



# **CITY OF LONG BEACH**

## **DEPARTMENT OF PUBLIC WORKS**

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November 7, 2017

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

### **RECOMMENDATION:**

Receive the supporting documentation into the record, conclude the public hearing, and adopt a Resolution certifying Environmental Impact Report (EIR 01-17) making findings of fact; adopt a Statement of Overriding Considerations for the Alamitos Avenue Complete Streets Improvement Project (State Clearinghouse No. 2017011072); and, authorize the City Manager, or designee, to adopt Final Plans and Specifications for the Alamitos Avenue Complete Streets Improvement Project. (District 2)

### **DISCUSSION**

On September 30, 2008, AB 1358, the California Complete Streets Act, was signed into law and required that local governments consider a wider range of users and factors in transportation planning than earlier schemes that focused primarily on vehicle intersection delay. Subsequently, on October 15, 2013, the City Council adopted the Mobility Element of the General Plan, complying with State law by establishing a policy direction to consider the needs of all users, pedestrians, cyclists, transit riders, and individual motorists, when designing roadway improvements. Most recently, on February 7, 2017, the City Council adopted an update to the City's Bicycle Master Plan, including the provision of protected bike lanes on Alamitos Boulevard. The Alamitos Avenue Complete Streets Improvement Project implements the City Council's policy direction through a reconfiguration of Alamitos Avenue between 7<sup>th</sup> Street and Ocean Boulevard.

The proposed project (Exhibit A) improves pedestrian, cyclist, and motorist safety through the reconfiguration of Alamitos Avenue to a two-lane divided roadway that would match the roadway section north of 7<sup>th</sup> Street. North of 7<sup>th</sup> Street, Alamitos Avenue has been restriped to provide a two-lane, divided roadway, separated by a two-way left turn, with on-street parking and on-street bike lanes, as well as a buffer to separate bicycle traffic from vehicular traffic. Currently, most of the project site provides two-lanes in each direction separated by a two-way left-turn lane; south of 3<sup>rd</sup> Street, only one southbound through lane is provided to just past Broadway. Before restriping activities, the project would remove and recycle existing asphalt within the project site and resurface the roadway. The project site is approximately 3,400 feet of road length. This type of improvement is commonly referred to as a "road diet."

The proposed improvements are necessary to facilitate a sufficiently sized and protected bike lane along this section of Alamitos Avenue. Benefits of road diets include fewer collisions, improved perception of safety leading to an increase in cycling and walking, and reduced speeding and vehicle code violations. The road diet is not without costs and the policy question for the City Council is whether 77 seconds of additional vehicle delay during the morning commute is worth the

improved safety and comfort of all users of the street. Staff enthusiastically recommends approval of the project as it will provide meaningful safety improvements and close a gap in the bicycle network connecting central Long Beach to the beach. This project will add 23 parking spaces during the morning peak hours, due to the removal of peak-hour parking restrictions. There will be a loss of five all day parking spaces. The loss of these spaces is necessary to provide adequate sight distance at driveways along the corridor.

Many public works improvements that are consistent with adopted plans and policies do not require City Council approval. Due to specifics of the traffic delay impact of this particular project, City Council approval is required to certify the Environmental Impact Report associated with the project.

In accordance with the Guidelines for Implementation of the California Environmental Quality Act (CEQA), an Environmental Impact Report (Exhibit B) was prepared. An Initial Study prepared in January 2017 determined that an EIR would be the appropriate level of CEQA environmental review pursuant to Section 15161 of the CEQA Guidelines. Based upon the Initial Study, the only impact area evaluated further in the EIR related to Transportation Impacts. On January 31, 2017, the Notice of Preparation (NOP) and Initial Study were released for public review. Standard responses were received by the California Department of Transportation (Caltrans) and the Office of Planning and Research (OPR) that were factored into the preparation of the Draft EIR.

The Draft EIR was circulated for public review from April 19, 2017 to June 5, 2017. Standard responses were received by OPR, Caltrans, and Los Angeles County Fire Department. A letter of concern or opposition was received by the Long Beach Unified School District. Comments from the School District relate primarily to delay experienced by parents and staff attempting to travel by car to Franklin Classical Middle School (540 Cerritos Avenue) and Stevenson Elementary School (515 Lime Street). Responses to all the comments are contained within the Final EIR.

No mitigation measures are feasible to reduce the impacts to vehicle delay identified in the EIR. The EIR identifies significant impacts to transportation that would remain significant, unavoidable and adverse. These environmental impacts relate to vehicle delay and intersection vehicle congestion. Due to these significant unavoidable adverse impacts, certification of this EIR would require approval of a Statement of Overriding Considerations that determines the project's economic, legal, social, and technological benefits would outweigh the unavoidable adverse impacts that may be considered acceptable. Complete findings related to adoption of the CEQA document are attached (Exhibit A to the Resolution).

