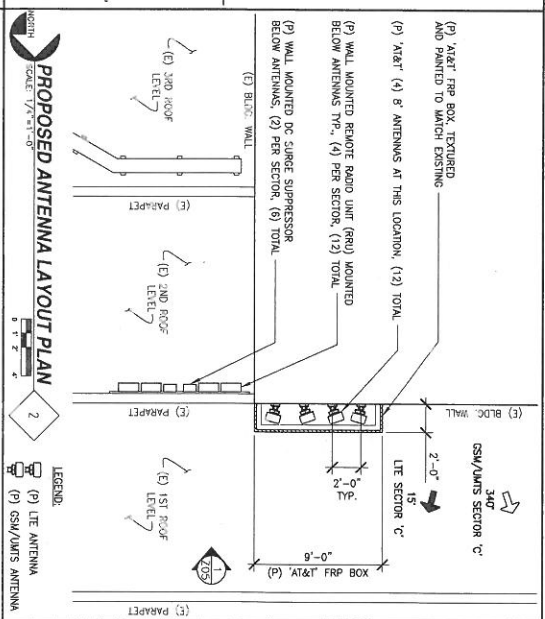
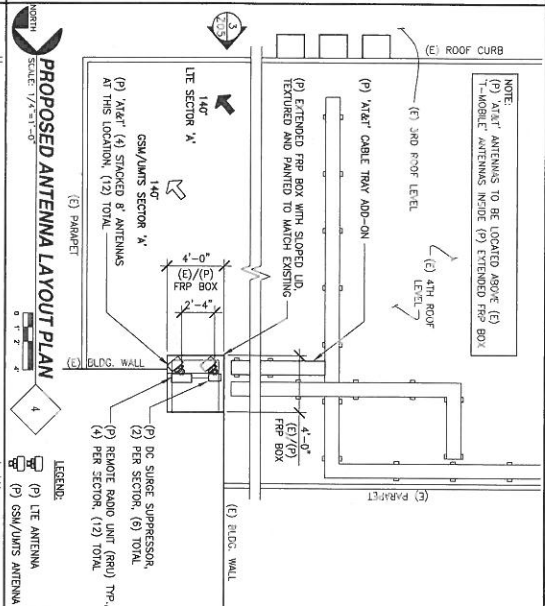
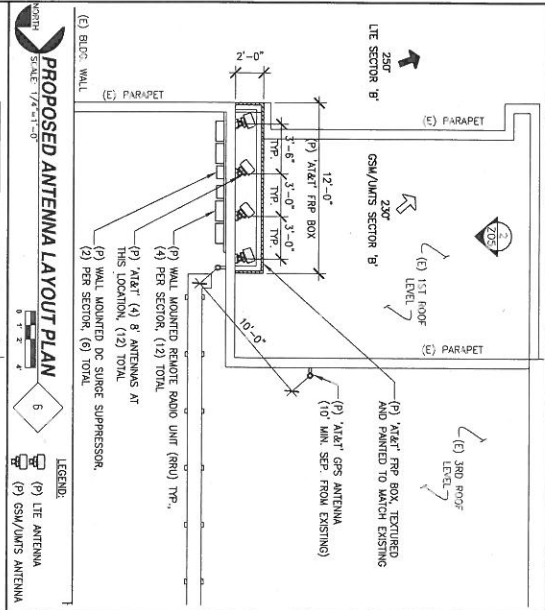
NO.	DATE	DESCRIPTION	BY	CHECK
1	12/28/12	ISSUED FOR MARKING CONCRETE	N	MD
2	11/09/11	CONTRACTING CONSULTANT CONTACT	N	MD
3	03/29/11	CONTRACT SOLUTION	N	MD
4	02/27/11	SCHEMATIC FOR 2D APPROVAL	N	MD
5		REVISIONS	BR	MD
6		DESIGNED	BR	MD
7		DRAWN	BR	MD

at&t

LTE PROJECT
 ELEVATIONS

25471-610-1E
 LA-LA3095-204

3



DCI PACIFIC
AI&C WORKS
 ARCHITECTURE | ENGINEERING | CONSULTING
 2455 PASO DEL LAGO
 LAGUNA WOODS, CA 92653

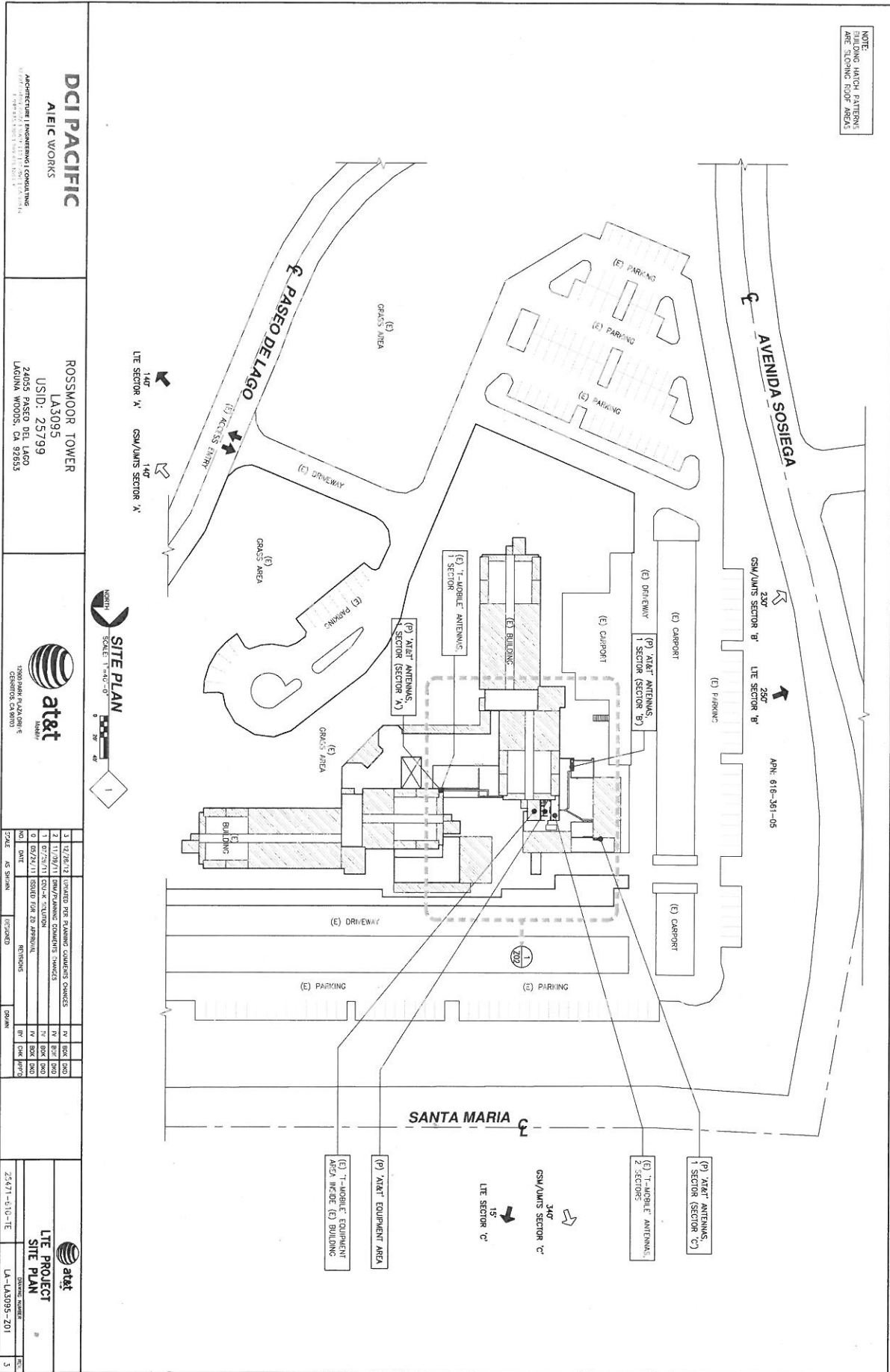
ROSSMOOR TOWER
 LA3095
 USID: 25799

at&t
 MOBILE
 100 PARK & ALA DR E
 CERRITOS, CALIFORNIA

NO.	DATE	BY	CHK	APPV	REVISIONS	SCALE	KS	SYNOPSIS	REVISIONS	SCALE	KS	SYNOPSIS
1	1/27/11	ES	SM	SM	ISSUED FOR BIDDING	1/8" = 1'-0"	ES	SM	SM	1/8" = 1'-0"	ES	SM
2	11/19/11	ES	SM	SM	REVISED COMMENTS	1/8" = 1'-0"	ES	SM	SM	1/8" = 1'-0"	ES	SM
3	07/27/11	ES	SM	SM	ISSUED FOR BIDDING	1/8" = 1'-0"	ES	SM	SM	1/8" = 1'-0"	ES	SM
4	05/24/11	ES	SM	SM	ISSUED FOR APPROVAL	1/8" = 1'-0"	ES	SM	SM	1/8" = 1'-0"	ES	SM

LTE PROJECT ANTENNA LAYOUT PLANS
 SHEET NUMBER: LA-143095-203
 OF 3

NOTE:
BUILDING HATCH PATTERNS
ARE SIGNIFYING ROOF AREAS



DCI PACIFIC
AIEIC WORKS
ARCHITECTURAL ENGINEERING CONSULTING
10000 WILSON BLVD, SUITE 1000
LOS ANGELES, CA 90024

ROSSMOOR TOWER
LA3095
USID: 25799
2455 PASO DEL LAGO
LAJUNIA WOODS, CA 92033

SITE PLAN
SCALE: 1"=40'-0"
NORTH
at&t
TOWER # LA3095
CENTRO CALIFORNIA

NO.	DATE	ISSUED FOR	REVISIONS	BY	CHK	APP'D
1	12/26/12	ISSUED FOR BIDDING CONDITIONS		TV	SMK	SMK
2	11/29/11	ISSUED FOR BIDDING CONDITIONS		TV	SMK	SMK
3	07/25/11	ISSUED FOR BIDDING CONDITIONS		TV	SMK	SMK
4	02/24/11	ISSUED FOR 2D APPROVAL		TV	SMK	SMK
5				BR	SMK	SMK

LTE PROJECT
SITE PLAN
DRAWING NUMBER: LA-LA3095-201
REV: 3



at&t

LTE PROJECT

SITE NUMBER: LA3095

SITE NAME: ROSSMOOR TOWER

DRAWING INDEX

DRAWING INDEX	REV.
LA-LA095-101	
LA-LA095-201	
LA-LA095-202	
LA-LA095-203	
LA-LA095-204	
LA-LA095-205	

REV.

