CEQA FINDINGS OF FACT
REGARDING THE
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE
Century Villages at Cabrillo Specific Plan EIR
STATE CLEARINGHOUSE NO. 2020010387

Attachment G

I. BACKGROUND

The California Environmental Quality Act (CEQA) requires that a number of written findings be made by the lead agency in connection with certification of an environmental impact report (EIR) prior to approval of the Century Villages at Cabrillo Specific Plan (Specific Plan or Project) pursuant to Sections 15091 and 15093 of the CEQA Guidelines and Section 21081 of the Public Resources Code. This document provides the findings required by CEQA and the specific reasons for considering the Specific Plan acceptable even though the Specific Plan has significant impacts that are infeasible to mitigate.

The lead agency is responsible for the adequacy and objectivity of the EIR. The City of Long Beach (City), as lead agency, has subjected the Draft EIR (DEIR) and Final EIR (FEIR) to the agency's own review and analysis.

A. PROJECT SUMMARY

Over the next 10 years, the project applicant (Century Housing Corporation) is seeking to redevelop portions of the development area covered by the Specific Plan (Plan Area) that consist of the former navy housing stock, transitioning the collection of antiquated structures and underutilized areas to modern affordable housing and service facilities along with key site improvements. The redevelopment effort will be realized through implementation of the Specific Plan, which is part of a collection of planning documents that effectively guide the services, housing, amenities, and programming for the Plan Area. Project implementation will require a Zoning Ordinance Amendment, Zoning Map Amendment, and adoption of the Specific Plan, along with other discretionary and non-discretionary actions.

The mix of development accommodated by the Specific Plan will provide quality dwelling units for residents in need while hosting modern spaces for current and new social service providers, commercial uses, and community amenities. The Specific Plan serves as the master plan for a residential community that includes emergency, bridge/transitional, and permanent housing with support services and amenities. The Specific Plan regulates the Plan Area's allowable land uses, circulation, open space, and development standards and also provides the basis for the Leadership in Environmental and Energy Design (LEED)–Neighborhood Development (ND) certification documentation obtained by Century Villages at Cabrillo (CVC) in 2019.

Implementation of the Specific Plan involves the demolition of 235 dwelling units, 10,030 square feet of amenities (such as convenience stores, cafeteria, weight room, faith services, etc.), 10,200 square feet of educational uses, 7,250 square feet of administrative and support services, and removal of 153

parking spaces. The majority of buildings that will be demolished are along Williams Streets and toward the north end of San Gabriel Avenue. New development under the Specific Plan will include 750 dwelling units, 77,000 square feet of amenities, 15,000 square feet of educational uses, 17,000 square feet of commercial/retail uses, 48,000 square feet of administrative and supportive services, and 518 parking spaces. Buildout of the Plan Area under the Specific Plan will result in a total of 1,380 dwelling units, 79,350 square feet of amenities, 15,000 square feet of educational uses, 22,850 square feet of commercial/retail uses, 67,050 square feet of administrative and supportive services, and 877 parking spaces.

The existing and proposed buildings will range between 15 and 80 feet in height and will be arranged around a series of outdoor spaces and community amenities. Each new development accommodated by the Specific Plan will have residential units on the upper levels and ground floors occupied by consolidated bike and automobile parking, along with flexible spaces that can host service providers, administrative functions, and community amenities. New buildings will have similar unit mixes to that of Cabrillo Gateway and Anchor Place, including housing for veterans and nonveterans. New residential development will replace aging dwelling units while expanding affordable housing options for veterans, non-veterans, families, and individuals. The majority of new development accommodated by the Specific Plan will occur along the central and in the northwestern portions of the Plan Area, along Williams Streets and toward the north end of San Gabriel Avenue

Implementation of the Specific Plan will continue to serve the Plan Area's existing and future residents while upgrading and expanding the housing stock to address community needs. Dedicated veteran housing will continue to be the core offering with the initial phases of development focusing on replacing these units and upgrading the associated services and amenities. Housing dedicated for special needs individuals and seniors will also be part of the Specific Plan with new facilities for service providers that are not currently operating in the Plan Area. Some existing amenities will be realigned to better serve the intended populations while new contemplated amenities such as a dedicated senior center will be developed for the future population.

B. PROJECT OBJECTIVES

The Specific Plan includes principals and goals to guide future development, programming and improvements that will occur in the Plan Area over the next 10 years (early 2023 to 2033). Based on these guiding principles and goals, the following objectives have been established for the Specific Plan and will aid decision makers in their review of the Specific Plan and associated environmental impacts.

1. Integrate both new and rehabilitated residential development for the express purpose of providing transitional housing and support services to homeless veterans and the homeless population of the region.

2. Allow for the long-term development and enhancement of the Century Villages at Cabrillo community to anchor residents, meet the evolving needs of the community and provide necessary support of resident's mental, physical, and emotional health.

3. Enhance the safety, livability, and connectivity of the Century Villages at Cabrillo community.

4. Guide redevelopment of an antiquated building stock and available land in order to accommodate increased demand for housing and services, while increasing energy efficiency.

5. Develop enhanced and expanded open space and connectivity throughout the community to serve the needs of residents and employees.

6. Provide housing and services near the West Long Beach Transit Center and within a transit priority area consistent with Statewide and regional goals to reduce vehicle miles traveled.

7. Enhance the continued fiscal health, viability, and success of the Century Villages at Cabrillo community.

C. ENVIRONMENTAL REVIEW PROCESS

In conformance with CEQA and the State CEQA Guidelines, the City of Long Beach conducted an extensive environmental review of the Specific Plan. The environmental review process has included:

- Completion of an Initial Study/Notice of Preparation (NOP) on January 28, 2020. The public review period extended from January 28, 2020, to February 26, 2020. The NOP was posted at the Los Angeles County Clerk's office on January 27, 2020, and published in the Press Telegram on January 27, 2020. Copies of the Initial Study were made available for public review at the City of Long Beach, Billie Jean King Main Library, and Bret Harte Neighborhood Library, as well as online.

- Completion of the scoping process where the public was invited by the City to participate in a scoping meeting held February 5, 2020, at the Century Villages at Cabrillo, Social Hall, 2001 River Avenue, Long Beach, CA 90810. The notice of a public scoping meeting was included in the NOP.

- Preparation of a DEIR, which was made available for a 45-day public review period beginning June 18, 2021, and ending August 2, 2021. The scope of the DEIR was determined based on the City's Initial Study, comments received in response to the NOP, and comments received at the scoping meeting conducted by the City. Section 2.3, *Scope of this DEIR*, of the DEIR describes the issues identified for analysis in the DEIR. The Notice of Availability (NOA) for the DEIR was sent to interested persons and organizations, sent to the State Clearinghouse in Sacramento for distribution to public agencies, posted at the City of Long Beach, and published in the Press Telegram on June 18, 2021. The NOA was posted at the Los Angeles County Clerk's office on June 18, 2021. Copies of the DEIR were made available for public review at the Billie Jean King Main Library and Michelle Obama Neighborhood Library. The DEIR and Specific Plan were also made available online.

- Preparation of a Draft Response to Comments, which was uploaded to the City's website http://www.longbeach.gov/lbds/planning/environmental/reports/ on August 11, 2022. The Draft Response to Comments was also provided to agencies, organizations, and persons that submitted comment letters through e-mail notifications on August 12, 2022.

- Preparation of an FEIR, including comments, the responses to comments on the DEIR, and revisions to the DEIR. The FEIR was released at least 10 days prior to certification of the FEIR.

- Public hearings on the Specific Plan were held, including a Planning Commission and City Council.

D. RECORD OF PROCEEDINGS

For purposes of CEQA and these Findings, the Record of Proceedings for the Specific Plan includes, but is not limited to, the following documents and other evidence:

- The NOP, NOA, and all other public notices issued by the City in conjunction with the Specific Plan and the DEIR and FEIR.
- The DEIR and FEIR for the Specific Plan.
- All written comments submitted by agencies or members of the public during the public review comment period on the DEIR.
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the DEIR.
- All written and verbal public testimony presented during a noticed public hearing for the Specific Plan, including all published staff reports.
- The Mitigation Monitoring and Reporting Program.
- The reports and technical memoranda included or referenced in the DEIR and FEIR.
- All documents, studies, EIRs, or other materials incorporated by reference in the DEIR and FEIR.
- The Resolutions adopted by the Long Beach Planning Commission and City Council in connection with the Specific Plan, and all documents incorporated by reference therein, including comments received after the close of the comment period and responses thereto.
- Matters of common knowledge to the City, including but not limited to federal, state, and local laws and regulations.
- Any documents expressly cited in these Findings.
- Any documents submitted to the City referring to or related to the substance of the DEIR, FEIR or the project.

E. CUSTODIAN AND LOCATION OF RECORDS

The documents and other materials that constitute the administrative record for the City's actions related to the Specific Plan are at the City of Long Beach Development Services, 411 West Ocean Boulevard, Long Beach, CA 90802. The City's Development Services Department is the custodian of the administrative record for the Specific Plan. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been and will be available upon request at the offices of the Development Services Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and Guidelines Section 15091(e).

II. FINDINGS AND FACTS

The City of Long Beach, as lead agency, is required under CEQA to make written findings concerning each alternative and each significant environmental impact identified in the DEIR and FEIR.

Specifically, regarding findings, Guidelines Section 15091 provides:

(a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

1. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the FEIR.

2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

3. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the FEIR.

(b) The findings required by subsection (a) shall be supported by substantial evidence in the record.

(c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation measures or alternatives. The finding in subsection (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

(d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.

(e) The public agency shall specify the location and custodian of the documents or other material which constitute the record of the proceedings upon which its decision is based.

(f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

The "changes or alterations" referred to in Section 15091(a)(1) may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

(a) Avoiding the impact altogether by not taking a certain action or parts of an action.

(b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.

(c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.

(d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.

(e) Compensating for the impact by replacing or providing substitute resources or environments.

A. Format

This section summarizes the significant environmental impacts of the Specific Plan, describes how these impacts are to be mitigated, and discusses various alternatives to the Specific Plan, which were developed in an effort to reduce the remaining significant environmental impacts.

The remainder of this section is divided into the following subsections:

Section B, Summary of Environmental Impacts, presents the summary of impacts of the Specific Plan.

Section C, Findings on Impacts Determined to Be Less Than Significant, presents the impacts of the Specific Plan that were determined in the DEIR to be less than significant without the addition of mitigation measures and presents the rationales for these determinations.

Section D, Findings on Impacts Mitigated to Less Than Significant, presents significant impacts of the Specific Plan that were identified in the DEIR, the mitigation measures identified in the Mitigation Monitoring Program, and the rationales for the findings.

Section E, Findings on Significant Unavoidable Impacts, presents significant impacts of the Specific Plan that were identified in the DEIR, the mitigation measures identified in the Mitigation Monitoring Program, the findings for significant impacts, and the rationales for the findings.

Section F, Findings on Project Alternatives, presents alternatives to the Specific Plan and evaluates them in relation to the findings set forth in Section 15091(a)(3) of the State CEQA Guidelines, which allows a public agency to approve a project that would result in one or more significant environmental effects if the project alternatives are found to be infeasible because of specific economic, social, or other considerations.

B. Summary of Environmental Impacts

Based on the Initial Study, NOP, and DEIR, the following is a summary of the environmental topics considered to have no impact, a less than significant impact, a less than significant impact with incorporation of mitigation measures, and a significant and unavoidable impact.

Less Than Significant Impact or No Impact

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Cultural Resources
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

Less Than Significant Impact with Mitigation Incorporated

- Geology and Soils
- Tribal Cultural Resources

Significant and Unavoidable Impact

- Air Quality
- Greenhouse Gas Emissions
- Noise

C. Findings on Impacts Determined to be Less Than Significant

Initial Study

An Initial Study was prepared by the City of Long Beach to identify the potential significant effects of the Specific Plan. The Initial Study was completed and distributed with the Notice of Preparation for the Specific Plan, dated January 28, 2020. The Initial Study determined that the Specific Plan would not have the potential to result in significant impacts to Agriculture and Forestry Resources, Biological Resources, Mineral Resources, and Wildfire. All other topical areas of evaluation included in the Environmental Checklist were determined to require further assessment in an EIR.

DEIR

It was determined that several potential environmental effects would not result from the Specific Plan, or would result but would not have a significant impact on the environment. This determination was made based on the findings of the DEIR prepared for the Specific Plan. The following summary describes those environmental topics that were found not to be significant with implementation of existing regulations, as detailed in each respective topical section of Chapter 5 of the DEIR.

1. Aesthetics

Impact 5.1-1: Implementation of the Specific Plan would not conflict with applicable zoning and other regulations governing scenic quality. [Threshold AE-3]

Support for this environmental impact conclusion is fully discussed in Section 5.1, *Aesthetics*, starting on page 5.1-5 of the DEIR.

Construction Phase

Implementation of individual development projects would temporarily change the visual character of the Plan Area; however, these effects would be typical of any site in the City that undergoes development or redevelopment. Overall construction is estimated to take approximately 10 years, extending from early 2023 to 2033. Because construction would be temporary, impacts would not be considered significant and would not conflict with zoning or other regulations governing scenic quality.

Operational Phase

Zoning

The Plan Area is currently zoned Planned Development District 31 (PD-31), Subarea D, *California State University and Technology Center/Villages at Cabrillo Long Beach Vets*. The Specific Plan includes a Zoning Ordinance Amendment and Zoning Map Amendment to change the zoning designation onsite to Century Villages at Cabrillo Specific Plan. Upon City approval, the Specific Plan would supersede the requirements of PD-31, and the Specific Plan would be consistent with the Zoning Ordinance.

Development Standards

The Specific Plan's development standards would ensure a high standard of design and provide quality environments while providing program and design flexibility. The Specific Plan is split into two districts—the Village Core, which is focused within the center of the community and would have more active uses adjacent to the transit plaza and main entrance, and the Village General, which provides multi-family residential as its primary use with amenities, services, and administration functions as accessory uses. Development standards would allow a development intensity of up to 4.0 FAR within the Village Core district and 3.0 FAR in the Village General district. Maximum building heights would be provided at 80 feet (seven stories) in the Village Core district and 60 feet (five stories) in the Village General district.

Design Guidelines

The Specific Plan has been documented for LEED – Neighborhood Development certification, which includes guidance on design throughout the Plan Area. Buildings constructed under the Specific Plan

would focus taller buildings toward the center of the Plan Area, clustered around the intersection of Williams Street and River Avenue, and taper down to the east and north. Building massing would be used to define outdoor spaces and urban walls along primary circulation paths. Building heights and setbacks would also maximize solar access for outdoor spaces and light and air for residential units. Open space and parking are generally encouraged to support the pedestrian environment and complement overall architectural character of the community.

General Plan Consistency

The Specific Plan is designed to be consistent with the Long Beach General Plan, including the Urban Design Element; the Specific Plan would support the Urban Design Element's four goals (Creating Great Places; Urban Fabric; Public Spaces; and Edges, Thoroughfares, and Corridors). The Specific Plan aligns with these goals as it provides for the buildout of a functional, aesthetically pleasing neighborhood; supports healthy activity and enhances social interactions by improving connectivity and efficiency; creates a complete neighborhood with residences, non-residential uses, and public and open space areas; and encourages architectural design, setbacks, and landscaping that accentuate streets, trails, and edges and emphasize a pedestrian-scale development.

Additionally, the Specific Plan would be consistent with the City's Land Use Element. Specifically, the Project Area is identified as a Regional Serving Facility Placetype (see Map LU-17). The designation recognizes and allows for the highly specialized needs of regional public and private facilities, while simultaneously ensuring substantial public benefits. The former Navy housing complex, located east of the Terminal Island Freeway and north of Pacific Coast Highway within West Side Long Beach, is being repurposed following its closure as a military facility. The buildings and grounds, as well as new construction, off er opportunities for social services, transitional housing, research and development center, regional retail center and several schools and park facilities.

Conclusion

The Specific Plan would not conflict with applicable zoning or other regulations governing scenic quality, and compliance with the Specific Plan would ensure that development would not conflict with regulations governing scenic quality. Although the Specific Plan would change the existing visual quality of the Plan Area, it would create an attractive, well-designed mixed-use community with high-quality pedestrian environment, architectural design, landscaping, and streetscaping. Provisions of the Specific Plan, including Development Standards, Open Space Plan, Street Classifications and Streetscape, and Design Guidelines would ensure design details of the Specific Plan are context-sensitive to the existing Century Villages at Cabrillo community and surrounding properties. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to aesthetics would be less than significant.

Impact 5.1-2:	**Construction and operation of the Specific Plan would generate additional light and glare in the Plan Area and its surroundings, but would not create a new source of substantial light and glare that could adversely affect day or nighttime views in the area. [Threshold AE-4]**

Support for this environmental impact conclusion is fully discussed in Section 5.1, *Aesthetics*, starting on page 5.1-9 of the DEIR.

Construction

Pursuant to LBMC Section 8.80.202, construction activities are prohibited from 7 PM to 7 AM Mondays through Fridays (including national holidays), and before 9 AM or after 6 PM on Saturdays. Construction is prohibited on Sundays unless a permit has been issued. As section 8.80.202 requires construction to occur primarily during daylight hours, construction of development allowed under the Specific Plan is not anticipated to result in new sources of temporary light and glare. Any nighttime construction would comply with the LBMC's regulations regarding light spillage. Lighting and glare impacts during construction consistent with the Specific Plan and the LBMC would result in a less than significant impact.

Operation

Illumination and glare impacts are the effects of a development's exterior lighting upon adjoining uses. The Plan Area is surrounded by Cabrillo High School, Long Beach Job Corps Center, industrial uses, and SR-103. Substantial sources of light and glare already exist in and around the Plan Area. The Specific Plan would provide outdoor lighting similar to existing lighting onsite. Due to the increase in uses onsite, the Specific Plan would result in more opportunities for lighting and reflective surfaces compared to existing conditions. However, compliance with the California Building Code, Building Energy Efficiency standards, lighting requirements of the LBMC, and the requirements of the standards and design guidelines outlined in the Specific Plan would reduce light and glare impacts from the buildout of the Specific Plan. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to aesthetics would be less than significant.

2. Air Quality

Impact 5.2-1:	**The Specific Plan is consistent with the applicable air quality management plan. [Threshold AQ-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, starting on page 5.2-24 of the DEIR.

SCAG is South Coast AQMD's partner in the preparation of the AQMP, providing the latest economic and demographic forecasts and developing transportation measures. Because the AQMP strategy is based on projections from local general plans, projects that are consistent with the local general plan are considered consistent with the air quality-related regional plan. Additionally, only large projects have the potential to substantially affect the demographic forecasts in the AQMP.

Criterion 1

CEQA Guidelines Section 15206(b) states that a proposed project is of statewide, regional, or area-wide significance if the project is a residential development of more than 500 dwelling units, a commercial building of 250,000 square feet or more or that employs 1,000 or more employees, and/or

a shopping center of 500,000 square feet or more. The amount of commercial and retail space accommodated under the Specific Plan would not exceed the commercial and retail screening criteria. However, the Specific Plan would introduce a net increase of approximately 515 new dwelling units. The Specific Plan would be within the population projection for the City based on SCAG growth projections. Therefore, implementation of the Specific Plan would not be considered inconsistent with the AQMP under the first criterion.

Criterion 2

With respect to the second criterion, the analyses in the response to Impact 5.2-3 demonstrate that the Specific Plan would not generate long-term emissions of criteria air pollutants that would exceed South Coast AQMD's regional operation-phase significance thresholds, which were established to determine whether a project has the potential to cumulatively contribute to the SoCAB's nonattainment designations. Therefore, long-term implementation of the Specific Plan would not result in an increase in the frequency or severity of existing air quality violations; cause or contribute to new violations; or delay timely attainment of the AAQS. Therefore, overall, the Specific Plan would be considered consistent with the AQMP under the second criterion.

Finding:

Upon implementation of the Specific Plan, air quality impacts would be less than significant.

Impact 5.2-3:	**Long-term emissions associated with the Specific Plan would not generate emissions associated with vehicle trips in exceedance of South Coast AQMD's threshold criteria. [Threshold AQ-2]**

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, starting on page 5.2-27 of the DEIR.