City Council's certification of the EIR and adoption of the project's Plans and Specifications is recommended to comply with, and implement, the City's Mobility Element of the General Plan. Specifically, Policy 1-1 calls on the City to "improve the performance and visual appearance of Long Beach's streets, design streets holistically using the "complete streets approach," which considers walking, those with mobility constraints, bicyclists, public transit users, and various other modes of mobility in parallel." Policy 1-9 goes on to instruct "increase mode shift of transit, pedestrians, and bicycles." The proposed project is necessary to close a gap in the City's bicycle network, to increase safety, and to encourage mode shift to active transportation including cycling and walking.

This matter was reviewed by Deputy City Attorney Michael J. Mais on September 1, 2017 and by Budget Analysis Officer Julissa José-Murray on August 30, 2017.

TIMING CONSIDERATIONS

City Council action is requested on November 7, 2017, to accommodate a winter construction date for the project.

FISCAL IMPACT

There is no fiscal or local job impact associated with this recommendation. Costs for the Alamitos Complete Streets Improvement Project have not yet been determined. If the recommended action is approved, the Public Works Department will return to the City Council to award a construction contract for this project at a later date. The costs associated with project implementation and local job impact, if any, will be disclosed to the City Council at that time.

**SUGGESTED ACTION:**

Approve recommendation.

Respectfully submitted,



CRAIG A. BECK  
DIRECTOR OF PUBLIC WORKS

APPROVED:

CB:SC:EW:AB:td:db  
Alamitos Ave Complete Streets CL.doc

  
PATRICK H. WEST  
CITY MANAGER

ATTACHMENTS: RESOLUTION AND CEQA FINDINGS  
EXHIBIT A – PROJECT PLANS  
EXHIBIT B – DRAFT AND FINAL EIR

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH CERTIFYING THAT THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE ALAMITOS AVENUE "COMPLETE STREETS" IMPROVEMENT PROJECT (STATE CLEARING-HOUSE NO. 2017011072) HAS BEEN COMPLETED IN ACCORDANCE WITH THE PROVISIONS OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND STATE AND LOCAL GUIDELINES, AND MAKING CERTAIN FINDINGS AND DETERMINATIONS RELATIVE THERETO; AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS

WHEREAS, the City of Long Beach has proposed the Alamitos Avenue "Complete Streets" Improvement Project ("Project") involving a modification to Alamitos Avenue between 7<sup>th</sup> Street and Ocean Boulevard to a two-lane divided roadway with on-street bike lanes that would match the roadway section north of 7<sup>th</sup> Street. The project is consistent with the Long Beach Mobility Element and the Bicycle Master Plan;

Said Project is more fully described in the Final Environmental Impact Report for the Alamitos Avenue "Complete Streets" Improvement Project (FEIR) (State Clearinghouse No. 2017011072), a copy of which FEIR, including the complete proposed Project description, is incorporated herein by this reference as though set forth in full, word for word;

WHEREAS, Project implementation will require certification of the Final Environmental Impact Report;

WHEREAS, an Initial Study was prepared in accordance with CEQA which concluded that an Environmental Impact Report would be the appropriate level of review

1 in accordance with the California Environmental Quality Act (CEQA) and CEQA  
2 Guidelines section 15161;

3 WHEREAS, the City began an evaluation of the proposed project by issuing  
4 a Notice of Preparation (NOP) that was circulated from January 31, 2017 to March 1,  
5 2017. A Notice of Completion was prepared and filed with the State Office of Planning  
6 and Research initially on April 19, 2017;

7 WHEREAS, the EIR was circulated between April 19, 2017 to June 2, 2017;

8 WHEREAS, implementation and construction of the Project constitutes a  
9 "project" as defined by CEQA, Public Resources Code Sections 21000 et seq., and the  
10 City of Long Beach is the Lead Agency for the Project under CEQA;

11 WHEREAS, it was determined during the initial processing of the Project  
12 that it could have potentially significant effects on the environment, requiring the  
13 preparation of an EIR;

14 WHEREAS, the City prepared full and complete responses to the  
15 comments received on the DEIR, and distributed the responses in accordance with  
16 Public Resources Code section 21092.5;

17 WHEREAS, the City Council has reviewed and considered the information  
18 in and the comments to the DEIR and the responses thereto, and the FEIR at a duly  
19 noticed City Council meeting held on November 7, 2017, at which time evidence, both  
20 written and oral, was presented to and considered by the City Council;

21 WHEREAS, the City Council has read and considered all environmental  
22 documentation comprising the FEIR, including the DEIR, comments and the responses to  
23 comments, and errata (if any) included in the FEIR, and has determined that the DEIR  
24 and FEIR consider all potentially significant environmental impacts of the Project and are  
25 complete and adequate and fully comply with all requirements of CEQA; and

26 WHEREAS, the City Council has evaluated and considered all significant  
27 impacts, mitigation measures, and project alternatives identified in the DEIR and FEIR.

