EXECUTIVE SUMMARY

This section provides a summary of the Draft Program Environmental Impact Report (PEIR) and Program Environmental Impact Statement (PEIS) for the Globemaster Corridor Specific Plan (GCSP; Proposed Project). This section provides a summary of the Proposed Project, areas of known controversy and issues to be resolved, a summary of Proposed Project alternatives, and a summary of all Project impacts, associated mitigation measures, and ultimate level of significance after mitigation is applied.

ES.1 INTRODUCTION

This PEIR/PEIS has been prepared by the City of Long Beach (City) to evaluate the potential environmental effects that would result from development of the Proposed Project. This PEIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (Cal. Pub. Res. Code, Section 21000 et. seq., as amended) and implementing guidelines (Cal. Code Regs., Title 14, Section 15000 et. seq.). The City is the lead agency under CEQA.

In anticipation of the C-17 Site closure and the potential effects the closure would have on the City and its surroundings, the City applied for and was awarded a grant from the United States Department of Defense (DoD) Office of Economic Adjustments (OEA) to prepare and implement the Boeing C-17 Transition Program. Federally funded projects must follow the procedural requirements of the National Environmental Policy Act (Title 42 of the United States Code [U.S.C.] § 4321 et seq: "NEPA"). As such, this PEIS has been prepared in conformance with the National Environmental Policy Act.

This PEIR/PEIS will be used by the City in conjunction with other information developed in the City's process to implement the Proposed Project. After the Final PEIR/PEIS is completed and certified, the City will make a final decision on the GCSP. The City will consider the final environmental documentation, along with other issues, during preparation of the decision on the Proposed Project. Following adoption of the Final PEIR/PEIS, the DoD would consider the adoption of the document as a means of satisfying NEPA requirements.

ES.2 PROJECT LOCATION AND SETTING

The GCSP area (Plan Area) is located in the central portion of the City of Long Beach, bordering the Long Beach Airport to the west and south, and the cities of Lakewood and Signal Hill to the north and south, respectively. The Plan Area is approximately three miles northeast of downtown Long Beach. The Port of Long Beach, the second busiest port in the United States and a twin of the number one busiest port of Los Angeles, is located eight miles south and is also owned and operated by the City. The Plan Area is afforded direct access from Interstate 405 (I-405) via Cherry Avenue, providing easy access and high visibility to the area from a regional standpoint.

The Plan Area totals approximately 437 acres. Cherry Avenue and Spring Street form its central unifying spines. The historic California Heights Historic District and the Bixby Knolls neighborhood are located to the west of Cherry Avenue. To the east of the Plan Area on the opposite site of the airport is the Skylinks Golf Course, and the Long Beach City College (LBCC) Liberal Arts Campus.

The Plan Area and surrounding area is characterized as a developed urban area comprised of commercial, industrial, and residential uses. The most prominent land use adjacent to the Plan Area is the Long Beach Airport, which is generally located east of the Plan Area. The Plan Area is highly disturbed and consists primarily of commercial and industrial uses with some vegetation and small amounts of unpaved areas.

The Plan Area consists of a variety of low- to mid-rise commercial and industrial uses. Land uses are supported by a streetscape context largely auto-oriented in nature, and lacking in street trees and other pedestrian amenities.

ES.3 PROJECT DESCRIPTION

The Proposed Project involves implementation of the GCSP, which serves as a planning and regulatory framework for the Plan Area. The GCSP would guide land uses for the approximately 437-acre Plan Area and allow development within this Plan Area as defined in the GCSP. The GCSP creates a policy framework for the development and improvement of the Plan Area into an employment district in an area adjacent to the Long Beach Airport, Port of Long Beach, I-405 freeway, and surrounding residential and business community. Key components of the GCSP include:

- **Summary.** This chapter provides a brief background and overview of the GCSP, and serves as a quick reference and summary of each chapter contained in the GCSP.
- **Context.** This chapter describes the location, history, and existing conditions of the Plan Area, along with a summary of community workshop meetings.
- **Vision and Goals.** This chapter describes the vision for the overall plan, as well as the goals and policies.
- **Land Use and Mobility.** This chapter describes recommended land use and transportation improvements to the Plan Area and its vicinity. It includes a street network plan and associated cross sections, and identifies bicycle and pedestrian facilities, and nearby transit. The chapter also describes the application of six development districts and two overlay zones proposed as part of the GCSP:
    - **Business Park (BP)** district is intended as a campus-style district that supports a range of employment uses, including professional office, research and development, light industrial, high cube warehousing and aviation-related uses. Warehousing uses shall be

high-turnover and employment-generating warehousing subject to the authority of the Zoning Administrator to determine what constitutes a "high-turnover and employment-generating warehouse." Development regulations are designed to achieve high-quality mid-rise structures served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment.

- **Community Commercial (CC)** district supports medium-scale retail, hotel, and service uses intended to serve the entire community, including convenience and comparison shopping goods and associated services. Development regulations are designed to achieve a pedestrian-friendly environment where buildings face the sidewalk at the immediate intersections, and where mid-corridor streetscape enhancements provide a more inviting walking environment.
- **Industrial Commercial (IC)** district supports a mix of auto-oriented commercial and light industrial uses, including research and development, flex space, warehousing, and small-scale incubator industries, as well as community-serving commercial uses. Land uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. It is anticipated that buildings housing these uses will be within low-scale, adaptively reused structures or part of modern industrial complexes in campus-like settings. Development regulations are designed to address the streetscape to achieve a more inviting walking environment.
- **General Industrial (IG)** is preserved for traditionally heavy industrial and manufacturing uses such as large construction yards with heavy equipment, chemical manufacturing plants, and food processing plants. The buildings that house these operations may be older industrial buildings retrofitted to accommodate the use or new state-of-the-art manufacturing plants. The focus of the IG district is on the operating characteristics of the use, rather than the particular product created. Development regulations are designed to provide adequate parking and address the streetscape to achieve a more inviting walking environment.
- **Airport (AP)** district is reserved for property that is part of the designated airfield of the Long Beach Airport, and adjacent properties under Airport control. The Federal Aviation Administration (FAA) requires these areas to remain available for aviation operations and aviation-related uses. The property in the Airport district is managed by the Airport Department of the City of Long Beach. Land use and development standards reflect this aviation focus and are intended to accommodate any aviation-related uses approved by the Airport Department.

This district in the GCSP is created to unify the land use regulations for the western and southern areas of the Long Beach Airport and is intended to serve as a model for the future adoption of an airport zoning district into Title 21 (Zoning Regulations), LBMC, or adoption of a specific plan for the airport, either of which will cover the entire extent of the Long Beach Airport. At the time of the creation of the GCSP, land use at the Long Beach Airport was regulated through a mix of the IG (General Industrial) zoning district, and several Planned Development (PD) Districts, including PDs for the Long Beach Airport Terminal (PD-12), the Atlantic Aviation Center (PD-13), and Douglas Aircraft (PD-19). The GCSP replaces the western area of PD-19 (leaving the eastern area, which is east of Lakewood Boulevard, as-is) and absorbs all of PD-13, as well as the IG zone on the airport property within the extent of the Plan Area.

- **Open Space (OS)** district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the Plan Area. This district is intended to be used for active and passive public use, including for recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the Plan Area.
- **Cherry Avenue Overlay Zone (CAO)** is intended to allow complementary retail and restaurant amenities supportive of the underlying BP district and adjacent neighborhoods. Development standards are designed to ensure that new uses are pedestrian-oriented and address Cherry Avenue either as stand-alone buildings or integrated with new business-park or modern industrial complexes in a campus-style setting.

- **Airport Environs Overlay Zone (AEOZ)** encompasses the entire Specific Plan area. It is intended to ensure that future land uses within the plan area are compatible with airport operations with respect to noise, safety and airspace protection. The AEOZ includes the areas within: 1) the airport's 65 and 70 decibels (dB) Community Noise Equivalent Level (CNEL) contours; 2) the six safety compatibility zones applicable to each airport runway where heightened risk levels may warrant restrictions on land use development; and 3) the airspace protection surfaces that define the airport's airspace, including FAA Part 77 and TERPS surfaces. Each of these areas are mapped and addressed in detail in Section 2.3.2, Airport Compatibility, and again in Section 5.5, Development Regulations. The information pertaining to this Overlay Zone is informational only. Final authority and land use jurisdiction rests with the City, with the Federal Aviation Administration (FAA) serving as an advisory body with respect to land use and height. The City however intends to comply with all FAA airport land use planning guidelines in this plan, as well as Caltrans and County guidelines and regulations

- **Land Use and Development Regulations.** This chapter provides development standards (building height, community benefits, setbacks, open space, parking, and adaptive reuse) and permitted uses within each development district and overlay zone.
- **Urban Design Guidelines.** This chapter describes the building design standards (massing, articulation, materials, openings, landscape, screening, signage, etc.).
- **Infrastructure Systems.** This chapter discusses the proposed distribution, location, and extent of the utilities infrastructure (water, wastewater, stormwater, gas, and electric), and other essential facilities proposed to be located within the Plan Area.
- **Implementation and Administration.** This chapter discusses the general administration, review and approval process, actions for implementation of the GCSP, and a description of strategies for funding these improvements. The GCSP is the regulatory document guiding land use and development within the boundaries identified in the GCSP. Upon adoption by ordinance, the GCSP will serve as the zoning document for the properties within the Plan Area.