As shown in Table 5.2-13, *Maximum Daily Regional Operational Phase Emissions,* in Section 5.2, *Air Quality,* of the DEIR, operation of the proposed residential land uses at buildout would not generate air pollutant emissions that exceed South Coast AQMD's regional significance thresholds. Therefore, the operation of the Specific Plan would not significantly contribute to the nonattainment designations of the SoCAB and operation-related regional air quality impacts would be less than significant.

The South Coast AQMD does not have a significance threshold for construction/operation overlap; therefore, this analysis is included for informational purposes only. Table 5.2-14, *Potential Overlap of Construction and Operational Activities,* in Section 5.2, *Air Quality,* of the DEIR, shows the overlap of maximum construction and operation emissions based on full buildout of the Specific Plan. Based on the anticipated implementation schedule for the Specific Plan, there is potential for overlap between construction and operational activity. Combining the maximum daily construction emissions (see Table 5.2-12, in Section 5.2, *Air Quality,* of the DEIR) with the maximum daily operational emissions (see Table 5.2-13, in Section 5.2, *Air Quality,* of the DEIR) would give a maximum daily emission representing peak construction activity and full buildout of the Specific Plan, a scenario that would not occur. While it is anticipated that overlap between construction activities and development phases could occur, it is likely that only some construction activities for a given development phase and across

other development phases would overlap at any one time and not all at once. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, air quality impacts would be less than significant.

Impact 5.2-4:	Operation of the proposed land uses accommodated under the Specific Plan would not expose sensitive receptors to substantial pollutant concentrations. [Threshold AQ-3]

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, starting on page 5.2-29 of the DEIR.

Operation Phase Localized Significance Thresholds (LSTs)

The Specific Plan would primarily permit the development of residential uses only and commercial and retail uses that are not associated with generating high or substantial number of trucks. Types of land uses that typically generate substantial quantities of criteria air pollutants and TACs include industrial (stationary sources) and warehousing (truck idling) land uses which are not permitted in the Plan Area. Therefore, the Specific Plan would not result in the creation of land uses that would generate substantial concentrations of criteria air pollutant remissions. Impacts would be less than significant.

Operational Phase CO Hotspots

Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. Under full buildout conditions, the Specific Plan would not produce the volume of traffic required (i.e., 24,000 to 44,000 peak hour vehicle trips) to generate a CO hotspot. Therefore, implementation of the Specific Plan would not have the potential to substantially increase CO hotspots at intersections in the vicinity of the Plan Area; impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, air quality impacts would be less than significant.

1. Biological Resources

Impacts to biological resources were found to either have no impact or a less than significant impact, as analyzed in the Initial Study (see Appendix A and Chapter 8, *Impacts Found Not to be Significant,* of the DEIR). However, in response to Comment A3-12 from the California Department of Fish and Wildlife, in the FEIR, Regulatory Requirement BIO-1 was added to emphasize that the Specific Plan will comply with all applicable provisions of the Migratory Bird Treaty Act (MBTA). Because this measure only implements the MBTA, it is not a mitigation measure.

Regulatory Requirement

The following regulatory requirement was included in the FEIR and Mitigation Monitoring and Reporting Program and is applicable to the proposed project.

BIO-1 All modifications to vegetation on onsite and offsite (public right-of-way) shall comply with the Migratory Bird Treaty Act (MBTA), including the completion of nesting bird surveys prior to any tree or vegetation removal:

- If initial clearing activities prior to the start of construction take place during the bird nesting season (February 15 through August 31, but variable based on seasonal and annual climatic conditions), a nesting bird survey should be performed by a qualified biologist within seven (7) days of such activities to determine the presence/absence, location, and status of any active nests on-site or within 300 feet for passerine and 500 feet for raptors of the site. The findings of the survey should be summarized in a report to be submitted to the City of Long Beach prior to undertaking construction activities at the site.
- If nesting birds are found on-site, a construction buffer of 500 feet for nesting raptors or threatened or endangered species and 100 feet of all other nesting birds should be implemented around the active nests and demarcated with fencing or flagging. Nests should be monitored at a minimum of once per week by the qualified biologist until it has been determined that the nest is no longer being used by either the young or adults. No ground disturbance should occur within this buffer until the qualified biologist confirms that the breeding/nesting is completed and all the young have fledged. If Project activities must occur within the buffer, they should be conducted at the discretion of the qualified biologist.
- If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.

Finding

Upon implementation of the Specific Plan, biological resources impacts would be less than significant.

3. Cultural Resources

Impact 5.3-1	**The are no historical resources in the Plan Area; development pursuant to the Specific Plan would not result in an impact on identified historic resources. [Threshold C-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.3, *Cultural Resources*, starting on page 5.3-16 of the DEIR.

There is currently no locally-, state-, or federally-designated historic resources in the Plan Area. Additionally, the Plan Area was not listed in any of the following state or federal resources: NRHP, CRHR, CHRI, CHL, or CPHI. However, the CHRIS records search indicated that there are 18 previously recorded cultural resources, both in the Plan Area and with the one-mile search radius of the Plan Area, all of which are historic-built environment resources. Of the 18 recorded resources, six are located within the Plan Area and three still exist in the Plan Area.

Implementation of the Specific Plan would be confined to the Plan Area and would not affect adjacent or nearby cultural resources. A total of 42 historic-aged buildings and structures were documented during the field survey and are listed in Table 5.3-3, *Historic Resource Evaluation of Newly Recorded Buildings and Structures,* in Section 5.3, *Cultural Resources,* of the DEIR. All historic-aged buildings and structures observed have undergone some degree of renovation or alterations within approximately the last 20 years. Due to a lack of associated significance and substantial architectural alterations, none of the 42 historic-aged buildings and structures within the Plan Area, including the three previously recorded resources, are recommended as eligible for listing at the local, state, or national level; and are not considered historically significant. Impacts to historic resources as a result of implementation of the Specific Plan are considered less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to historical resources would be less than significant.

Impact 5.3-2	**Development pursuant to the Specific Plan would not result in an impact on archaeological resources. [Threshold C-2]**

Support for this environmental impact conclusion is fully discussed in Section 5.3, *Cultural Resources*, starting on page 5.3-21 of the DEIR.

The Plan Area is fully developed and in a highly urbanized area of the City. The Plan Area has been developed and redeveloped over the past 70 years; therefore, it has already been subjected to grading activities associated with existing development. As the Plan Area has already been previously disturbed and developed, it has already been subject to similar construction and ground-disturbing activities associated with the Specific Plan. Therefore, the archaeological sensitivity is considered low due to previous grading and excavation in the Plan Area.

Additionally, no archaeological resources were identified during prior development activities in the Plan Area and it is unlikely that any such resources would be uncovered or affected during project-related grading and construction activities. The Plan Area and immediate surroundings are also not recognized as an area of potential sensitivity for archaeological resources. Furthermore, no prehistoric or historic archaeological resources were identified in the Plan Area during the intensive pedestrian survey; these negative findings indicate that the potential for subsurface prehistoric or historic resource deposits is low. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to archeological resources would be less than significant.

4. Energy

Impact 5.4-1:	**Implementation of the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. [Threshold E-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.4, *Energy*, starting on page 5.4-10 of the DEIR.

Short-Term Construction Impacts

Construction of the land uses accommodated under the Specific Plan would create temporary increased demands for electricity and vehicle fuels compared to existing conditions and would result in short-term transportation-related energy use. Construction activities associated with the land uses accommodated under the Specific Plan would require electricity use to power the construction equipment which would vary during different phases of construction. Overall, the use of electricity would be temporary in nature and would fluctuate according to the phase of construction.

Development projects would also temporarily increase demands for gasoline and diesel construction equipment. Construction of individual projects accommodated under the Specific Plan would come from the transport and use of construction equipment, delivery vehicles and haul trucks, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Gasoline and diesel usage would also be associated with the transportation of construction employees and equipment. To limit wasteful and unnecessary energy consumption, construction contracts are required to minimize nonessential idling of construction equipment during construction in accordance with Section 2449 of the California Code of Regulations, Title 13, Article 4.8, Chapter 9. Overall, construction energy and fuel demands associated with land use developments accommodated under the Specific Plan would not be any more inefficient, wasteful, or unnecessary than similar development projects. Therefore, impacts would be less than significant.

Long-Term Impacts During Operation

Operation of the new development projects accommodated under the Specific Plan would create additional demands for electricity and natural gas compared to existing conditions and would result in increase transportation energy use.

The estimated net electricity and natural gas consumption for the Specific Plan is shown in Table 5.4-3, *Building Electricity and Natural Gas Consumption,* in Section 5.4 *Energy,* of the DEIR.

Electricity

Electricity service to the Plan Area would be provided by SCE through connections to existing offsite electrical lines. As shown in Table 5.4-3, of the DEIR, implementation of the Specific Plan would result in a net increase in electricity use by 4,325,536 kWh/year. While the Specific Plan would increase energy demand at the site compared to existing conditions, it would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen, and would be gold LEED-Neighborhood Development certified.

Because the existing buildings were built and designed to comply with older building standards, the newer buildings would be more energy efficient as they would be constructed in compliance with the Specific Plan design guidelines and energy efficiency regulatory requirements, and would also be more energy efficient due to the mechanical systems utilized within the building envelope. Specific Plan operation is expected to result in a net increase of 4.3 million kilowatt hours (kWh) annually at buildout.

SCE forecasts that it will have sufficient electricity supplies to meet demands in its service area; and the electricity demand due to the Specific Plan is within the forecast increase in SCE's electricity demands. The Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

Natural Gas

As shown in Table 5.4-3, of the DEIR, implementation of the Specific Plan would result in a net increase in natural gas demand by 9,202,316 kBTU/year compared to the existing uses. The City of Long Beach Energy Resources Department forecasts that its natural gas supplies will increase by approximately 1 MMCF/day between 2019 and 2035. That amounts to an increase of 370 million kBTU. The forecast net increase in natural gas demands due to buildout under the Specific Plan is well within City forecasts of natural gas supplies, and therefore, would not require the City to obtain new or expanded natural gas supplies. Furthermore, the Specific Plan would comply with the requirements of the current California Building Energy and Efficiency Standards and CALGreen. All new appliances would comply with the 2012 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). Newer buildings accommodated under the Specific Plan would generally be more energy efficient compared to the existing buildings that would be replaced. Impacts would be less than significant.

The natural gas demand calculations and analysis provided in the Greenhouse Gas Emissions and Energy sections of the DEIR were based on South Coast AQMD's CalEEMod default generation numbers, which are overly conservative. Although the DEIR's analysis is conservative, the actual demand would be much lower because the Project would only require natural gas for water broilers, in order to reduce the need for and dependance on natural gas. The project applicant has committed to using electric ranges on a go forward basis in all of the new buildings proposed; not using gas appliances in any of the supportive service/administrative spaces and buildings; and solely using gas to fire water boilers. Therefore, limiting the use of natural gas to only fire water boilers would further ensure that the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources (see FEIR, page 2-8, response to Comment A1-10).

Transportation Energy

Vehicle trips associated with land use development projects accommodated under the Specific Plan would result in the consumption of transportation energy. As shown in Table 5.4-4, *Net Operation-Related Fuel Usage,* in Section 5.4, *Energy,* of the DEIR, implementation of the Specific Plan would result in an overall increase in VMT due to the increase in population and employment anticipated at buildout. The Specific Plan prioritizes pedestrian and bicycle orientation where feasible, as well as traffic calming improvements. While total VMT and vehicle trips would increase with implementation of the Specific Plan compared to existing conditions, VMT per vehicle trip would decrease from 14.07 VMT/vehicle trip to 11.75 VMT/vehicle. The decrease in VMT per vehicle trip indicates the Specific Plan would result in more efficient use of transportation fuels compared to transportation fuel demands associated with the existing uses. Therefore, the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to energy would be less than significant.

Impact 5.4-2:	The Specific Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. [Threshold E-2]

Support for this environmental impact conclusion is fully discussed in Section 5.4, *Energy*, starting on page 5.4-14 of the DEIR.

California Renewables Portfolio Standard Program

The residential land uses accommodated under the Specific Plan would comply with the current and future iterations of the Building Energy Efficiency and CALGreen. Under the 2019 Building Energy Efficiency Standards, future multifamily buildings of three stories or less in the Plan Area would be required to install solar PV systems while non-residential buildings and residential buildings of four stories and more would be required to be solar ready. The Specific Plan design guidelines require streetlights to include solar panels and batteries to generate and store renewable energy, which would be consistent with the statewide goal of transitioning the electricity grid to renewable sources. Therefore, the Specific Plan would not conflict with or obstruct implementation of California's RPS program.

City of Long Beach Sustainable City Action Plan & Draft Climate Action and Adaptation Plan

While many of the goals and priority mitigation actions apply specifically to municipal operations and actions, or public awareness measures, the Specific Plan is generally consistent with the overall objective of these two plans to increase energy efficiency and renewable energy. Streetlights would be required to include solar panels and batteries and the Specific Plan design guidelines require proposed developments to have landscapes that include California native or adaptive plants. Developments accommodated under the Specific Plan would be required to install low-flow water fixtures. Building orientation would be designed to maximize natural daylight and ventilation for the residential units and could contribute to minimizing energy used for lighting, heating, and cooling. Therefore, the Specific plan would not conflict with the City's Sustainable City Action Plan and Draft CAAP.

Finding:

Upon implementation of the Specific Plan, impacts to energy would be less than significant.

5. Geology and Soils

Impact 5.5-1:	Future development in the Plan Area pursuant to the Specific Plan would expose increased numbers of persons and structures to strong ground shaking from active faults in the region. [Threshold G-1.ii]

Support for this environmental impact conclusion is fully discussed in Section 5.5, *Geology and Soils*, starting on page 5.5-9 of the DEIR.

The Specific Plan would attract 2,100 residents to the Plan Area, potentially exposing increased numbers of persons and structures to strong ground shaking. The Newport-Inglewood Fault is

approximately 2.4 miles to the northeast. This active fault, as well as others in the region are considered capable of producing strong shaking at the Plan Area, thereby exposing people or structures onsite to potential substantial adverse effects. The Plan Area is not at a greater risk of seismic activity or impacts than other sites in southern California. State regulations protecting human-occupied structures from geoseismic hazards are provided in the most recent CBC and CRC, which are both adopted by reference in the City's Municipal Code.

Future development projects accommodated by the Specific Plan would be required to have site-specific geotechnical investigation reports prepared by the project applicant's/developer's geotechnical consultant, in accordance with the CBC. Compliance with the design parameters and recommendations of the geotechnical investigation reports and the provisions of the CBC would be required as a condition of a grading permit and/or building permit, and would be ensured by the City's Development Services Department during the development review and building plan check process. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to geology and soils would be less than significant.

Impact 5.5-2: Future development in the Plan Area pursuant to the Specific Plan would subject persons and structures to hazards from liquefaction. [Threshold G-1.iii]

Support for this environmental impact conclusion is fully discussed in Section 5.5, *Geology and Soils*, starting on page 5.5-10 of the DEIR.

The entire Plan Area is within a liquefaction zone and the subsurface conditions are considered to be susceptible to liquefaction. Therefore, development within Plan Area pursuant to the Specific Plan could expose people and structures to seismic-related ground failure from liquefaction. However, future development projects accommodated by the Specific Plan would be required to have site-specific geotechnical investigation reports prepared by the project applicant's/developer's geotechnical consultant in accordance with Appendix J (Grading) Section J104.3 (Geotechnical Reports) of the CBC.

Compliance with CDC Appendix J, Section 104.3, the recommendations of the individual geotechnical investigation reports would be required as a condition of approval prior to grading permit and/or building permits and would be ensured by the City's Development Services Department during the development review and building plan check process. Therefore, impacts resulting from hazards due to liquefaction would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to geology and soils would be less than significant.

Impact 5.5-3:	Future development in the Plan Area pursuant to the Specific Plan could subject persons or structures to hazards arising from off-site landslide, lateral spreading, subsidence, collapsible soils, or expansive soils. [Thresholds G-3 and G-4]

Support for this environmental impact conclusion is fully discussed in Section 5.5, *Geology and Soils*, starting on page 5.5-11 of the DEIR.

Landslides and Lateral Spreading

The Plan Area is generally flat with no significant slopes. The Plan Area is not within an area susceptible to landslides according to the State of California Seismic Hazard Zones Map, County of Los Angeles Landslide Inventory Map, and Seismic Safety Element of the City of Long Beach General Plan. The geotechnical report indicated that the potential for lateral spreading is considered low. Therefore, impacts would be less than significant.

Subsidence, Collapsible, Expansive, and Corrosive Soils

Subsidence and Collapsible Soils

The major cause of ground subsidence is the excessive withdrawal of groundwater. Based on the conditions encountered in the borings conducted for the Geotechnical Investigation, groundwater was encountered at depths of 4.5 to 8 feet below existing grade, and historical high groundwater levels under the Plan Area is approximately 15 feet below ground surface. As the soils consisting of existing fill and native soils are not considered suitable to support new structures accommodated by the Specific Plan, removal and recompaction of the upper 1 to 2 feet of soils prior to foundation excavation, placement of floor slabs, or additional fill was recommended in the Geotechnical Investigation.

Future development projects accommodated by the Specific Plan would be required to have site-specific geotechnical investigation reports prepared by the project applicant's/developer's geotechnical consultant. Compliance with the recommendations of the geotechnical reports and CBC is required as a condition of approval prior to a grading permit and/or building permit and would be ensured by the City's Development Services Department during the development review and building plan check process. Therefore, impacts resulting from collapsible soils and subsidence would be less than significant.

Expansive Soils

Results of the Geotechnical Investigation indicated that onsite soils have a very low expansive potential. Therefore, no impact associated with expansive soils would occur.

Corrosive Soils

Results of the Geotechnical Investigation indicated that the near-surface soils are considered severely corrosive to ferrous metals and aggressive to aluminum. Compliance with the recommendations of the geotechnical reports and CBC is required as a condition of approval prior to a grading permit and/or building permit and would be ensured by the City's Development Services Department during the development review and building plan check process. Therefore, impacts resulting from corrosive soils would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to geology and soils would be less than significant.

6. Greenhouse Gas Emissions

Impact 5.6-2	Build out of the Specific Plan would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. [Threshold GHG-2]

Support for this environmental impact conclusion is fully discussed in Section 5.6, *Greenhouse Gas Emissions*, starting on page 5.6-26 of the DEIR.

CARB Scoping Plan

Development projects accommodated under the Specific Plan are required to adhere to the programs and regulations identified by the Scoping Plan and implemented by state, regional, and local agencies to achieve the statewide GHG reduction goals of AB 32. These future individual development projects would comply with these statewide GHG emissions reduction measures such as meeting the current CALGreen and Building Energy Efficiency standards. Project GHG emissions shown in Table 5.6-6, *Specific Plan GHG Emissions,* in Section 5.6, *Greenhouse Gas Emissions,* of the DEIR, include reductions associated with statewide strategies that have been adopted since AB 32. Therefore, the Specific Plan would generate GHG emissions consistent with the reduction goals of AB 32, and impacts would be less than significant.

SCAG's Regional Transportation Plan/Sustainable Communities Strategy

Connect SoCal's transportation projects help more efficiently distribute population, housing, and employment growth, and forecast development is generally consistent with regional-level general plan data to promote active transportation and reduce GHG emissions. The RTP/SCS does not require that local general plans, specific plans, or zoning be consistent with the RTP/SCS, but provides incentives for consistency to governments and developers. The Specific Plan would result in a net increase in retail, commercial, and educational space and 515 housing units, which would increase population and employment opportunities. An improved jobs-housing balance for the City overall could contribute in reducing the average distance traveled between where people live and work, and therefore, reduce passenger VMT. Implementation of the Specific Plan would not cause a deviation from the projected 0.96 jobs-housing ratio. While implementation of the Specific Plan would result in an increase in daily VMT and vehicle trips, as shown in Table 5.6-7, *Specific Plan Operation-Related VMT,* in Section 5.6, *Greenhouse Gas Emissions,* of the DEIR, VMT per vehicle trip would decrease compared to existing conditions. The Specific Plan is consistent with the RTP/SCS, and therefore, impacts would be less than significant.