28 NOW, THEREFORE, the City Council of the City of Long Beach does

1 hereby find, determine and resolve that:

2           Section 1. All the above recitals are true and correct and are  
3 incorporated herein as though fully set forth.

4           Section 2. The DEIR and FEIR are adequate and have been completed  
5 in compliance with CEQA and the State CEQA Guidelines.

6           Section 3. The FEIR, which reflects the City Council's independent  
7 judgment and analysis, is hereby adopted, approved, and certified as complete and  
8 adequate under CEQA.

9           Section 4. Pursuant to Public Resources Code Section 21081 and State  
10 CEQA Guidelines section 15091, the City Council has reviewed and hereby adopts the  
11 CEQA Facts, Findings and Statement of Overriding Considerations Regarding the Final  
12 Environmental Impacts for the Alamitos Avenue "Complete Streets" Improvements  
13 Project as shown on the attached Exhibit "A", which document is incorporated herein by  
14 reference as though set forth in full, word for word. Pursuant to State CEQA Guidelines  
15 section 15091(e), the record of proceedings relating to this matter has been made  
16 available to the public at, among other places, the Department of Development Services,  
17 5th Floor, and the Department of Public Works, 9<sup>th</sup> Floor, 333 W. Ocean Boulevard, Long  
18 Beach, California, and is, and has been, available for review during normal business  
19 hours.

20           Section 5. The information provided in the various staff reports submitted  
21 in connection with the Project, the corrections and modifications, if any, to the DEIR and  
22 FEIR made in response to comments and any errata which were not previously re-  
23 circulated, and the evidence presented in written and oral testimony at the public hearing,  
24 do not represent significant new information so as to require re-circulation of the DEIR  
25 and FEIR pursuant to the Public Resources Code.

26           Section 6. This resolution shall take effect immediately upon its adoption  
27 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

28           I hereby certify that the foregoing resolution was adopted by the City

1 Council of the City of Long Beach at its meeting of \_\_\_\_\_, 2017,  
2 by the following vote:

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4 Ayes: Councilmembers: \_\_\_\_\_

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8 Noes: Councilmembers: \_\_\_\_\_

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10 Absent: Councilmembers: \_\_\_\_\_

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\_\_\_\_\_  
City Clerk

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CITY OF LONG BEACH RESOLUTION NO. \_\_\_\_

**EXHIBIT "A"**

**FACTS, FINDINGS AND STATEMENT OF OVERRIDING  
CONSIDERATIONS REGARDING THE ENVIRONMENTAL  
EFFECTS FOR THE ALAMITOS AVENUE "COMPLETE  
STREETS" IMPROVEMENTS PROJECT**

Lead Agency:  
City of Long Beach  
Planning Bureau  
Development Services Department  
333 W. Ocean Boulevard, 5th Floor  
Long Beach, California 90802  
Contact: Mr. Christopher Koontz, Advance Planning Officer  
(562) 570-6288

June 2017

**EXHIBIT "A"**



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## STATEMENT OF FACTS AND FINDINGS

### I INTRODUCTION

The California Environmental Quality Act (CEQA) requires a Lead Agency to issue two sets of findings prior to approving a project that will have a significant impact on the environment. The Statement of Facts and Findings is the first set of findings where the Lead Agency identifies the significant impacts, presents facts supporting the conclusions reached in the analysis, makes one or more of three findings for each impact, and explains the reasoning behind the agency's findings.

The following statement of facts and findings has been prepared in accordance with CEQA and Public Resources Code Section 21081. *CEQA Guidelines* Section 15091 (a) provides that:

*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.*

There are three possible finding categories available for the Statement of Facts and Findings pursuant to Section 15091 (a) of the *CEQA Guidelines*.

- (1) Changes or alterations have been required in, or incorporated into, the project which avoids or substantially lessens the significant environmental effect as identified in the final EIR.*
- (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 final EIR.*

The findings relevant to the Alamitos Avenue "Complete Streets" Improvements Project are presented in Section IV.

The Statement of Overriding Considerations is the second set of findings. Where a project will cause one or more unavoidable significant impacts, the Lead Agency may still approve the project if its benefits are found to outweigh the adverse impacts. As provided in the Statement of Overriding Considerations, the Lead Agency sets forth



specific reasoning by which benefits are balanced against effects, and approves the project.

The City of Long Beach, the CEQA Lead Agency, finds and declares that the Alamitos Avenue "Complete Streets" Improvements Project Final Environmental Impact Report (EIR) has been completed in compliance with CEQA and the CEQA Guidelines. The City of Long Beach finds and certifies that the Final EIR was reviewed and information contained in the EIR was considered prior to any approval associated with the proposed Alamitos Avenue "Complete Streets" Improvements Project, herein referred to as the "project."

Based upon its review of the Final EIR, the Lead Agency finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the proposed project and represents the independent judgment of the City.