DIRECTIONS

DRIVING DIRECTIONS FROM AT&T WIRELESS, CERRITOS

TAKE I-5 SOUTH, EXIT EL TORO BLVD LEFT ON CAROLIA, RIGHT ON EL TORO, GO WEST ON EL TORO, PASS MULLEN, NEXT STREET TURN RIGHT ON CALLE EMERALD, GO THRU THE GUARD SHACK OF GATE 7, LET THEM KNOW YOU'RE COMING TO THE ROSSMOOR TOWER, PASS THE GUARD SHACK, GO STRAIGHT, THEN LEFT ON VA VISTA (THIS BECOMES ALTA VISTA) LEFT ON VA CABRITO, MAKE A RIGHT ON THE NEXT BLOCK (PASSED DEL LAGO) TURN RIGHT ON THE RIGHT HAND SIDE OF THE ROAD ON THE RIGHT HAND SIDE OF THE ROAD (HIGH-RISE/75 FLOOR) BUILDING ON THE RIGHT HAND SIDE OF THE ROAD, LOCATED ON TOWER VORHOOF TOP OF 3RD FLOOR CHECK IN WITH THE RECEPTIONIST DESK, ASK FOR BUILDING ENGINEER TO PROVIDE ACCESS TO 3RD FLOOR ROOF TOP.

PROJECT INFORMATION

SCOPE OF WORK

AT&T is proposing applications to the DESIGN, APPROVAL, INSTALL, AND MAINTENANCE OF TELECOMMUNICATION FACILITY PROPRIETARY TO BECHTEL AND RELATED EXISTING ANTENNAS WITH 3 SECTORS OF (4) 8' ANTENNAS, TOTAL OF (12) 8' ANTENNAS. ANTENNAS WILL BE SCREENED BEHIND EXTENDED FAUX BRICK DESIGN, SIMILAR TO THE EXISTING FAUX BRICK SCREENING ADDITION OF (2) OUTDOOR CABINETS WITH AN EXISTING ENCLOSED TELECOM FACILITY.

AT&T DESIGN PACKAGE REVIEW STATUS

1 ACCEPTED - NO COMMENTS PROVIDED

2 COMMENTS

3 SAC INFORMATION MISSING/INCOMPLETE

4 SAC INFORMATION MISSING/INCOMPLETE

5 SAC INFORMATION MISSING/INCOMPLETE

6 SAC INFORMATION MISSING/INCOMPLETE

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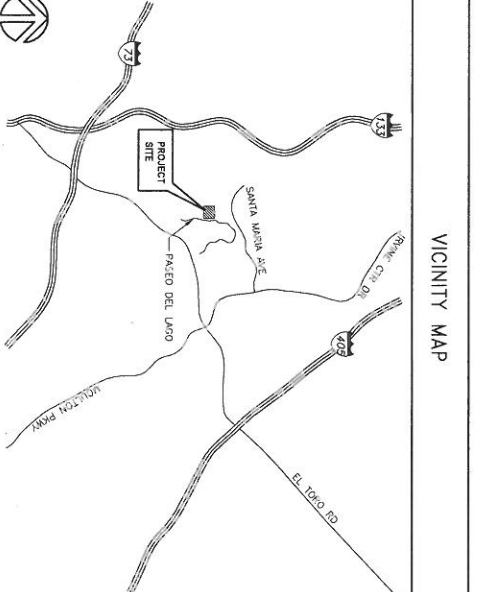
99 SAC INFORMATION MISSING/INCOMPLETE

100 SAC INFORMATION MISSING/INCOMPLETE

DRAWING INDEX

CODE COMPLIANCE	
1. 2010 CALIFORNIA ADMINISTRATIVE CODE (CAC)	
2. 2010 CALIFORNIA BUILDING CODE (CBC) VOLUMES 1, AND 2	
3. 2010 CALIFORNIA INTERNATIONAL BUILDING CODE WITH 2010 AMENDMENTS	
4. 2010 CALIFORNIA ELECTRICAL CODE WITH 2010 CALIFORNIA AMENDMENTS	
5. 2010 CALIFORNIA MECHANICAL CODE WITH 2010 AMENDMENTS	
6. 2008 CALIFORNIA ENERGY CODE	
7. 2008 CALIFORNIA ENERGY EFFICIENCY STANDARDS	
8. 2009 CALIFORNIA FIRE CODE (FC)	
9. 2009 CALIFORNIA INTERNATIONAL FIRE CODE WITH AMENDMENTS	
10. 2009 CALIFORNIA MECHANICAL CODE WITH 2010 CALIFORNIA AMENDMENTS	
11. 2010 CALIFORNIA GREEN CODE	
12. 2010 CALIFORNIA GREEN CODE	
13. 2010 CALIFORNIA GREEN CODE	
14. 2010 CALIFORNIA GREEN CODE	
15. 2010 CALIFORNIA GREEN CODE	
16. 2010 CALIFORNIA GREEN CODE	
17. 2010 CALIFORNIA GREEN CODE	
18. 2010 CALIFORNIA GREEN CODE	
19. 2010 CALIFORNIA GREEN CODE	
20. 2010 CALIFORNIA GREEN CODE	

ALL WORK AND MATERIALS SHALL BE APPROVED AND INSTALLED IN ACCORDANCE WITH THE REQUIREMENTS OF THE ABOVE CODES. THESE PLANS ARE TO BE CONSIDERED TO PERMIT WORK NOT CONFORMING TO THESE CODES.



VICINITY MAP

DCIPACIFIC
A/E/C WORKS
ARCHITECTURAL ENGINEERING CONSULTING
24055 PASTO DEL LAGO
LAGUNA WOODS, CA 92653

ROSSMOOR TOWER
LA3095
USID: 25799
24055 PASTO DEL LAGO
LAGUNA WOODS, CA 92653

at&t
LABORATORY
37601 MAIN PARK DRIVE
CERRITOS, CA 94503

NO.	DATE	DESCRIPTION	BY	CHK	APP'D
1	1/27/11	ISSUED FOR EXHIBIT	BY	CHK	APP'D
2	11/10/11	ISSUED FOR PERMITS	BY	CHK	APP'D
3	11/27/11	ISSUED FOR PERMITS	BY	CHK	APP'D
4	05/21/11	ISSUED FOR PERMITS	BY	CHK	APP'D
5			BY	CHK	APP'D
6			BY	CHK	APP'D

SCALE: AS SHOWN

at&t
LTE PROJECT
TITLE SHEET
DRAWING NUMBER
LA-LA3095-101

City of Laguna Woods Agenda Report

FOR: September 13, 2012, Land Use Design Review Committee

TO: Chairman and Members of the Land Use and Design Review Committee

FROM: Brian Kurnow, City Planner

AGENDA ITEM: Initial Study/Negative Declaration ND 12-02 – Aliso Creek Pedestrian Bridge and Service Road Re-Construction.

Recommendation

Review the Initial Study and proposed Negative Declaration and recommend approval to the City Council.

Background

The applicant wishes to replace an existing damaged pedestrian bridge which crosses Aliso Creek and repair and re-construct a portion of a service road which runs alongside the creek. The pedestrian bridge is located approximately 750 feet upstream of the Avenida Sevilla road crossing. The service road which would be re-constructed is approximately 140 feet in length and located approximately 500 feet upstream of the Sevilla Road crossing at Aliso Creek. The project site is located between Avenida Sevilla and Paseo De Valencia, just south of Aliso Park.

Due to past storm events, the pedestrian bridge was damaged to a point where it became unsafe to cross; it was subsequently closed. The bridge provided pedestrian access across Aliso Creek and served as a linkage between residential areas of Laguna Woods Village and the private Aliso Park.

The service road has deteriorated over a number of years as the ground beneath the road has eroded.

Discussion

Pedestrian Bridge and Walkway

The applicant proposes to remove the damaged pedestrian bridge crossing Aliso Creek and construct a new pedestrian bridge approximately 20 feet west of the previous bridge location. The new pedestrian bridge would be constructed using a double 3-foot high by 12-foot wide reinforced concrete box (RCB) supported by wing walls providing safe and reliable access across Aliso Creek. The creek banks and bridge undercrossing would be stabilized through the use of rock riprap.

The box area underneath the new bridge is designed to have approximately the same flow capacity as the existing structure. The construction of the bridge will help stabilize the creek banks through the use of rock riprap and wing walls, which is important for the protection of an existing 24-inch storm drain located immediately downstream. The bridge is designed solely for dry weather crossing and to restrict deterioration when inundated by water.

In addition to the bridge, approximately 325 linear feet of the pedestrian walkway leading to and from the bridge will be re-constructed as part of the project. The improved walkway area includes an ADA ramp and railing that would be constructed north of the new bridge. To ensure protection from erosion, the walkways connecting to the bridge will be protected through the use of adjacent reinforced turf mats.

The total project area (dirt disturbance) related to the bridge and walkway construction is approximately 0.38-acre.

Service Road

A 140-foot long damaged section of the private Aliso Creek service road will be removed and reconstructed. The repairs begin downstream at the location along the creek where grouted rock riprap was previously installed adjacent to the road. The road repair will require cut and fill work within and adjacent to the creek in order to provide proper stabilization of the proposed service road. However, the project has been designed so no loss of surface water or low flow area within the creek will occur.

Rock riprap will be placed adjacent to the road at a 2:1 slope into the creek to provide proper stabilization. The riprap will be filled with native soil and vegetated with a

ITEM III-B

native riparian plant mix. It will extend three feet below the invert elevation (bottom) of the creek.

The upstream end of the proposed repairs is located at the juncture of the service road and the existing 8-foot wide concrete path. A 10-foot transition from the 16-foot wide service road to the existing eight-foot wide concrete path will be constructed to join the road to the existing path. Additionally, approximately five feet of road at the downstream end of the service road repair will be sawcut and removed to provide a sufficient area to join the new road surface to the existing road surface.

The total project area (dirt disturbance) related to road and slope construction is approximately 0.24-acres.

Negative Declaration

The applicant is requesting a grading permit (GP-805) to perform work necessary to replace the pedestrian bridge and repair and reconstruct the service road. The scope of the work proposed requires environmental review pursuant to the California Environmental Quality Act (CEQA) to evaluate the impacts to Aliso Creek.