City of Long Beach Climate Action and Adaptation Plan

Table 5.6-8, *Consistency with the City of Long Beach Proposed Climate Action and Adaptation Plan,* in Section 5.6, *Greenhouse Gas Emissions,* of the DEIR, evaluates consistency of the Specific Plan to the proposed CAAP. The Specific Plan would be generally consistent with the applicable adaptation and mitigation actions, such as improving bicycle and pedestrian infrastructure through the proposed Wellness Trail.

Therefore, implementation of the Specific Plan would not be inconsistent or interfere with implementation of the City's proposed CAAP and impacts would be less than significant.

City of Long Beach Sustainable City Action Plan

As shown in Table 5.6-8, the Specific Plan would focus development around the existing CVC Transit Center, which would serve the central transportation hub for the Plan Area. Additionally, the Specific Plan would also provide bicycle and pedestrian infrastructure improvements. The planned improvements would contribute to reducing VMT by increasing active transit and public transit use. In addition to transit-related improvements, the development standards and design guidelines included in the Specific Plan are based on the LEED-ND certification documentation; the Specific Plan design guidelines require proposed developments to have landscapes that include California native or adaptive plants, as well as install low-flow water fixtures. At a minimum, the new buildings accommodated under the Specific Plan would be built to comply with the 2019 Building Energy Efficiency Standards and CALGreen standards. Overall, the Specific Plan would be consistent with the goals of the Sustainable City Action Plan and impacts would be considered less than significant.

City of Long Beach General Plan, Mobility Element

The Specific Plan would, overall, support and be consistent with the City of Long Beach General Plan Mobility Element. For example, the Specific Plan includes the development of a multi-modal transportation system, which would encourage active forms of transportation and public transit while providing adequate accommodations for vehicles. The Specific Plan includes a Transportation Demand Management (TDM) program that would promote alternative and shared modes of transportation and reduce dependence on vehicles. The Specific Plan would be consistent and would not conflict with the City's Mobility Element. Impacts would be less than significant.

City of Long Beach Green Building Standards for Public and Private Development (Municipal Code Section 21.45.400)

The City of Long Beach established green building standards requirements under Municipal Code Section 21.45.400, which are based on the LEED Green Building Rating System. Overall, development projects accommodated under the Specific Plan would be subject to all applicable provisions under Municipal Code Section 21.45.400. Moreover, development standards and design guidelines included in the Specific Plan are based on the gold LEED-Neighborhood Development certification. The Specific Plan would be consistent and would not conflict with the City's Municipal Code Section 21.45.400 and impacts would be less than significant.

Finding:

The Specific Plan would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and impacts would be less than significant.

7. Hazards and Hazardous Materials

Impact 5.7-1:	**Construction and operation of development accommodated by the Specific Plan could 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 and within one-quarter mile of an existing school site. [Thresholds H-2 and H-3]**

Support for this environmental impact conclusion is fully discussed in Section 5.7, *Hazards and Hazardous Materials*, starting on page 5.7-7 of the DEIR.

Hazardous Materials Associated with Project Operation

The development of industrial uses or other land uses involving the storage, use, transport, and disposal of large amounts of hazardous wastes are not proposed and would not be permitted under the Specific Plan. Operation of the proposed residential and non-residential uses would involve the use of small quantities of hazardous materials for cleaning and maintenance purposes. The operation of the permitted uses under the Specific Plan would not involve the routine use, storage, transport, and disposal of hazardous materials, however, should such activities occur within the Plan Area they would be governed by existing regulations set forth by several agencies such as RCRA, CERCLA, Hazardous Materials Transportation Act, IFC, CCR Title 22, CCR Title 27, State of California Government Code Section 65850.2, Health and Safety Code Division Chapter 6.95 Article 2 Sections 25500 through 25520.

The Long Beach Fire Department (LBFD) and Long Beach Bureau of Environmental Health (BEH) jointly function as the Certified Unified Program Agency for the City and are responsible for enforcing Chapter 6.95 of the Health and Safety Code. Compliance with applicable laws and regulations governing the use, storage, transport, and disposal of hazardous materials would ensure that all potentially hazardous materials associated with future development accommodated by the Specific Plan are used and handled in an appropriate manner and would minimize the potential for safety impacts. Impacts would be less than significant.

Hazardous Materials Associated with Project Construction

Construction Activities

Construction of development projects pursuant to the Specific Plan would involve the use of hazardous materials, such as fuels, lubricants, and greases in construction equipment and coatings used in construction. However, the materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard.

Additionally, as with project operation, the use, transport, and disposal of construction-related hazardous materials would be required to conform to existing laws and regulations. Compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur. For example, all spills or leakage of petroleum products during construction activities are required to be immediately contained, the hazardous material identified, and the material remediated in compliance with applicable state and local

regulations. All contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Furthermore, strict adherence to all emergency response plan requirements set forth by LBFD and BEH would be required through the duration of the construction of each individual development project. Therefore, substantial hazards to the public or the environment arising from the routine use of hazardous materials during project construction would not occur, and impacts are not anticipated to be significant.

Demolition Activities

Future development projects pursuant to the Specific Plan would require demolition of existing buildings and structures in the Plan Area. Due to the age of the buildings throughout the Plan Area, it is likely that ACMs and LBP as well as other building materials containing lead were used in their construction. Abatement of all ACM and LBP encountered during any future building demolition activities would be required to be conducted in accordance with all applicable laws and regulations including those of the EPA (which regulates disposal); US Occupational Safety and Health Administration; US Department of Housing and Urban Development; Cal/OSHA (which regulates employee exposure), and SCAQMD. For example, SCAQMD Rule 1403, requires that the owner or operator of any demolition or renovation activity have an asbestos survey performed prior to demolition. California Code of Regulations, §1532.1, requires testing, monitoring, containment, and disposal of LBP such that exposure levels do not exceed CalOSHA standards. Compliance with these regulations would reduce the project's potential impacts related to hazardous emissions or materials. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, hazardous materials impacts would be less than significant.

8. Hydrology and Water Quality

Impact 5.8-1:	**Construction and/or operation of the Specific Plan would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. [Threshold HYD-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.8, *Hydrology and Water Quality*, starting on page 5.8-9 of the DEIR.

Construction

Clearing, grading, excavation, and construction activities associated with the Specific Plan have the potential to impact water quality through soil erosion, increasing the amount of silt and debris carried in runoff, construction materials, and refueling and parking construction vehicles onsite.

To minimize these potential impacts, development accommodated by the Specific Plan would required to comply with the Construction General Permit (CGP) Water Quality Order 2009-0009-DWQ which requires the preparation and implementation of a SWPPP. Categories of potential BMPs that would be implemented for this Specific Plan are described in Table 5.8-1, *Construction BMPs,* in Section 5.8, *Hydrology and Water Quality,* of the DEIR. In addition, erosion control plans would be implemented for

each phase of the Specific Plan and the project applicant would be required to comply with City grading permit regulations and inspections to reduce sedimentation and erosion. As such, impacts would be less than significant.

Operations

Once the Specific Plan has been constructed, urban runoff could include a variety of contaminants that could impact water quality. Runoff from buildings and parking lots typically contain oils, grease, fuel, antifreeze, byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

The existing Plan Area varies in imperviousness where there are streets, parking lots, detention basins, residential complexes, landscaping and so forth. Future development would have similar residential impervious percentages as existing because the location of land uses do not alter significantly between the existing and proposed campus. Each forthcoming project development shall apply LID BMPs in accordance with the City LID Manual. Each development project shall complete the BMP feasibility screening procedures required under section 4 of the City LID Manual, since infiltration or capture and use may or may not be feasible for some projects, based on the feasibility tables. Potential BMPs that could be implemented include: Infiltration systems, basins, trenches, and/or galleries; bioretention, permeable pavements, (hybrid bioretention) dry wells, stormwater capture and use; or a combination of the above (bioretention, planter boxes, bioinfiltration, vegetated swales, filter strips).

Borings completed onsite found groundwater at depths of 4.5 feet and 8 feet below ground surface (bgs). Table 4.1 of the City of Long Beach LID BMP Manual states that infiltration measures are infeasible if the depth to groundwater is less than 5 feet below ground surface. In order for infiltration BMPs to be incorporated into future development, individual borings and geotechnical investigations would be required at the time of grading permits in order to determine the depth to groundwater.

The BMPs incorporated into future projects would mitigate at a minimum the first flush or the equivalent of the greater between the 85th percentile storm and first 0.75-inch of rainfall for any storm event. The installed BMP systems would be designed with an internal bypass or overflow system to prevent upstream flooding due to large storm events. The stormwater which bypasses the BMP systems would eventually discharge to an approved discharge point in the public right-of-way.

Additionally, the Specific Plan would comply with all State, County, and local regulations regarding stormwater runoff during the operational phase. Therefore, water quality standards and waste discharge requirements would not be exceeded, and surface water and groundwater quality would not be degraded. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to hydrology and water quality would be less than significant.

Impact 5.8-2:	**Construction and/or operation of the Specific Plan would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Specific Plan may impede sustainable groundwater management of the basin. [Threshold HYD-2]**

Support for this environmental impact conclusion is fully discussed in Section 5.8, *Hydrology and Water Quality*, starting on page 5.8-12 of the DEIR.

Construction

The project applicant is engaged in a multi-year development of its property, where existing multi-family housing units would be replaced by larger, multistory mixed-use buildings. Although the Plan Area is currently fully developed and paved, construction activities would involve grading and excavation, which have the potential to encounter groundwater.

Groundwater could be encountered during excavation and dewatering may be required. If dewatering takes place onsite, the requirements of the Los Angeles RWQCB Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles And Ventura Counties (Order No. R4-2018-0125) would govern dewatering activities during construction. However, construction activities are temporary in nature and would not result in a substantial depletion of groundwater supplies that could result in a lowering of the groundwater table. Therefore, impacts to groundwater supplies during construction would be less than significant.

Operation

The Specific Plan lies within the LBWD water service area which is responsible for providing water within the City and supplies water from two primary sources: groundwater and imported water purchased wholesale from the MWD. The LBWD 2015 Urban Water Management Plan indicates that LBWD would have sufficient water supplies to meet demands in single-dry-years and multiple-dry-years over the period of 2020-2040.

Development of the Specific Plan would increase the long-term water demand associated with consumption, operational uses, maintenance, and other onsite activities. It is estimated that the Specific Plan would result in a net increase in average daily water demand of approximately 192.3 AFY. Based on LBWD's 2015 UWMP water demand projections through 2040, the water demand for the City in 2040 during normal year, single dry year, and multiple dry year hydrological conditions is expected to reach approximately 64,137 AFY with an available supply of 79,291 AFY. The Specific Plan's estimated net increase in water demand of approximately 192.3 AFY is well within the City's residual water supply. The Plan Area is not on an active recharge site, and the Specific Plan would result in a change to impervious surfaces from 72 to 72.8 percent, which would not alter groundwater recharge in the Plan Area. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to hydrology and water quality would be less than significant.

Impact 5.8-3:	**Construction and/or operation of the Specific Plan would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would 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. [Threshold HYD-3iii]**

Support for this environmental impact conclusion is fully discussed in Section 5.8, *Hydrology and Water Quality*, starting on page 5.8-14 of the DEIR.

The land uses between the proposed and existing conditions do not change drastically; the total runoff flow rate generated from the proposed site from a 10-year storm is estimated to be less than that of the existing site. However, the total runoff volume would increase due to the drainage subareas used in the hydrology analysis (54 drainage subareas under existing conditions and 40 subareas under the Specific Plan). The larger subareas have similar or larger impervious percentages which increase the total volume from that subarea. However, with larger subareas, the time of concentration and flow rate decrease. Table 5.8-2, *Comparison of Existing and Proposed Flow Rates and Volumes from a 10-year Storm Event,* in Section 5.8, *Hydrology and Water Quality,* of the DEIR, shows the difference in existing and proposed condition flow rates and volumes. Detention basins were constructed onsite to store the excess volume of runoff created by existing development. This excess volume is released from the basins over a period of time at a slower rate due to the larger size of the watershed at buildout. Since the proposed runoff volume is less than 1 percent higher than the existing volume, the increase in hydrologic volume is considered negligible. Each phase of development is required to comply with City and County hydrology manual storage requirements which would be plan checked by City staff. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to hydrology and water quality would be less than significant.

Impact 5.8-4:	**Construction and/or operation of the Specific Plan would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan [Thresholds HYD-5]**

Support for this environmental impact conclusion is fully discussed in Section 5.8, *Hydrology and Water Quality*, starting on page 5.8-15 of the DEIR.

Adherence to the State Construction General Permit (CGP), implementation of the SWPPP, and adherence to the City's grading requirements would ensure that surface and groundwater quality are not adversely impacted during construction. Additionally, as previously stated, implementation of the LID BMP measures would ensure that water quality is not impacted during the operational phase of the Specific Plan. The Plan Area would be connected to the City's public water supply. The City

manages supplies to ensure withdrawals from the Central Basin Aquifer do not exceed the safe yield for the Basin. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to hydrology and water quality would be less than significant.

9. Land Use and Planning

Impact 5.9-1:	**Implementation of the Specific Plan would not conflict with applicable plans adopted for the purpose of avoiding or mitigating an environmental effect. [Threshold LU-2]**

Support for this environmental impact conclusion is fully discussed in Section 5.9, *Land Use and Planning*, starting on page 5.9-6 of the DEIR.

Long Beach General Plan Consistency

Land Use Element

The Land Use Element identifies land uses within the Plan Area as those that serve a regional need for medical and social services, education, goods and people movement, energy production and distribution, public utilities, and uses of similar nature. Table 5.9-2, *Consistency with City of Long Beach General Plan Land Use Element,* in Section 5.9, *Land Use and Planning,* of the DEIR, provides an assessment of the Plan Area's relationship to the Land Use Element, and shows that the Specific Plan would be consistent with the Land Use Element.

Housing Element

The General Plan Housing Element is a tool to guide the City in planning for present and future housing needs, including strategies and programs to improve development regulations and accommodate future growth targets for housing affordable to all household incomes. Table 5.9-3, *Consistency with the City's General Plan Housing Element,* in Section 5.9, *Land Use and Planning,* of the DEIR, provides an assessment of the Plan Area's relationship to the Housing Element, and shows that the Specific Plan would be consistent with the Housing Element.

Long Beach Zoning Ordinance Consistency

Implementation of the Specific Plan will require an amendment to the Long Beach Zoning Ordinance and Zoning Map. Specifically, the zoning ordinance amendment is required to replace the existing Planned Development District (PD-31) zoning designation of the Plan Area with the new Century Villages of Cabrillo Specific Plan. An amendment to the zoning map will also be required to reflect the new Specific Plan land use designation. Additionally, the zoning ordinance amendment will state that the regulating code contained in the Specific Plan will serve as the regulatory plan (zoning, development, and design standards and guidelines) for all development projects and improvements in the Plan Area

The Specific Plan would be adopted by ordinance and function as the regulatory plan that serves as the implementing zoning for the Plan Area, thereby ensuring the orderly and systematic

implementation of the Long Beach General Plan, as well as the orderly and systematic development of the Plan Area.

The Specific Plan (which would replace the existing zoning designations of the PD-31) would be adopted by ordinance and would serve as the zoning for the Plan Area. The provisions in the Specific Plan would control the use and development of property in the Plan Area to the same extent as if set forth in the City's Zoning Regulations. The Specific Plan would act as the regulatory document that the City would use to guide development within the Plan Area, helping maintain consistency with and carrying out the goals, objectives, and policies of the City's General Plan. The Specific Plan would provide the flexibility, innovative use of land resources and development, a variety of housing and other development types, and an equitable method of vehicular, public transit, pedestrian, and bicycle access for development of the Specific Plan Area.

The Specific Plan would establish the necessary plans, development standards (e.g., parking requirements, setbacks, building heights, etc.), design guidelines (e.g., architectural styles, building form and massing, landscaping, signage, etc.), regulations, infrastructure requirements, financing methods, and implementation programs for subsequent project-related development activities. It is intended that local public works projects, design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the project area would be consistent with the Specific Plan.

Based on the preceding analysis, the Specific Plan would be consistent with the City's Zoning Regulations as it would replace existing zoning regulations with new provisions consistent with the Government Code and City zoning priorities. Therefore, the Specific Plan would not result in any significant land use impacts.

Long Beach Bicycle Master Plan Consistency

The Bicycle Master Plan serves as a citywide planning document that is used to guide future improvements to the City of Long Beach bicycle network. The Specific Plan would be consistent with the Bicycle Master Plan as it would include dedicated bicycle facilities as part of the Specific Plan. Table 5.9-4, *Consistency with the Bicycle Master Plan,* in Section 5.9, *Land Use and Planning,* of the DEIR, provides an assessment of the Plan Area's relationship to the Bicycle Master Plan, and shows that the Specific Plan would be consistent with the Bicycle Master Plan. Impacts would be less than significant.

SCAG RTP/SCS Consistency

Table 5.9-5, *Consistency with SCAG's 2016-2040 RTP/SCS Goals,* and Table 5.9-6, *Consistency with SCAG's Connect SoCal (2020-2045),* in Section 5.9, *Land Use and Planning,* of the DEIR, provide an assessment of the Plan Area's relationship pertinent to the 2016-2040 SCAG RTP/SCS goals and the SCAG's Connect SoCal Goals, respectively. The analysis in these tables conclude that the Specific Plan would be consistent with the applicable RTP/SCS goals.

SCAG HQTA and SB 743 TPA Consistency

The Specific Plan would be consistent with the Urban Land Use Development Category; the Specific Plan is located within a highly urbanized area on the western edge of the City. New development under the Specific Plan will include dwelling units, amenities, educational uses, commercial/retail uses,

administrative and supportive uses, and parking spaces. The Specific Plan is located within a HQTA as defined by SCAG and a TPA as defined by SB 743. Access to the Plan Area is served by a well-connected street network, which consists of a grid pattern as is most of the City. The Specific Plan promotes pedestrian activity and bicycling by providing opportunities for active transportation through the implementation of new secure bicycle parking and bike paths incorporated into the wellness trail network, additional bike facilities, and a network of wellness trails to encourage walking, jogging, and biking. The Specific Plan is consistent with SCAG and SB 743.

Finding:

Upon implementation of the Specific Plan, impacts to land use and planning would be less than significant.

10. Noise

Impact 5.10-2	**Implementation of the Specific Plan would result in long-term operation-related noise that would not exceed local standards [Threshold N-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.10, *Noise*, starting on page 5.10-18 of the DEIR.

Mobile Noise

Table 5.10-8, *Project-Related Traffic Noise Increase,* in Section 5.8, *Noise,* of the DEIR, summarizes project-related traffic noise increases. There are two segments that would experience a traffic noise increase greater than 1.5 dBA CNEL, Technology Place—south of 20th Street and Technology Place—north of Pacific Coast Highway. However, there are no sensitive receptors adjacent to these roadways. Therefore, noise increase along these segments would not result in a significant impact.

Existing on-site sensitive receptors would be influenced primarily by traffic noise levels from Terminal Island Freeway. The nearest onsite existing receptor to Terminal Island Freeway is Receptor 7, approximately 100 feet from the nearest roadway center lane. Existing noise levels at this receptor is 73.4 dBA. As seen in Table 5.10-8, *Project-Related Traffic Noise Increase,* in Section 5.10, *Noise,* of the DEIR, the project-related traffic noise increase along Terminal Island Freeway would be 0.3 dBA with a cumulative decrease of -1.2 dBA south of Willow Street. A 0.3 dBA increase would be less than significant, and noise levels overall would decrease under cumulative conditions.

Stationary Sources

Heating, ventilation, and air conditioning (HVAC) systems are anticipated to be on the rooftop of proposed buildings. In accordance with LBMC Section 8.80.200(N), HVAC equipment shall not exceed 55 dBA, at any point on neighboring property line, five feet above grade level, no closer than three feet from any wall.

The nearest sensitive receptors would be the adjacent Cabrillo High School and Long Beach Job Corps to the east, and residential uses to the north off West Hill Street. Typical HVAC equipment noise levels are approximately 72 dBA at a distance of 3 feet. The nearest receptors range between 25 feet (adjacent receptors) and 1,300 feet (residential receptors), as measured from the nearest façade of the proposed buildings to the sensitive receptor property line. Noise levels would attenuate to 54 dBA and 20 dBA

at these locations, respectively. The Specific Plan would also include building parapet walls that would provide additional shielding and noise attenuation to the adjacent sensitive receptors. HVAC mechanical equipment noise would not exceed the City's threshold of 55 dBA at the property line of the receiving receptors. Therefore, impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, noise impacts would be less than significant.