Development Potential

The Development Potential compares the range of buildout development anticipated under the GCSP to existing development and the market projections prepared at the outset of the planning process. The market projections reflect employment and development trends for the South Los Angeles (LA) County market area and the estimated market capture rate of the Plan Area in relation to other job centers in the area.

Table ES-1, Development Potential (Square Feet), summarizes the development potential for each land use district, compared to existing land uses and the 10-20 year market demand.

Table ES-1
Development Potential

GCSP Land Use	GCSP Development Potential (square feet)	Market Demand Plus Existing Development	
		10 years	*20 years*
Office	1,872,602	843,862	1,551,062
Medical Office	146,095	43,063	104,229
R&D	234,651	11,398	22,797
Manufacturing	1,131,139	1,678,645	1,839,645
Light Industrial/Warehousing	4,455,892	3,088,389	4,703,389
Retail	795,457	601,205	821,032
Restaurant	107,623	133,351	241,624
Hotel	162,944	200,000	400,000
Total	**8,906,403**	**6,599,913**	**9,683,778**

The total development potential for the Plan Area is 8,906,403 square feet.

Mobility Plan

New Streets

The GCSP involves the implementation of new streets and pedestrian connectors, which would be installed by developers incrementally as parcels are developed. Streets within the GCSP are divided into four street classifications and a pathway system: Major Avenue, Minor Avenue, Neighborhood Connector, Local Street, and Pedestrian Connection. Street classifications are consistent with the General Plan Mobility Element. The Pedestrian Connection typology represents pathways providing pedestrian/bicycle access through parcels. New streets and pedestrian connections break down large blocks to enhance mobility and accessibility for all travel modes.

New Neighborhood Connector streets continue 36th Street and 32nd Street east of Cherry Avenue, forming an outer loop around the central core area with Cherry Avenue and Globemaster Way. New Local Streets extend 33rd Street east of Cherry Avenue and create new north/south mid-block connectors east and west of Cherry Avenue in both the central core and southwestern portions of the Plan Area. New pedestrian connections create internal pedestrian/bicycle pathways that further strengthen accessibility and mobility through and between parcels. Combined improvements achieve an integrated and multi-modal mobility system supportive of the land use districts.

The location of new streets and pedestrian connections are conceptual and designed to maximize the accessibility and connectivity for active transportation modes. Actual locations may deviate from those shown, provided the original intent is maintained. The actual locations will be determined as developments are proposed and shall be approved by the Director of Public Works and the Director of Development Services.

<u>Street Improvements</u>

Improvements to existing streets and the design of new streets are important aspects of the GCSP. Bicycle facilities are proposed for Cherry Avenue, Wardlow Road, and all new streets in the Plan Area to help improve connectivity within the Plan Area and connect to existing bicycle infrastructure within the vicinity of the Plan Area, strengthening Long Beach's commitment to be the nation's most bicycle-friendly city.

Pedestrian improvements are also proposed for Cherry Avenue, Wardlow Road, and all new streets within the Plan Area to help ensure a continuous network of sidewalks and shaded parkways to facilitate and encourage walking through and to/from the Plan Area.

The following provides a description of the types of improvements planned for Cherry Avenue, Wardlow Road, and new streets within the plan area, including new pedestrian connections:

- **Cherry Avenue**: The new street section for Cherry Avenue removes on-street parking on both sides and provides a new 11' 6" Class IV separated bikeway on both sides of Cherry Avenue. A curb, pole, planter, or striping will be placed to separate cyclists from traffic between the new bikeway and the street. A landscaped parkway is also incorporated into the pedestrian right-of-way to beautify and provide shade for pedestrians and cyclists.
- **Wardlow Road**: The new street section for Wardlow Road reduces the width of the two through lanes from 14 feet and 10 feet to 11 feet and 10 feet, to add a raised Class VI bike lane. A landscaped parkway is also incorporated into the pedestrian right-of-way to beautify and provide shade for pedestrians and cyclists.
- **New Neighborhood Connector Streets**: The new street section for the Neighborhood Connector classification provides three through lanes instead of four to accommodate a parking lane and landscaped parkway on one side of the street and a Class II bike lane on the other side of the street. These improvements to the Neighborhood Connector classification for new streets will facilitate access around the central core area and improve the experience and accessibility to the central core from Cherry Avenue for both pedestrians and cyclists.
- **New Local Streets**: The new street section for the Local Street classification converts through lanes to through/Class III bike lanes (i.e., signs or sharrows) and provides a landscaped parkway on both sides of the street. Alternative parking configurations (i.e., parallel or diagonal) are also possible and provide flexibility in the design of new Local Streets. Improvements to the Local Street classification will enhance the experience and accessibility for both cyclists and pedestrians to sites within the Plan Area.
- **New Pedestrian Connections**: The design of pedestrian connections are flexible; however, new pathways should be flanked by landscaping to beautify and provide on-site shading.

It is important to note that similar improvements could be extended to other existing streets within the GCSP as determined necessary by the City and included in the design and specifications for the ultimate roadway improvements

ES.4 STATEMENT OF PURPOSE AND NEED FOR THE PROPOSED PROJECT

In 2013, Boeing Corporation announced it would end production of the C-17 Globemaster III military aircraft, causing the closure of the C-17 Site in the City of Long Beach. This closure resulted in the layoff of approximately 1,600 workers and caused additional economic impacts across the supply chain. In addition to the manufacturing, engineering, and project

management jobs within the aerospace/defense sector, other job losses within the service realm will occur. Further, the C-17 Site closures leaves vacant a distinctive site, which includes a 1.2 million square foot enclosed production space adjacent to the Long Beach Airport. To address these impacts, the City has undertaken the C-17 Master Plan to provide economic development planning, land use and infrastructure planning, and assistance to impacted firms and workers. As the results of the C-17 Transition Master Plan revealed the need for comprehensive planning that addressed land use, economic development, and infrastructure improvements in the Plan Area, the City determined that a Specific Plan was the appropriate tool to approach each need holistically. The GSCP meets the City's needs for a comprehensive planning tool to guide land use and infrastructure improvements to enhance the economic functionality of the Plan Area, following the C-17 Site closure.

The purpose of the GCSP is to provide the planning and regulatory framework for guiding future development and attracting quality jobs to the 483-acre Plan Area. The vision of the GCSP is to serve as a 21st Century innovation employment district. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the Plan Area will continue to attract and optimize new work opportunities to retain the regional skills base, expertise and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. The land use districts proposed within the GCSP are intended to create a flexible, commercial, industrial, and mixed-use district. In addition, the strategic implementation and administration framework will foster pedestrian, bicycle and transit mobility, improve connectivity, provide open space and amenities, and enhance the design and functionality of the workforce environment. The GCSP will become a destination where leading-edge firms come to leverage its locational advantage adjacent to Long Beach Airport, the Port of Long Beach, I-405 freeway, and a thriving residential and business community.

ES.5 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires a project description to contain a statement of a project's objectives and Section 15124(b) requires that the statement of objectives includes the underlying purpose of the project. Section 15012.13 of NEPA requires that the environmental statement briefly specify the underlying purpose and need to which the agency is responding in proposing the proposed action. The applicant's objectives for the Proposed Project include:

- **Create a 21st Century Employment District that Fosters Innovation:** The workforce of the 21st century is seeking places that integrate jobs into active urban lifestyles. The GCSP will guide development and infrastructure investments to integrate business park, industrial, and commercial uses with supporting amenities in a flexible, commercial and industrial, multi-modal and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing

sustainable and thoughtfully designed buildings, sites, open spaces and streetscapes. This goal also recognizes that while innovation has a spatial component (i.e., dynamic clusters of people working together are the source of social and technological breakthroughs), maintaining affordability through adaptive reuse of existing buildings to create small-scale, low-rent, urban environments are important to attract and retain innovators.