The remainder of this document is organized as follows:

- II. Description of project proposed for approval
- III. Effects determined to have no impact or a less than significant impact in the Initial Study
- IV. Effects determined to be potentially significant unless mitigation incorporated in the Initial Study
- V. Effects determined to be less than significant in the EIR
- VI. Environmental effects that remain significant and unavoidable after mitigation and findings in the EIR
- VII. Alternatives
- VIII. Statement of Overriding Considerations



## II DESCRIPTION OF PROPOSAL

The proposed project involves a modification to Alamitos Avenue between 7<sup>th</sup> Street and Ocean Boulevard to a two-lane divided roadway with on-street bike lanes that would match the roadway section north of 7<sup>th</sup> Street. North of 7<sup>th</sup> Street, Alamitos Avenue has been re-striped to provide a two-lane, divided roadway, separated by a two-way left-turn lane, with on-street parking and on-street bike lanes, as well as a buffer to separate bicycle traffic from vehicular traffic. The project is consistent with the Long Beach Mobility Element and the Bicycle Master Plan (City of Long Beach 2013; 2017).

The project site is an arterial roadway in Long Beach that is surrounded by commercial and residential uses. Existing uses include professional services, hotels, restaurants, auto detailing shops, a laundromat, museums, and multi-family residences. The project site extends nearly to the waterfront at its southern end, with Alamitos Beach and the Long Beach Convention and Entertainment Center nearby, and transitions into a residential neighborhood at its northern end, above 7<sup>th</sup> Street.

Currently, most of the project site provides two lanes in each direction separated by a two-way left-turn lane. South of 3<sup>rd</sup> Street, only one southbound through-lane is provided to just past Broadway. Generally, on-street parking is allowed, but is restricted along certain sections of Alamitos Avenue during certain time periods, such as during the weekday peak commute periods. Before restriping activities, existing asphalt on the project site would be removed and recycled, and the roadway would be re-surfaced.

The objectives of the proposed project are as follows:

- *Achieve the vision of the City's General Plan Mobility Element to plan, maintain, and operate mobility systems consistent with the principles of complete streets, active living, and sustainable community design.*
- *Implement Backbone Next Step Facilities of the Bicycle Master Plan Update (approved February 2017) to create bike lanes on Alamitos Avenue from Ocean Boulevard to 10th Street.*
- *Reduce vehicle miles traveled by creating a system of complete streets that supports and encourages all mobility users.*

### **III EFFECTS DETERMINED TO HAVE NO IMPACT OR A LESS THAN SIGNIFICANT IMPACT IN THE INITIAL STUDY**

The Initial Study prepared for the Alamitos Avenue "Complete Streets" Improvement Project was circulated with a Notice of Preparation (NOP) of a Draft EIR, and made a less than significant environmental impact determination for each topic area listed below. For these issues, it was determined that the proposed Alamitos Avenue "Complete Streets" Improvements Project would not create any significant impact.

#### **AESTHETICS**

**Scenic Vistas, Scenic Resources and Scenic Highways, and Visual Character.** The proposed project involves resurfacing and restriping of the existing road and would not result in the construction of a structure that could impede scenic vistas, destroy scenic resources, or degrade the visual character or quality of the site.

**Light and Glare.** The project would add bike lanes to Alamitos Avenue between Ocean Boulevard and 7th Street. Alamitos Avenue is currently an arterial roadway in Long Beach with street lighting and light and glare from vehicle traffic. Bicycles would not substantially increase light and glare along the roadway relative to existing conditions.

#### **AGRICULTURE and FOREST RESOURCES**

**Agricultural Lands and Zoning and Forest Lands.** There are no agricultural zones or forest lands within Long Beach, which has been fully urbanized for over half a century. The proposed project would have no impact upon agricultural or forest resources.

#### **AIR QUALITY**

**Air Quality Plan.** The proposed project does not involve the construction of any residences or commercial uses that would induce population growth in the area. The proposed resurfacing and restriping of an existing road would not result in the expansion of roadways or otherwise indirectly induce population growth. Therefore, the proposed project would not generate growth beyond Air Quality Management Plan (AQMP) forecasts and would be consistent with the AQMP.

**Air Quality Standards and Cumulative Considerations.** Maximum daily emissions generated by construction of the proposed project would not exceed South Coast Air Quality Management District (SCAQMD) regional thresholds. The project would not result in operational emissions.

**Sensitive Receptors Exposed to Substantial Pollutant Concentrations.** Estimated average daily traffic at the project site is 10 to 33 percent of the traffic volume at the site of the region's highest CO concentrations in west Los Angeles, where CO concentrations still fall well below the 35 ppm 1-hour federal standard. Thus, even though there may be incrementally more traffic congestion along Alamitos Avenue due to the proposed project, local mobile-source CO emissions would not result in or substantially contribute to concentrations that exceed the one-



hour or eight-hour ambient air quality standards for CO. Therefore, impacts related to CO hot spots would be less than significant.