11. Population and Housing

Impact 5.11-1:	**Implementation of the Specific Plan would not induce unplanned substantial population growth in the City of Long Beach either directly or indirectly. [Threshold P-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.11, *Population and Housing*, starting on page 5.11-7 of the DEIR.

Construction

The Specific Plan would be developed in phases over a ten-year period with final buildout anticipated in 2033. Construction activities of individual development projects that would be accommodated by the Specific Plan would require contractors and laborers which would be available from the local and regional labor pool. The Specific Plan's construction phases would not result in a long-term increase in employment from short-term construction activities. Construction of additional housing for construction workers would not be necessary; the Specific plan would not directly or indirectly induce substantial population growth in the City during construction.

Operation

Direct Impacts

The Plan Area currently contains 865 dwelling units. Implementation of the Specific Plan involves demolition of 235 existing dwelling units and construction of 750 new dwelling units for a net increase of 515 dwelling units. At full buildout, the Specific Plan Area would consist of 1,380 dwelling units and would generate 1,442 new residents in the City. For the analysis, the net new dwelling units were used determine the new residents in the Plan Area. Assuming an average household size of 2.8 residents per unit, consistent with the household size reported in the General Plan Housing Element, and assuming that all 515 net new dwelling units would generate new residents, the Specific Plan would generate 1,442 new residents in the City. Table 5.11-7, *Estimated Population and Housing Growth in Long Beach with Specific Plan Buildout,* in Section 5.11, *Population and Housing,* of the DEIR, shows the Specific Plan's impact on the City's population and housing projections under existing (2018) and buildout (2033) conditions. This analysis is conservative because it uses the average household size for the City and the actual household size for this community would likely be less. Additionally, since the Plan Area currently operates as a residential community, it is anticipated that a portion of the new dwelling units would be occupied by existing residents of the Plan Area. The non-residential uses are expected to generate approximately 267 employees. Under both existing and buildout conditions, the increase in population and housing under the Specific Plan would be within the anticipated growth projections for the City based on SCAG's growth projections. Implementation of the Specific Plan would result

in a substantial and unplanned level of growth if estimated development would exceed local or regional population growth projections. Since the growth generated by the Specific Plan is within SCAG's Connect SoCal anticipated growth projections for the City through 2045; therefore, implementation of the Specific Plan would not result in substantial unplanned population growth.

Under SCAG's 2045 Projections, the City would have a jobs-housing ratio of 0.89. Development consistent with the Specific Plan would contribute to new residential units and non-residential floor area onsite resulting in a jobs-housing ratio of 0.91 under existing plus project conditions and 0.89 at project building, which is consistent with SCAG's projections of 0.89 in the year 2045. Therefore, the Specific Plan would contribute to the City reaching the recommended jobs-housing ratio range of 1.3 to 1.7. Additionally, the Specific Plan provides housing and services for homeless and homeless veteran populations and contributes to the City's overall housing and employment opportunities.

Additionally, the Long Beach General Plan's 2019 Land Use Element Regional-Serving Facility Place Type designation of the Plan Area applies to sites and areas in the City that serve a unique role, or population, that reaches beyond local concerns. The Century Villages at Cabrillo serves a unique role and population. The increase in housing units and population due to additional residential development in the Plan Area was considered and analyzed in the 2019 Final Recirculated EIR (SCH No. 2015051054) for the Long Beach General Plan's 2019 Land Use Element. As concluded in the 2019 Final Recirculated EIR, the increases in population and housing due to buildout (which included additional residential development in the Plan Area) of the 2019 Land Use Element compared to SCAG's regional forecasts would not result in a substantial adverse impact.

Furthermore, implementation of the Specific Plan would help carry out key goals of the Long Beach General Plan Housing Element by developing residential units that offer additional housing opportunities in the City for a unique population. Specifically, the Specific Plan would provide additional transitional and permanent housing and support services to the homeless veterans and the homeless population in the City. Some of the key goals that would be met include providing housing assistance and preserve publicly assisted units (Goal 1); addressing the unique housing needs of special needs residents (Goal 2); improving the quality of existing housing in the Plan Area (Goal 3); the provision of increased opportunities for the construction of high-quality housing (Goal 4); the provision of affordable housing (Goal 5); and the provision of fair and equal housing opportunity for a unique population.

Based on the City's 2018 Annual Housing Element Progress Report memorandum, which tracks the City's progress toward meeting its RHNA housing allocation, the City still needs 1,493 very low income dwelling units (includes both extremely low and very low); 1,018 low income dwelling units; 1,170 moderate-income dwelling units; and 1,486 above moderate-income dwelling units to meet its RHNA housing allocation (Long Beach 2019).[1] The Specific Plan's net increase of 515 dwelling units would contribute to the City's RHNA requirement. Therefore, implementation of the Specific Plan would help the City meet its current RHNA allocation, as allocated by SCAG. Impacts relating to direct population and housing growth are not anticipated to occur. Impacts would be less than significant.

[1] *Based on permitted units (Table B of the 2018 Annual Housing Element Progress Report memorandum).*

Indirect Impacts

Implementation of the Specific Plan would expand and modernize existing facilities onsite, as well as allow for the construction of new residential units, amenities, education facilities, commercial/retail space, services and administration, and residential/other space for existing and future residents of the Plan Area. It is anticipated that the new job opportunities onsite would be filled by employees from the local and regional area and would not include substantial unplanned population growth. The Plan Area is fully developed and in a highly urbanized area in the City. Adequate infrastructure and utilities are available to serve the Plan Area and the Specific Plan would not require new infrastructure or extension of existing infrastructure that may indirectly induce population growth nearby. Therefore, impacts relating to indirect population and housing growth are not anticipated to occur.

Finding:

Upon implementation of the Specific Plan, population and housing impacts would be less than significant.

12. Public Services

Impact 5.12-1:	**Development pursuant to the Specific Plan would introduce new dwelling units, residents, nonresidential uses, and workers into the LBFD's service boundaries, thereby increasing the requirement for fire protection facilities and personnel. [Threshold FP-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.12, *Public Services*, starting on page 5.12-4 of the DEIR.

The Specific Plan would result in growth which would increase call volumes, which would impact response times for emergency and non-emergency services. As growth occurs, LBFD's costs to maintain equipment and apparatus, and to train and equip personnel would also increase. However, implementation of the Specific Plan is not expected to result in the need for new or physically altered governmental facilities, the construction of which could cause significant impact. While LBFD indicated that additional growth could negatively impact response times, no requirement for the significant expansion or construction of a new fire station was indicated. Additionally, future development that would be accommodated by the Specific Plan would occur in an area of the City already served by LBFD; therefore, the Specific Plan would not result in an expansion of LBFD's service area. In the event of an emergency within the Plan Area that requires more resources than the primary fire stations that serve the area could provide, LBFD would direct resources to the site from other LBFD stations nearby.

The potential demand for additional personnel, equipment, and operational costs generated by the Specific Plan would be funded and offset through the increased tax revenue generated from the additional development allowed under the Specific Plan. Individual development projects would be reviewed by the City and LBFD and would be required to comply with the requirements in effect at the time building permits are issued.

LBFD would also continue to be supported by Proposition H revenue, the City's General Fund, the City's Tidelands operation revenue, and other revenue sources such as paramedic fees, fire building

plan and building checks, various state and federal grants, and private donations. Increased demand from future development accommodated by the Specific Plan would be offset by these revenues. All development projects that would be accommodated under the Specific Plan would also be required to comply with the most currently adopted fire codes, building codes, and nationally recognized fir and life safety standards of Long Beach, Los Angeles County, and the state of California. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to public services would be less than significant.

Impact 5.12-2:	**Implementation of the Specific Plan would introduce new residential and nonresidential structures, residents, and workers into the LBPD service boundaries, thereby increasing the requirement for police protection services. [Threshold PP-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.12, *Public Services*, starting on page 5.12-8 of the DEIR.

During the construction and operation of the future development projects that would be accommodated under the Specific Plan, the need for police services is expected to grow due to the increase in population and associated potential for additional crime and accidents. Crime and safety issues during project construction may include theft of building materials and construction equipment, malicious mischief, graffiti, and vandalism. After construction, development that would be accommodated by the Specific Plan is anticipated to generate a typical range of police service calls as similar developments, such as vehicle burglaries, residential thefts, disturbances, and driving under the influence.

The increase in demands on police services resulting from the implementation of the Specific Plan would not adversely impact LBPD's existing resources. There are currently no staffing or equipment deficiencies in the service area. Additionally, there are no construction plans or significant renovations scheduled to add to the LBPD's existing resources in the West Division. The increase in potential services needed would not require the construction of a new police station or improvements to the existing station that serves the Plan Area. Implementation of the Specific Plan would result in an increase in calls for service; however, LBPD has indicated that this increase would not adversely impact LBPD's existing resources. If calls for service increase and exceed the capacity of LBPD's existing workforce, additional staff would be requested . Additionally, future development that would be accommodated by the Specific Plan would occur in an area of the City already served by LBPD; therefore, the Specific Plan would not result in an expansion of LBPD's service area.

LBPD staffing is expected to gradually increase as the City's population increases; the City's population is forecast to increase from 466,255 in 2012 to 484,485 in 2040, an increase of 18,230 or 3.9 percent of the 2012 population (LSA 2019). Specific Plan buildout is within the forecasted population growth, and City revenues are expected to increase as population increases. As development occurs in accordance with the Specific Plan, the City's General Funds would increase proportionally and would allocate additional funds to LBPD to hire and train additional police officers or administrative personnel.

LBPD would also continue to be supported by Proposition H revenue, a per barrel tax on all oil producers in Long Beach; Tidelands operation revenue; and other revenue sources such as general grants (e.g., federal, state, and county grants). The additional personnel, building, and materials costs for police services in the City required due to increased demand from future development accommodated by the Specific Plan would be offset through these revenue sources. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to public services would be less than significant.

Impact 5.12-3:	**Development pursuant to the Specific Plan has the potential to result in the generation of 90 new students who would impact the school enrollment capacities of LBUSD schools that serve the Plan Area [Threshold SS-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.12, *Public Services*, starting on page 5.12-13 of the DEIR.

The Specific Plan would result in an increase in students which would create additional demand for LBUSD services and facilities. Schools serving the Plan Area include Garfield Elementary School, Hudson Elementary, and Cabrillo High School. Table 5.12-4, *Projected Student Populations,* in Section 5.12, *Public Services,* of the DEIR, shows the new net increase in students that could be generated at Specific Plan buildout to the current enrollment in order determine if there would be adequate capacity at schools serving the Plan Area. There is more than adequate capacity to serve the Plan Area students; the Specific Plan in combination with current enrollment would leave a remaining capacity of 5,011 students, including 879 elementary students, 1,001 K-8 students, and 3,131 high school students. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to public services would be less than significant.

Impact 5.12-4:	**Development pursuant to the Specific Plan would result in the generation of up to 1,442 additional residents in the Plan Area, which would lead to an increase in demand for local library services. [Threshold LS-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.12, *Public Services*, starting on page 5.12-17 of the DEIR.

Implementation of the Specific Plan would increase demands for library services. Increased demands are expected to most affect the library facilities closest to the Plan Area—that is, Harte Neighborhood Library, Burnett Neighborhood Library, and Mark Twain Neighborhood Library. Project impacts on the LBPL system would include needs for increased staffing, increased collection budget, and increased operating hours. The LBPL uses utilization of existing library facilities—such as gate count, circulation statistics, and computer usage—to estimate library service impacts of future developments and to determine the need for expanded hours. For example, in the City's 2020 Adopted Annual Budget, LBPL determined the need for expanded library hours (Sunday, Monday afterschool, and/or summer morning hours) at select locations from input received from utilization data and a library patron survey.

Additionally, although future Project residents would be mainly served by the libraries shown in Table 5.14-6, *LBPL Libraries Serving the Plan Area*, of the DEIR, they would have access to all 12 libraries within LBPL's system (see Table 5.14-5, *LBPL Library Statistics*). Project residents would also have access to Los Angeles County Public Library (LACPL) facilities and resources outside in surrounding neighboring cities via a library card issued by LACPL.

LBPL would continue receiving funding for library facilities and resources through the City's General Fund and through activities, such as fines, facility rentals, and passport photo/execution fees as well as grants and private donations, provided mainly by the Friends of the Long Beach Public Library and the Long Beach Public Library Foundation. Specific Plan buildout would generate additional General Fund revenue for the City, thus helping to reduce project impacts. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to public services would be less than significant.

13. Recreation

Impact 5.13-1:	**Implementation of the Specific Plan would introduce additional residents in the Plan Area which may lead to an increase in the use of existing City of Long Beach park and recreational facilities. [Threshold R-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.13, *Recreation*, starting on page 5.13-4 of the DEIR.

The City currently has 5.5 acres of parkland per 1,000 residents resulting in a deficit of 1,200 acres. This is less than the City's target goal of 8 acres per 1,000 residents. Using the City's goal of 8 acres of parkland per 1,000 residents, the net increase in demand for parkland due to buildout of the Specific Plan (515 new residents) would be approximately 4.1 acres. A total of 30.9 acres of parkland would be required to support the Specific Plan buildout of 3,864 residents (total includes existing plus future residents).

The Plan Area currently has 2.3 acres of play area that would be available to future residents. Additionally, open space is required for new residential development accommodated by the Specific Plan. Specific Plan Section 4.7 (Open Space Requirements), sets the requirements for open space and amenities in the Plan Area. As required by the Specific Plan, 100 square feet of outdoor open spaces in residential common areas per dwelling unit and 50 square feet of indoor space in residential common areas per dwelling unit are required. Also, 50 square feet of private residential open space is required per dwelling unit and private residential open space can be replaced by additional common outdoor spaces of equal size.

Under the open space requirements of the Specific Plan, the implementation would result in the provision of a total of 150,000 square feet or 3.44 acres of new open space. Public spaces under the Specific Plan would deliberately be designed and linked through the proposed onsite Wellness Trail network to support the Plan Area's residents while continuing to build social connections within the community. Casa de Cabrillo's open courtyard will be expanded and amenities, services and outdoor spaces serving the most vulnerable residents will be shifted to the east with the Preschool, Play Garden

and Oasis Center relocated near Anchor Place and KaBoom! playground shifted closer to Family Commons. The exact configuration and location of open spaces will be established as part of each residential development project that moves forward. Figure 3-6, *Open Space Network*, in the DEIR, shows the different types of open space that will be implemented under the Specific Plan and be available to residents of the Plan Area. The exact configuration and location of open spaces will be established as part of each development. Open spaces displayed in Figure 3-6 are to demonstrate intended distribution and relationships.

Although the Plan Area does not meet the City's goal of 8 acres per 1,000 residents onsite, the existing 2.3 acres of open space/play area and the addition of 3.44 acres of proposed open space provides more than adequate park and recreational facilities in the Plan Area to accommodate the future residences such that implementation of the Specific Plan would not cause the deterioration of existing facilities. The open space requirements in the Specific Plan were developed to best serve the needs of the residents of the Plan Area and would avoid deterioration of nearby park facilities. Additionally, future residents of the Plan Area would have walking access to Admiral Kidd Park and Hudson Park which comprise just over 25 acres of usable parkland and open space. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to recreational facilities would be less than significant.

Impact 5.13-2:	**Implementation of the Specific Plan's proposed recreational facilities needed to serve future project residents would not result in a significant environmental impact. [Threshold R-2]**

Support for this environmental impact conclusion is fully discussed in Section 5.13, *Recreation*, starting on page 5.13-6 of the DEIR.

Development and operation of new parks and recreational facilities in the Plan Area may have adverse physical effects on the environment; environmental impacts associated with the construction and operation of new parks and recreational facilities are analyzed throughout the topical sections of Chapter 5.0 of the DEIR. Development or expansion of open space and recreational facilities in the Plan Area would not result in significant impacts to the environment. Additionally, future open space and recreational facility development in the Plan Area would be required to adhere to the development standards and design guidelines of the Specific Plan. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to recreational facilities would be less than significant.

14. Transportation

Impact 5.14-1:	**Development pursuant to the Specific Plan would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. [Threshold T-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.14, *Transportation*, starting on page 5.14-11 of the DEIR.

General Plan Mobility Element

The Specific Plan includes the development of a multi-modal transportation system that encourages active forms of transportation and public transit while providing adequate accommodations for vehicles, which supports the Mobility Element's goal of establishing an efficient and balanced multi-modal network.

The Specific Plan includes a multimodal mobility plan and roadway network, which would connect to existing mobility facilities on- and off-site. The mobility plan under the Specific Plan emphasizes bicycling and walking as the primary modes of transportation, supports public transit use, and improves vehicular and non-vehicular mobility throughout the Plan Area. Automobile movement would become more efficient while transitioning to be secondary to the active transportation network. This would be accomplished through a system of three Specific Plan street classifications: Gateway Street; Neighborhood Street; and Wellness Trail. These street classification systems are similar to the classifications defined in the City's Mobility Element that is based on a context-sensitive street classification system categorizing streets into a hierarchy based on function and community context. The City's street classification system is discussed in detail in Section 5.14.1.2. Williams Street would be the only Gateway Street and would serve as the primary entrance to the Plan Area. In addition to Williams Street, vehicle access would be allowed on Neighborhood Streets. The Wellness Trail would only allow active transportation and serve as an emergency vehicle access. Therefore, general vehicle circulation within the Plan Area would be limited to the Gateway and Neighborhood Streets. In addition to vehicle access, these street types would include sidewalks and parkways to support active transportation. The wellness trails will provide a safe, separate active transportation network with limited vehicular interruptions. New dedicated bicycle facilities, wider walkways and separate trails will improve safety and accessibility. Figure 3-7, *Street Classification Plan*, of the DEIR shows the Plan Area's street classifications, and Figure 3-8, *Neighborhood Connections*, shows the Plan Area's nonvehicular network. Landscaping and bicycle and pedestrian amenities would further support complete streets and active transportation onsite.

Two existing Long Beach Transit bus routes have a stop at the CVC Transit Center within the Plan Area; the Specific Plan's circulation system would provide convenient access to the CVC Transit Center which encourages public transit use. The bus routes extend into the community, reaching the Veterans Hospital, Long Beach State University, and regional shopping centers. A vanpool program would further expand and diversify transit service.

In support of Specific Plan Policy 2-2, "Design the character and scale of the street to support its street type and place-type designation and overlay networks (for example, create a bike boulevard or bicycle-friendly retail district, transit street, or green street)" and Policy 2-7, "Treat streets as an important part of the public open space system, and integral part of the City's urban forest." The Specific Plan's street system and transit opportunities described above and building design and siting (described in Section 5.1, *Aesthetics*) would encourage a pedestrian-scale environment that would support streets as part of public open space. The Specific Plan includes measures to increase the Plan Area's tree canopy and provides landscaping along parkways and streets, providing a safe and inviting pedestrian network.

Further, the Specific Plan includes a Transportation Demand Management program that would promote alternative and shared modes of transportation and reduce the dependence of vehicles. For example, employers within the Plan Area will be encouraged to arrange flexible work programs in order to mitigate traffic during peak rush hours, as well as reduce parking demand. The Specific Plan will also offer transportation in case of emergency situations for these commuters via the Guaranteed Ride Home program, in collaboration with Metro. Transit passes will be provided free or at reduced-price to residents and employees. Accommodations for shared-use or short-term rental vehicles will be made in central locations, providing residents the flexibility of using an automobile without the obligation of owning a private vehicle. Partnerships with local businesses and community organizations can further support the transit service by providing shuttles. Vanpools can also be explored for employees and trips including groups of residents. The Specific Plan would provide carpool/shared-use vehicle parking for each non-residential and mixed-use building on site. Parking facilities would be established as part of each development under the Specific Plan. Parking would be provided in parking podiums and street parking. As such, the Specific Plan would be consistent and support the Mobility Element.
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Long Beach Bicycle Master Plan

The Specific Plan would be consistent with the Bicycle Master Plan; the buildout under the Specific Plan would provide a comprehensive network of Wellness Trails that would generally be reserved for active forms of transportation, including bicycling. The Wellness Trails would connect residential and non-residential uses to public transportation facilities onsite and with the wider community, and would encourage pedestrian and bicycle safety. The Specific Plan would also support bicycling by providing bicycle facilities (such as bike racks) and require secured bicycle parking. The Specific Plan would be consistent with the Long Beach Bicycle Master Plan.