The City of Laguna Woods, as the lead agency, has prepared an Initial Study to determine the level of environmental review necessary for the proposed project. Based on the initial study, staff is recommending – and has prepared – a draft Negative Declaration as the appropriate environmental document. The public review period for the document is August 30, 2012 to September 18, 2012. Notice of availability of the draft document has been published and mailed out to property owners within 1,000-foot radius of the project.

Adjacent Land Uses to the proposed site

Location	Land Use designation	Land Use
North	RC-Residential Community District	Laguna Woods Village
South	RC-Residential Community District	Laguna Woods Village
East	RC-Residential Community District & OS-P Open Space Passive	Laguna Woods Village Aliso Creek
West	RC-Residential Community District & OS-P Open Space Passive	Laguna Woods Village Aliso Creek

ITEM III-B

Since the project consists of repair and reconstruction of existing facilities, there is no anticipated negative impact on adjacent land uses.

Fiscal Impact:

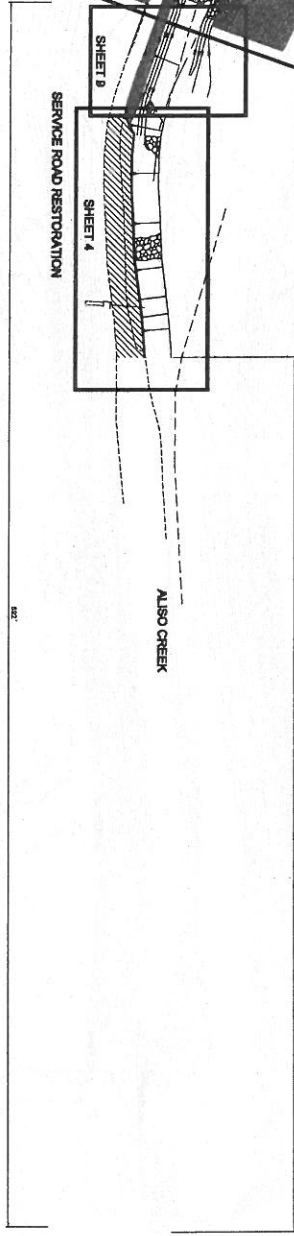
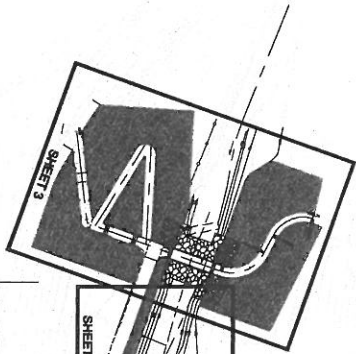
This project is not anticipated to have any fiscal impact on the City. The City recovers staff costs associated with processing the planning entitlements and building permits through the collection of standard processing fees paid by the applicant.

Conclusion:

The proposed project is not anticipated to cause any significant impact to the environment, and, in fact, will assist in stabilizing the creek bed and providing safe and environmentally friendly access across the creek itself. The Land Use and Design Review Committee comments on the draft negative declaration will be presented with the project proposal when it is considered by the City Council at their September 19, 2012 meeting.

Attached: 1. Initial Study/Negative Declaration ND 12-02
 2. Project Plans

WALK BRIDGE CONSTRUCTION



AVENIDA SEVILLA

KEY MAP
SCALE: 1"=25'



NO.	DATE	REVISIONS
1		
2		
3		
4		
5		
6		

CITY	DATE
APPROVED BY	DATE

	RBF REGISTERED PROFESSIONAL ENGINEER LICENSE NO. 12345 EXPIRES 12/31/2024
--	---

PROFESSIONAL ENGINEER LICENSE NO. 12345 EXPIRES 12/31/2024	PROJECT TITLE ALISO CREEK RESTORATION
--	--

PROJECT TITLE ALISO CREEK RESTORATION	LOCATION 1000 AVENIDA SEVILLA, LAGUNA WOODS, CA 92653
--	--

PROJECT TITLE ALISO CREEK RESTORATION	SHEET NO. SHEET 2 OF 9
--	---------------------------

NO	DATE	REVISIONS
1		
2		
3		
4		
5		



RBF
 Registered Professional Engineer
 License No. 3323
 State of New Jersey

PROJECT NO. A-1000-01
 SHEET NO. 3 OF 9
 SCALE: 1"=10'

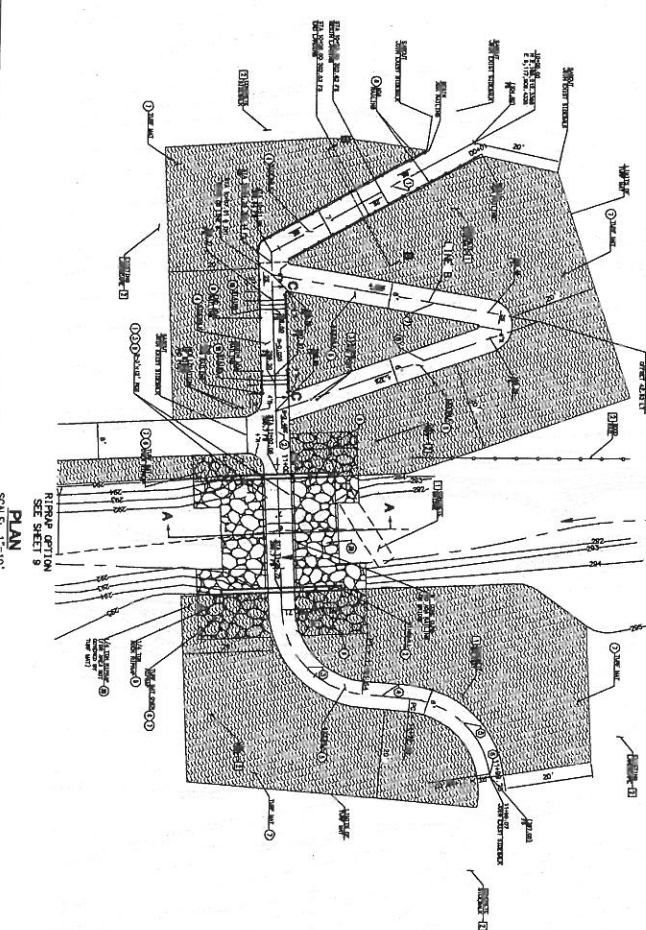
CITY
 DATE
 SCALE: 1"=10'

CONTRACT NO. 15-000127-CADD
 DRAWING NO. 15-000127-CADD
 SHEET NO. 3 OF 9

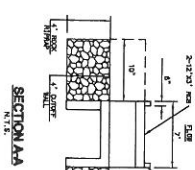
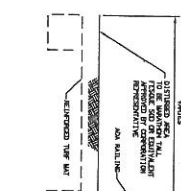
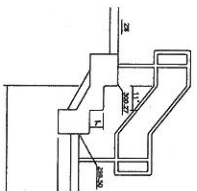
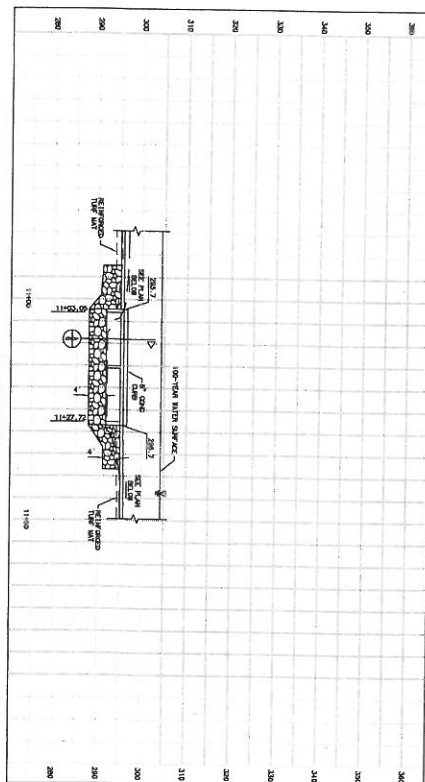
ALSO CREEK RESTORATION
 BRIDGE PLAN
 CITY OF LAGUNA WOODS
 DEPARTMENT OF COMMUNITY DEVELOPMENT

PREPARED BY: RBF
 CHECKED BY: RBF
 DATE: 11/13/15

SHEET 3 OF 9



ELEVATION
 SCALE: 1"=10'



NOTE: RESTORATION, UNLESS SHOWN OTHERWISE, IS TO BE CONFORMED TO THE LATEST EDITION OF THE AASHTO BRIDGE DESIGN SPECIFICATIONS FOR ROADWAY BRIDGES.

LEGEND
 [Symbol] REMOVE AND DISPOSE
 [Symbol] FINISHED IN PLACE
 [Symbol] SAVING AND REUSE

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99	30°	1.00
100	30°	1.00

CONSTRUCTION NOTES
 1. REFER TO SHEET 2 FOR THE BRIDGE PLAN.
 2. REFER TO SHEET 3 FOR THE BRIDGE ELEVATION.
 3. REFER TO SHEET 4 FOR THE BRIDGE SECTION AA.
 4. REFER TO SHEET 5 FOR THE BRIDGE SECTION BB.
 5. REFER TO SHEET 6 FOR THE BRIDGE SECTION CC.
 6. REFER TO SHEET 7 FOR THE BRIDGE SECTION DD.
 7. REFER TO SHEET 8 FOR THE BRIDGE SECTION EE.
 8. REFER TO SHEET 9 FOR THE BRIDGE SECTION FF.
 9. REFER TO SHEET 10 FOR THE BRIDGE SECTION GG.
 10. REFER TO SHEET 11 FOR THE BRIDGE SECTION HH.
 11. REFER TO SHEET 12 FOR THE BRIDGE SECTION II.
 12. REFER TO SHEET 13 FOR THE BRIDGE SECTION JJ.
 13. REFER TO SHEET 14 FOR THE BRIDGE SECTION KK.
 14. REFER TO SHEET 15 FOR THE BRIDGE SECTION LL.
 15. REFER TO SHEET 16 FOR THE BRIDGE SECTION MM.
 16. REFER TO SHEET 17 FOR THE BRIDGE SECTION NN.
 17. REFER TO SHEET 18 FOR THE BRIDGE SECTION OO.
 18. REFER TO SHEET 19 FOR THE BRIDGE SECTION PP.
 19. REFER TO SHEET 20 FOR THE BRIDGE SECTION QQ.
 20. REFER TO SHEET 21 FOR THE BRIDGE SECTION RR.
 21. REFER TO SHEET 22 FOR THE BRIDGE SECTION SS.
 22. REFER TO SHEET 23 FOR THE BRIDGE SECTION TT.
 23. REFER TO SHEET 24 FOR THE BRIDGE SECTION UU.
 24. REFER TO SHEET 25 FOR THE BRIDGE SECTION VV.
 25. REFER TO SHEET 26 FOR THE BRIDGE SECTION WW.
 26. REFER TO SHEET 27 FOR THE BRIDGE SECTION XX.
 27. REFER TO SHEET 28 FOR THE BRIDGE SECTION YY.
 28. REFER TO SHEET 29 FOR THE BRIDGE SECTION ZZ.