- **Stimulate Economic Development and Job Growth:** A principal driver of the GCSP is to stimulate economic growth and attract businesses that replenish high-quality jobs lost from the closure of the former Boeing C-17 manufacturing plant. This will require a level of effort that extends beyond the controls of a land use plan, development standards, and implementing mechanisms found within the pages of the GCSP. Attracting key anchor tenants will rely on a coordinated effort between City staff, independent brokers, politicians, and the right mix of incentives to drive private investment to the district.
- **Cultivate the Existing Human Capital of Long Beach:** Human capital refers to the knowledge, skill sets, and motivation people have, which provide economic value. Human capital is directly related to economic growth as it can help to develop an economy through the knowledge and skills of people. Human capital realizes not everyone has the same skill sets or knowledge and that quality of work can be improved by investing in people's education. In addition to attracting quality businesses, investing in Long Beach's human capital and proactively connecting residents, and in particular former Boeing employees, with new job opportunities in the district, is an important goal of the GCSP.
- **Establish Cherry Avenue as a Multi-Modal Unifying Corridor:** Cherry Avenue is a central unifying backbone for the GCSP and provides key gateways to the district at its intersection with Carson Avenue and Spring Street. The corridor is well-located for future success based on its high visibility, regional accessibility, traffic counts, and proximity to flanking neighborhoods and businesses. The GCSP will guide the development of Cherry Avenue to become an economically thriving corridor with business and commercial infill development strategies that bring neighborhood and business-serving commercial uses, as well as employment opportunities within walking distance of existing neighborhoods. Cherry Avenue will also be improved as a street that enables active transportation, calms traffic, and creates a new identity for the district. Improving the "front door" of the GCSP by both incremental and comprehensive changes to Cherry Avenue will strengthen the economic, environmental, and visual performance of the district as a whole.
- **Increase Mobility Choices Throughout the Globemaster Corridor District:** Multiple transportation options can broaden the benefits of innovation to the City at large. For an innovation district, solid multimodal transportation means district employees have a greater choice of residence and lifestyle options. Connections between local transportation networks and regional or global transportation can also give a district a competitive edge. The GCSP will leverage its local, regional, and global transportation connections by

enhancing internal connectivity and increasing mobility options within and to/from the Plan Area. Improvements will be focused on connectivity and accessibility for active transportation modes and shared mobility.

ES.6 AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED

A Notice of Preparation for this PEIR was released on September 12, 2018, beginning the 30-day public scoping period for the PEIR/PEIS. During the public scoping period, input is obtained from public agencies and the general public regarding the environmental issues and concerns that may potentially result from the Proposed Project. The City received 13 comment letters in response to the Notice of Preparation, and 4 scoping meeting comment cards. The scoping meeting for the PEIR/PEIS was held on September 26, 2018. Copies of these comment letters are provided in Appendix A-3, Notice of Preparation Comment Letters, of this PEIR/PEIS. The primary areas of controversy identified by the public and agencies included the following potential issues (the PEIR/PEIS section that addresses the issue raised is provided in parentheses):

- Potential historic impacts to the California Heights Historic District (Section 3.3, Cultural Resources)
- Potential noise impacts from increase in traffic (Section 3.8, Noise)
- Potential traffic impacts resulting from implementation of the Proposed Project, and safety impacts to pedestrians and bicyclists (Section 3.11, Transportation and Circulation)

With respect to the Proposed Project, the key issues to be resolved include decisions by the City, as lead agency, as to the following:

- Whether this environmental document adequately describes the environmental impacts of the Proposed Project.
- Whether the recommended mitigation measures should be modified and/or adopted.

ES.7 SUMMARY OF ENVIRONMENTAL IMPACTS

This PEIR/PEIS has been prepared to assess the potentially significant effects on the environment that could result from implementation of the Proposed Project. For a detailed discussion regarding potential significant impacts, please see Chapter 3.0, Environmental Analysis, of this PEIR/PEIS.

A summary of the Proposed Project's impacts is provided in Table ES-3, Summary of Project Impacts, below. Also provided in Table ES-3 is a list of the proposed mitigation measures that are recommended in response to the potentially significant impacts identified in the PEIR/PEIS, as well as a determination of the level of significance of the impacts after implementation of the recommended mitigation measures.

ES.8 ALTERNATIVES TO THE PROPOSED PROJECT

State CEQA Guidelines Section 15126.6 and NEPA (40 CFR Sec. 1505.1(e)) require consideration and analysis of a range of alternatives to the Proposed Project in an EIR. Two alternatives are reviewed in Chapter 4.0 of this PEIR/PEIS and are summarized below.

Alternative 1 – No Project Alternative

A No Project Alternative is included in this analysis to meet the CEQA requirements in Section 15126.6(e) and NEPA requirement in CFR 1502.14(d). Alternative 1 assumes that the environmental conditions of the Plan Area at the time that the Notice of Preparation was released (September 2018). As such, under Alternative 1, the existing uses within the Plan Area would continue to function as they currently do into the foreseeable future. As stated in Section 15126.6(e)(2) of the State CEQA Guidelines, the lead agency is required to examine conditions that are reasonably expected to occur in the foreseeable future if the Proposed Project were not approved. The "no project" alternative assumes continuation of the existing plan, policy, or operation into the future. Therefore, redevelopment within the Plan Area would continue to occur under the guidance of the existing General Plan and zoning regulations. Pursuant to State CEQA Guidelines Section 15126.6, where a project is the revision of an existing regulatory plan, the "no project" alternative assumes continuation of the existing plan, policy, or operation into the future. Therefore, redevelopment within the Plan Area would continue occur under the guidance of the existing General Plan and zoning regulations.

The Plan Area consists of the following zoning areas: Douglas Aircraft Planned Development District (PD-19), IG (General Industrial), IL (Light Industrial), IM (Medium Industrial), IL (Light Industrial), CHW (Regional Highway Commercial), CS (Commercial Storage), CCA (Community Commercial Automobile-Oriented), R-1-N (Single-Family Residential, standard lot), P (Park), I (Institutional), and PD-13 (Atlantic Aviation Center Planned Development District). The majority of the Plan Area is built-out; however, redevelopment that is consistent with the applicable designation could result in an increase in intensity.

Alternative 2 – Reduced Project Alternative

Alternative 2 would allow for the same proposed land use designations within the GCSP. However, Alternative 2 represents a Reduced Project Alternative by reducing the development potential from 8,906,403 square feet to 5,245,331 square feet. A comparison of the overall buildout summaries under Alternative 3 and the Proposed Project is provided in Table ES-2.

Table ES-2
Development Potential Comparison

Land Uses	Development Potential (square feet)	
	Alternative 3	*Proposed Project*
General Office	1,502,134	1,872,602
Medical Office	53,016	146,095
R&D	212,065	234,651
Manufacturing	2,397,684	1,131,139
Light Industrial/Warehousing	600,669	4,455,892
Retail	371,763	795,457
Restaurant	17,000	107,623
Hotel	91,000	162,944
Total	**5,245,331**	**8,906,403**

Environmentally Superior Alternative

An EIR must identify an "environmentally superior" alternative; and, where the no project alternative is environmentally superior, the EIR is then required to identify an alternative from among the others evaluated as environmentally superior (14 CCR 15126.6(e)(2)). NEPA also requires that in cases where an EIS is prepared, the Record of Decision must specify the alternative or alternatives which were found to be environmentally preferable to the biological and physical environment and that will promote the national environmental policy as expressed in NEPA's Section 101 (40 CFR 1505.2(b)). In this document, the term "environmentally superior" is used to satisfy both CEQA and NEPA requirements.

With respect to identifying an Environmentally Superior Alternative among those analyzed in this EIR, the range of feasible Alternatives includes: Alternative 1, No Project Alternative and Alternative 2, Reduced Project Alternative. A comparative summary of the environmental impacts associated with each alternative is provided in Table 4-2, Comparison of Impacts (see Chapter 4.0, Alternatives).

The No Project Alternative would be the environmentally superior alternative, as it would result in no new environmental impacts and would avoid the Proposed Project's significant and unavoidable impacts related to air quality and transportation and traffic. Although the No Project Alternative would result in a greater number in reduced impacts, Section 15126.6(e)(2) of the CEQA Guidelines indicates that if the environmentally superior alternative is the no project alternative, the EIR shall also identify another environmentally superior alternative among the other alternatives.

The remaining alternative, Alternative 2, was reviewed in accordance with the State CEQA Guidelines requirements. Alternative 2 would lessen the significant and unavoidable impacts

related to air quality, cultural resources, GHG emissions, and transportation and traffic; however, impacts related to air quality, cultural resources, and GHG emissions would remain significant and unavoidable. Additionally, Alternative 1, would not result in the creation of a planning and regulatory framework, to address economic impacts of the C-17 site closure, and thus, would not fulfill the purpose and need for the Proposed Project. Additionally, none of Proposed Project objectives would be achieved under Alternative 1. Comparatively, Alternative 2 would implement a strategic framework to address the economic impacts associated with the C-17 Site closure, and thus, would fulfill the purpose and need for the Proposed Project. Additionally, Alternative 2 would help meet most of the objectives identified for the Proposed Project. Therefore, the environmentally superior alternative is Alternative 2.