CX3 Pedestrian Plan

The CX3 Pedestrian Plan is a technical appendix to the Mobility Element, which provides a framework for encouraging physical activity by active transportation in 10 neighborhoods in Long Beach, including the Plan Area. The Specific Plan contains various pedestrian network enhancements that would encourage pedestrian activities and increase safety. Pedestrian network enhancements would occur within and around the edge of the Plan Area to encourage more physical activity by active transportation. The Specific Plan would add new sidewalks, street trees, and lighting, and would comply with ADA regulations support universal access. The Specific Plan would contribute to the overall walkability of the City and impacts would be less than significant.

Terminal Island Freeway – Green TI Plan

The Green Terminal Island (TI) Plan would transform the Terminal Island Freeway into a local serving road with an associated greenbelt. While the Green TI Plan is an adopted plan, it still needs considerably more analysis and engagement with stakeholders in the adjacent cities of Los Angeles and Carson for implementation. As the Terminal Island Freeway right-of-way north of the Pacific Coast Highway interchange is owned by the City of Long Beach, negotiations and coordination of this future connection will take place between the Villages at Cabrillo and multiple departments within the City.

Finding:

Upon implementation of the Specific Plan, impacts to transportation would be less than significant.

Impact 5.14-2: Development pursuant to the Specific Plan would not conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b) [Threshold T-2]

Support for this environmental impact conclusion is fully discussed in Section 5.14, *Transportation*, starting on page 5.14-14 of the DEIR.

VMT is heavily dependent on the land uses and location of a project. For example, a development site located in an urban area will typically have lower VMT because people have more options to walk, bike, take transit, or drive shorter distances to nearby destinations in comparison to a suburban or rural environment where most people drive longer distances for their everyday work and household needs. Therefore, the City of Long Beach has provided guidance in the TIA Guidelines related to several screening thresholds for projects that would generate low VMT as described below.

Project Type Screening

Projects that generate less than 500 daily trips may be screened from conducting a VMT analysis as they may be presumed to have a less than significant impact. Local serving retail uses less than 50,000 square feet per store may also be presumed to have a less than significant VMT impact absent substantial evidence to the contrary. All the Specific Plan's retail uses are less than 50,000 square feet, and the total retail area proposed under the buildout of the Specific Plan (i.e., remaining and proposed retail) is 22,850 square feet. Therefore, the retail component of the Specific Plan is identified as local serving and screened form VMT analysis. The retail component of the Specific Plan is serving the residential population of the Plan Area and is not expected to generate customer trips from outside the Plan Area.

According to CEQA Guidelines Section 15064.3, subdivision (b), residential projects (or the residential portion of mixed-use projects) with 100 percent affordable dwelling units will be presumed to have a less than significant transportation impact. Because the Specific Plan proposes 100 percent affordable dwelling units, the residential component of the Specific Plan is screened (exempt) from VMT analysis.

Transit Priority Area Screening

Projects located within Transit Priority Areas (TPAs) or High-Quality Transit Areas (HQTAs) as determined by the most recent SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) may also be exempt from VMT analysis as they are presumed to result in less than significant impacts. TPAs are within a 0.5-mile radius of an existing or planned major transit stop or an existing stop along a high-quality transit corridor (HQTC). A project may not screen out from being within a TPA if it has a floor area ratio of less than 0.75, includes more parking than required by the City (unless the additional parking is provided for design feasibility), is inconsistent with the applicable SCS, or replaces affordable units with a small number of moderate- or high-income residential units.

The closest Major Transit Stop to the Plan Area is the intersection of the Long Beach Transit (LBT) bus routes 171/175 and 191/192. The Specific Plan contains an onsite bus stop which serves as the terminus for LBT bus routes 171/175 and the Specific Plan is within 0.5-mile of the 191/192 bus stops

on Santa Fe Avenue. According to Figure 4 in the TIA Guidelines, the entirety of CVC is in a TPA (see also Figure 4-1, *Long Beach Transit Priority Areas*, of the DEIR). In addition, the Specific Plan buildout has a FAR over 0.75 and is not proposed to provide more parking than is required.

The Specific Plan would result in a net increase of over 500 affordable units, and by locating multifamily housing in a transit-rich area the Specific Plan is consistent with the goals of the SCAG RTP/SCS, as described in Section 5.9, *Land Use and Planning*, of the DEIR. TDM measures would be put into place to further reduce parking demand and VMT, such as employee flexible work programs, subsidized transit passes, and carpool/carshare programs. Therefore, the Specific Plan is screened from VMT analysis.

Low VMT Area Screening

Residential and office projects located within a low VMT generating area and have similar characteristics to the surrounding development (such as density or mix of uses) may be presumed to have a less than significant impact absent substantial evidence to the contrary. Low VMT areas for residential projects are defined as TAZs that generate VMT on a per capita basis that is at least 15 percent lower than the Los Angeles Countywide average. Low VMT areas for office projects are defined as TAZs that generate VMT on a per employee basis that is at least 15 percent lower than the countywide average. According to the Long Beach TIA Guidelines, the average Home-Based VMT per capita and Home-Based Work VMT per employee for the Specific Plan's TAZ are greater than 115 percent and within 85-115 percent of the Los Angeles Countywide average, respectively. The Specific Plan's TAZ also covers larger industrial buildings between San Gabriel Avenue and Technology Place to the south of the Plan Area, Hudson Elementary School, Cabrillo High School's athletic fields; and maintenance/facilities yards for Long Beach Unified School District. The Specific Plan's TAZ does not qualify as a Low VMT area.

Overall, the Specific Plan would have a less than significant VMT impact due to its location within a transit priority area and the Specific Plan being a 100 percent affordable housing project with neighborhood-serving less than 50,000 square feet. Nevertheless, the Specific Plan proposes transportation demand management measures as a project design feature.

Finding:

Upon implementation of the Specific Plan, impacts to transportation would be less than significant.

15. Utilities and Service Systems

Impact 5.16-1:	**Existing wastewater infrastructure and treatment facilities would be able to accommodate project-generated wastewater demands. [Thresholds U-1 and U-3]**

Support for this environmental impact conclusion is fully discussed in Section 5.16, *Utilities and Service Systems*, starting on page 5.16-4 of the DEIR.

Wastewater Conveyance

Wastewater generation would not occur during the construction phase of the Specific Plan as a result of construction workers onsite; construction workers would use portable restrooms which would not contribute to wastewater flows to the City's wastewater system. Therefore, no impacts would occur.

Based on the type of use and generation factors, the Specific Plan would generate a net increase of approximately 0.16 cfs (105,021 gpd) of wastewater in which 0.11 cfs (73,033 gpd) is collected from the West private main line and 0.05 cfs (34,254 gpd) from the East private main line.

The existing capacity of the 10-inch sewer main at the public POC West of River Ave is approximately 0.300 cfs at 50% full and the existing capacity of the two 8-inch sewer mains connected to the public POC's East of River Ave is approximately 0.864 cfs at 50% full; 50% full, also known as 50% depth over diameter, is the local agency requirement for sewer pipe capacity. These sewer mains serve only the Plan Area since the Plan Area is the most upstream development on this particular public system.

At full buildout, the private sewer main line in the West portion would contribute to a net increase of approximately 0.11 cfs of sewage into the public sewer system West of River Avenue, which results in approximately 37% of the pipe's capacity at 50% full. Similarly, at full buildout of the Specific Plan, the private sewer main line in the East portion of the campus will contribute a net increase of approximately 0.05 cfs of sewage into the public sewer system East of River Avenue, which results in approximately 6% of the pipe's capacity at 50% full. Since sewer generation associated with implementation of the Specific Plan would be within the available sewer infrastructure capacity, it would not require the construction of new or expanded sewer lines, and impacts on wastewater infrastructure would be less than significant.

Wastewater Treatment

The Specific Plan would generate a net increase of 105,021 gpd of sewer that needs to be treated at the JWPCP, which has a residual capacity of approximately 140 million gpd. Therefore, the Specific Plan would contribute an increased sewage flow equivalent to less than 1% of the residual capacity; impacts would be less than significant.

The JWPCP is required by federal and state law to meet applicable standards of treatment plant discharge requirements subject to NPDES No. CA0053813, Order No. R4-2017-0180. The JWPCP is operating in compliance with and would continue to operate subject to state waste discharge requirements and federal NPDES permit requirements, as set forth in the NPDES permit and order. The additional wastewater (quantity and type) that would be generated by the Specific Plan and treated by the JWPCP would not impede the treatment plant's ability to continue to meet its wastewater treatment requirements. Impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to utilities and service systems would be less than significant.

Impact 5.16-2:	**Available water supplies are sufficient to serve the Specific Plan and reasonably foreseeable future development during normal, dry, and multiple dry years; existing water infrastructure and treatment facilities would be able to accommodate project-generated demands. [Thresholds U-1 and U-2]**

Support for this environmental impact conclusion is fully discussed in Section 5.16, *Utilities and Service Systems*, starting on page 5.16-11 of the DEIR.

Water Supply

Construction

Construction activities would result in a temporary increase in water demand. The amount of water used during construction would vary depending on weather, soil conditions, the size of the area under construction, and the specific activities being performed. Short-term and intermittent water use during construction is not expected to be substantial. Water demand generated by construction activities would be offset by the reduction in water consumption resulting from the removal of the existing buildings to be carried out during different phases. Projected water demands in the LBWD's 2015 UWMP would be met during a normal year, single dry year, and multiple dry years through 2040. Impacts would be less than significant.

Operation

Development of the Specific Plan would increase the long-term water demand associated with consumption, operational uses, maintenance, and other on-site activities. On May 28, 2020, the Long Beach Board of Water Commissioners approved the WSA for the Specific Plan, pursuant to California Water Code Sections 10910 through 10914 (see Appendix G.4 of this DEIR). The WSA estimated that the Specific Plan will result in an additional water demand of 192.3 acre-feet per year (AFY). The Board determined that there would be adequate water supplies available during normal, single-, and multiple-dry water years to meet the projected water demand of the Specific Plan, in addition to the existing and other planned future uses of LBWD's system. The finding is based on LBWD's reliable supply of groundwater and imported water, the expanded use of recycled water, continued success with water conservation programs, and the growth accounted for within the LBWD 2015 Urban Water Management Plan.

The WSA is an extremely conservative estimate of water demand based on a variety of factors. First, the WSA is based on the conservative estimate that each new dwelling unit will use an amount of water equal to that of a typical Long Beach single family home (500 single family homes used 130 AFY) and it overestimates the net increase in dwelling units by 20 units. In calendar year 2015, 500 multi-family (apartments and condominiums) dwelling units in Long Beach averaged 78 AFY, or 60 percent of water use for single family homes. Second, nonresidential water demand was based on commercial water demand factors from the "Guidebook for Implementation of Senate Bill 610 and Senate Bill 221 of 2001". The guidebook sets 500 dwelling units as being equivalent to 250,000 sf of commercial use in terms of water demand. Therefore, 250,000 sf of commercial use has a water demand of 130 AFY. Third, the water demand does not account for water conservation features that would be implemented as part of the Specific Plan and required by the City, including LBMC Chapter 21.42, Landscaping Standards. The Specific Plan development will include all State mandated water-saving features,

including water-efficient faucets, shower heads, and toilets; landscape improvements would include drought tolerant landscaping and incorporate California native species.

To estimate actual water demand, KPFF estimated water demand based on demand factors specific to the product type proposed in the Specific Plan (see Appendix G.3, of this DEIR). Water demand for residential was based on an average demand for studios and 1-, 2-, and 3-bedroom apartments; and factors for residential and commercial were based on 2019 rates.

As shown in Table 5.16-2, of the DEIR, it is estimated that the Specific Plan would result in a net increase in daily domestic water demand of approximately 93.4 AFY, or approximately 49 percent of that assumed in the WSA. .

Based on LBWD's 2015 UWMP water demand projections through 2040, the water demand for the City in 2040 during normal year, single dry year, and multiple dry year hydrological conditions is expected to reach approximately 64,137 AFY with an available supply of 79,291 AFY. The Specific Plan's estimated net increase in water demand of approximately 93.4 AFY is well within the City's residual water supply. Therefore, LBWD would be able to meet the water demand for the Specific Plan in combination with existing and planned water demand in its future service area.

Water Infrastructure

Construction

The Specific Plan would require construction of new, onsite water distribution lines to serve the new buildings. Construction impacts associated with the installation of water distribution lines would primarily involve trenching with minor connections to the public mains. Prior to ground distribution, project contractors would coordinate with LBWD to identify the locations and depth of all lines. LBWD would be notified in advance of proposed ground disturbance activities to avoid water lines and disruption of water service. Therefore, impacts would be less than significant.

Operation

Water service to the Plan Area would continue to be provided by the LBWD for domestic and fire protection uses. While domestic water demand is typically the main contributor to water consumption, fire flow demands have a much greater instantaneous impact on infrastructure and therefore are the primary means for analyzing infrastructure capacity. Per the current California Fire Code, fire flow requirements are based on building types and floor area, and range from 1,500 to 8,000 gallons per minute at 20 pounds per square inch. In accordance with LBMC Section 18.48.420, all new commercial, industrial, and non-residential buildings that require two or more exits or that are greater than 3,000 square feet shall be protected by an automatic sprinkler system. Per the LBMC, fire flows can be reduced by up to 50 percent when fire sprinklers are installed. Prior to the issuance of building permits, the Long Beach Fire Department (LBFD) would be required to grant approval of the final building design, including all fire prevention and suppression systems, which would ensure the Specific Plan is developed pursuant to Fire Code requirements. In addition, on-site water connections would be constructed, as necessary, to comply with the fire flow set for the Specific Plan by the LBFD during the plan check process. The Specific Plan would also implement the requirements of the Green Building Standards Code and the City's Landscaping Standards.

With implementation of on-site water system improvements, the Specific Plan would not exceed the available capacity within the distribution infrastructure that would serve the Plan Area. Therefore, impacts with regard to water infrastructure would be less than significant. .

Finding:

Upon implementation of the Specific Plan, impacts to utilities and service systems would be less than significant.

Impact 5.16-3:	**Existing storm drain facilities would be able to accommodate project-generated storm water flows. [Threshold U-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.16, *Utilities and Service Systems*, starting on page 5.16-19 of the DEIR.

Storm drainage collection on the Plan Area is regulated by the City. The City has adopted the LACDPW Hydrology Manual as its basis of design for storm drainage facilities. The LACDPW Hydrology Manual requires public and private storm drain infrastructure to be designed to the 10-year storm interval.

The existing and proposed conditions do not change drastically; a hydrologic analysis performed per the LACDPW Hydrology Manual estimated total runoff flow rate generated from the Plan Area from a 10-year storm to be less than that of the existing site. However, the total runoff volume would increase as the Plan Area is subdivided into 54 drainage subareas under existing conditions and would be subdivided into 40 drainage subareas under proposed conditions. Table 5.16-3, *Comparison of Existing and Proposed Flow Rates and Volumes from a 10-year Storm Event,* in Section 5.16, *Utilities and Service Systems,* of the DEIR, shows the difference in existing and proposed condition flow rates and volumes.

The development accommodated by the Specific Plan would connect to the existing storm drain systems and would have similar discharge points. Currently, the 35-inch by 24-inch arch pipe is undersized to convey stormwater runoff from a 10-year storm via gravity flow out of the Plan Area. To meet the LACDPW Hydrology Manual's storage requirements, detention basins were constructed onsite to store the excess volume of runoff created by existing development. This excess volume is released from the basins over a period of time at a slower flow rate due to the larger size of the watershed at buildout. Since the proposed runoff is only 0.06 ac-ft, a 0.07% increase, higher than the existing volume, the increase in hydrologic volume is considered negligible. Each phase of development is required to comply with City and County hydrology manual storage requirements, which will be plan checked by City staff. Therefore, impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to utilities and service systems would be less than significant.

Impact 5.17-4:	**Project-generated solid waste would not be in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. [Threshold U-4]**

Support for this environmental impact conclusion is fully discussed in Section 5.16, *Utilities and Service Systems*, starting on page 5.16-24 of the DEIR.

Construction

The project applicant anticipates approximately 3,208 tons of building demolition debris and 8,496 tons of asphalt and hardscape demolition debris for a total of 11,704 tons of demolition debris to be moved to offsite landfills during construction activities. Collectively, the seven primary landfills have a daily permitted capacity of 68,904 tons per day (tpd), and an average daily disposal of 40,617 tpd, as reported in 2018. Therefore, the seven landfills have a residual capacity of 28,287 tpd. As a conservative assumption, the 11,704 tons of demolition waste that would be disposed of in landfills is expected to occur over a period of 40 days which would result in a maximum daily disposal of 293 tpd. Therefore, demolition waste would not exceed the daily maximum permitted capacity of the landfills of 1,137.9 tpd, as shown in Table 5.16-4 of the DEIR. Impacts would be less than significant.

Operational

Buildout of the Specific Plan is estimated to generate a net increase of 9,831 pounds per day (ppd), or 4.9 tpd, of solid waste, as shown in Table 5.16-5, *Estimated Solid Waste Generation,* in Section 5.16, *Utilities and Service Systems,* of the DEIR. The seven landfills would have a residual capacity of 28,287 tpd; the estimated 9,831 ppd (4.9 tpd) generated by the Specific Plan would be adequately served by these landfills. Impacts would be less than significant.

Regulatory Compliance

The Specific Plan would implement the requirements of the County of Los Angeles Countywide Integrated Waste Management Plan to ensure that it complies with all applicable state and federal laws, including but not limited to, the Integrated Waste Management Act of 1989. A construction waste management plan would be submitted and implemented in compliance with Section 4.408 of the California Green Building Code Standards.

Finding:

Upon implementation of the Specific Plan, impacts to utilities and service systems would be less than significant.

Impact 5.16-5: Existing facilities would be able to accommodate project-generated electricity and gas demands [Threshold U-1]

Support for this environmental impact conclusion is fully discussed in Section 5.16, *Utilities and Service Systems*, starting on page 5.16-30 of the DEIR.

Electricity

Construction

Construction activities associated with the land uses accommodated under the Specific Plan would require electricity use to power the construction equipment. The majority of construction equipment during demolition and grading would be gas-powered or diesel-powered, while late construction phases would require electricity-powered equipment, such as nail guns for interior construction and sprayers

for architectural coatings. Overall, the use of electricity would be temporary in nature and would fluctuate according to the phase of construction. Additionally, it is anticipated that the majority of electric-powered construction equipment would be hand tools (e.g., power drills, table saws, compressors) and lighting, which would result in minimal electricity usage during construction activities. Electrical energy would be available for use during construction from the existing power lines and connections available to the Plan Area. Impacts would be less than significant.

Operation

Electricity service to Plan Area would be provided by SCE through connections to existing offsite electrical lines. Implementation of the Specific Plan would result in a net increase in electricity use by 4,325,536 kWh/year. While the Specific Plan would increase energy demand at the site compared to existing conditions, it would be required to comply with the latest applicable Building Energy Efficiency Standards and CALGreen.

Under the 2019 Building Energy Efficiency Standards, future residential buildings of three stories and less in the Plan Area would be required to install solar PV systems. Furthermore, under the Specific Plan design standards, streetlights would include solar panels and batteries to generate and capture electricity to be later used in the evening to light the way for pedestrians and vehicles. While this design feature would not decrease electricity demand, it would increase the amount of renewable electricity available to offset electricity demand from SCE. In addition, building orientation would be designed to maximize natural daylight and ventilation for the residential units and could contribute in minimizing electricity lighting and cooling. Overall, because the existing buildings were built and designed to comply with older building standards, the newer buildings would be more energy efficient as they would be constructed in compliance with the Specific Plan design guidelines and energy efficiency regulatory requirements, and would also be more energy efficient due to the mechanical systems utilized (e.g., building insulation) within the building envelope.