REPROPOSED OPTION
 SEE SHEET 8

SCALE: 1"=10'

ALSO CREEK RESTORATION
 BRIDGE PLAN
 CITY OF LAGUNA WOODS
 DEPARTMENT OF COMMUNITY DEVELOPMENT

PREPARED BY: RBF
 CHECKED BY: RBF
 DATE: 11/13/15

SHEET 3 OF 9

NO.	DATE	REVISIONS	CITY	PROJECT NO.	DATE	BY	CHECKED	APPROVED
1								
2								
3								
4								

DATE	BY	CHECKED	APPROVED

PROJECT NO.	DATE	BY	CHECKED

PROJECT NO.	DATE	BY	CHECKED

PROJECT NO.	DATE	BY	CHECKED

PROJECT NO.	DATE	BY	CHECKED

PROJECT NO.	DATE	BY	CHECKED

PROJECT NO.	DATE	BY	CHECKED

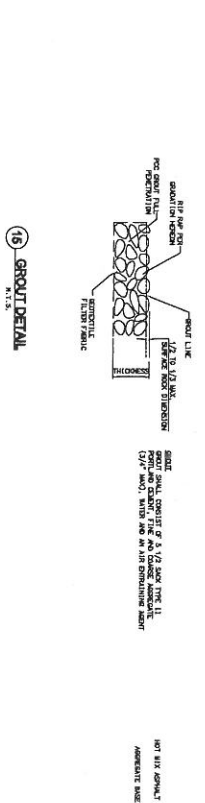
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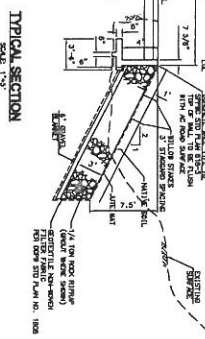
RBF
REGISTERED PROFESSIONAL ENGINEER
No. 20,120 (EX-20-2013)

CONSTRUCTION NOTES

1. REMOVE EXISTING AC ROAD WITHIN LIMITS SHOWN ON PLANS.
2. REMOVE AND RECONSTRUCT TO EXIST SOLID PAVEMENT AND LIMITS SHOWN ON PLANS.
3. EXISTING IN EXISTING AC ACCESS ROAD WITHIN LIMITS AND DETAILS SHOWN ON PLANS.
4. EXISTING SOLID PAVEMENT WITHIN LIMITS AND DETAILS SHOWN ON PLANS.
5. EXISTING SOLID PAVEMENT WITHIN LIMITS AND DETAILS SHOWN ON PLANS.
6. EXISTING SOLID PAVEMENT WITHIN LIMITS AND DETAILS SHOWN ON PLANS.
7. EXISTING SOLID PAVEMENT WITHIN LIMITS AND DETAILS SHOWN ON PLANS.



PLAN
SCALE: 1"=10'



TYPICAL SECTION
SCALE: 1"=4"



SOIL COVER AND PLANTING

1. 1/2" TO 1" SOIL COVER
2. 1/2" TO 1" SOIL COVER
3. PLANT 1" WIDE STRIPS

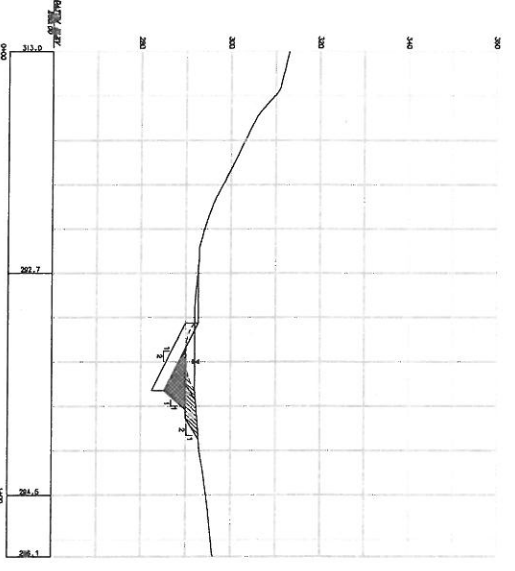
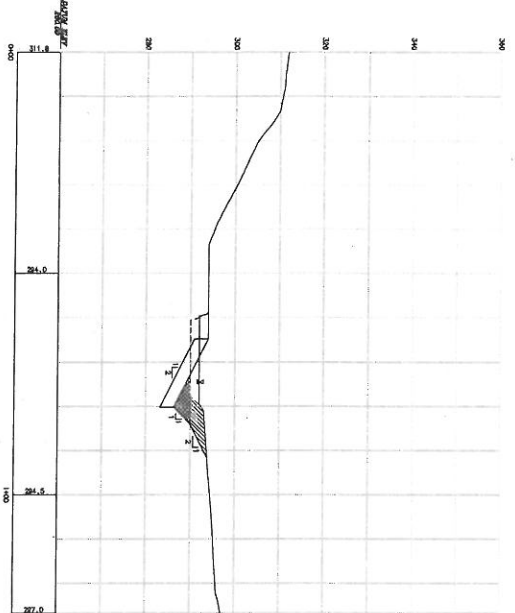
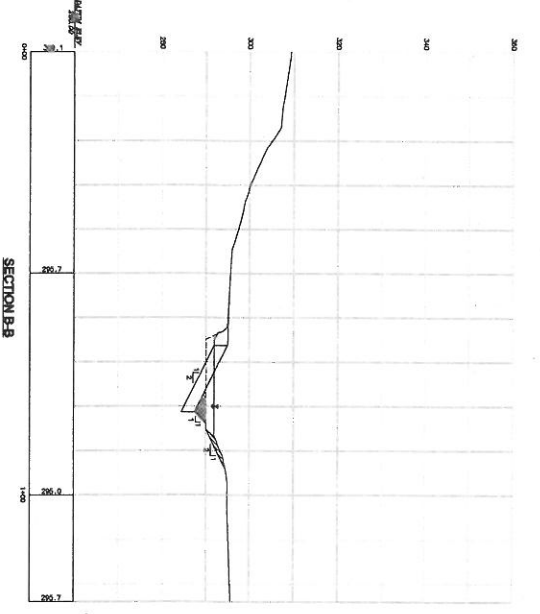
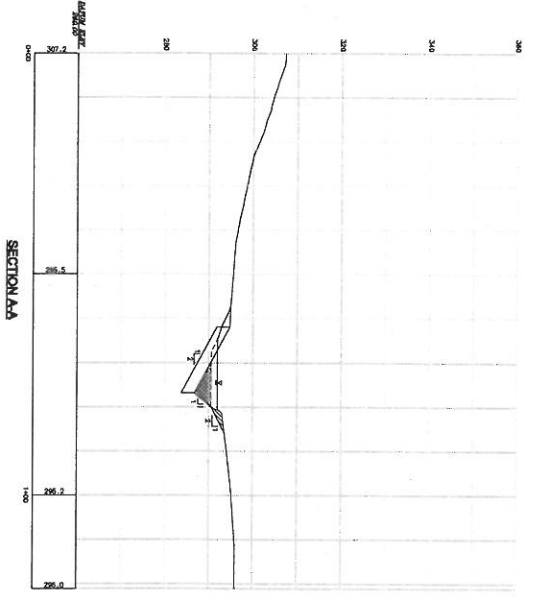
REPAIR OPTIONS
OPTION 1 - OPTION 1, PLACE CONCRETE WITHIN LIMITS SHOWN ON PLANS.
OPTION 2 - OPTION 2, PLACE CONCRETE WITHIN LIMITS SHOWN ON PLANS.

LEGEND
1. REMOVE AND RESTORE
2. PROTECT IN PLACE
3. SALVAGE AND REUSE

MATERIAL	QUANTITY
1/2" TO 1" SOIL COVER	0 - 5
1/2" TO 1" SOIL COVER	50 - 100
1/2" TO 1" SOIL COVER	80 - 100

1/4 TON ROCK GRADATION
FILL TO EXISTING GRADE

REMOVE EXISTING AC ROAD WITHIN LIMITS SHOWN ON PLANS.
REMOVE AND RECONSTRUCT TO EXIST SOLID PAVEMENT AND LIMITS SHOWN ON PLANS.
EXISTING IN EXISTING AC ACCESS ROAD WITHIN LIMITS AND DETAILS SHOWN ON PLANS.
EXISTING SOLID PAVEMENT WITHIN LIMITS AND DETAILS SHOWN ON PLANS.
EXISTING SOLID PAVEMENT WITHIN LIMITS AND DETAILS SHOWN ON PLANS.
EXISTING SOLID PAVEMENT WITHIN LIMITS AND DETAILS SHOWN ON PLANS.