**Odors Affecting a Substantial Number of People.** The laying of asphalt and use of high-solvent paint may temporarily emit odors during resurfacing and restriping, but would comply with SCAQMD Rule 1113, limiting the amount of volatile organic compounds in the paint applied and reducing objectionable odors during construction. Odor from resurfacing activities would be temporary and is typical of roadway maintenance activities.

## **BIOLOGICAL RESOURCES**

**Native Biological Resources, Habitats, and Local Policies.** Long Beach is a fully urbanized community that has been urbanized for over half a century. The proposed project would not have any significant impacts on biological resources because the project site—a road in an urban area—does not support any native biological resources or habitats, and is not within the area of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

## **CULTURAL RESOURCES**

**Historical, Archaeological, or Paleontological Resources, and Human Remains.** Although the project would include removal and recycling of existing asphalt in order to resurface the roadway, the project would not disturb native soils. Therefore, the project would not disturb any historical, archaeological, or paleontological resources, or human remains that may be below the surface.

## **GEOLOGY AND SOILS**

**Fault Zones, Seismic or Geological Hazards, and Soil Erosion.** No active faults are known to traverse the project site. The project site is not located in an area mapped as a seismic hazard zone and is not vulnerable to liquefaction, expansive soils, or landslide impacts. The project would involve surface modifications to an existing flat, paved road and would not involve construction of any structures nor would it disturb soil. Therefore, the project would not expose people or structures to risks due to seismic or geologic hazards, or result in substantial soil erosion.

**On-site Septic Systems.** The entire City is served by an existing sewer system and the project would not involve the use of septic tanks or other alternative waste water disposal systems.

## **GREENHOUSE GAS EMISSIONS**

**Direct and Indirect Greenhouse Gas (GHG) Emissions.** Project-related emissions would generate an estimated 14 metric tons (MT) of CO<sub>2</sub>e per year, which is below the SCAQMD recommended significance threshold of 3,000 MT of CO<sub>2</sub>e per year. Furthermore, the project would provide bike lanes that would likely increase bike ridership in the area, offsetting the project's GHG emissions.



**Applicable Plans, Policies, and Regulations.** The proposed project would be consistent with applicable plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gases.

## **HAZARDS AND HAZARDOUS MATERIALS**

**Transport, Use, and Disposal of Hazards, and Proximity to Schools.** There is one school directly adjacent to the project site, St. Anthony School, which is located on 855 East 5th Street. Franklin Middle School is also less than a quarter of mile away from the project site and is located one block east of Alamitos Avenue between 5<sup>th</sup> and 7<sup>th</sup> Street. Resurfacing and lane marking is a standard road maintenance procedure and is subject to City, State, and federal regulations regarding the transport, use, and disposal of hazardous materials. Therefore, impacts would be less than significant.

**Hazardous Material Listings.** The project site is not listed in any environmental databases and all hazardous sites within 1,000 feet of the project site have been remediated or are in the process of being remediated.

**Airport Safety Hazards.** The project site is located approximately 2.5 miles from the Long Beach Municipal Airport and is located outside of the Airport Influence Area. The project site is not within the vicinity of a private airstrip.

**Emergency Plans.** The proposed project would not alter through-traffic operations for emergency vehicles or eliminate existing roads or cause more circuitous access conditions. In addition, the proposed project is consistent with recommendations outlined in the Public Safety Element of the City's General Plan to reduce risks of emergencies and ensure that emergency response is not impeded. The project would not introduce structures or increase density that would interfere with an adopted emergency plan.

**Wildlands and Wildfires.** Long Beach is an urbanized community and there are no wild lands in the project site vicinity. There would be no risk of exposing people or structures to a significant risk of loss, injury or death involving wild land fires.

## **HYDROLOGY AND WATER QUALITY**

**Water Quality, Groundwater, Drainage Patterns, Surface Runoff.** The project site is an existing roadway. Project implementation would not discharge any wastewater, require the use of groundwater supplies, or involve construction of new paved surfaces that could interfere with groundwater recharge. The proposed project would not impact the existing storm drainage system, cause an increase in surface runoff, provide additional sources of polluted runoff, or otherwise degrade water quality.

**Flooding, Dam Failure, and Tsunamis.** The project would not involve construction of any habitable structures. The project site is outside 500-year flood-plain, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) (Map# 06037C1970F). In addition, according to Plate 11 of the Seismic Safety Element of the General Plan, Tsunami and Seiche Influence Areas, areas above Ocean Boulevard, which is the southern

boundary of the project site, are not susceptible to tsunami or seiche. Furthermore, there are no dams or levees in the vicinity of the area.

## **LAND USE AND PLANNING**

**Divide an Established Community.** The proposed project involves the resurfacing and re-striping of an existing road. It would not result in the construction of any structure that could divide an established community. The project would have no impact.