Specific Plan operation is expected to result in a net increase of 4.3 million kWh annually at buildout. Total mid-electricity consumption in SCE' service area is forecast to increase by approximately 12,723 GWh between 2015 and 2027. SCE forecasts that it will have sufficient electricity to meet demands in its service area, and the electricity demand of the Specific Plan is within SCE's electricity demands. Specific Plan development would not require SCE to obtain new or expanded electricity supplies. Impacts would be less than significant.

Natural Gas

Specific Plan operation is estimated to result in a net increase of about 9.2 million kBTU per year at buildout. The City of Long Beach Energy Resources Department forecasts that its natural gas supplies will increase by 1 MMCF/day between 2019 and 2035. That amounts to an increase of 370 million kBTU. The net increase in natural gas demands due to buildout under the Specific Plan is within the City forecast of natural gas supplies. The Specific Plan would comply with the requirements of the current California Building Energy and Efficiency Standards and CALGreen. All new appliances would comply with the 2012 Appliance Efficiency Regulations. Therefore, impacts would be less than significant.

Finding:

Upon implementation of the Specific Plan, impacts to utilities and service systems would be less than significant.

D. Findings on Impacts Mitigated to Less Than Significant

The following summary describes impacts of the Specific Plan that, without mitigation, would result in significant adverse impacts. Upon implementation of the mitigation measures provided in the DEIR, these impacts would be considered less than significant.

2. Geology and Soils

Impact 5.5-4:	**Build out of the Specific Plan could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature [Threshold G-6]**

Support for this environmental impact conclusion is fully discussed in Section 5.5, *Geology and Soils*, starting on page 5.5-13 of the DEIR.

No archaeological or paleontological resources were observed within the Plan Area during the field survey. The record search conducted with LACM also found no recorded paleontological localities producing vertebrae fossils in or within one mile of the Plan Area. However, seven localities from Pleistocene deposits between one to three miles and sixteen localities between three to ten miles from the Plan Area were found. All fossils were at least 5 feet deep in deposits and mapped as late Pleistocene at the surface while fossils starting at 24 feet deep were mapped as Holocene.

The Plan Area is mapped entirely as middle to late Pleistocene older alluvium; the records search indicated that all previously recorded fossils were at least five feet deep and mapped as Pleistocene at the surface. Sediments with a Holocene component produced fossils starting at 24 feet deep. As shown in Table 5.5-1, *Paleontological Sensitivity Rankings,* in Section 5.5, *Geology and Soils,* of the DEIR, sediments less than 20 feet below the surface are assigned a low potential for fossil due to the lack of fossils in these deposits while sediments more than 20 feet below surface are assigned a moderate potential for fossils due to similar deposits producing fossils at that depth near the Plan Area.

Based on fossils found in similar sediments nearby, no paleontological monitoring is currently recommended for the mass excavations of development projects accommodated by the Specific Plan. However, should excavation exceed a depth of 20 feet below surface, there is the potential to encounter paleontological resources. Therefore, impacts are considered potentially significant.

Mitigation Measure

The following mitigation measure was included in the DEIR and the FEIR, and is applicable to the Specific Plan. The measure as provided includes any revisions incorporated in the FEIR.

GEO-1 Prior to the issuance of grading permits for excavations of 20 feet or greater, the project applicant for each development or redevelopment project accommodated by the Century Villages at Cabrillo Specific Plan shall retain a qualified paleontologist who meets the Secretary of the Interior's Professional Qualifications Standards to monitor all grading activities. If paleontological resources are encountered during the course of ground

disturbance, the paleontological monitor shall have the authority to temporarily stop construction work within 50 feet of the find in order to assess its significance. Suspension of ground disturbances in the vicinity of the discovery shall not be lifted until the paleontologist has evaluated the discovery. Work may continue in other areas of the Plan Area and for other project elements while the encountered find is evaluated.

If upon examination the resource is determined to be a significant paleontological resource, the qualified paleontologist shall make recommendations on the treatment and disposition of the resource. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) consistent with the guidelines of the Society of Vertebrate Paleontology. The PRIMP shall include the methods that will be used to protect identified paleontological resources, as well as procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a report at the conclusion of grading. A copy of the final report shall be submitted to the City of Long Beach Development Services Department.

Finding

Upon implementation of this measure, paleontological resources impacts would be less than significant. Nevertheless, changes or alterations have been required in, or incorporated into, the Specific Plan that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Long Beach hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

3. Tribal Cultural Resources

Impact 5.15-1: Grading activities have the potential to encounter unknown, buried tribal resources. [Thresholds TCR-1.i and TCR-1.ii]

Support for this environmental impact conclusion is fully discussed in Section 5.15, *Tribal Cultural Resources*, starting on page 5.15-7 of the DEIR.

Cultural Resources Records Search Results

All historic aged buildings onsite were evaluated and none were recommended as eligible for listing at the local, state, or national level. Additionally, although the general region of the Plan Area is known to have been within the territory of Gabrielino, no pre-contact or historic-era cultural resources were identified during the records search.

Field Survey and Historical Aerials and Maps Review Results

Cultural field work was conducted by Cogstone archaeologists in December 2019 and consisted of an intensive systematic pedestrian survey of the Plan Area. The Plan Area was examined for the presence of cultural artifacts and features by walking the Plan Area, using 1- and 10-meter-wide transects. Although the general region of the Plan Area is known to have been within the territory of Gabrielino, no pre-contact or historic-era cultural resources were visible or observed within the boundaries of the Plan Area during the field survey.

Additionally, Cogstone conducted a review of historic-period USGS topographic maps and aerial photographs of the Plan Area and vicinity. As noted above, although the general region of the Plan Area is known to have been within the territory of Gabrielino, no historic-era cultural resources or built environment cultural resources are present in the Plan Area based on a review of the historic-period USGS topographic maps and aerial photographs..

Sacred Lands File Search Results

The results of the Sacred Lands File records search were negative, indicating no record for the presence of Native American Sacred Lands within the Plan Area. NAHC also recommended that five representatives from local Native American tribal organizations be contacted for further information regarding the Plan Area, which the City conducted under AB 52 and SB 18.

AB 52 Consultation Results

In accordance with the provisions of AB 52, the City sent formal notification letters on November 21, 2019, to the following tribes:

- Gabrielino-Tongva Tribe;
- Gabrieleno Tongva Indians of California Tribal Council;
- Gabrielino/Tongva Nation;
- Torres Martinez Desert Cahuilla Indians;
- Gabrieleno/Tongva San Gabriel Band of Mission Indians;
- Soboba Band of Luiseno Indians; and
- Gabrieleno Band of Mission Indians – Kizh Nation.

To date, none of the tribes has responded to the City's notification letter, and therefore, the AB 52 consultation process was deemed complete, and no impacts would occur. However, as a matter of policy, the City requires a tribal monitor be given access to any construction site during grading activities. A similar condition of approval would be added to the Specific Plan approval.

SB 18 Consultation Results

In accordance with the provisions of SB 18, the following tribes were notified:

- Gabrielino-Tongva Tribe;
- Gabrieleno Tongva Indians of California Tribal Council;
- Gabrielino/Tongva Nation;
- Torres Martinez Desert Cahuilla Indians;
- Gabrieleno/Tongva San Gabriel Band of Mission Indians;
- Soboba Band of Luiseno Indians; and
- Gabrieleno Band of Mission Indians – Kizh Nation.

To date, none of the tribes has responded to the City's notification letter. The City received a consultation request from the Gabrieleno Band of Mission Indians – Kizh Nation. A consultation was scheduled for April 29, 2020. The day of the consult, the Gabrieleno administration requested to

reschedule the consult to May 1, 2020. On May 1st, they were not available, and stated they would put any concerns or information in a letter addressed to the City. To date, no letter has been received.

While there is no evidence that TCRs exist on the surface of the Plan Area, it is possible that previously unknown TCRs could exist in undisturbed soils on the site. Therefore, impacts are potentially significant.

Mitigation Measures

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the Specific Plan. The measures as provided include any revisions incorporated in the FEIR.

TCR-1 Prior to the issuance of any grading permit, the City of Long Beach Development Services Department shall ensure that the construction contractor provide access for Native American monitoring during ground-disturbing activities. This provision shall be included on project plans and specifications. The site shall be made accessible to any Native American tribe requesting to be present, provided adequate notice is given to the construction contractor and that a construction safety hazard does not occur.

TCR-2 Should a potential TCR be encountered and no monitors are present, construction activities near the encounter shall be temporarily halted within 50 feet of the discovery and the City notified. The City will notify Native American tribes that have been identified by the Native American Heritage Commission to be traditionally and culturally affiliated with the geographic area of the Proposed Project. If the City determines that the potential resource is a TCR (as defined by PRC, Section 21074), tribes consulting under AB 52 and SB 18 would be provided a reasonable period of time, typically 5 days from the date a new discovery is made, to conduct a site visit and make recommendations regarding future ground disturbance activities, as well as the treatment and disposition of any discovered TCRs. A qualified archaeologist shall implement a plan for the treatment and disposition of any discovered TCRs based on the nature of the resource and shall consider the recommendations of the tribe(s). Implementation of proposed recommendations will be made based on the determination of the City that the approach is reasonable and feasible. All activities shall be conducted in accordance with applicable regulatory requirements.

TCR-3 **Native American Monitor/Consultant.** The Project Applicant shall be required to retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleno Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. This list is provided by the NAHC. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleno Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the Plan Area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the Plan Area grading and excavation activities are completed, or when the Tribal

Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.

TCR-4 **Unanticipated Discovery of Tribal Cultural and Archaeological Resources.** Upon discovery of any archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleno Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleno Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request reburial or preservation for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, mitigation takes place (CEQA Guidelines Section15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a "historical resource" or "unique archaeological resource", time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and Public Resources Code Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to a local school or historical society in the area for educational purposes.

TCR-5 **Unanticipated Discovery of Human Remains and Associated Funerary Objects.** Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

TCR-6 **Resource Assessment & Continuation of Work Protocol.** Upon discovery, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the burial. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are

determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

TCR-7 **Kizh-Gabrieleno Procedures for burials and funerary remains.** If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following treatment measures shall be implemented. To the Tribe, the term "human remains" encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

TCR-8 **Treatment Measures.** Prior to the continuation of ground disturbing activities, the land owner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the Plan Area but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

TCR-9 **Professional Standards.** Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional

standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

Finding

Upon implementation of this measure, tribal cultural resources impacts would be less than significant. Nevertheless, changes or alterations have been required in, or incorporated into, the Specific Plan that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measures above. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

E. Findings on Significant and Unavoidable Impacts

The following summary describes the unavoidable adverse impact of the Specific Plan where either mitigation measures were found to be infeasible, or mitigation would not lessen impacts to less than significant. The following impact would remain significant and unavoidable:

1. Air Quality

Impact 5.2-2:	**Construction activities associated with the Specific Plan could generate short-term emissions that would exceed South Coast AQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the South Coast Air Basin (SoCAB). [Threshold AQ 2]**

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, starting on page 5.2-26 of the DEIR.

Construction activities would temporarily increase PM_{10}, $PM_{2.5}$, VOC, NO_X, SO_X, and CO regional emissions in the SoCAB. The primary source of NO_x, CO, and SO_x emissions is the operation of construction equipment. The primary sources of particulate matter (PM_{10} and $PM_{2.5}$) emissions are activities that disturb the soil, such as grading and excavation, road construction, and building demolition and construction. The primary source of VOC emissions is the application of architectural coating and off-gas emissions associated with asphalt paving.

An estimate of maximum daily construction emissions is provided in Table 5.2-12, *Maximum Daily Regional Construction Emissions Estimate,* in Section 5.2, *Air Quality,* of the DEIR. The table shows the highest daily emissions that would be generated over the worst-case individual development phase and for the combined scenario. This combined scenario assumes two levels of overlap. It assumes the individual construction activities (i.e., building demolition, grading, etc.) would all overlap. Furthermore, it also assumes the concurrent development of three development phases. As stated, the emissions associated with the worst-case individual development phase is utilized as a proxy for each of the three development phases. In addition, because it is not anticipated that three development phases would be implemented during years 2023 and 2024, and emissions associated with construction equipment and vehicles generally improve with each passing year due to emissions regulations,

maximum daily emissions for the combined scenario shown in Table 5.2-12 of the DEIR are considered to be conservative estimates.

As shown in the table, construction activities associated with implementation of the Specific Plan could potentially exceed the South Coast AQMD regional thresholds for VOC and NO_x based on the maximum daily emissions generated under the combined scenario. The primary source of NO_X emissions is vehicle and construction equipment exhaust. NO_X is a precursor to the formation of both O_3 and particulate matter (PM_{10} and $PM_{2.5}$). The primary source of VOC during construction is from the application of paint and it is a precursor to the formation of O_3. Project-related emissions of VOC and NO_X would contribute to the O_3, NO_2, PM_{10}, and $PM_{2.5}$ nonattainment designations of the SoCAB. Therefore, project-related construction activities would result in potentially significant regional air quality impacts.

Mitigation Measures

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the Specific Plan. The measures as provided include any revisions incorporated in the FEIR.

AQ-1 The construction contractor(s) shall incorporate the following measures into the proposed Project to reduce construction criteria air pollutant emissions, including VOC, NO_X, PM_{10}, and $PM_{2.5}$, generated by construction equipment used for future development projects implemented under the proposed Century Villages at Cabrillo Specific Plan:

- All off-road equipment with engines rated at 50 horsepower or greater, shall at minimum, meet the United States Environmental Protection Agency's Tier 4 Interim emissions limits. An exemption from these requirements may be granted by the City of Long Beach (City) in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to, at minimum, demonstrate that two construction fleet owners/operators in the Los Angeles Region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could not be located within the Los Angeles region. To ensure that Tier 4 Interim construction equipment or better would be used during the Proposed Project's construction, the City shall include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use and provide to the City a list of all construction equipment proposed to be used that states the makes, models, Equipment Identification Numbers, and number of construction equipment onsite prior to any ground disturbing and construction activities.

- Minimize simultaneous operation of multiple construction equipment units. During construction, vehicles in loading and unloading queues shall not idle for more than 5 minutes, and shall turn their engines off when not in use to reduce vehicle emissions.

- Properly tune and maintain all construction equipment in accordance with manufacturer's specifications;

- Where feasible, employ the use of electrical or alternative fueled (i.e., nondiesel) construction equipment, including forklifts, concrete/industrial saws, pumps, aerial lifts, air compressors, and other comparable equipment types to the extent commercially available.

- To reduce the need for electric generators and other fuel-powered equipment, provide on-site electrical hookups for the use of hand tools such as saws, drills, and compressors used for building construction.

- Develop a Construction Traffic Control Plan to ensure construction traffic and equipment use is minimized to the extent practicable. The Construction Traffic Control Plan shall include measures to reduce the number of large pieces of equipment operating simultaneously during peak construction periods, scheduling of vendor and haul truck trips to occur during non-peak hours, establish dedicated construction parking areas to encourage carpooling and efficiently accommodate construction vehicles, identify alternative routes to reduce traffic congestion during peak activities, and increase construction employee carpooling.

- Encourage construction contractors to apply for South Coast Air Quality Management District "SOON" funds. The "SOON" program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NO_X emissions from in-use off-road diesel vehicles.

AQ-2 The construction contractor(s) shall incorporate the following measures into the proposed Project to reduce construction fugitive dust emissions (PM_{10} and $PM_{2.5}$), generated by grading and construction activities of future development projects implemented under the proposed Century Villages at Cabrillo Specific Plan, consistent with South Coast Air Quality Management District (South Coast AQMD) Rule 403, with a goal of retaining dust on the site:

- Water, or utilize another South Coast AQMD-approved dust control non-toxic agent, on the grading areas at least three times daily to minimize fugitive dust.

- All permanent roadway improvements shall be constructed and paved as early as possible in the construction process to reduce construction vehicle travel on unpaved roads. To reduce fugitive dust from earth-moving operations, building pads shall be finalized as soon as possible following site preparation and grading activities.

- Stabilize grading areas as quickly as possible to minimize fugitive dust.

- Apply chemical stabilizer, install a gravel pad, or pave the last 100 feet of internal travel path within the construction site prior to public road entry, and to on-site stockpiles of excavated material.

- Remove any visible track-out into traveled public streets with the use of sweepers, water trucks, or similar method as soon as possible.

- Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads. Unpaved construction site egress points shall be graveled to prevent track-out.

- Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred.

- Cover haul trucks or maintain at least 2 feet of freeboard to reduce blow-off during hauling.

- Evaluate the need for reduction in dust generating activity, potential to stop work, and/or implementation of additional dust control measures if winds exceed 25 miles per hour.

- Enforce a 15-mile-per-hour speed limit on unpaved surfaces.

- Provide haul truck staging areas for the loading and unloading of soil and materials. Staging areas shall be located away from sensitive receptors, at the furthest feasible distance.

- Construction Traffic Control Plans shall route delivery and haul trucks required during construction away from sensitive receptor locations and congested intersections, to the extent feasible. Construction Traffic Control plans shall be finalized and approved prior to issuance of grading permits.

- Review and comply with any additional requirements of South Coast AQMD Rule 403.

AQ-3 To address the impact relative to volatile organic compound (VOC) emissions, the construction contractor(s) shall use Super-Compliant VOC-content architectural coatings (0 grams per liter to less than 10 grams per liter VOC) during Proposed Project construction/application of paints and other architectural coatings to reduce ozone precursors. If paints and coatings with VOC content of 0 grams/liter to less than 10 grams/liter cannot be utilized, the developer shall avoid application of architectural coatings during the peak smog season: July, August, and September. The developer shall procure architectural coatings from a supplier in compliance with the requirements of South Coast Air Quality Management District's Rule 1113 (Architectural Coatings).

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measures above. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Buildout of the Specific Plan would occur over approximately 10 years or longer. Construction activities associated with buildout of the Specific Plan could generate short-term emissions that exceed the South Coast AQMD'S significance thresholds during this time and cumulatively contribute to the nonattainment designations of the SoCAB. Implementation of Mitigation Measures AQ-1 through AQ-3 would reduce criteria air pollutant emissions of VOC and NO_X from construction-related activities to the extent feasible. However, construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in significant construction-related emissions. Therefore, despite adherence to Mitigation Measures AQ-1 through AQ-3, impacts would remain significant and unavoidable.

As stated, the attainment designation is based on compliance with the National and California AAQS, which are set at levels that are generally determined to provide an adequate level of safety in protecting the public health pursuant to the Clean Air Act and are applied at the regional level. Because the Specific Plan would exceed the VOC and NO_X regional thresholds, it would result in a significant and unavoidable regional air quality impact and would cumulatively contribute to the nonattainment designations of the SoCAB.

The general health impacts associated with each of the emissions analyzed are provided on pages 5.2-1 through 5.2-5 of the DEIR. However, per South Coast AQMD, exceedance of the regional significance thresholds cannot be used to correlate a project to quantifiable health impacts, unless emissions are sufficiently high to use a regional model (see Appendix C2 of the DEIR). Because the AAQS is applied at the regional level, a regional scale air quality model is necessary to determine the concentrations of the criteria air pollutants in the SoCAB and whether they exceed the AAQS. In general, regional scale air quality modeling efforts are conducted by air districts as they are the agencies that oversee compliance of the air basins to the AAQS. Regional air quality models currently available to air districts typically attempts to account for all emissions sources within an air basin. Due to the nature of the available regional model, the purpose of the AAQS, the AAQS being based on concentrations instead of mass emissions, and the complexity in correlating concentration levels with the amount of mass emissions generated, a large change in emissions would be needed to provide observable and meaningful results. For example, as part of its preparation of the 2012 AQMP, South Coast AQMD showed that reducing NO_X by 431 tons per day (157,680 tons per year) and VOC by 187 tons per day (68,255 tons per year) would reduce ozone concentration levels by only 9 parts per billion (see Appendix C2 of the DEIR). The maximum daily emission of 120 pounds per day of NO_X (0.06 tons per day or 22 tons per year) generated from project-related operational activities would exceed the regional significance threshold by 65 pounds per day. Thus, in the regional model, the changes in regional emissions generated by the Specific Plan are too small of a resolution (size of the project site and emissions quantity) for the project to substantially affect the concentrations predicted in the South Coast AQMD's regional model. Therefore, while emissions are conservatively assumed to cumulatively contribute to the nonattainment designation because they exceed the South Coast

AQMD's regional significance threshold, it would be speculative to determine the health consequences from the incremental increase in emissions because the Specific Plan is unlikely to be large enough (i.e., smaller than the smallest resolution of the regional model) to substantially affect the concentrations predicted in South Coast AQMD's regional model

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of affordable housing and employment opportunities, make infeasible the alternatives identified in the EIR, as discussed in Section F of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the Specific Plan outweigh its significant effects on the environment.