CROSS SECTIONS

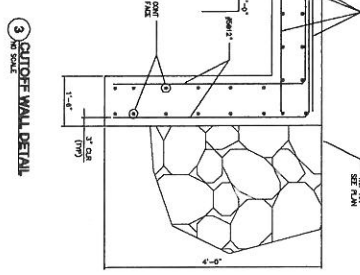
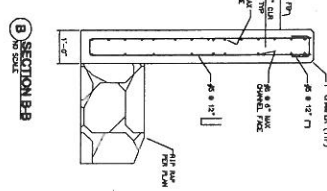
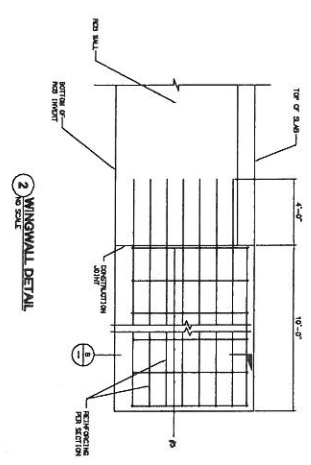
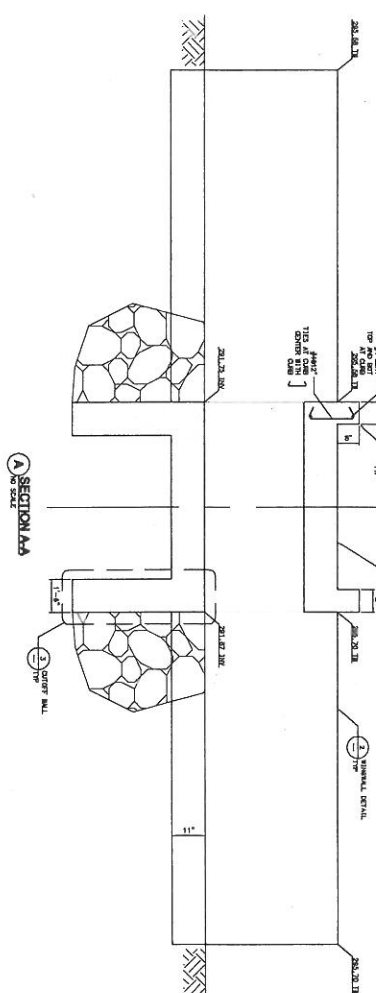
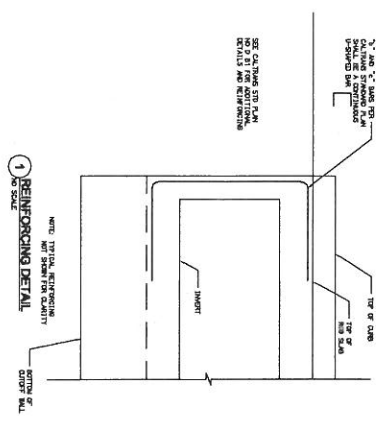
SCALE: 1"=10'

NO.	DATE	REVISIONS	CITY
1			
2			
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5			

PROPOSED BY: RBF
DESIGNED BY: RBF
CHECKED BY: RBF
DATE: 7/24/12

ALSO CREEK RESTORATION ACCESS RD & CROSS SECTIONS PLAN
CITY OF LAGUNA WOODS
 DEPARTMENT OF COMMUNITY DEVELOPMENT

SHEET 5 OF 9

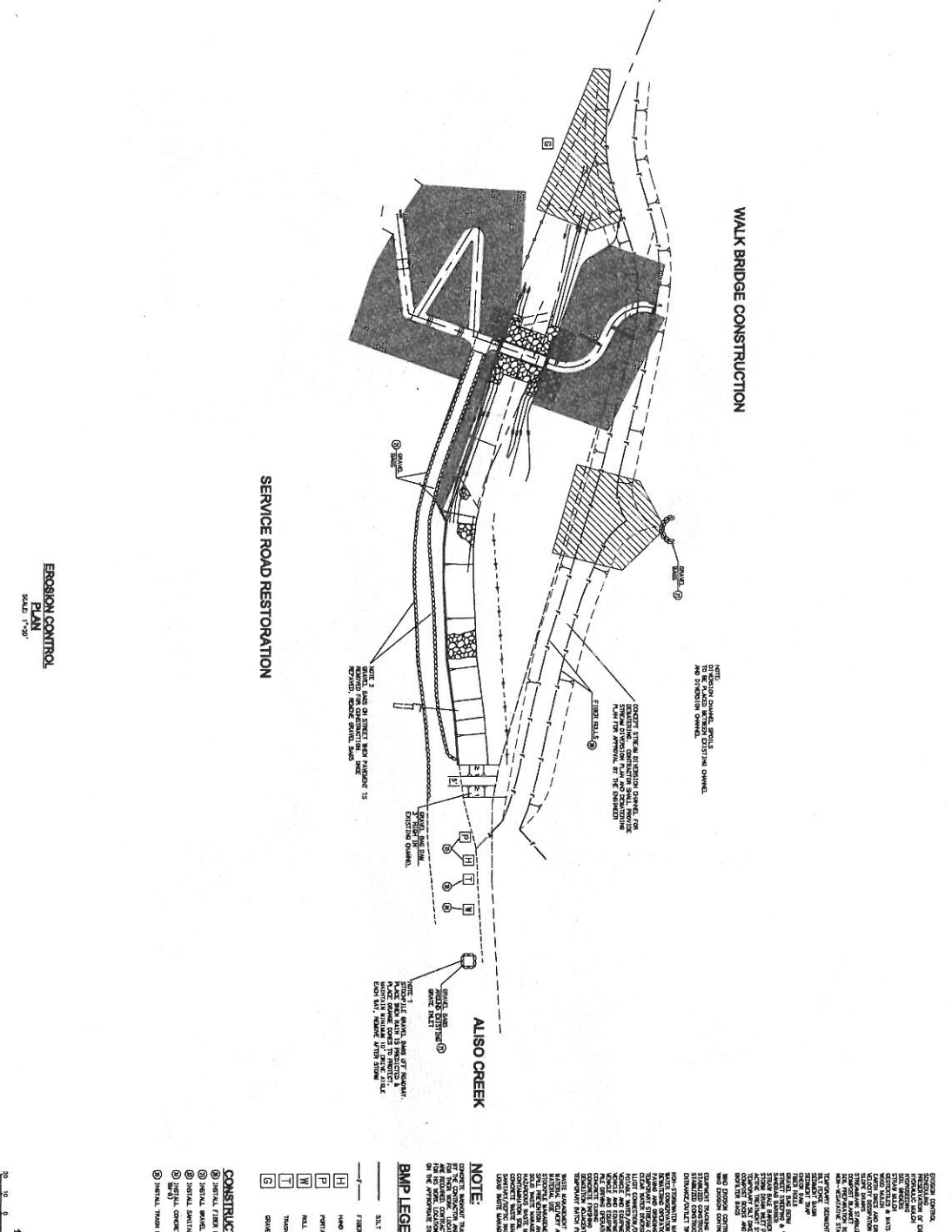


NOTE: BRICK AND SMALL STONE VENEER FACING AND REINFORCEMENT TO BE CONSTRUCTED FOR IMPACT LOADS.

NO.	DATE	REVISIONS	CITY	PROJECT NO.	DESCRIPTION	DATE	BY	CHECKED	SCALE	SECTION
1										
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NO.	DATE	BY	CITY
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PROJECT: EROSION CONTROL PLAN SHEET 8 OF 9	CLIENT: CITY OF LAGUNA WOODS DEPARTMENT OF COMMUNITY DEVELOPMENT
DATE: 12/15/2023 SCALE: 1" = 20'	PROJECT NO.: 2023-001 DRAWING NO.: 8 OF 9



CONSTRUCTION NOTES

- 1. SERIAL FIBER STALL (See Section 01-20)
- 2. SERIAL WOOD BARR (See Section 01-20)
- 3. SERIAL SWIFT FACILITIES (See Section 01-20)
- 4. SERIAL CONCRETE SWIFT FACILITIES (See Section 01-20)
- 5. SERIAL TRAP FACILITIES (See Section 01-20)

BMP LEGEND

- H - SAND BARR
- P - PERMEABLE RESTRICTION
- W - WALL OF CONCRETE SWIFT
- T - TRAP BOX
- C - SWALE, BARR STOPPABLE

NOTE:
 CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF LAGUNA WOODS SPECIFICATIONS FOR EROSION CONTROL. ALL CONSTRUCTION SHALL BE COMPLETED BY THE DATE SPECIFIED ON THE PERMITS. THE LOCATION OF THE BMP SHALL BE AS SHOWN ON THIS PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LAGUNA WOODS AND THE CALIFORNIA DEPARTMENT OF WATER RESOURCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CALIFORNIA DEPARTMENT OF WATER RESOURCES.

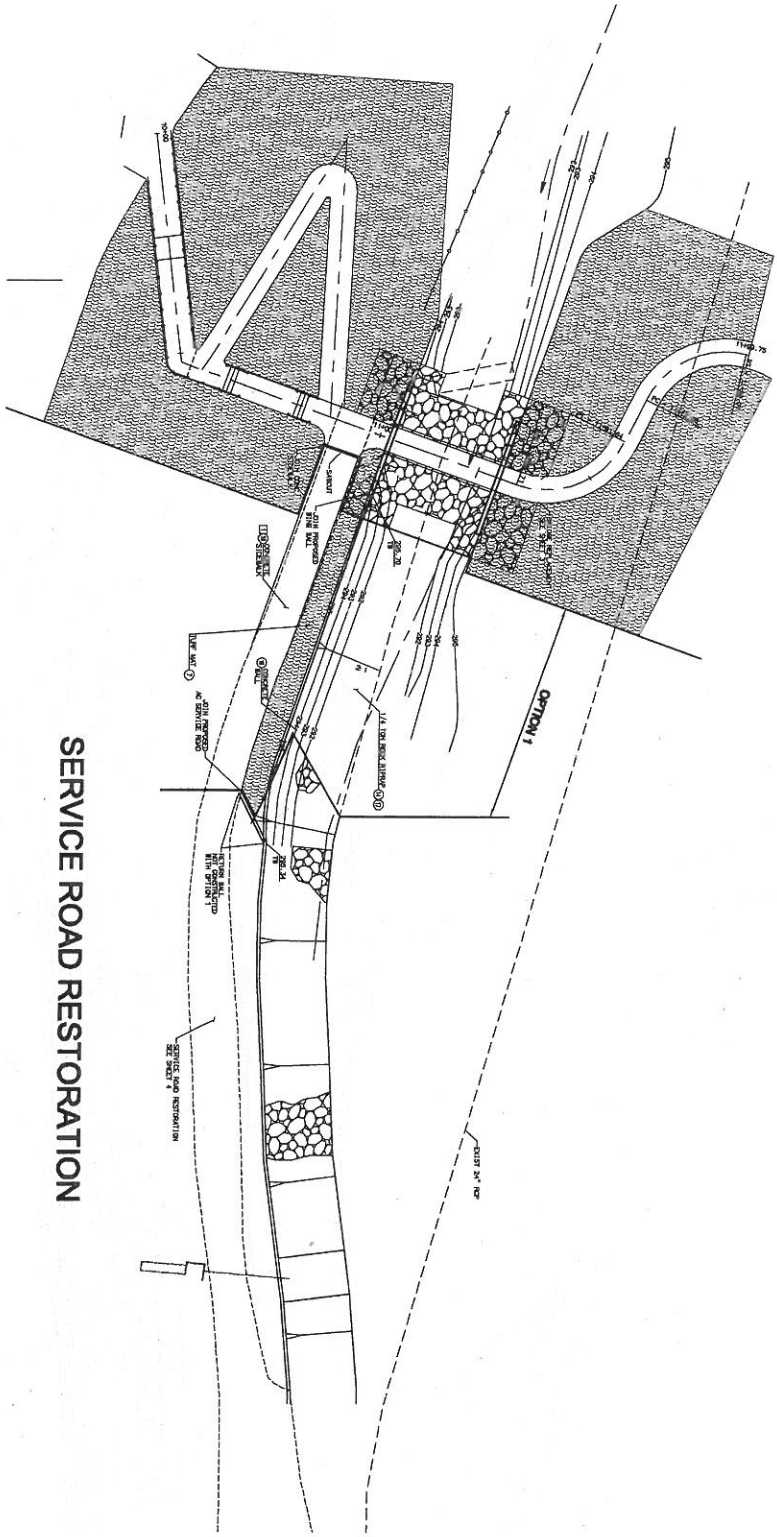
ALSO CREEK
 CONCRETE TRIPLE BENTON CHANNEL FOR EROSION CONTROL SHALL BE INSTALLED PER PLAN FOR REMOVAL OF EXISTING CHANNEL. FIBER STALL SHALL BE INSTALLED PER PLAN FOR REMOVAL OF EXISTING CHANNEL. WALK BRIDGE SHALL BE INSTALLED PER PLAN FOR REMOVAL OF EXISTING CHANNEL. SERVICE ROAD SHALL BE RESTORED PER PLAN FOR REMOVAL OF EXISTING CHANNEL.