Preferred Alternative

Under NEPA implementing regulation 40 CFR Section 1502.14(e), the lead agency is required to identify the agency's preferred alternative in the Draft EIS if a preferred alternative is known at the time of the Draft EIS. Pending public comment on the Draft PEIR/PEIS, the City's preferred alternative at the time of the Draft EIS is the Proposed Project. The identification of a preferred alternative does not constitute a commitment or decision, and there is no requirement to select the preferred alternative in the record of decision. The identification of the preferred alternative may change between a Draft PEIR/PEIS and Final PEIR/PEIS. Various parts of separate alternatives that are analyzed in the Draft can also be "mixed and matched" to develop a complete alternative in the Final EIS as long as the reasons for doing so are explained. Selection in the record of decision of an alternative other than the preferred alternative does not require preparation of a supplemental EIS.

Table ES-3
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Aesthetics			
a. Would the project have a substantial adverse effect on a scenic vista?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
b. Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	N/A	N/A	N/A
c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Potentially significant	**MM-AES-1: Lighting Plans and Specifications.** Prior to the issuance of building permits for new development projects, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures, light standards, and window treatments (e.g., consideration of specialized manicuring or tinting to reduce glare from interior lighting) to the City of Long Beach's Development Services Department for review and approval. The plans shall include a photometric design study demonstrating that all outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on site and to minimize spillover of light onto surrounding properties or roadways. All parking structure lighting shall be shielded and directed away from residential uses. Open space areas are encouraged in the Plan. Lighting for such features shall be designed so that light is directed so as to provide adequate security and minimal spill-over or nuisance lighting.	Less than significant/ No adverse effects

Table ES-3
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-AES-2: Light Fixture Shielding. Prior to the issuance of building permits for development projects within the Globemaster Corridor Specific Plan area, applicants shall demonstrate to the City of Long Beach's Development Services Department that all nighttime lighting installed on private property within the Globemaster Corridor Specific Plan area shall be shielded, directed away from residential and other light-sensitive uses, and confined to the Plan Area. Rooftop lighting, security lighting, or aviation warning lights, shall be in accordance with Airport/Federal Aviation Administration (FAA) requirements. Additionally, all lighting shall comply with all applicable Airport Land Use Plan (ALUP) Safety Policies and FAA regulations.	
Would the project have a cumulative aesthetic and/or lighting impact?	Potentially significant	**MM-AES-1** **MM-AES-2**	Less than significant/ No adverse effects
Air Quality			
a. Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially significant	**MM-AQ-1: Construction Equipment Emissions Reductions**. The following measures shall be incorporated 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 GCSP: a) For off-road equipment with engines rated at 50 horsepower or greater, no construction equipment shall be used that is less than Tier 4 Interim. An exemption from these requirements may be granted by the 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.[1]	Significant and unavoidable/ adverse

[1] For example, if a Tier 4 Interim piece of equipment is not reasonably available at the time of construction and a lower tier equipment is used instead (e.g., Tier 3), another piece of equipment could be upgraded from a Tier 4 Interim to a higher tier (i.e., Tier 4 Final) or replaced with an alternative-fueled (not diesel-fueled) equipment to offset the emissions associated with using a piece of equipment that does not meet Tier 4 Interim standards.

Table ES-3
Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		Before an exemption may be considered by the City, the applicant shall be required to 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 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 prior to any ground disturbing and construction activities. b) 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. c) Properly tune and maintain all construction equipment in accordance with manufacturer's specifications; d) Where feasible, employ the use of electrical or alternative fueled (non-diesel) powered construction equipment, including forklifts, concrete/industrial saws, pumps, aerial lifts, air compressors, and other comparable equipment types to the extent commercial available. e) 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. f) 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	

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		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. g) 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 NOx emissions from in-use off-road diesel vehicles. **MM-AQ-2: Fugitive Dust Control**. The following measures shall be incorporated 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 GCSP, consistent with SCAQMD Rule 403, with a goal of retaining dust on the site: a) Water, or utilize another SCAQMD-approved dust control non-toxic agent, on the grading areas at least three times daily to minimize fugitive dust. b) 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. c) Stabilize grading areas as quickly as possible to minimize fugitive dust. d) 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. e) Remove any visible track-out into traveled public streets with the use of sweepers, water trucks, or similar method as soon as possible.	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		f) 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. g) Wet wash the construction access point at the end of the workday if any vehicle travel on unpaved surfaces has occurred. h) Cover haul trucks or maintain at least 2 feet of freeboard to reduce blow-off during hauling. i) 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. j) Enforce a 15-mile-per-hour speed limit on unpaved surfaces. k) 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. l) 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. m) Review and comply with any additional requirements of SCAQMD Rule 403. **MM-AQ-3: Architectural Coating VOC Emissions**. To address the impact relative to VOC emissions, Super-Compliant VOC-content architectural coatings (0 grams per liter to less than 10 grams per liter VOC) shall be used 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 SCAQMD's Rule 1113 (Architectural Coatings).	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-AQ-4: Vehicle Miles Traveled Reduction Strategies. The Proposed Project shall implement a Transportation Demand Management (TDM) Program to facilitate increased opportunities for transit, bicycling, and pedestrian travel, as well as provide the resources, means, and incentives for ride-sharing and carpooling to reduce vehicle miles traveled and associated criteria air pollutant emissions. The following components are to be included in the TDM Program: *Bicycle and Pedestrian Travel* a) Develop a comprehensive pedestrian network designed to provide safe bicycle and pedestrian access between the various internal Proposed Project land uses, which will include design elements to enhance walkability and connectivity and shall minimize barriers to pedestrian access and interconnectivity. Physical barriers, such as walls or landscaping, that impede pedestrian circulation shall be eliminated. b) The Proposed Project design shall include a network that connects the Proposed Project uses to the existing off-site facilities (e.g., existing off-site bike paths). c) Proposed Project design shall include pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways shall be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others. d) Provide bicycle parking facilities along main travel corridors: one bike rack space per 20 vehicle/employee parking spaces	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		or to meet demand, whichever results in the greater number of bicycle racks. e) Provide shower and locker facilities to encourage employees to bike and/or walk to work: one shower and three lockers per every 25 employees. *Ride-Sharing and Commute Reduction* f) Promote ridesharing programs through a multi-faceted approach, such as designating a certain percentage of parking spaces for ridesharing vehicles; designating adequate passenger loading and unloading and waiting areas for ridesharing vehicles; or providing a website or message board for coordinating rides. g) Implement marketing strategies to reduce commute trips. Information sharing and marketing are important components to successful commute trip-reduction strategies. Implementing commute trip-reduction strategies without a complementary marketing strategy would result in lower VMT reductions. Marketing strategies may include: new employee orientation of trip reduction and alternative mode options; event promotions; or publications. h) One percent (1%) of vehicle/employee parking spaces shall be reserved for preferential spaces for car pools and van pools. i) Coordinate with the Southern California Association of Governments (SCAG) for carpool, vanpool, and rideshare programs that are specific to the Proposed Project. j) Implement a demand-responsive shuttle service that provides access throughout the Plan Area, to the park-and-ride lots, and to the nearby transit centers. *Transit* k) Bus pull-ins shall be constructed where appropriate within the Plan Area.	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		l) Coordinate with SCAG on the future siting of transit stops/stations within or near the GCSP. **MM-AQ-5: Encourage Electric Vehicles**. Subsequent future projects under the Proposed Project shall incorporate the following into final plans: a) Designate 10% of parking spaces to be for electric and alternative fuel vehicles. b) Install Level 2 EV charging stations in 6% of all parking spaces. **MM-AQ-6: Idling Restriction.** For Proposed Project land uses that include truck idling, the Proposed Project shall minimize idling time of all vehicles and equipment to the extent feasible; idling for periods of greater than five (5) minutes shall be prohibited. Signage shall be posted at truck parking spots, entrances, and truck bays advising that idling time shall not exceed five (5) minutes per idling location. To the extent feasible, the tenant shall restrict idling emission from trucks by using auxiliary power units and electrification. **MM-AQ-7: Energy Conservation.** The following energy conservation measures into Proposed Project building plans: c) Install a solar photovoltaic rooftop system to reduce the electric demand from the local grid. d) Install Energy Star rated heating, cooling, lighting, and appliances. e) Outdoor lighting shall be light emitting diodes (LED) or other high-efficiency lightbulbs. f) Provide information on energy efficiency, energy efficient lighting and lighting control systems, energy management, and existing energy incentive programs to future tenants of the Proposed Project. g) Non-residential structures shall meet the U.S. Green Building Council standards for cool roofs. This is defined as achieving a 3-year solar reflective index (SRI) of 64 for a low-sloped roof and 32 for a high-sloped roof.	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		h) Outdoor pavement, such as walkways and patios, shall include paving materials with 3-year SRI of 0.28 or initial SRI of 0.33. i) Construction of modest cool roof, defined as Cool Roof Rating Council (CRRC) Rated 0.15 aged solar reflectance and 0.75 thermal emittance. j) Use of Heating, Ventilation and Air Conditioning (HVAC) equipment with a Seasonal Energy Efficiency Ratio (SEER) of 12 or higher. k) Installation of water heaters with an energy factor of 0.92 or higher. l) Maximize the use of natural lighting and include daylighting (e.g., skylights, windows) in rooms with exterior walls that would normally be occupied. m) Include high-efficacy artificial lighting in at least 50% of unit fixtures. n) Install low-NOx water heaters and space heaters, solar water heaters, or tank-less water heaters. o) Use passive solar cooling/heating. p) Strategically plant trees to provide shade. q) Structures shall be equipped with outdoor electric outlets in the front and rear of the structure to facilitate use of electrical lawn and garden equipment. **MM-AQ-8: Low-VOC/Green Cleaning Product Educational Program.** Proposed Project tenants shall develop and implement a Low-VOC/Green Cleaning Product and Paint education program. **MM-AQ-9 Electric Forklifts.** Proposed Project warehouse and manufacturing tenants shall require that all forklifts are electric-powered; if electric is not available or feasible, propane is acceptable.	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-AQ-10 Transport Refrigeration Unit Plug-Ins. Electric plug-ins shall be installed at the loading docks at cold storage facilities to allow for transport refrigeration unit standby electric plug-in.	
b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Potentially significant	**MM-AQ-1** **MM-AQ-2** **MM-AQ-3** **MM-AQ-4** **MM-AQ-5** **MM-AQ-6** **MM-AQ-7** **MM-AQ-8** **MM-AQ-9** **MM-AQ-10**	Significant and unavoidable/ adverse
c. Would the project expose sensitive receptors to substantial pollutant concentrations?	Potentially significant	**MM-AQ-1** **MM-AQ-2** **MM-AQ-3** **MM-AQ-4** **MM-AQ-5** **MM-AQ-6** **MM-AQ-7** **MM-AQ-8** **MM-AQ-9** **MM-AQ-10** **MM-AQ-11: Health Risk Siting**. The City shall minimize exposure of sensitive receptors to toxic air contaminants (TACs), to the extent possible, by considering distance, orientation, and wind direction to minimize exposure and associated health risk when siting TAC-emitting sources near sensitive land uses. **MM-AQ-12: Toxic Air Contaminant Reduction.** At the time of discretionary approval of new sources of TAC emissions in close proximity to existing sensitive land uses, the City	Significant and unavoidable/ adverse