**Conflict with Land Use Plans, Policies, or Regulations.** The proposed project is consistent with and supports the visions and goals laid out in the Long Beach Downtown Plan and the General Plan. The proposed project is consistent with the Long Beach Downtown Plan by providing a safe bike route to key local and regional transit routes and destinations, a north-south bike route in the Downtown area, and facilitating alternative transportation to, from, and within Downtown. By providing a safe bike route along Alamitos Avenue, the proposed project would support the vision and goals of the City's Mobility Element. Because the proposed project is consistent with land use plans and policies and would not result in any modification to the existing land use designations specified in the General Plan, there would be no impact.

**Conflict with Habitat Conservation Plan.** The project site is not located within an area subject to a habitat conservation plan or natural community conservation plan. Therefore, the proposed project would not conflict with such a plan.

## **MINERAL RESOURCES**

**Loss of Known or Locally Important Mineral Resources.** The project site and surrounding properties are part of an urbanized area with no current oil or gas extraction. No mineral resource activities would be altered or displaced by the proposed project.

## **NOISE**

**Noise.** Due to the temporary nature of noise associated with re-striping, the proposed project would not result in a substantial permanent increase in ambient noise levels. The project would, however, result in a periodic increase in ambient noise levels. However, resurfacing and restriping activities would be temporary and comply with City restrictions for construction activities, which restrict construction activities to between the hours of 7:00 AM and 7:00 PM during weekdays and 9:00 AM and 6:00 PM on Saturdays (LBMC Section 8.80.020). In addition, future maintenance of lane markings would be exempt from Noise Ordinance provisions according to LBMC Section 8.80.330, which applies to construction maintenance and repair operations conducted by public agencies that are deemed necessary to serve the best interests of the public and protect public health, and includes road repair.

**Vibration.** Resurfacing and lane restriping activities would not utilize heavy construction equipment that generate high levels of vibration, such as pile drivers or vibratory rollers, but rather would use medium duty trucks, loaders, pavers, and air compressors typical of standard road maintenance activities. Moreover, project activities would be temporary and would be





restricted to the hours of 7:00 AM and 7:00 PM during weekdays and 9:00 AM and 6:00 PM on Saturdays (LBMC Section 8.80.020).

**Aircraft Noise.** The project site is not within an airport land use plan or within 2 miles of a public or private airport.

## **POPULATION AND HOUSING**

**Population Growth.** The proposed project involves resurfacing and lane restriping and does not involve the construction of any structure and would not directly induce population growth by providing new homes and businesses. Additionally, the proposed project would not extend any roads or infrastructure that might indirectly enable further population growth.

**Displaced Houses and People.** The project site is an existing road; therefore, the proposed project would not displace any housing or people that would require the construction of replacement housing elsewhere.

## **PUBLIC SERVICES**

**Fire Protection.** Fire protection at the project site is provided by the Long Beach Fire Department (LBFD). The proposed project would involve resurfacing and lane restriping and would not increase population and thus, demand on LBFD services. The project is anticipated to reduce collisions between vehicles, bicycles and pedestrians, thus reducing the need for public safety personnel to respond to such incidents. The proposed project may result in increased traffic congestion, which could incrementally affect response time. However, such a change would not necessitate new or expanded fire facilities, lane widths would remain sufficient for safety and emergency vehicles to travel and impacts would be less than significant.

**Police Protection.** Police protection is provided by the Long Beach Police Department (LBPD). The proposed project would involve resurfacing and lane restriping and would not increase population and thus, demand on LBPD services. The project is anticipated to reduce collisions between vehicles, bicycles and pedestrians, thus reducing the need for public safety personnel to respond to such incidents. The proposed project may result in increased traffic congestion, which could incrementally affect response time. However, such a change would not necessitate new or expanded police facilities and impacts would be less than significant.

**Schools.** The proposed project involves resurfacing and lane re-striping and would not increase area population. Therefore, it will not increase student enrollment in area schools and would not require new or altered school facilities.

**Libraries and Other Public Facilities.** The proposed project involves resurfacing and lane re-striping and would not increase area population. Therefore, it would not increase the number of users at libraries or other government facilities.



## RECREATION

**Parks and Recreational Facilities.** The proposed project involves resurfacing and lane restriping and would not increase area population. Therefore, it would not increase the number of park users or increase demand for park facilities. The project would enhance opportunities for recreational bicycling.

## TRANSPORTATION AND TRAFFIC

**Air Traffic Patterns.** The project would not affect airport operations, alter air traffic patterns or in any way conflict with established Federal Aviation Administration (FAA) flight protection zones.

**Emergency Access.** The proposed project would not alter through-traffic operations for emergency vehicles or eliminate existing roads or cause more circuitous access conditions. Therefore, impacts related to emergency access would be less than significant.

**Conflicts with Adopted Policies, Plans, Programs.** The proposed project would serve to meet goals set out by City and regional policies, plans and programs related to alternative transportation and encouraging bicycle use. The project would not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities.

## TRIBAL CULTURAL RESOURCES

**Tribal Cultural Resources.** Although the project would include removal and recycling of existing asphalt in order to resurface the roadway, the project would not disturb native soils. It would not affect a tribal cultural resource listed or eligible for listing in the state or local register of historical resources, or determined by the lead agency to be significant to a California Native American tribe.