EROSION CONTROL PLAN
 SCALE: 1" = 20'

WALK BRIDGE CONSTRUCTION
SERVICE ROAD RESTORATION

ALSO CREEK RESTORATION
EROSION CONTROL
 CITY OF LAGUNA WOODS
 DEPARTMENT OF COMMUNITY DEVELOPMENT

SHEET 8 OF 9



SERVICE ROAD RESTORATION

- CONSTRUCTION NOTES**
- 1) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 2) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 3) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 4) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 5) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 6) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 7) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 8) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 9) CONCRETE SHALL BE 3000 PSI AND 4" THICK
 - 10) CONCRETE SHALL BE 3000 PSI AND 4" THICK

- LEGEND**
- 1) CONCRETE
 - 2) CURB
 - 3) PAVEMENT
 - 4) GRAVEL
 - 5) SAND
 - 6) SOIL
 - 7) VEGETATION
 - 8) EXISTING
 - 9) PROPOSED
 - 10) FINISH
 - 11) ELEVATION
 - 12) DIMENSION
 - 13) CENTERLINE
 - 14) RIGHT-OF-WAY
 - 15) ADJACENT PROPERTY
 - 16) UTILITY
 - 17) TREE
 - 18) FENCE
 - 19) SIGN
 - 20) LIGHT
 - 21) MANHOLE
 - 22) DRAINAGE
 - 23) EROSION CONTROL
 - 24) RETAINMENT WALL
 - 25) GROUNDWATER
 - 26) SURFACE WATER
 - 27) SUBGRADE
 - 28) FINISH GRADE
 - 29) PROPOSED GRADE
 - 30) EXISTING GRADE
 - 31) PROPOSED CURB
 - 32) EXISTING CURB
 - 33) PROPOSED PAVEMENT
 - 34) EXISTING PAVEMENT
 - 35) PROPOSED GRAVEL
 - 36) EXISTING GRAVEL
 - 37) PROPOSED SAND
 - 38) EXISTING SAND
 - 39) PROPOSED SOIL
 - 40) EXISTING SOIL
 - 41) PROPOSED VEGETATION
 - 42) EXISTING VEGETATION
 - 43) PROPOSED EXISTING
 - 44) EXISTING EXISTING
 - 45) PROPOSED FINISH
 - 46) EXISTING FINISH
 - 47) PROPOSED ELEVATION
 - 48) EXISTING ELEVATION
 - 49) PROPOSED DIMENSION
 - 50) EXISTING DIMENSION
 - 51) PROPOSED CENTERLINE
 - 52) EXISTING CENTERLINE
 - 53) PROPOSED RIGHT-OF-WAY
 - 54) EXISTING RIGHT-OF-WAY
 - 55) PROPOSED ADJACENT PROPERTY
 - 56) EXISTING ADJACENT PROPERTY
 - 57) PROPOSED UTILITY
 - 58) EXISTING UTILITY
 - 59) PROPOSED TREE
 - 60) EXISTING TREE
 - 61) PROPOSED FENCE
 - 62) EXISTING FENCE
 - 63) PROPOSED SIGN
 - 64) EXISTING SIGN
 - 65) PROPOSED LIGHT
 - 66) EXISTING LIGHT
 - 67) PROPOSED MANHOLE
 - 68) EXISTING MANHOLE
 - 69) PROPOSED DRAINAGE
 - 70) EXISTING DRAINAGE
 - 71) PROPOSED EROSION CONTROL
 - 72) EXISTING EROSION CONTROL
 - 73) PROPOSED RETAINMENT WALL
 - 74) EXISTING RETAINMENT WALL
 - 75) PROPOSED GROUNDWATER
 - 76) EXISTING GROUNDWATER
 - 77) PROPOSED SURFACE WATER
 - 78) EXISTING SURFACE WATER
 - 79) PROPOSED SUBGRADE
 - 80) EXISTING SUBGRADE
 - 81) PROPOSED FINISH GRADE
 - 82) EXISTING FINISH GRADE
 - 83) PROPOSED PROPOSED GRADE
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 - 95) PROPOSED PROPOSED GRAVEL
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 - 97) PROPOSED EXISTING GRAVEL
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 - 100) EXISTING PROPOSED SAND
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 - 102) EXISTING EXISTING SAND
 - 103) PROPOSED PROPOSED SOIL
 - 104) EXISTING PROPOSED SOIL
 - 105) PROPOSED EXISTING SOIL
 - 106) EXISTING EXISTING SOIL
 - 107) PROPOSED PROPOSED VEGETATION
 - 108) EXISTING PROPOSED VEGETATION
 - 109) PROPOSED EXISTING VEGETATION
 - 110) EXISTING EXISTING VEGETATION

NO.	DATE	REVISIONS
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**CITY OF LAGUNA WOODS
INITIAL STUDY CHECKLIST**

1. Project Title: Aliso Creek Bridge and Road Repair Project

2. Lead Agency Name and Address:

City of Laguna Woods
24264 El Toro Road
Laguna Woods, California 92637

3. Contact Person and Phone Number:

Douglas C. Reilly
Assistant City Manager
City of Laguna Woods
24264 El Toro Road
Laguna Woods, California 92637

4. Project Location:

Latitude 33°36'0.76" North, Longitude 117°42'26.39" West. The existing bridge is located approximately 750 feet upstream of the Avenida Sevilla road crossing, and the damaged reach of service road is approximately 500 feet upstream of the Sevilla Road crossing at Aliso Creek. The project site is located between Avenida Sevilla and Paseo De Valencia, south of Aliso Park, in the City of Laguna Woods, Orange County, California.

5. Project Sponsor's Name and Address:

Mr. Lloyd Foster
Golden Rain Foundation of Laguna Woods
P.O. Box 2220
Laguna Hills, California 92654

6. General Plan Designation: Open Space (OS)

7. Zoning: Open Space – Passive District (OS-P)

8. Description of Project:

The proposed project includes repair and replacement a pedestrian bridge crossing and service road that were previously constructed along Aliso Creek on approximately 0.70 acres. Construction of the project is anticipated to be completed in three months.

The proposed project consists of repairing an existing pedestrian bridge spanning Aliso Creek within the Laguna Woods Village that was damaged as a result of recent storms. The pedestrian bridge is utilized by senior citizens in the Laguna Woods residential development and connects users locally to Aliso Park. The crossing is the primary connection between residential developments situated on either side of Aliso Creek. The previous bridge was located approximately 750 feet upstream of the Avenida Sevilla road crossing and consisted of a reinforced concrete single-span arch bridge. The previous bridge was

constructed for dry weather crossing because stormwater flows overtop and bypass the bridge, making it unusable.

In addition to the pedestrian bridge, an approximately 140-foot reach of an asphalt concrete (AC) service road adjacent to Aliso Creek was damaged during recent storm events. The damaged reach of service road is approximately 500 feet northeast of the Sevilla Road crossing of Aliso Creek in the Laguna Woods Village. The existing service road that varies in width from approximately 10 feet to 24 feet between Sevilla Road and the location of the road damage is accessed from Sevilla Road. Some areas under the service road no longer have fill material and would eventually result in the AC road being washed into Aliso Creek.

Bridge Repairs: The applicant proposes to relocate and reconstruct the damaged pedestrian bridge with a double 3-foot high by 12-foot wide reinforced concrete box (RCB) supported by box wingwalls. The creek slopes and bridge undercrossing will be stabilized with a minimum 4-foot ¼ ton rock riprap. The proposed 7-foot pedestrian walkway is approximately 325 feet long and will join with the existing concrete walkway approximately 100 feet north and 80 feet south of the proposed bridge. An ADA ramp and railing will be constructed north of the proposed bridge due to the grade on the portion of the project. Similar to the previous crossing, the proposed bridge will stabilize Aliso Creek's grade and is important for the protection of an existing 24-inch storm drain located immediately downstream. The proposed bridge will have approximately the same flow capacity as the prior crossing. Storm events greater than a one-year storm will overtop the crossing; however, the paths connecting to this facility will be protected from erosion by use of reinforced turf mats. The relocation of the bridge (approximately 20 feet to the west of the previous bridge location) avoids an existing native oak tree and decreases effects on the creek as the creek is narrower downstream. The total disturbance of the bridge construction is approximately 0.38-acre.

Slope Repairs: A 140-foot long section of AC service road will be repaired by removing the damaged portion of AC surfacing within the reach to be repaired and constructing a new reach to join with the existing 16-foot-wide road. The road would be repaired to the width (16-foot wide) that previously existed. The repairs would begin downstream at the location along the creek where grouted rock riprap was previously constructed adjacent to the road within the creek to provide grade stabilization within the creek. Approximately 5 feet of road downstream of the grouted rock location would be sawcut and removed to provide a sufficient area to join the new road surface. The upstream end of the proposed repairs would be the location where the AC road joins the existing concrete path. A 10-foot transition from the 16-foot AC road to the existing 8-foot concrete path will also be constructed. Rock riprap (1/4 ton) will be placed adjacent to the road at a 2:1 slope into the creek. The riprap will extend 3 feet below the invert elevation (bottom) of the creek. The total disturbance of the road and existing slope construction is approximately 0.24-acre. The riprap will be filled with native soil and vegetated with a native riparian plant mix. No loss of surface water or low flow area with the creek will occur.

9. Surrounding Land Uses and Setting:

Surrounding land uses consist of residential development.