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		shall require development projects to implement applicable best management practices, as necessary and feasible, that will reduce exposure to TACs. Specific reduction measures will be evaluated and determined depending on proposed land use TAC sources and feasibility. **MM-AQ-13**: **Health Risk Assessment Requirements.** Consistent with the California Air Resources Board's recommendations on siting new sensitive land uses, a formal health risk assessment shall be performed under the following conditions: a) *Distribution Centers*. For any distribution center that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week located within 1,000 feet of a sensitive receptor. In addition, configuration of entry and exit points of the distribution center shall be considered to minimize exposure to sensitive receptors. b) *Gasoline Dispensing Facilities*. For any large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater) within 300 feet of a sensitive receptor. For any typical gas dispensing facility (with a throughput of less than 3.6 million gallons per year) within 50 feet of a sensitive receptor. c) *Dry Cleaners Using Perchloroethylene.* For any dry cleaning operation within 300 feet of a sensitive receptor. For operations with three of more machines, consult with the South Coast Air Quality Management District for when a health risk assessment shall be prepared as the distance to the closest sensitive receptor may be less than 300 feet. d) *Other Sources of Toxic Air Contaminants*. For other sources of TACs, the City shall evaluate the need to prepare a health risk assessment based on the types of TACs and the distance to sensitive receptors.	
d. Would the project create objectionable odors affecting a substantial number of people?	Potentially significant	**MM-AQ-14: Odor Siting**. Land uses that have the potential to generate objectionable odors shall be located as far away as possible and/or downwind from sensitive receptors. **MM AQ-15: Odor Abatement Plan.** To address odors from the Proposed Project, any odor-generating land use shall implement an Odor Abatement Plan (OAP). The OAP shall include the following:	Less than significant/ No adverse effects

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		a. Name and telephone number of contact person(s) at the facility responsible for logging in and responding to odor complaints b. Policy and procedure describing the actions to be taken when an odor complaint is received, including the training provided to the staff on how to respond c. Description of potential odor sources at the facility d. Description of potential methods for reducing odors, including minimizing idling of delivery and service trucks and buses, process changes, facility modifications, and/or feasible add-on air pollution control equipment e. Contingency measures to curtail emissions in the event of a public nuisance complaint.	
Would the project have a cumulative air quality impact?	Potentially significant	**MM-AQ-1** through **MM-AQ-15**	Significant and unavoidable/ adverse
Cultural Resources			
a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?	Potentially significant	**MM-CUL-1: Project Level Analysis of Historic Era Built Environment Resources.** Implementation of the Proposed Project (re-zoning and design plans within the Globemaster Corridor Specific Plan area) will likely result in the development of plans for future project-level activities that involve construction and ground disturbing activities within the Globemaster Corridor Specific Plan area. As such, future projects involving these types of activities could constitute a substantial adverse change in the significance of a historical resource by means of physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings, such that the significance of a historical resource would be materially impaired (State CEQA Guidelines Section 15064.5). To mitigate the potential impacts of future projects developed under the Globemaster Corridor Specific Plan, prospective project developers and/or stakeholders shall be required to ensure that potential impacts to historical resources be assessed as part of planning and environmental clearance for their individual project(s). Prior to the initiation of any construction and/or ground disturbing activities, the Proposed Project will require review by a qualified architectural historian to assess	Significant and unavoidable/ adverse