## UTILITIES AND SERVICE SYSTEMS

**Wastewater, Storm Water and Water Supplies.** The proposed project would not generate any wastewater, utilize water supplies, or result in additional storm water runoff. Therefore, it would not impact treatment capability or capacity at existing wastewater facilities, water supplies, or require any modification of existing storm water drainage facilities.

**Solid Waste.** The proposed project would not involve the construction or demolition of any structures that would generate large amounts of solid waste or the continuous generation of solid waste from project operations. Resurfacing activities would remove existing asphalt, which would be recycled for future road resurfacing activities. Restriping activities may generate minimal amounts of solid waste that is typical of road maintenance activities and would present a nominal impact on landfills serving Long Beach. Disposal of any waste associated with the proposed project would have to comply with federal, state and local statutes and regulations related to solid waste.



#### **IV EFFECTS DETERMINED TO BE POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED IN THE PROJECT INITIAL STUDY**

The Initial Study prepared for the project does not identify any topic areas with a determination of less than significant with mitigation incorporated.

#### **V EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT/BENEFICIAL IN THE PROJECT FINAL EIR**

The Alamitos Avenue "Complete Streets" Improvements Project Final EIR studied one issue identified in the Initial Study as having potentially significant impacts, but for which the EIR determined that the project would create a beneficial environmental effect. This issue is discussed below.

#### **TRANSPORTATION AND TRAFFIC**

**Traffic Hazards.** The project would replace a Class III bike route with a Class IV directional separated bikeway that would provide a designated lane for bike use and reduce conflicts between bicyclists and vehicles. This impact would be beneficial.

## **VI ENVIRONMENTAL EFFECTS THAT REMAIN SIGNIFICANT AND UNAVOIDABLE AFTER MITIGATION AND FINDINGS**

The Alamitos Avenue "Complete Streets" Improvements Project Final EIR identifies a significant environmental impact in one issue area that cannot be fully mitigated and is therefore considered significant and unavoidable. This impact is related to Transportation/Traffic.

The City of Long Beach, having reviewed and considered the information contained in the Alamitos Avenue "Complete Streets" Improvements Project Final EIR, finds, pursuant to California Public Resources Code 21081 (a)(3) and *CEQA Guidelines* 15091 (a)(3), that to the extent this impact remains significant and unavoidable, it is acceptable when weighed against the overriding social, economic, legal, technical, and other considerations set forth in the Statement of Overriding Considerations, included as Section VIII of these Findings. The unavoidably significant impact identified in the Alamitos Avenue "Complete Streets" Improvements Project Final EIR is discussed below, along with the appropriate finding per *CEQA Guidelines* Section 15091.

### **TRANSPORTATION/TRAFFIC**

**Level of Service.** The project would restrict travel lanes, thereby reducing capacity for vehicle traffic and slowing traffic flow at intersections along Alamitos Avenue. Under the Intersection Capacity Utilization (ICU) method of analysis, the project would result in exceedances of the City's level of service (LOS) standard at three of nine study intersections. Under the Highway Capacity Manual (HCM) method of analysis, the project would not result in exceedances of the City's LOS standard at any of the nine study intersections. The project would reduce the overall multimodal LOS (MMLOS) of this segment of Alamitos Avenue; however, although the mobility of the motorist would be reduced, the mobility of the bicyclist would be improved. Nonetheless, because the project would result in exceedances of the City's LOS standards using the ICU method of analysis, this impact would be significant and unavoidable.

### **Finding**

- *Specific economic, legal, social, technological, or other considerations, as discussed in the Statement of Overriding Considerations, outweigh the unavoidable adverse environmental effects; therefore the adverse environmental effects are considered acceptable.*

### **Facts in Support of Finding**

No feasible mitigation measures are available to reduce this project impact. The remaining unavoidable significant effect is acceptable when balanced against the facts set forth herein. The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide facts in support of this finding.



## **VII ALTERNATIVES**

The Alamitos Avenue "Complete Streets" Improvements Project Final EIR studies three alternatives to the proposed project. These alternatives are described below.

**No Project (Alternative 1)** – This alternative assumes that the proposed project would not be implemented and Alamitos Avenue would remain in its current condition. It assumes that there would be two through-lanes in each direction and no bike lane on the roadway. On-street parking would continue to be allowed in both directions, however it would remain restricted in certain sections and during certain times.

**Additional Lane, Northbound (Alternative 2)** - This alternative assumes that on-street parking would be removed in the northbound direction. In addition, the bike lane in the northbound direction would be reduced to four feet, the minimum width allowed. An additional through-lane would be added in the northbound direction in place of on-street parking and reduced bike lane width. Where a right turn pocket exists, this lane would replace the pocket with a through-lane, including a right turn option. There would be two through-lanes in the northbound direction and one through-lane in the southbound direction.