10. Other public agencies whose approval is required:

- Santa Ana Regional Water Quality Control Board
- California Department of Fish and Game

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

DETERMINATION: (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

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

Signature: 

Date: 8.30.12

I. AESTHETICS

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

Discussion:

a-b) **No Impact.** The proposed project is not located within and is not near a scenic vista or scenic highway. No scenic resources are located on the project site. No impacts related to scenic vistas or resources could occur.

c) **Less than Significant Impact.** The proposed bridge and service road will replace a previously existing pedestrian bridge and a portion of the existing service road in a similar configuration using similar materials. Disturbed areas will be landscaped with a native seed mix to blend with the surrounding conditions. The proposed project would enhance the visual character through the replacement of degraded structures (bridge and slope). Native vegetation would be planted on the existing northern bank, which currently consists of severe erosion and rock. The project is consistent with the character of the area and, therefore, will result in less than significant impacts to the visual quality its surroundings.

d) **No Impact.** No lighting is proposed as part of the bridge and road repair and replacement; therefore, no lighting or glare impacts could occur.

II. AGRICULTURE RESOURCES

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
<p>II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>				X
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>				X
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104 (g))?</p>				X
<p>d) Result in loss of forest land or conversion of forest land to non-forest use?</p>				X
<p>e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?</p>				X

Discussion:

a-b) **No Impact.** The project site is designated as *Urban* on the latest Farmland Mapping and Monitoring Program (FMMP) map and there are no agricultural uses within the project vicinity.¹ No impact to agricultural resources could occur.

c-d) **No Impact.** No trees will be removed as a result of the project and no production-grade forest resources are located within the project vicinity. No impact to forest resources could occur.

e) **No Impact.** There are no agricultural or forest resources in the project vicinity; therefore no impacts related to the conversion of such resources could occur.

III. AIR QUALITY

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d) Expose sensitive receptors to substantial pollutant concentrations?			X	
e) Create objectionable odors affecting a substantial number of people?				X

Discussion:

a) **No Impact.** The purpose of an Air Quality Management Plan (AQMP) is to bring an area into compliance with the requirements of federal and state air quality standards. The project area is located within the South Coast Air Basin, where the South Coast Air Quality Management District (SCAQMD) administers regional air quality improvement strategies through the 2007 Air Quality Management Plan (AQMP). A development project may be determined to conflict with the AQMP if it: (1) would increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is inconsistent with the growth assumptions in the AQMP.²

1. The proposed bridge will not result in any long-term emissions because there is no operational or area source component associated with the project. The project will result in short-term, construction-related emissions (see Section III.b below). Construction-related emissions are below the thresholds of significance established by SCAQMD and therefore will not result in an increase in the frequency or severity of an air quality violation or cause a new air quality violation.
2. The CEQA Air Quality Handbook indicates that consistency with AQMP growth assumptions must be analyzed for new or amended General Plan elements, Specific Plans, and *significant projects*. *Significant projects* include airports, electrical generating facilities, petroleum and gas refineries, designation of oil drilling districts, water ports, solid waste disposal sites, and off-shore drilling facilities; therefore, the proposed project is not defined as *significant*. This project does not include a General Plan Amendment and therefore does not require consistency analysis with the AQMP.

Based on the criteria established by SCAQMD, the project will not conflict with the 2007 AQMP and no impact will occur.

b) **Less than Significant Impact.** The proposed project will not result in long-term emissions of criteria air pollutants or toxic air contaminants because it does not include an operational component. The project will result in short-term construction-related emissions due to site clearing, grading, bridge construction, and paving activities. To estimate pollutant emission from construction activities, the Road Construction Emissions Model (RoadMod) version 7.1.1 was utilized. RoadMod is a volumetric pollutant emissions model designed for linear construction projects. Construction of the pedestrian bridge and is anticipated to take approximately three months with approximately 0.7 acres of total disturbed area. This data was

input into the model that provides default estimates for length of construction phases, equipment needs, and worker trips. The results of the model and applicable SCAQMD daily thresholds are summarized in Table 1. The model shows that construction of the project will not exceed SCAQMD thresholds; therefore, impacts will be less than significant.

Table 1
Construction Emissions (lbs/day)

	ROG	NOx	CO	SOX	PM2.5	PM10
Maximum Daily Emissions	0.2	1.0	1.3	--	3.0	14.1
SCAQMD Threshold	75	100	550	150	55	150
Significant?	No	No	No	No	No	No
Source: Hogle-Ireland 2012						
* The Roadway Construction Emissions Model does not calculate SO _x emissions because construction activities do not emit appreciable amounts of this pollutant						

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

d) **Less than Significant Impact.** The proposed pedestrian bridge and service road do not include an operational component that could result in long-term emissions of toxic air contaminants or carbon monoxide. Construction-related emissions of diesel particulate matter (DPM) will be short-term and therefore will not contribute substantially to long-term cancer and non-cancer health risks (generally established over a 70-year exposure period). Impacts to sensitive receptors will be less than significant.

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

IV. BIOLOGICAL RESOURCES

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

Discussion:

a) **Less than Significant Impact.** The project is located within the floodway of Aliso Creek at the site of a previously existing pedestrian bridge and service road that were damaged during recent storm activities. Vegetation in the area consists primarily of landscape turf.³ One oak tree associated with other mixed hardwoods along the southern bank of Aliso Creek is located on the project site and will be preserved in place. Herbaceous growth is also present east of the project site on the north bank of Aliso Creek. Considering the project is generally small (0.7 acres) and the lack of appreciable native habitat in the project area; impacts to special status species or habitat will be less than significant.

b) **No Impact.** No riparian habitat is located on or near the project site; therefore, no impacts could occur.⁴

c) **Less than Significant Impact.** According to the National Wetlands Inventory, Aliso Creek is a *riverine* (R4SBCx) excavated streambed defined by intermittent flows and seasonal flooding.⁵ Aliso Creek is therefore defined as *Water of the United States* and is subject to regulation and the permitting authority of the U.S. Army Corps of Engineers, in accordance with the provisions of Section 404 of the Clean Water Act. Additionally, the Aliso Creek is classified as a “streambed”, as defined in Section 1600 of the California Fish and Game Code; therefore, construction within the creek will also require a *Streambed Alteration Agreement* from DFG under Section 1600 of the state Fish and Game Code. Considering the project of an existing, recently damaged pedestrian bridge and service road, the project will be subject to the general *Nationwide Permit* as an NWP3 maintenance project. The project will be subject to *Nationwide Permit* general conditions and mitigation to minimize adverse effects within the creek. Common measures include verification that on-site drainages are replaced or enhanced beyond pre-construction levels and the replanting of vegetation removed as a result of the project. Considering the project repairs an existing bridge and service road, is not subject to individual permitting because of

its relatively small size, and is designed to ensure channel capacity remains the same, impacts related to changes to wetlands will be less than significant.

d) **No Impact.** The project will replace a recently damaged pedestrian bridge with a similar design. Channel capacity will remain the same and aquatic or terrestrial wildlife movement under the bridge will remain intact. No impact will occur.

e) **No Impact.** The City does not have any local rules or ordinances designed to protect mature trees or other biological resources. The project includes preservation of one existing on-site oak tree. No impact will occur.

f) **No Impact.** The project site is not located within an adopted Habitat Conservation Plan (HCP) or Natural Community Conservation Plan (NCCP).⁶ No impact could occur.

V. CULTURAL RESOURCES

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				X
d) Disturb any human remains, including those interred outside of formal cemeteries?				X

Discussion:

a-d) **No Impact.** The proposed pedestrian bridge and service road are replacements of existing infrastructure on previously disturbed land. Any buried cultural resources would have been removed or destroyed during previous construction activities. The proposed bridge will not breach subsurface soils that were not previously disturbed. No impact to cultural resources could occur.

VI. GEOLOGY AND SOILS

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS: Would the project?				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X

Discussion:

a.i) **No Impact.** The project is not located in an Alquist-Priolo fault hazard zone.⁷ No impact could occur.

a.ii) **Less than Significant Impact.** The project is subject to strong groundshaking as is all of seismically active Southern California. The proposed pedestrian bridge will be constructed per California Department of Transportation (Caltrans) Standard Plan D81 for cast-in-place RCB culverts.⁸ Reinforcement and other design features will minimize the potential for collapse during seismic events. Impacts will be less than significant.

a.iii, c) **Less than Significant Impact.** The project site is subject to liquefaction considering it is located within the flood plain of Aliso Creek.⁹ The proposed pedestrian bridge will be constructed of reinforced concrete on a minimum 4-foot ¼ ton riprap to ensure stability should subsurface soils loss cohesion during an earthquake. Impacts will be less than significant.

a.iv) **No Impact.** The project is not subject to landslides.¹⁰ No impact could occur.

b) **Less than Significant Impact.** Topsoil in the project vicinity is generally of fair quality.¹¹ The project erosion control plan identifies Best Management Practices (BMP) to prevent erosion during construction activities. These include use of fiber rolls and gravel bags. Post-construction re-vegetation will ensure that soils are stabilized in perpetuity. Impacts related to the loss of topsoil will be less than significant.

d) **No Impact.** The linear extensibility of soils on the project site is 1.5 percent, according to the National Soils Survey.¹² Linear extensibility describes the shrink-swell potential of soils and those under three

percent have a low potential; therefore, soils located on the project site are not expansive and no impact will occur.

e) **No Impact.** No septic tanks are proposed as part of the project. No impact could occur.

VII. GREENHOUSE GAS EMISSIONS

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing emissions of greenhouse gases?				X

Discussion:

a) **Less than Significant Impact.** The project will not result in any long-term GHG emissions because the proposed bridge does not include an operational component that could result in any future emissions. Temporary GHG emissions would occur during construction activities, from vehicle and equipment exhausts and paving emissions. Impacts related to GHG emissions are cumulative, resulting from the accumulation of GHGs in the atmosphere over the long-term; therefore, short-term, temporary GHG emissions from construction activities will not contribute substantially to long-term climate change. Impacts will be less than significant.

b) **No Impact.** No plans, policies or regulations have been adopted to regulate construction-based GHG emissions. Once the new bridge is completed, it would not generate any greenhouse gas emissions. This project would not conflict with any plans, policies or regulations pertaining to emissions of greenhouse gases.