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		the potential impacts to known and potential CEQA historical resources. If project implementation could result in impacts, than a Historic Resource Evaluation Report will need to be prepared by a qualified architectural historian for the specific project to verify if any CEQA historical resources could be impacted by the Proposed Project. This subsequent identification and impact analysis, including consideration of previously identified historical resources and evaluation of buildings and structures over 45 years old for historical significance in accordance with the guidance of the State of California Office of Historic Preservation (OHP), shall be conducted. In addition, a historical evaluation of the project level impacts (direct or indirect) at the following sites shall be analyzed in accordance with OHP guidance prior to the approval of future project entitlements: 1. Fire Station No. 14, 1838 E. Wardlow Road (APN: 7148-020-024), constructed in 1941 2. 3341 Cherry Avenue (APN: 7148-020-021), constructed in 1933 3. 3275 Cherry Avenue (APN: 7148-020-009), constructed in 1929 4. 3249 Cherry Avenue (APN: 7148-020-010), constructed in 1929 5. 3170 Cherry Avenue (APN: 7149-006-047), constructed in 1940 6. 3204 Cherry Avenue (APN: 7149-006-045), constructed in 1933 7. 3252 Cherry Avenue (APN: 7149-006-042), constructed in 1937 8. 3254 Cherry Avenue (APN: 7149-006-062), constructed in 1937 9. 3366 Cherry Avenue (APN: 7149-006-035), constructed in 1937 10. 3431 Cherry Avenue (APN: 7147-026-017), constructed in 1947 11. Inglesia Católica Santisimo Sacramento, 1900 E. Carson Street (APN: 7137-013-001), constructed in 1942 12. California Heights Baptist Church, 4110 Gardenia Avenue (APN: 7137-012-009), constructed in 1947 A qualified architectural historian, meeting the Secretary of the Interior's Professional Qualification Standards, shall conduct all work related to the	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		preparation of historic resource evaluation reports, impact analyses, mitigation recommendations (if deemed necessary), and/or subsequent technical reports, should the proposed construction and implementation of future individual projects under the Globemaster Corridor Specific Plan result in potential impacts to CEQA historical resources. If HRE report results indicate that the project will not result in impacts to CEQA historical resources than no further documentation will be required and the impact for the Proposed Project will likely be no impact or less than significant. If the HRE identifies the presence of CEQA historical resources and impacts cannot be avoided through project redesign or relocation than implementation of mitigation measure **MM-CUL-2** will need to be implemented. It is important to note that demolition of a CEQA historical resource cannot be mitigated to less-than-significant. Still, mitigation measure **MM-CUL-2** would apply. **MM-CUL-2 Project Level Mitigation Alternatives.** In consultation with the Planning Bureau of the Long Beach Development Services Department, prior to the approval of a project level that will result in a significant and unavoidable impact to a historic resource under CEQA, mitigation will be required. Mitigation should be developed by an historic qualified historic preservation specialist or architectural historian based on individual resource historic significance to help ensure that the mitigation addresses what is significant about the resource. A range of mitigation options are available including but not limited to development of interpretive materials, salvage of historic materials, or documentation of the buildings and structures proposed for demolition that follows the general guidelines of Historic American Building Survey (HABS)-level III documentation. All mitigation needs to be initiated prior to project construction and completed prior to project completion, HABS documentation, which is a common form of mitigation for CEQA historical resources, shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified professional who meets the standards for history, architectural history, or architecture as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The original archival-quality documentation shall be offered as donated material to the to South Central Coastal Information Center	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		(SCCIC), Billie Jean King Main Library, and Historical Society of Long Beach to make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach Department of Development Services, where it would be available to local researchers. The documentation reports shall be completed and approved by the City of Long Beach prior to the issuance of demolition permits.	
b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?	Potentially significant	**MM-CUL-3: Inadvertent Discovery of Archaeological Resources.** In the event that archaeological resources (sites, features, or artifacts) are exposed during construction activities for the Proposed Project, all construction work occurring within 100 feet of the find shall immediately stop until a qualified archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards, and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation, can evaluate the significance of the find and determine whether or not additional study is warranted. Depending upon the significance of the find under CEQA (14 CCR 15064.5(f); PRC Section 21082), work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place. If the discovery proves significant under CEQA, additional work, such as preparation of an archaeological treatment plan, testing, or data recovery may be warranted. **MM-TCR-1** through **MM-TCR-9** (see Tribal Cultural Resources below)	Less than significant/ No adverse effect
c. Would the project disturb any human remains, including those interred outside of formal cemeteries?	Potentially significant	**MM-CUL-4: Inadvertent Discovery of Human Remains.** In accordance with Section 7050.5 of the California Health and Safety Code, if human remains are found, the County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the Plan Area or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined, within two working days of notification of the discovery, the appropriate treatment and disposition of the human remains. If the County Coroner determines that the remains are, or are believed to be, Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and Public Resources Code 5097.98 shall be followed. In accordance with California Public Resources Code, Section 5097.98, the NAHC must immediately notify those persons it believes to be the most likely descendant from the deceased Native	Less than significant/ No adverse effect

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		American. The most likely descendant shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	
Would the project have a cumulative cultural resources impact?	Potentially significant	**MM-CUL-1** through **MM-CUL-4** **MM-TCR-1** through **MM-TCR-9** (see Tribal Cultural Resources below)	Less than significant/ No adverse effects
Greenhouse Gas Emissions			
a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially significant	**MM-GHG-1 Water Conservation.** The following water conservation measures into Proposed Project building plans: a) Install low-water use appliances and fixtures b) Restrict the use of water for cleaning outdoor surfaces and prohibit systems that apply water to non-vegetated surfaces c) Implement water-sensitive urban design practices in new construction d) Install rainwater collection systems where feasible. **MM-GHG-2 Solid Waste Reduction.** The following solid waste reduction measures into Proposed Project building plans: a) Provide storage areas for recyclables and green waste in new construction, and food waste storage, if a pick-up service is available. b) Evaluate the potential for on-site composting. **MM-AQ-1** (see Air Quality above) **MM-AQ-4** (see Air Quality above) **MM-AQ-5** (see Air Quality above) **MM-AQ-6** (see Air Quality above) **MM-AQ-7** (see Air Quality above) **MM-AQ-9** (see Air Quality above) **MM-AQ-10** (see Air Quality above)	Significant and unavoidable/ adverse

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b. Would the project conflict with a plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially significant	**MM-GHG-1** **MM-GHG-2** **MM-AQ-1** (see Air Quality above) **MM-AQ-4** (see Air Quality above) **MM-AQ-5** (see Air Quality above) **MM-AQ-6** (see Air Quality above) **MM-AQ-7** (see Air Quality above) **MM-AQ-9** (see Air Quality above) **MM-AQ-10** (see Air Quality above)	Significant and unavoidable/ adverse
Would the project have a cumulative impact on greenhouse gas emissions?	Potentially significant	**MM-GHG-1** **MM-GHG-2** **MM-AQ-1** (see Air Quality above) **MM-AQ-4** (see Air Quality above) **MM-AQ-5** (see Air Quality above) **MM-AQ-6** (see Air Quality above) **MM-AQ-7** (see Air Quality above)	Significant and unavoidable/ adverse
Hazards and Hazardous Materials			
a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Potentially significant	**MM-HAZ-1:** Prior to the issuance of demolition permits for any buildings or structures that would be demolished in conjunction with individual development projects that would be accommodated by the Globemaster Corridor Specific Plan, the project applicant/developer shall conduct the following inspections and assessments for all buildings and structures on site and shall provide the City of Long Beach Development Services Department with a copy of the report of each investigation or assessment. 1. The project applicant shall retain a California Certified Asbestos Consultant (CAC) to perform abatement project planning, monitoring (including air monitoring), oversight, and reporting of all asbestos-containing materials (ACM) encountered. The abatement, containment, and disposal of all ACM shall be conducted in accordance with the South	Less than significant/ No adverse effects

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		Coast Air Quality Management District's Rule 1403 and California Code of Regulation Title 8, Section 1529 (Asbestos). 2. The project applicant shall retain a licensed or certified lead inspector/assessor to conduct the abatement, containment, and disposal of all lead waste encountered. The contracted lead inspector/assessor shall be certified by the California Department of Public Health (CDPH). All lead abatement shall be performed by a CDPH-certified lead supervisor or a CDPH-certified worker under the direct supervision of a lead supervisor certified by CDPH. The abatement, containment, and disposal of all lead waste encountered shall be conducted in accordance with the US Occupational Safety and Health Administration Rule 29, CFR Part 1926, and California Code of Regulation, Title 8, Section 1532.1 (Lead). 3. Evidence of the contracted professionals attained by the project applicant shall be provided to the City of Long Beach Development Services Department. Additionally, contractors performing ACM and lead waste removal shall provide evidence of abatement activities to the City of Long Beach Building and Safety Bureau. **MM-HAZ-2:** Prior to the issuance of project entitlements or grading permits (whichever occurs first) for individual development projects that would be accommodated by the Globemaster Corridor Specific Plan, the project applicant/developer shall submit a Phase I Environmental Site Assessment (ESA) to the City of Long Beach Development Services to identify environmental conditions of the development site and determine whether contamination is present. The Phase I ESA shall be prepared by a Registered Professional Engineer and in accordance with the American Society for Testing and Materials (ASTM) Standard E 1527.13, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process. If recognized environmental conditions related to soils are identified in the Phase I ESA, the project applicant shall perform soil sampling as a	

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		part of a Phase II ESA. If contamination is found at significant levels, the project applicant shall remediate all contaminated soils in accordance with state and local agency requirements (California Department of Toxic Substances Control, Regional Water Quality Control Board, Long Beach Fire Department, etc.). All contaminated soils and/or material encountered shall be disposed of at a regulated site and in accordance with applicable laws and regulations prior to the completion of grading. Prior to the issuance of building permits, a report documenting the completion, results, and any follow-up remediation on the recommendations, if any, shall be provided to the City of Long Beach Development Services Department evidencing that all site remediation activities have been completed.	
b. Would the project 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?	Potentially significant	**MM-HAZ-1** **MM-HAZ-2**	Less than significant/ No adverse effects
c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
d. Would the project be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result,	Potentially significant	**MM-HAZ-1** **MM-HAZ-2**	Less than significant/ No adverse effects

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would it create a significant hazard to the public or the environment?			
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	N/A	N/A	N/A
g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	N/A	N/A	N/A
h. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where	N/A	N/A	N/A