Impact 5.2-5:	**Construction-related emissions associated with land uses accommodated under the Specific Plan could expose sensitive receptors to substantial concentrations of criteria air pollutants and toxic air contaminants. [Threshold AQ-3]**

Support for this environmental impact conclusion is fully discussed in Section 5.2, *Air Quality*, starting on page 5.2-30 of the DEIR.

Construction Phase Localized Significance Thresholds (LSTs)

The screening-level LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the AAQS for criteria air pollutants for which the SoCAB is designated a nonattainment area. As stated, they are based on the acreage disturbed and distance to the nearest sensitive receptor. The nearest off-site sensitive receptor to the Plan Area is the adjacent Cabrillo High School to the north and east. Beyond the high school campus are residences north of West Hill Street and east of Santa Fe Avenue. However, for the purposes of this evaluation, the nearest sensitive receptors would be the onsite residents that could surround construction accommodated under the Specific Plan. It is anticipated that onsite residences could be within 82 feet of active construction areas within the Specific Plan. [2]

Table 5.2-15, *Maximum Daily Onsite Localized Construction Emissions,* in Section 5.2, *Air Quality,* of the DEIR, shows the maximum daily construction emissions (pounds per day) generated onsite during onsite construction activities. As shown in the table, maximum daily construction emissions would not exceed the South Coast AQMD screening-level LST for CO. However, construction activities would result in exceeding the screening-level LSTs for NO_x, $PM_{10,}$ and $PM_{2.5.}$ The PM_{10} and $PM_{2.5}$ emissions shown in the table represent the total onsite particulate matter emissions generated from vehicle exhaust and fugitive dust. Onsite NO_X emissions are from off-road equipment exhaust. Therefore, without mitigation, development of the Specific Plan would result in a potentially significant localized air quality impact and cause an exceedance of the California AAQS.

[2] *The distance of 82 feet is the minimum referenced distance per the South Coast AQMD LST methodology (South Coast AQMD 2008b)*

Construction Phase Toxic Air Contaminants (TACs)

Health risks associated with toxic air contaminant emissions from construction equipment are primarily due to DPM. The South Coast AQMD currently does not require health risk assessments to be conducted for short-term emissions from construction equipment. OEHHA adopted new guidance for the preparation of health risk assessments that was issued in March 2015 (OEHHA 2015). However, while OEHHA has developed a cancer risk factor and noncancer chronic reference exposure level for DPM, these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM.

The Specific Plan is a broad-based policy plan that would be implemented over a period of 10 years or more. It is anticipated that construction of individual developments accommodated under the Specific Plan would likely be spread out incrementally over this period of time, which would also limit the exposure of on- and off-site receptors to elevated concentrations of DPM. As shown in Table 5.2-15, of the DEIR, construction activities would exceed the screening-level construction LSTs. Therefore, construction activities associated with the Specific Plan could result in localized air quality impacts that are potentially significant as it pertains to TACs.

Mitigation Measures

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the Specific Plan. The measures as provided include any revisions incorporated in the FEIR.

AQ-1 The construction contractor(s) shall incorporate the following measures into the proposed Project to reduce construction criteria air pollutant emissions, including VOC, NO_X, PM_{10}, and $PM_{2.5}$, generated by construction equipment used for future development projects implemented under the proposed Century Villages at Cabrillo Specific Plan:

- All off-road equipment with engines rated at 50 horsepower or greater, shall at minimum, meet the United States Environmental Protection Agency's Tier 4 Interim emissions limits. An exemption from these requirements may be granted by the City of Long Beach (City) in the event that the applicant documents that equipment with the required tier is not reasonably available and corresponding reductions in criteria air pollutant emissions are achieved from other construction equipment. Before an exemption may be considered by the City, the applicant shall be required to, at minimum, demonstrate that two construction fleet owners/operators in the Los Angeles Region were contacted and that those owners/operators confirmed Tier 4 Interim or better equipment could not be located within the Los Angeles region. To ensure that Tier 4 Interim construction equipment or better would be used during the Proposed Project's construction, the City shall include this requirement in applicable bid documents, purchase orders, and contracts. Successful contractor(s) must demonstrate the ability to supply the compliant construction equipment for use and provide to the City a list of all construction equipment proposed to be used that states the makes, models, Equipment Identification Numbers, and number of construction equipment onsite prior to any ground disturbing and construction activities.

- Minimize simultaneous operation of multiple construction equipment units. During construction, vehicles in loading and unloading queues shall not idle for more than 5 minutes, and shall turn their engines off when not in use to reduce vehicle emissions.

- Properly tune and maintain all construction equipment in accordance with manufacturer's specifications;

- Where feasible, employ the use of electrical or alternative fueled (i.e., nondiesel) construction equipment, including forklifts, concrete/industrial saws, pumps, aerial lifts, air compressors, and other comparable equipment types to the extent commercially available.

- To reduce the need for electric generators and other fuel-powered equipment, provide on-site electrical hookups for the use of hand tools such as saws, drills, and compressors used for building construction.

- Develop a Construction Traffic Control Plan to ensure construction traffic and equipment use is minimized to the extent practicable. The Construction Traffic Control Plan shall include measures to reduce the number of large pieces of equipment operating simultaneously during peak construction periods, scheduling of vendor and haul truck trips to occur during non-peak hours, establish dedicated construction parking areas to encourage carpooling and efficiently accommodate construction vehicles, identify alternative routes to reduce traffic congestion during peak activities, and increase construction employee carpooling.

- Encourage construction contractors to apply for South Coast Air Quality Management District "SOON" funds. The "SOON" program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NO_X emissions from in-use off-road diesel vehicles.

AQ-2 The construction contractor(s) shall incorporate the following measures into the proposed Project to reduce construction fugitive dust emissions (PM_{10} and $PM_{2.5}$), generated by grading and construction activities of future development projects implemented under the proposed Century Villages at Cabrillo Specific Plan, consistent with South Coast Air Quality Management District (South Coast AQMD) Rule 403, with a goal of retaining dust on the site:

- Water, or utilize another South Coast AQMD-approved dust control non-toxic agent, on the grading areas at least three times daily to minimize fugitive dust.

- All permanent roadway improvements shall be constructed and paved as early as possible in the construction process to reduce construction vehicle travel on unpaved roads. To reduce fugitive dust from earth-moving operations, building

pads shall be finalized as soon as possible following site preparation and grading activities.

- Stabilize grading areas as quickly as possible to minimize fugitive dust.
- Apply chemical stabilizer, install a gravel pad, or pave the last 100 feet of internal travel path within the construction site prior to public road entry, and to on-site stockpiles of excavated material.
- Remove any visible track-out into traveled public streets with the use of sweepers, water trucks, or similar method as soon as possible.
- Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads. Unpaved construction site egress points shall be graveled to prevent track-out.
- Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred.
- Cover haul trucks or maintain at least 2 feet of freeboard to reduce blow-off during hauling.
- Evaluate the need for reduction in dust generating activity, potential to stop work, and/or implementation of additional dust control measures if winds exceed 25 miles per hour.
- Enforce a 15-mile-per-hour speed limit on unpaved surfaces.
- Provide haul truck staging areas for the loading and unloading of soil and materials. Staging areas shall be located away from sensitive receptors, at the furthest feasible distance.
- Construction Traffic Control Plans shall route delivery and haul trucks required during construction away from sensitive receptor locations and congested intersections, to the extent feasible. Construction Traffic Control plans shall be finalized and approved prior to issuance of grading permits.
- Review and comply with any additional requirements of South Coast AQMD Rule 403.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measures above. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

Mitigation Measures AQ-1 and AQ-2, which would require implementation of project-specific measures would contribute in reducing the Specific Plan's regional construction emissions and therefore, also result in a reduction of localized construction-related criteria air pollutant and TACs emissions to the extent feasible. However, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed South Coast AQMD's project-specific LSTs and health risk thresholds. Furthermore, because of the scale of development activity associated with buildout of the Specific Plan, it is not possible to determine whether the scale and phasing of individual development projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects. Therefore, construction-related localized impacts from criteria air pollutant and TAC emissions associated with buildout of the Specific Plan, would remain significant and unavoidable.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of affordable housing and employment opportunities, make infeasible the alternatives identified in the EIR, as discussed in Section F of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the Specific Plan outweigh its significant effects on the environment.

2. Greenhouse Gas Emissions

Impact 5.6-1:	**Buildout of the Specific Plan could generate a net increase in GHG emissions, either directly or indirectly, that may have a significant impact on the environment [Threshold GHG-1]**

Support for this environmental impact conclusion is fully discussed in Section 5.6, *Greenhouse Gas Emissions*, starting on page 5.6-25 of the DEIR.

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough greenhouse gas emissions on its own to influence global climate change significantly; hence, the issue of global climate change is by definition a cumulative environmental impact. As stated, for purposes of this analysis, the potential GHG emissions impact from implementation of the Specific Plan is based on consistency with applicable plans to reduce GHG emissions and on comparison of the emissions inventory of the project to the South Coast AQMD 3,000 $MTCO_2e$ per year bright-line screening-level threshold.

Plans that reduce GHG emissions applicable to the Specific Plan include the CARB Scoping Plan, SCAG's Connect SoCal RTP/SCS, and the City's CAAP in addition to the City's Sustainable City Action Plan. The City also adopted green building standards for public and private development under Municipal Code Section 21.45.400. As discussed under Impact 5.6-2, of the DEIR, the Specific Plan would be consistent with these plans and regulations. For example, future development projects accommodated under the Specific Plan would comply with CALGreen and the Building Energy

Efficiency Standards, which would result in increased energy efficiency and conservation. Furthermore, the development standards and design guidelines included in the Specific Plan are based on the gold LEED-Neighborhood Development (ND) certification documentation obtained by Century Village at Cabrillo in 2019. Additionally, the implementation of the Specific Plan would result in a decrease in VMT per vehicle trip compared to existing conditions.

Table 5.6-6, *Specific Plan GHG Emissions,* in Section 5.6, *Greenhouse Gas Emissions,* of the DEIR, shows the annual GHG emissions calculated for construction and operation of the Specific Plan. As shown in the Table, implementation of the Specific Plan would generate 12,016 $MTCO_2e$ per year. The primary source of project-related emissions would be mobile sources. The next largest source of emissions would be energy usage. Overall, development of the Specific Plan would result in a net increase in GHG emissions of 3,332 $MTCO_2e$ per year when compared to the existing conditions, which would exceed the bright-line threshold of 3,000 $MTCO_2e$ per year. Therefore, GHG emissions generated by the Specific Plan would be considered to cumulatively contribute to statewide GHG emissions, and impacts are considered to be potentially significant.

Mitigation Measures

The following mitigation measures were included in the DEIR and the FEIR, and are applicable to the Specific Plan. The measures as provided include any revisions incorporated in the FEIR.

GHG-1 New development within the Century Village at Cabrillo Specific Plan shall either 1) be certified LEED Silver Level at minimum, or equivalent program; or 2) implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Long Beach Building & Safety Bureau Official or his/her designee prior to the issuance of building permits.

For nonresidential land uses and residential land uses, the applicant/developer shall:

- Design and build structures to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of the California Green Building Standards Code, Division A5.2, Energy Efficiency, as outlined under Section A5.203.1.2.2.
- Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2.
- Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2.

GHG-2 For residential projects, all major appliances (e.g., dishwashers, refrigerators, clothes washers and dryers, and water heaters) provided/installed shall be Energy Star certified or of equivalent energy efficiency where applicable. Prior to the issuance of the certificate of occupancy, the City of Long Beach shall verify implementation of this requirement.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measures above. The City of Long Beach hereby finds that implementation of the mitigation measures is feasible, and the measures are therefore adopted.

GHG emissions generated by the Specific Plan would be considered to cumulatively contribute to statewide GHG emissions. Implementation of Mitigation Measures GHG-1 and GHG-2 would reduce GHG emissions to the extent feasible. The Specific Plan includes transportation demand management (TDM) measures to further reduce parking demand and VMT, such as employee flexible work programs, subsidized transit passes, and carpool/carshare programs. However, because the number of people who may use alternative modes of transportation is uncertain, the total reductions cannot be quantified. The lead agency (City of Long Beach) cannot substantively or materially affect reductions in project mobile-source emissions beyond the regulatory requirements. Further, significant cultural shifts and technological innovation is required to achieve the state's long-term GHG emissions goals. The City has no jurisdictional control or responsibility for GHG reductions in other parts of California, the nation or the globe, all of which contribute to climate change. In addition, the City does not have jurisdiction to enforce statewide implementation of all of the applicable GHG-reducing regulatory programs. Although other agencies with the necessary jurisdiction are currently taking action to reduce GHG emissions, the City cannot assure that these measures would ultimately be implemented or be adequate to address climate change. In light of these considerations, as well as the global nature climate change, the Specific Plan's incremental contribution to the global GHG emissions inventory would be considered cumulatively considerable and this cumulative impact is significant and unavoidable.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of affordable housing and employment opportunities, make infeasible the alternatives identified in the EIR, as discussed in Section F of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the Specific Plan outweigh its significant effects on the environment.

3. Noise

Impact 5.10-1	Construction activities would result in temporary noise increases in the vicinity of the Plan Area. [N-1]

Support for this environmental impact conclusion is fully discussed in Section 5.10, *Noise*, starting on page 5.10-15 of the DEIR.

Construction Noise

Construction Vehicles

The transport of workers and materials to and from the construction site would incrementally increase noise levels along site access roadways. Individual construction vehicle pass-bys and haul trucks may create momentary noise levels of up to approximately 85 dBA (L_{max}) at 50 feet from the vehicle, but these occurrences would generally be limited to architectural coating and asphalt demolition hauling overlapping phases, and be relatively short lived.

Access to the Plan Area would be directly through Terminal Island Freeway exits and Pacific Coast Highway onto Technology Place. An estimated 1,740 daily combined construction-related trips during overlapping activity phases would result in a noise increase of up to 0.6 dBA when compared to existing traffic volumes along access state routes (Terminal Island Freeway and Pacific Coast Highway), which have corresponding ADT volumes of 11,017 or greater. Accessing the Plan Area through Pacific Coast Highway would involve driving through Technology Place, however, there are no sensitive receptors along Technology Place.

Haul truck trips would be up to 20 trips per day, an insignificant increase compared to the existing volumes. Impacts would be less than significant.

Construction Equipment

The noise produced at each construction phase is determined by combining the L_{eq} contributions from the top three loudest pieces of equipment used at a given time, while accounting for the ongoing time-variations of noise emissions. Heavy equipment can have a maximum, short-duration noise levels of up to 85 dBA at 50 feet. The City of Long Beach does not have an established construction noise threshold, therefore, the FTA criterion of 80 dBA L_{eq} was used to determine impact significance at onsite and offsite receptors.

Offsite Receptors

Noise levels from project-related construction activities were calculated from the top three loudest construction equipment at spatially averaged distances (i.e., from the acoustical center of the closest development phase) to the property line of the nearest receptors. Although construction may occur across the Plan Area, the nearest development phase's center of construction area to various receptors, best represents the potential average construction-related noise levels.

The nearest offsite receptors to development phases are the Cabrillo High School sports fields to the north and Cabrillo High School and Long Beach Job Corps to the east. As shown in Table 5.10-7, *Off-site Project Related Construction Noise,* in Section 5.10, *Noise,* of the DEIR, construction activities would not exceed the 80 dBA L_{eq} threshold at sensitive receptors outside the Plan Area. Therefore, temporary construction related noise impacts would be less than significant to off-site receptors.

Onsite Receptors

Onsite sensitive receptors within the Plan Area would experience noise levels greater than 80 dBA L_{eq} due to the proximity of construction activities to existing residential and the future residential uses built prior to full buildout of the Specific Plan, where construction within 50 feet of existing onsite residential receptors could reach up to 85 dBA (see Table 5.10-7 of the DEIR). Due to proximity of construction activities to onsite sensitive receptors and ongoing exposure over 80 dBA L_{eq}, impacts to onsite residential uses and future residential uses would be potentially significant.

Mitigation Measure

The following mitigation measure was included in the DEIR and the FEIR, and are applicable to the Specific Plan. The measures as provided include any revisions incorporated in the FEIR.

N-1 Prior to issuance of demolition, grading and/or building permits, the project applicant shall incorporate the following practices into the construction contract agreement to be implemented by the construction contractor during the entirety of all construction phases:

- Per Section 8.80.202 of the Long Beach Municipal Code, construction activity is limited to the hours of 7:00 AM to 7:00 PM on Monday through Friday (including federal holidays), and 6:00 PM to 9:00 AM on Saturdays. Construction is prohibited on Sundays. If construction outside of these hours is necessary, special permits are required and must be issued by the City.

- During the entire active construction period, equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible.

- Require that impact tools (e.g., jack hammers and hoe rams) be hydraulically or electrically powered wherever possible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools, wherever feasible.

- Stationary equipment such as generators and air compressors shall be located as far as feasible from nearby noise-sensitive uses.

- Stockpiling shall be located as far as feasible from nearby noise-sensitive receptors.

- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public and residences at Century Villages at Cabrillo, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, he/she shall investigate, take appropriate corrective action, and report the action to the City.

- Signs shall be posted at the job site entrance(s), within the on-site construction zones, and along queueing lanes (if any) to reinforce the prohibition of unnecessary engine idling. All other equipment shall be turned off if not in use for more than 5 minutes.

- During the entire active construction period and to the extent feasible, the use of noise-producing signals, including horns, whistles, alarms, and bells, shall be for safety warning purposes only. The construction manager shall use smart back-up alarms, which automatically adjust the alarm level based on the background noise level, or switch off back-up alarms and replace with human spotters in compliance with all safety requirements and laws.

- Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the noise standard after other measures have been considered, or occur at nighttime, or when the anticipated construction duration is greater than is typical (e.g., two years or more).

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Long Beach hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Construction noise would elevate existing noise levels above 80 dBA L_{eq} to onsite existing and future residences. Mitigation measures, as provided above, would provide noise attenuation to sensitive receptors. However, demolition and construction activities are proposed to adjacent to residential buildings, and though construction is temporary, it would be phased over a 10-year period. Provided the limitation of attenuation that mitigation measures provide, specifically to upper level dwelling units to multi-story residential buildings, impacts would remain significant and unavoidable.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of affordable housing and employment opportunities, make infeasible the alternatives identified in the EIR, as discussed in Section F of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the Specific Plan outweigh its significant effects on the environment.

Impact 5.10-3: Implementation of the Specific Plan would create short-term groundborne vibration that could exceed standards. [Threshold N-2]

Support for this environmental impact conclusion is fully discussed in Section 5.10, *Noise*, starting on page 5.10-21 of the DEIR.

Architectural Vibration Damage

Construction operations can generate varying degrees of ground vibration, depending on the construction procedures and equipment. Table 5.10-9, *Vibration Levels for Typical Construction Equipment,* in Section 5.10, *Noise,* of the DEIR, summarizes FTA vibration levels for typical construction equipment at a reference distance of 25 feet. Typical construction equipment can generate vibration levels ranging up to 0.21 in/sec PPV at 25 feet. The Specific Plan proposes to use a piece of equipment called vibroflot during construction which is used for ground improvement purposes.

Off-Site Receptors

The nearest structure to construction activities is the portable classrooms to the northeast of development, Phase A at approximately 175 feet. At that distance, vibration generated by construction activity would be up to 0.024 in/sec PPV. Vibration levels would not exceed the 0.20 in/sec PPV threshold. Therefore, impacts would be less than significant.

Onsite Receptors

Some existing structures within the Plan Area would be within 25 feet of construction and demolition activities. Due to proximity of construction activities and proposed use of a vibroflot, vibration levels could exceed the 0.20 in/sec PPV threshold. Therefore, impacts would be potentially significant.