VIII. HAZARDS AND HAZARDOUS MATERIALS

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
i) Would the project include a new or retrofitted stormwater treatment control Best Management Practice (BMP), (e.g. water quality treatment basin, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?				X

Discussion:

a-b) **Less than Significant Impact.** The proposed pedestrian bridge and service road repairs do not include an operational component requiring the use, transport, or disposal of hazardous materials. Construction activities will require nominal minor amounts of hazardous materials such as adhesives and petroleum products to complete the bridge and service road. These products are subject to state and federal regulations and will be handled in accordance with their labeling. Impacts will be less than significant.

c) **No Impact.** There are no schools located within one-quarter mile of the project site. No impact could occur.

d) **No Impact.** The proposed project is not located on a site listed on the State *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.¹³

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

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),¹⁴

- listed as a leaking underground storage tank (LUFT) site by the State Water Resources Control Board (SWRCB),¹⁵
- listed as a hazardous solid waste disposal site by the SWRCB,¹⁶
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,¹⁷ or
- developed with a hazardous waste facility subject to corrective action by the DTSC.¹⁸

e-f) **No Impact.** The project is not located within the influence area of a public airport or airstrip. No impact will occur.

g) **No Impact.** The project does not involve any roadways or access points that could conflict with emergency planning efforts. No impact will occur.

h) **No Impact.** The project is not located in a high fire hazard zone.¹⁹ No impact will occur.

i) **No Impact.** The project does not include any stormwater features, such as detention basins, that could result in ponding water that could attract vectors or result in odors. No impact will occur.

IX. HYDROLOGY AND WATER QUALITY

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements?				X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			X	
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				X
f) Otherwise substantially degrade water quality?				X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X
k) Potentially impact stormwater runoff from construction activities?			X	
l) Potentially activity potentially impact stormwater runoff from post-construction activities?				X
m) Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?			X	
n) Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?				X
o) Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?				X
p) Create significant increases in erosion of the project site or surrounding areas?				X

Discussion:

The proposed project would replace previously existing structures and stabilize the creek’s banks through bio-engineering methods. A 401 Water Certification has been processed by the San Diego Regional Board to ensure that water quality standards have been met and no impacts to beneficial uses would occur. No changes in flows or flow duration would occur as a result of the new bridge structure.

X. LAND USE AND PLANNING

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

Discussion:

a-c) **No Impact.** The proposed project consists of repairing an existing foot bridge and service road and stabilization of an existing channel, and will not divide an established community. The project will not conflict with any land use plans and is not located within a habitat conservation plan or natural community conservation plan area. No impact will occur.

XI. MINERAL RESOURCES

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Discussion:

a-b) **No Impact.** The project includes repair and replacement of a pedestrian bridge and service road on a developed site in residential neighborhood. No known mineral resources are located in the area and no mining operations would be permitted on or near the project site. No impact will occur.

XII. NOISE

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
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?			X	
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
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,				X

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

Discussion:

a) **No Impact.** The proposed pedestrian bridge and service road are not subject to noise compatibility standards and does not include an operational component that could expose persons to excessive noise. No impact will occur.

b) **No Impact.** Groundborne vibration generated by construction projects is highest during pile driving, rock blasting, soil compacting, jack-hammering, and structural demolition-related activities. Construction of the proposed pedestrian bridge and service road do not require these activities or associated heavy equipment. The project has no operational component that could generate groundborne noise. No impact will occur.

c) **No Impact.** The proposed project does not include an operational component that could raise ambient noise level. No impact will occur.

d) **Less than Significant Impact.** Construction noise will be generated over the three-month construction period of the project. This will expose residents in the project vicinity to noise levels in excess of the 55 dBA daytime exterior and interior noise standards adopted in Section 7.08.060 and -070 of the Municipal Code.²⁰ Section 7.08.080 of the Municipal Code limits construction activities to 7:00am to 8:00pm, Monday through Saturday, and prohibits construction-related noise on Sundays and federal holidays. This will minimize any potential noise impacts during sensitive evening and nighttime hours, when noise intrusion is more apparent. Impacts related to temporary construction noise will be less than significant with implementation of existing regulations.

e-f) **No Impact.** The project is not located within the influence area of a public airport or private airstrip. No impact could occur..

XIII. POPULATION AND HOUSING

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Discussion:

a) **No Impact.** The proposed project consists of repairing an existing pedestrian bridge and service road, and stabilization of an existing channel. The project includes no operational component that could induce population growth and does not require demolition of housing or other structures that could displace people. No impact will occur.

XIV. PUBLIC SERVICES

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES:				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?				X
Police Protection/Code Enforcement?				X
Schools?				X
Parks?				X
Other Public Facilities?				X

Discussion:

The proposed project is limited to the existing channel and service road, and will not require any additional public services that would require construction of any governmental facilities. No impact will occur.

XV. RECREATION

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

Discussion:

a-b) **No Impact.** The proposed pedestrian bridge and service road include no operational component that would result in the use or construction of any recreational facilities. No impact could occur.

XVI. TRANSPORTATION/TRAFFIC

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel				X

and relevant components of the circulation system including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
e) Result in inadequate emergency access?				X
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?				X

Discussion:

a-b) **No Impact.** The proposed project does not include an operational component that could increase traffic volume on local or regional (CMP) roadways. No traffic impacts will occur.

c) **No Impact.** The proposed project does not include any structures that would change air traffic patterns and does not include an operational component that could increase airline flights. No impact will occur.

d) **No Impact.** The proposed pedestrian bridge and service road do not include any hazardous design features. No impact will occur.

e) **No Impact.** The proposed project does not provide nor will it interfere with emergency access to any residential units in the area. No impact will occur.

f) **No Impact.** The proposed project will restore a damaged pedestrian bridge, increasing pedestrian connectivity in the area and providing a benefit to local residents. No impact to alternative transportation systems will occur.

XVII. UTILITIES AND SERVICE SYSTEMS

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

g) Comply with federal, state, and local statutes and regulations related to solid waste?				X
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Discussion:

a,e) **No Impact.** The project will not generate any wastewater requiring conveyance or treatment. No impact could occur.

b,d) **No Impact.** The project will not demand water or discharge wastewater requiring construction or expansion of any facilities or water supplies. No impact will occur.

c) **No Impact.** No storm water drainage facilities are required to serve the project. Storm water will sheet flow off the proposed bridge and service road into Aliso Creek. No impact will occur.

d) **Less than Significant Impact.** The project includes no operational component that could generate long-term solid waste. Minimal solid waste will be generated from disposal of portions of the existing damaged bridge and service road. All demolition and construction debris will be disposed of in accordance with state and local diversion regulations. Impacts will be less than significant.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?			X	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Discussion:

a) **Less than Significant Impact.** The environmental analysis provided in Section II concludes that impacts related to emissions of criteria pollutants and other air quality impacts will be less than significant. Sections VII and IX conclude that impacts related to climate change and hydrology and water quality will be less than significant. Section 4.4 concludes that impacts to fish, wildlife, or habitat will. Section V concludes that impacts to cultural resources will not occur. The City hereby finds that impacts related to degradation of the environment, biological resources, and cultural resources will be less than significant.

b) **Less than Significant Impact.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term

and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project. Short-term impacts related to noise and pollutant emissions will be at less than significant levels and therefore will not contribute substantially to any other concurrent construction programs that may be occurring in the vicinity. The project will not contribute to long-term, cumulative impacts because the project includes no operational component. Particularly, the project does not require new or expanded public services or utility systems such as fire protection services, traffic control and roadways, storm drain facilities, or other public facilities and equipment. The City hereby finds that the contribution of the proposed operations center to cumulative impacts will be less than significant.

c) **Less than Significant Impact.** Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.17, the project will not in substantial adverse effects on human beings. Short-term construction related impacts would be minimal considering the size and scope of the project. No long-term effects would occur because the project has no operational component. The analysis herein concludes that direct and indirect environmental effects will at worst be less than significant and no mitigation is required. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

REFERENCE LIST

- ¹ California Department of Conservation. Farmland Mapping and Monitoring Program. Orange County Important Farmland 2010. August 2011
- ² South Coast Air Quality Management District. CEQA Air Quality Handbook. 1993
- ³ United States Forest Service. Vegetation Classification and Mapping (CALVEG). Zone 7: Tile 51A. http://www.fs.fed.us/r5/rsl/projects/gis/data/vegcovs/scoast/EvegTile51A_02_03_v2.zip [August 22, 2012]
- ⁴ United States Fish and Wildlife Service. National Wetlands Inventory. <http://107.20.228.18/Wetlands/WetlandsMapper.html#> [August 22, 2012]
- ⁵ *ibid*
- ⁶ California Department of Fish and Game. HabiTrak. <http://imaps.dfg.ca.gov/viewers/habitrak/app.asp> [August 23, 2012]
- ⁷ California Geological Survey. Alquist-Priolo Earthquake Fault Zones. http://www.quake.ca.gov/gmaps/ap/ap_maps.htm [August 23, 2012]
- ⁸ California Department of Transportation, Standard Plans, US Customary Units. Cast-in-Place Reinforced Concrete – Double Box Culvert, Plan No. D81. 2010
- ⁹ California Geological Survey. Seismic Hazard Zones: San Juan Capistrano Quadrangle. December 2001
- ¹⁰ *ibid*
- ¹¹ Natural Resources Conservation Service. National Cooperative Soil Survey, Custom Soil Resource Report. August 23, 2012
- ¹² *ibid*
- ¹³ California Environmental Protection Agency. Cortese List. <www.calepa.ca.gov/SiteCleanup/CorteseList/> [August 23, 2012]
- ¹⁴ California Department of Toxic Substances Control. EnviroStor. <www.envirostor.dtsc.ca.gov/public/search.asp> [August 23, 2012]
- ¹⁵ California State Water Resources Control Board. GeoTracker. <geotracker.waterboards.ca.gov> [August 23, 2012]
- ¹⁶ California State Water Resources Control Board. Sites Identified with Waste Constituents Above Hazardous Waste Levels Outside the Waste Management Unit. <www.calepa.ca.gov/SiteCleanup/CorteseList/CurrentList.pdf> [August 23, 2012]
- ¹⁷ California State Water Resources Control Board. List of Active CDO and CAO. <www.calepa.ca.gov/SiteCleanup/CorteseList/CDOCAOList.xls> [August 23, 2012]
- ¹⁸ California Department of Toxic Substances Control. Hazardous Facilities Subject to Corrective Action. <www.calepa.ca.gov/SiteCleanup/CorteseList/SectionA.htm#Facilities> [August 23, 2012]
- ¹⁹ California Department of Forestry and Fire Protection. Very High Fire Hazard Severity Zones in Local Response Area. October 2011
- ²⁰ City of Laguna Woods. Municipal Code.