**Additional Lane, Southbound (Alternative 3)** - This alternative assumes that on-street parking would be removed in the southbound direction. In addition, the bike lane in the southbound direction would be reduced to four feet, the minimum width allowed. An additional through-lane would be added in the southbound direction in place of on-street parking and reduced bike lane width. Where a right turn pocket exists, this lane would replace the pocket with a through-lane, including a right turn option. There would be two through-lanes in the southbound direction and one through-lane in the northbound direction.

### **Finding**

- *Specific economic, legal, social, technological, or other considerations, each of which is found to be independently sufficient as a basis for the Lead Agency's decision, each of these alternatives is found to be infeasible.*

### **Facts in Support of Finding**

Under Alternative 1, Alamitos Avenue would remain in its current condition; therefore, the significant and unavoidable cultural resource impact associated with the proposed project would not occur. However, this alternative would not fulfill project objectives. Specifically, this alternative would not achieve the General Plan Mobility Element's vision for complete streets and would not implement a Backbone Next Step Facility of the Bicycle Master Plan Update. This alternative would also fail to reduce vehicle miles traveled because it would not create a system of complete streets that supports all mobility users and encourages bicycling and walking. The impacts of Alternatives 2 and 3 would be less than those of the proposed project. However, similar to the proposed project, impacts would remain significant and unavoidable. Also, these alternatives would involve the addition of either a northbound or southbound through-lane, and reduction of either the northbound or southbound bicycle lane and would

meet the project objectives to a lesser degree than the proposed project. These alternatives would also reduce parking on Alamitos Avenue.

The overriding social, economic and other considerations set forth in the Statement of Overriding Considerations provide additional facts in support of this finding. The remaining unavoidable significant effect is acceptable when balanced against the facts set forth herein.



## **VIII STATEMENT OF OVERRIDING CONSIDERATIONS**

### **A INTRODUCTION**

The California Environmental Quality Act (CEQA) and the CEQA Guidelines provide in part the following:

- CEQA requires that the decision maker balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. If the benefits of the proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."
- Where the decision of the public agency allows the occurrence of significant effects that are identified in an EIR, but are not avoided or substantially lessened, the agency must state in writing the reasons to support its action based on the EIR and/or other information in the record. This statement may be necessary if the agency also makes the finding under Section 15091 (a)(2) or (a)(3) of the *CEQA Guidelines*.
- If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination (Section 15093 of the *CEQA Guidelines*).

The City of Long Beach, having reviewed and considered the information contained in the Alamitos Avenue "Complete Streets" Improvements Project Final EIR, adopts the following Statement of Overriding Considerations.

### **B SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

The Alamitos Avenue "Complete Streets" Improvements Project will have an unavoidable significant impact related to the following issue:

- Transportation/Traffic

No feasible mitigation measures are available. Details of this significant unavoidable adverse impact are discussed in the Alamitos Avenue "Complete Streets" Improvements Project Final EIR.

### **C STATEMENT OF OVERRIDING CONSIDERATIONS**

The California Environmental Quality Act requires the lead agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project.

The City of Long Beach has determined that the significant unavoidable adverse Transportation/Traffic impact of the Alamitos Avenue "Complete Streets" Improvement



Project is acceptable and is outweighed by social, economic and other benefits. The project would meet the following City objectives and provide the following benefits:

1. The Alamitos Avenue "Complete Streets" Improvements Project will achieve the vision of the City's General Plan Mobility Element to plan, maintain, and operate mobility systems consistent with the principles of complete streets, active living, and sustainable community design.
2. The Alamitos Avenue "Complete Streets" Improvements Project will implement the Backbone Next Step Facilities of the Bicycle Master Plan Update (approved February 2017) by creating bike lanes on Alamitos Avenue from Ocean Boulevard to 10<sup>th</sup> Street.
3. The Alamitos Avenue "Complete Streets" Improvement Project will reduce overall vehicle miles traveled (VMT) by creating a system of complete streets that supports and encourages all alternatives to the drive-alone automobile. As indicated in the City's Bicycle Master Plan, improving the safety and connectivity of the City's bicycle network reduces VMT by replacing vehicular trips with bicycle trips.
4. The Alamitos Avenue "Complete Streets" Improvements Project will replace a Class III bike route with a Class IV directional separated bikeway that will provide a designated lane for bike use and reduce conflicts between bicyclists and vehicles, reducing hazards and providing a beneficial effect.
5. The Alamitos Avenue "Complete Streets" Improvements Project will benefit pedestrian users by increasing the setback between pedestrians and vehicles, reducing potential conflicts between pedestrians and vehicles and improving safety.

The City of Long Beach, having reviewed and considered the information contained in the Alamitos Avenue "Complete Streets" Improvements Project Final EIR, adopts the Statement of Overriding Considerations that has been balanced against the unavoidable adverse impacts in reaching a decision on the Alamitos Avenue "Complete Streets" Improvements Project.