Operational Vibration Sources

The operation of the Specific Plan would not include any substantial long-term vibration sources. Therefore, no significant vibration effects would occur.

Mitigation Measure

The following mitigation measure was included in the DEIR and the FEIR, and are applicable to the Specific Plan. The measures as provided include any revisions incorporated in the FEIR.

N-2 Prior to issuance of a building permit for any project requiring construction within 25 feet of an existing structure, the property owner/developer shall prepare a vibration analysis to assess and mitigate potential vibration impacts related to construction activities. Where construction equipment operates within the distances shown in Table 5.10-10 of a sensitive receptor, project owner/developer must utilize best efforts to minimize duration and maximize distance between equipment and existing building. Exceeding these distances shown in the third column of the table would result in vibration levels greater than 0.20 in/sec PPV.

Table 5.10-10 Vibration Levels for Typical Construction Equipment

Equipment	Distance at which threshold is exceeded (feet)	PPV in/sec at minimum distance allowable
Vibratory Roller	25	0.20
Clam shovel	15	0.19
Hoe Ram	15	0.19
Large Bulldozer	15	0.19
Caisson Drilling	13.5	0.19
Loaded Trucks	8	0.19
Jackhammer	1.5	0.20

Table 5.10-10 Vibration Levels for Typical Construction Equipment

Equipment	Distance at which threshold is exceeded (feet)	PPV in/sec at minimum distance allowable
Small Bulldozer	25	0.20
Vibroflot[1]	42	0.20

Sources: FTA, 2018. *Transit Noise and Vibration Impact Assessment*, September and Hamidi, Varaksin, & Nikraz, 2011
[1] Maximum reference of 0.445 use to determine minimum allowable distance between receptor and equipment operation.

Finding

Changes or alterations have been required in, or incorporated into, the Specific Plan that avoid or substantially lessen the significant environmental effect as identified in the DEIR. These changes are identified in the form of the mitigation measure above. The City of Long Beach hereby finds that implementation of the mitigation measure is feasible, and the measure is therefore adopted.

Adhering to the screening distances provided in Table 5.10-10, above, in tandem with a vibration analysis, would reduce potential impacts associated with vibration. However, due to the nature of infill development and the proximity of new development to existing structures strict adherence to the screening distances is not possible in all cases. In those instances, the owner/developer must utilize best efforts to minimize duration and maximize distance between equipment and existing building. Impacts would remain significant and unavoidable.

The City finds that there are no other mitigation measures that are feasible, taking into consideration specific economic, legal, social, technological or other factors, that would mitigate this impact to a less-than-significant level, and, further, that specific economic, legal, social, technological, or other considerations, including considerations for the provision of affordable housing and employment opportunities, make infeasible the alternatives identified in the EIR, as discussed in Section F of these Findings (Public Resources Code §§ 21081(a)(1), (3); Guidelines §§ 15091(a)(1), (3)). As described in the Statement of Overriding Considerations, the City has determined that this impact is acceptable because specific overriding economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of the Specific Plan outweigh its significant effects on the environment.

F. Findings on Project Alternatives

CEQA requires that the discussion of alternatives focus on alternatives to the Project or its location that are capable of avoiding or substantially lessening any significant effects of the Project. The DEIR analyzed two alternatives to the Specific Plan that could reduce some, if not all, of the impacts, the No Project/No Development Alternative and the Reduced Intensity Alternative. Section 7.2 of the DEIR considered and rejected three alternatives due to their inability to avoid or substantially lessen the significant effects of the project, infeasibility, and/or inability to meet project objectives. Alternatives considered and rejected included Alternative Development Areas, which would not avoid or substantially lessen the significant effects of the proposed project as any development of the size and type proposed by the project would have substantially the same impacts, nor is the alternative feasible as the project applicant does not have ownership or control of another similar sized property that could accommodate the proposed development; Project Under Existing Zoning, which would provide the same amount of residential units and non-residential square footage as the No Project/No Development Alternative because the project site is generally built out under existing zoning; and

Other Alternatives to Reduce Construction-Related Impacts, which would not avoid or substantially lessen significant effects of the proposed project as any development that would occur within a community of this size, scale, and building orientation would have substantially the same impacts due to the proximity of on-site sensitive receptors. Further, eliminating construction-related noise impacts by vacating the property until construction is complete is also not feasible as the project applicant does not have ownership and control over nearby property that could accommodate interim housing to relocate the current residents.

1. No Project/No Development Alternative

Section 15126.6(e) of the CEQA Guidelines requires analysis of the No Project/No Development Alternative. In accordance with the CEQA Guidelines, the No Project/No Development Alternative for a development project on an identifiable property consists of the circumstance under which the project does not proceed as provided by Section 15126.6(e)(3)(B) of the CEQA Guidelines. Section 15126.6(e)(3)(B) provides that, "In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained."

The No Project/No Development Alternative assumes the Specific Plan would not be adopted or implemented. It also assumes that no new development would occur and the Plan Area would remain in its existing condition and be considered built out. Therefore, all existing land uses, improvements, and services would remain with no additional development in the future. Some minor population growth could occur within the Plan Area, to the extent that existing residential units could accommodate additional residents (e.g., a decrease in vacancy rates). The existing development consists of 865 residential dwelling units and 54,730 non-residential square feet. None of the impacts of the Specific Plan, adverse or beneficial, would result under this alternative.

Finding:

The No Project/No Development Alternative would eliminate the significant and unavoidable impacts related to air quality (construction), GHG emissions, and noise (construction) that would occur from implementation of the Specific Plan. This alterative would also reduce impacts related to air quality (operational), cultural resources, energy, hazards and hazardous materials, noise (operational), public services, transportation, tribal cultural resources, and utilities and service systems. Impacts related to aesthetics, hydrology and water quality, population and housing, and recreation would be greater under this alternative; impacts to geology and soils and land use and planning would be similar compared to the Specific Plan.

Implementation of the No Project/No Development Alternative means that no new development would occur in the Plan Area, and all but one of the project objectives (Objective 6, "Provide housing and services near the West Long Beach Transit Center and within a transit priority area consistent with Statewide and regional goals to reduce vehicle miles traveled") would not be achieved under this alternative. This alternative would not integrate both new and rehabilitated residential development for transitional housing and support services to homeless veterans and the homeless population of the Long Beach metropolitan area (Objective 1); allow for the long-term development and enhancement of the community (Objective 2); enhance the safety, livability, and connectivity of the community (Objective 3); guide redevelopment of an antiquated building stock and available land (Objective 4); develop enhanced and expanded open space and connectivity throughout the community (Objective

5); or enhance the continued fiscal health, viability, and success of the Century Villages at Cabrillo community (Objective 7).

2. Reduced Intensity Alternative

The Reduced Intensity Alternative was analyzed to reduce environmental impacts related to air quality, GHG emissions, and noise. To accomplish the reduction, this alternative would reduce the proposed net new development intensity by 10 percent. As shown in Table 7-1, of the DEIR, this alternative would result in a net increase of 464 dwelling units and 116,568 square feet of nonresidential uses (amenities, education, commercial/retail, and service/administration). The development area under this alternative would be the same as with the Specific Plan, 27 acres. Like the Specific Plan, this alternative would require adoption of the Specific Plan.

Finding:

The Reduced Intensity Alternative would reduce (but not eliminate) significant and unavoidable impacts associated with air quality and noise compared to the Specific Plan. The Specific Plan's significant and unavoidable GHG impact would be eliminated under this alternative. Impacts related to aesthetics, cultural resources, energy, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, population and housing, public services, recreation, transportation, and utilities and service systems would remain the same as or be slightly reduced compared to the Specific Plan, as demonstrated above, since it would involve the same mix of land uses (although at a reduced intensity) and development area. This alternative would not increase impacts for any environmental topical area.

Under the Reduced Intensity Alternative all of the Specific Plan's objectives would be achieved but the majority would be met to a lesser extent as compared to the Specific Plan. For example, the reduction in development capacity under this alternative would not fully implement the ideas and plans presented in the Specific Plan, which include the integration of both new and rehabilitated residential development (Objective 1) and the long-term development and enhancement of the Century Villages at Cabrillo community (Objective 2). Although the Reduced Intensity Alternative would meet these goals, it would do so at a reduced capacity; therefore, leaving out much needed opportunities for additional housing and services for both the Century Villages at Cabrillo community and the homeless population of the Long Beach metropolitan area. This alternative could also meet Objectives 4, 6 and 7 relating to redevelopment of an antiquated building stock and available land, provision of housings and services near public transit, and enhancement of the continued fiscal health, viability, and success of the Century Villages at Cabrillo community, but to a lesser extent then the Specific Plan. The goal that would be equally met by the Reduced Intensity Alternative is Objective 3, enhanced living and connectivity.

III. STATEMENT OF OVERRIDING CONSIDERATIONS

A. Consideration in Support of the Statement of Overriding Considerations

After balancing the specific economic, legal, social, technological, and other benefits of the Specific Plan, the City of Long Beach has determined that the unavoidable adverse environmental impacts identified above may be considered "acceptable" due to the following specific considerations, which outweigh the unavoidable, adverse environmental impacts of the Specific Plan.

1. Implements Guiding Principles and Objectives Established for the Project

The Specific Plan implements a vision shaped by the following guiding principles supporting citywide efforts to enhance the aesthetics, vitality, economic value, quality of life, and amenities afforded by the Plan Area:

1. Integrate both new and rehabilitated residential development for the express purpose of providing transitional housing and support services to homeless veterans and the homeless population of the region.

2. Allow for the long-term development and enhancement of the Century Villages at Cabrillo community to anchor residents, meet the evolving needs of the community and provide necessary support of resident's mental, physical, and emotional health.

3. Enhance the safety, livability, and connectivity of the Century Villages at Cabrillo community.

4. Guide redevelopment of an antiquated building stock and available land in order to accommodate increased demand for housing and services, while increasing energy efficiency.

5. Develop enhanced and expanded open space and connectivity throughout the community to serve the needs of residents and employees.

6. Provide housings and services near the West Long Beach Transit Center and within a transit priority area consistent with Statewide and regional goals to reduce vehicle miles traveled.

7. Enhance the continued fiscal health, viability, and success of the Century Villages at Cabrillo community.

2. Implements Specific Goals and Policies of the Long Beach General Plan

The City's General Plan sets forth the goals, policies, and directions the City will take in managing its future. It is the blueprint for development and a guide to achieving the long-term, citywide vision. The City's General Plan sets seven interrelated goals:

- Increased mobility
- Affordable housing
- Reduction in greenhouse gas emissions
- Enhanced quality of life
- Compact and transit-oriented development
- Improved water quality
- Walkable neighborhoods and districts

These goals have been integrated into the Specific Plan and are discussed in relation to the three elements—Land Use, Mobility, and Housing—that have the greatest influence in guiding the vision and goals of the Specific Plan.

For example, the Land Use Element calls for the promotion of sustainable development patterns. The Specific Plan implements pillars of sustainability within the Plan Area by promoting the development of green buildings, improving connectivity, and extending the transit system. The Mobility Element

calls for an increase in mode shift of transit, pedestrians, and bicycles. The Specific Plan includes a multimodal mobility plan and roadway network.

Implementation of the Specific Plan would help carry out key goals of the City's Housing Element by developing residential units that offer additional housing opportunities in the City for a unique population. Specifically, the Specific Plan would provide additional transitional and permanent housing and support services to the homeless veterans and the homeless population in the City. Some of the key goals that would be met include providing housing assistance and preserve publicly assisted units (Goal 1); addressing the unique housing needs of special needs residents (Goal 2); improving the quality of existing housing in the Plan Area (Goal 3); the provision of increased opportunities for the construction of high-quality housing (Goal 4); the provision of affordable housing (Goal 5); and the provision of fair and equal housing opportunity for a unique population.

Based on the City's 2018 Annual Housing Element Progress Report memorandum, which tracks the City's progress toward meeting its RHNA housing allocation, the City still needs 1,493 very low income dwelling units (includes both extremely low and very low); 1,018 low income dwelling units; 1,170 moderate-income dwelling units; and 1,486 above moderate-income dwelling units to meet its RHNA housing allocation (Long Beach 2019).[3] The Specific Plan's net increase of 515 dwelling units would contribute to the City's RHNA requirement. Therefore, implementation of the Specific Plan would help the City meet its current RHNA allocation, as allocated by SCAG. Impacts relating to direct population and housing growth are not anticipated to occur

Furthermore, the City's Housing Element consistently identifies the Plan Area as an area to invest resources to expand affordable housing. The Specific Plan promotes redevelopment of antiquated structures and underutilized areas to a mix of development accommodated by the Specific Plan which would provide quality dwelling units for residents in need while hosting modern spaces for current and new social service providers, commercial uses, and community amenities. Additionally, the Housing Element calls for providing direct local financial assistance to affordable housing projects. The CVC and City leverage local resources to secure funding and financing for the implementation of the Specific Plan, and would provide 1,380 new affordable dwelling units.

3. Consistent with the Sustainable Communities Strategy

The Specific Plan would further the goals of SCAG's 2016-2040 RTP/SCS and Connect SoCal (2020-2045) plans. Project implementation would ensure that mobility, accessibility, travel safety, and reliability for people and goods would be maximized. The vehicular, public transit, bicycle, and pedestrian circulation practices and improvements that are called for in the Specific Plan would be implemented and maintained to meet the needs of local and regional transportation and to ensure efficient mobility and access within the Plan Area and beyond. A number of regional and local plans and programs (e.g., Los Angeles County Congestion Management Program, Caltrans Traffic Impact Studies Guidelines, and City of Long Beach Traffic Impact Analysis Guidelines, Long Beach Bicycle Master Plan) would be used to guide development and maintenance of traffic, circulation, and transportation improvements within the Specific Plan Area and its surrounding roadway network.

[3] *Based on permitted units (Table B of the 2018 Annual Housing Element Progress Report memorandum).*

The Specific Plan would help ensure a sustainable transportation system and help maximize the productivity of the transportation system. Project implementation would lead to the development of an improved vehicular, public transit, bicycle, and pedestrian circulation system throughout the Plan Area and its surroundings. Existing and proposed improvements to the nonvehicular modes of transportation (e.g., sidewalks, bicycle facilities) would provide convenient, efficient, and safe access to uses within the Plan Area as well as to offsite destinations while encouraging opportunities for active transportation. The Specific Plan also outlines bicycle parking and facility requirements for residential and nonresidential uses.

The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the existing and proposed alternative transportation modes, green design techniques for buildings, and other energy-reducing techniques. For example, individual development projects that would be accommodated by the Specific Plan would be required to comply with the provisions of the 2019 Building and Energy Efficiency Standards and the 2016 California Green Building Standards Code. Compliance with these provisions would be ensured through the City's development review and building plan check process.

As previously stated, the Specific Plan would include a mix of development that would provide quality dwelling units for residents in need while hosting modern spaces for current and new social service providers, commercial uses, and community uses, while encouraging active transportation and public transit uses. The Specific Plan also outlines six guiding principles (which are outlined in detail in Section 3.2, *Statement of Objectives*) that accompany the vision to guide future development and improvements that would occur within the Plan Area encouraging efforts to increase non-motorized transportation, promote healthy living options, and create a more financially and environmentally sustainable future. The Specific Plan would support citywide efforts to support the current and future needs, challenges, and opportunities for the Plan Area while guiding redevelopment of antiquated building stock and available land.

The Specific Plan involves the redevelopment of antiquated structures and underutilized areas to modern, affordable housing and services along with key site improvements. This would bring employment opportunities closer to the local workforce. Additionally, the Specific Plan would provide needed services including case management, life skills training, substance abuse treatment, affordable child care, a homeless education program, an employment center, a career center, a food service program, and a VA medical clinic. This would provide more opportunities to individuals proximate to and within the Plan Area. Co-locating jobs near housing reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns.

4. Improves Quality of Life and the Physical Environment

Buildout of the Plan Area under the Specific Plan will result in a total of 1,380 dwelling units, including transitional and permanent supportive housing for both homeless veterans and non-veterans, an increase in 515 units. These units substantially contribute to the urgently needed affordable housing stock during a statewide housing emergency, which the State Legislature declared under Senate Bills 330 and 8.

The Specific Plan also encourages and promotes more environmentally sustainable development and reduced vehicle miles traveled than would otherwise result in the Specific Plan Area. The Specific Plan includes a multimodal mobility plan and roadway network which emphasizes bicycling and walking as the primary modes of transportation, supports public transit use, and improves vehicular and non-vehicular mobility throughout Plan Area. Additionally, the guiding principles, development standards, and design guidelines within the Specific Plan include pillars of sustainability that would contribute to a sustainable neighborhood, such as green buildings, streets, and public spaces. In addition to housing, the Specific Plan would include educational uses, commercial/retail uses, administrative and support uses, and amenities such as play areas.

Although construction activities would result in significant impacts for air quality emissions and noise, these impacts are temporary in nature and primarily resulting from the fact that 1) this Project is an infill development with close proximity to on site sensitive receptors and 2) the construction time frames and equipment for individual site-specific projects and potential overlap of activities at any one time is not available. The DEIR also analyzed the worst-case potential conditions. Furthermore, because existing sensitive receptors may be close to project-related construction activities, construction emissions generated by individual development projects have the potential to exceed South Coast AQMD's project-specific LSTs and health risk thresholds. Again, the DEIR was based on the most conservative construction scenario and conservatively determined that it is not possible to determine whether individual development projects would result in the exceedance of the localized emissions thresholds and contribute to known health effects, due to the scale of development activities. Any redevelopment and associated construction activities that would occur within a community of this size, scale, and building orientation would have similar construction-related impacts due to the proximity of on-site sensitive receptors. Therefore, because implementation of the Specific Plan involves redevelopment of an infill site and construction activities near existing on-campus residents, other alternatives, such as alternative land uses or a substantial reduction in the size of the project, would result in similar construction-related impacts to air quality and noise.

With respect to construction-related noise impacts, demolition and construction activities are proposed to adjacent to residential buildings. Although all feasible mitigation measures were incorporated, due to the limited attenuation that can be provided through mitigation, specifically to upper-level dwelling units of multi-story residential buildings, any redevelopment project would result in significant impacts to adjacent residential buildings. Furthermore, due to the nature of infill development and the proximity of any new redevelopment to existing structures, strict adherence to the screening distances is not possible in all cases. Eliminating construction-related noise impacts by vacating the property until construction is complete is also not feasible.

Over long-term buildout, implementation of the Specific Plan would replace and rehabilitate outdated buildings with new modern facilities that would comply with the latest CBC and CalGreen standards, while increasing long term energy efficiency and reducing noise impacts.

5. Improvements to Multimodal Mobility

The mobility plan under the Specific Plan emphasizes bicycling and walking as the primary modes of transportation, supports public transit use, and improves vehicular and non-vehicular mobility throughout the Plan Area. In addition to vehicle access, these street types would include sidewalks and parkways to support active transportation. The wellness trails would provide a safe, separate active

transportation network with limited vehicular interruptions. New dedicated bicycle facilities, wider walkways and separate trails would improve safety and accessibility. Landscaping and bicycle and pedestrian amenities would further support complete streets and active transportation onsite. The Specific Plan's circulation system would provide convenient access to the CVC Transit Center, which encourages public transit use. The Specific Plan includes measures to increase the Plan Area's tree canopy and provides landscaping along parkways and streets, providing a safe and inviting pedestrian network. Transit passes would be provided free or at a reduced-price to residents and employees, which would encourage use of the transit system.

B. Conclusion

For the foregoing reasons, the City of Long Beach concludes that the Specific Plan will result in a beneficial mix of uses in a mixed-use environment providing significant housing benefits of local and regional significance, as well as various mobility improvements. The City of Long Beach has balanced the Specific Plan's benefits against the Specific Plan's significant unavoidable impacts. The City finds that the Specific Plan's benefits outweigh the Specific Plan's significant unavoidable impacts, and those impacts, therefore, are considered acceptable in light of the Specific Plan's benefits. The City finds that each of the benefits described above is an overriding consideration, independent of the other benefits, that warrants approval of the Specific Plan notwithstanding the Specific Plan's significant unavoidable impacts.