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residences are intermixed with wildlands?			
Would the project have a cumulative hazards or hazardous materials impact?	Potentially significant	**MM-HAZ-1** **MM-HAZ-2**	Less than significant/ No adverse effects
Hydrology/Water Quality			
a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Potentially significant	**MM-HYD-1a**: A Storm Water Pollution Prevention Plan (SWPPP) shall be completed for Proposed Project grading in excess of one acre, in accordance with the Statewide Construction General Permit (State Water Resources Control Board Order 2009-0009-DWQ, as amended). In accordance with the SWPPP, the construction contractor shall implement water quality Best Management Practices (BMPs) to ensure that water quality standards are met, and that stormwater runoff from construction work areas do not cause degradation of water quality in receiving water bodies, including the Cerritos Channel, Los Angeles River, and downstream Los Angeles/Long Beach Harbor. The SWPPP shall include erosion control measures and proper handling of petroleum products, such as proper petroleum product storage and spill response practices, appropriate handling and disposal of small quantities of hazardous materials/wastes, litter control and pick up, and vehicle and equipment repair and maintenance in designated areas. Typical BMPs that shall be incorporated into the SWPPP (as applicable) include the following: 1. Diverting off-site runoff away from the construction site 2. Vegetating landscaped/vegetated swale areas as soon as feasible following grading activities 3. Placing perimeter straw wattles to prevent off-site transport of sediment 4. Construction of sedimentation basins 5. Limitations on work periods during storm events 6. Protection of stockpiled materials	Less than significant/ No adverse effects

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		7. Using drop inlet protection (filters and sand bags or straw wattles), with sandbag check dams within paved areas 8. Regular watering of exposed soils to control dust during demolition and construction 9. Implementing specifications for demolition/construction waste handling and disposal 10. Maintaining erosion and sedimentation control measures throughout the construction period 11. Stabilizing construction entrances to avoid trucks from imprinting soil and debris onto City roadways 12. Training, including for subcontractors, on general site housekeeping 13. Using contained equipment wash-out and vehicle maintenance areas 14. Providing educational materials on oil disposal and recycling programs 15. Implementing spill control at fueling facilities **MM-HYD-1b**: The SWPPP shall be reviewed and approved by the City of Long Beach for compliance with the Los Angeles County Public Works Construction Site Best Management Practices Manual (LACDPW 2010). **MM-HYD-1c**: All Proposed Project construction activities are required to comply with the City of Long Beach, Stormwater Management Plan, which requires controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques, and engineering/system methods for the control of such pollutants. **MM-HYD-2a**: A Standard Urban Stormwater Mitigation Plan (SUSMP) shall be developed during the design of the Proposed Project. The SUSMP shall demonstrate how specific projects would minimize impervious surfaces, retain or treat stormwater runoff from the site, and implement designs consistent with the City of Long Beach Low Impact Development (LID) Best Management Practices (BMP) Design Manual (City of Long Beach 2013). The design shall include Source Control and Treatment BMPs and an Operations & Maintenance Plan for the proposed BMPs. The SUSMP	

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		shall address long-term effects on water quality within the Los Cerritos Channel/Alamitos Bay Watershed and the Los Angeles River Watershed and ensure BMPs and LID designs minimize potential water quality concerns to the maximum extent practicable. **MM-HYD-2b**: The SUSMP shall comply with the City of Long Beach, Stormwater Management Plan, which requires controls to reduce the discharge of pollutants to the maximum extent practicable, including management practices, control techniques, and engineering/system methods for the control of such pollutants.	
b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Potentially significant	**MM-HYD-2a** **MM-HYD-2b**	Less than significant/ No adverse effects
c. Would the project 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:			
i. Result in substantial erosion or siltation on- or off-site;	Potentially significant	**MM-HYD-1a** **MM-HYD-1b** **MM-HYD-1c** **MM-HYD-3a** A Hydrology/Drainage Report shall be developed during the design of individual projects proposed as part of the Globemaster Corridor Specific Plan. The Hydrology/Drainage Report shall demonstrate that stormwater runoff flow volume and flow rate, associated with specific projects, would be less than or equal to existing conditions to prevent on- and off-site flooding. Project design features that would contribute in reducing stormwater runoff could include: 1. On-site biofiltration (unlined bioswales and biodetention basins) 2. Lined (i.e., impervious) bioswales and detention basins	Less than significant/ No adverse effect

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		3. Vegetation-based stormwater quality control measures, including self-treating landscape areas and lined planters 4. Proprietary stormwater quality control measures, which are also known as manufactured treatment devices **MM-HYD-3b**: The Hydrology/Drainage Report shall comply with the Los Angeles County Department of Public Works Hydrology and Hydraulic Design Manual (LACDPW 2006) for storm drain planning and design calculations.	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	Potentially significant	**MM-HYD-1a** **MM-HYD-1b** **MM-HYD-1c** **MM-HYD-2a** **MM-HYD-2b** **MM-HYD-3a** **MM-HYD-3b**	Less than significant/ No adverse effect
iii. 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; or	Potentially significant	**MM-HYD-1a** **MM-HYD-1b** **MM-HYD-1c** **MM-HYD-2a** **MM-HYD-2b** **MM-HYD-3a** **MM-HYD-3b**	Less than significant/ No adverse effects
iv. Impede or redirect flood flow.	N/A	N/A	N/A
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	N/A	N/A	N/A

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
Would the project have a cumulative hydrology or water quality impact?	Potentially significant	**MM-HYD-1a** **MM-HYD-1b** **MM-HYD-1c** **MM-HYD-2a** **MM-HYD-2b** **MM-HYD-3a** **MM-HYD-3b**	Less than significant/ No adverse effects
Land Use and Planning			
a. Would the project physically divide an established community?	N/A	N/A	N/A
b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
Would the project have a cumulative land use and/or planning impact?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Noise			
a. Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies??	Potentially significant	**MM-NOI-1:** Construction activities associated with the Proposed Project shall take place only during the permitted times and days per the City of Long Beach, City of Lakewood, and City of Signal Hill noise ordinances, respectively, for the NSLU under consideration **MM-NOI-2**: The City of Long Beach shall enforce adherence to the following measures for all future construction projects implemented under the Proposed Project, as a pre-requisite to approving necessary permits to proceed: a. The project contractor shall, to the extent feasible, submit a construction noise management plan (CNMP) prepared or reviewed by a qualified acoustician (retained at the expense of the project applicant or construction contractor) that features the following: i. A detailed construction schedule, at daily (or weekly, if activities during each day of the week are typical) resolution and correlating to areas or zones of on-site project construction activity(ies) and the anticipated equipment types and quantities involved. Information will include expected hours of actual operation per day for each type of equipment per phase; and, indication of anticipated concurrent construction activities onsite. ii. Suggested locations of a set of noise level monitors, attended by a qualified acoustician or another party under its supervision or direction, at which sample outdoor ambient noise levels will be measured and collected over a sufficient sample period and subsequently analyzed (i.e., compared with applicable time-dependent dBA thresholds) to ascertain compliance with the hourly FTA guidance-based limit of 90 dBA Leq. Sampling shall be performed, at a minimum, on the first (or otherwise considered typical construction operations) day of each distinct construction phase. iii. If sample collected noise level data indicates that the hourly noise threshold has or will be exceeded, construction work shall	Less than significant/ No adverse effects

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		be suspended (for the activity or phase of concern) and the project applicant/owner or construction contractor shall implement one or more of the following measures as detailed or specified in the CNMP: 1) Administrative controls (e.g., reduce operating time of equipment and/or prohibit usage of equipment type[s] within certain distances). 2) Engineering controls (upgrade noise controls, such as install better engine exhaust mufflers). 3) Install noise abatement on the site boundary fencing (or within, as practical and appropriate) in the form of sound blankets or comparable temporary barriers to occlude construction noise emission between the site (or specific equipment operation as the situation may define) and the noise-sensitive receptor(s) of concern. The implemented measure(s) will be reviewed or otherwise inspected and approved by the qualified acoustician (or another party under its supervision or direction) prior to resumption of the construction activity or process that caused the measured noise concern or need for noise mitigation. Noise levels shall be re-measured, after installation of said measures, to ascertain post-mitigation compliance with the noise threshold. As needed, this process shall be repeated and refined until noise level compliance is demonstrated and documented. A report of this implemented mitigation and its documented success will be provided to the City Planner (or other authorized party, as directed by the City of Long Beach). b. All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers. Enforcement shall be accomplished by random field inspections by applicant personnel during construction activities, to the satisfaction of the respective municipality building official or noise control officer.	

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		c. Construction noise reduction methods such as shutting off idling equipment, construction of a temporary noise barrier, maximizing the distance between construction equipment staging areas and adjacent NSLU, and use of electric air compressors and similar power tools, in lieu of fossil-fueled equipment, shall be used where feasible. d. During construction, stationary construction equipment shall be placed such that emitted noise is directed away from or shielded (i.e., introduce light-of-sight occluding barriers, such as storage trailers) from NSLU. e. If equipment is being used that can cause hearing damage at adjacent noise receptor locations (distance attenuation shall be taken into account), portable noise barriers shall be installed that are demonstrated to be adequate to reduce noise levels at receptor locations below hearing damage thresholds (i.e., generally over 90 dBA, assuming this exposure for an 8-hour construction day). This may include erection of temporary berms or plywood barriers to create a break in the line-of-sight, or erection of a heavy fabric tent around the noise source. f. Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners to contact the job superintendent if necessary. In the event the municipality having jurisdiction receives a complaint, appropriate corrective actions shall be implemented and a report of the action provided to the reporting party. Appropriate corrective actions could include stricter enforcement of construction schedule, re-location of stationary equipment further from adjacent noise-sensitive receptors, reduction in the number of equipment working simultaneously in proximity to the sensitive receptor, erection of temporary noise barriers, or a combination of the above. **MM-NOI-3:** Because heating, ventilation, and air conditioning (HVAC) equipment and other mechanical equipment can generate noise that could affect surrounding NSLU and because the details, specifications, and locations of this equipment is not yet known, the City of Long Beach shall require that future applicants for commercial and industrial developments within the Plan Area retain an acoustical specialist to	

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the equipment specifications and plans for HVAC and other outdoor mechanical equipment incorporate measures, such as the specification of quieter equipment or provision of acoustical enclosures, that will avoid exceeding relevant noise standards at nearby noise-sensitive land uses (e.g., residential). Prior to the commencement of construction for future commercial and industrial developments, the acoustical specialist shall certify in writing to the City of Long Beach that the equipment specifications and plans incorporate measures that will achieve the relevant noise limits.	
b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Potentially significant	**MM-NOI-2**	Less than significant/ No adverse effects
c. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Potentially significant	**MM-NOI-4:** Because the details, specifications, and locations of commercial development potentially involving outdoor use areas within the Proposed Project Community Commercial (CC) district is not yet known, the City of Long Beach shall require that future applicants for commercial and industrial developments within these areas of the Proposed Project to retain an acoustical specialist to review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the design, location, and orientation (e.g., facing with respect to Long Beach Airport operations) of outdoor use areas will not expose facility occupant and visitors to Long Beach Airport operations noise levels greater than 65 dBA CNEL. Prior to the approval of discretionary entitlements for future commercial and industrial developments, the acoustical specialist shall certify in writing to the City of Long Beach that the specifications and plans incorporate measures that will achieve this exterior noise limit for these outdoor use areas.. **MM-NOI-5** Because the details, specifications, and locations of commercial development potentially involving nonresidential indoor occupied spaces within the Proposed Project Community Commercial (CC) district is not yet known, the City of Long Beach shall	Less than significant/ No adverse effects

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		require that future applicants for commercial and industrial developments within these areas of the Proposed Project retain an acoustical specialist to review development project construction-level plans. The acoustical specialist shall have the responsibility to ensure that the design and materials of sound insulating assemblies (i.e., the composite of walls, doors, fenestration, etc.) will be sufficient to yield interior background sound levels attributed to exterior-to-interior noise intrusion to no more than 50 dBA hourly Leq. Prior to the approval of discretionary entitlements for future commercial and industrial developments, the acoustical specialist shall certify in writing to the City of Long Beach that the specifications and plans incorporate measures that will achieve this interior background noise limit for these occupied indoor use areas.	
Would the project have a cumulative noise impact?	Potentially significant	**MM-NOI-1** **MM-NOI-2** **MM-NOI-3** **MM-NOI-4** **MM-NOI-5**	Less than significant/ No adverse effects
Population and Housing			
a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads of other infrastructure)?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	N/A	N/A	N/A

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project have a cumulative impact on population and housing?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
Public Services			
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:			
Fire protection?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
Police protection?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
Schools?	N/A	N/A	N/A
Parks?	N/A	N/A	N/A

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Other public facilities?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
Would the project have cumulative public services impacts?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
Transportation and Traffic			
a. Would the project conflict with an applicable plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Potentially significant	**MM-TRAF-1** Prior to receiving a Certificate of Occupancy, the Project Applicant shall be responsible for the construction of the following improvements at Cherry Avenue/Carson Street: Widen and/or restripe the existing exclusive northbound right-turn lane to a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-2** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/Cover Street**:** Widen or restripe the existing exclusive northbound right-turn lane to a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-3** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street: Restripe the westbound approach to provide a third left-turn lane. Construct an exclusive northbound right-turn lane. These improvements are subject to the approval of the City of Long Beach and would require additional right-of-way acquisition. **MM-TRAF-4** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/ Wardlow Road: Construct two additional northbound through lanes and an exclusive northbound right-turn lane. Construct two additional southbound through lanes. Restripe the existing eastbound shared through-left turn lane to an exclusive left-turn lane and construct an additional eastbound through lane. Restripe the existing westbound	Significant and unavoidable/ adverse

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		shared through-left turn lane to an exclusive left-turn lane. Construct an additional westbound left-turn lane and two westbound through lanes. Restripe the westbound shared through-right turn lane to an exclusive westbound right-turn lane. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-5** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Orange Avenue/ 32nd Street: Restripe the northbound approach to provide an exclusive right-turn lane. These improvements are subject to the approval of the City of Signal Hill. **MM-TRAF-6** In addition to mitigation measure **MM-TRAF-1**, prior to receiving a Certificate of Occupancy, the Project Applicant shall be responsible for the construction of the following improvements at Cherry Avenue/Carson Street: Widen the eastbound approach to construct a 4th through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-7** In addition to mitigation measure **MM-TRAF-2**, prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/Cover Street**:** Widen the northbound approach to provide an exclusive right-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-8** In addition to mitigation measure **MM-TRAF-3**, prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue/36th Street**:** Modify the traffic signal to provide for an 8-phase traffic signal. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-9** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Atlantic Avenue/ Spring Street: Construct an additional eastbound through lane and an additional westbound through lane. Restripe the existing exclusive eastbound right-turn lane to a shared through-right turn lane. Restripe the existing exclusive westbound right-turn lane to	

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		a shared through-right turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-10** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Orange Avenue/ Spring Street: Widen and/or restripe the intersection to include dual northbound left-turn lanes. Remove the exclusive northbound right-turn lane. Convert the southbound right-turn lane into a shared through/right-turn lane. Widen along the Proposed Project frontage to accommodate two south bound through lanes. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-11** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Temple Avenue/ Spring Street: Widen the eastbound approach to provide an exclusive right-turn lane. Widen the westbound approach to provide an additional left-turn lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-12** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Redondo Avenue/ Spring Street: Widen the eastbound approach to provide an additional through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Long Beach. **MM-TRAF-13** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at Cherry Avenue at Willow Street**:** Construct an additional northbound through lane. Construct an additional southbound through lane. Modify the existing traffic signal as necessary. These improvements are subject to the approval of the City of Signal Hill. **MM-TRAF-14** Prior to receiving a Certificate of Occupancy, the Proposed Project shall construct the following improvements at I-405 Southbound Off-Ramp/Spring Street**:** Restripe the westbound approach to provide an additional through lane. These improvements are subject to the approval of the City of Long Beach and/or Caltrans.	

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	N/A	N/A	N/A
d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	N/A	N/A	N/A
e. Would the project result in inadequate emergency access?	N/A	N/A	N/A
f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	N/A	N/A	N/A
Would the project have cumulative impacts on transportation and traffic?	Potentially significant	**MM-TRAF-1** **MM-TRAF-2** **MM-TRAF-3** **MM-TRAF-4**	Significant and unavoidable/ adverse

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-TRAF-5 **MM-TRAF-6** **MM-TRAF-7** **MM-TRAF-8** **MM-TRAF-9** **MM-TRAF-10** **MM-TRAF-11** **MM-TRAF-12** **MM-TRAF-13** **MM-TRAF-14**	
Tribal Cultural Resources			
a. Would the project create a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Public Resources Code section 5020.1(k)?			
b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	Potentially significant	**MM-TRC-1**: Prior to the issuance of any Grading Permit a project, 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. **MM-TRC-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 potential resource is archaeological in nature, appropriate management requirements shall be implemented as outlined in mitigation measure **MM-CUL-1** (see Section 3.3.6, Cultural Resources Mitigation Measures). 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. **MM-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 Gabrieleño Band of Mission Indians-Kizh Nation Tribal	Less than significant/ No adverse effects

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		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 Gabrieleño 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. **MM-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 Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño 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	

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Summary of Environmental Impacts and Mitigation Measures

Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		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. **MM-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. **MM-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). **MM-TCR-7 Kizh-Gabrieleno Procedures for burials and funerary remains**. If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the following	

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		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. **MM-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.	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		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. **MM-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.	
Would the project have cumulative impacts on tribal cultural resources?	Potentially significant	**MM-TRC-1** **MM-TRC-2** **MM-TRC-3** **MM-TRC-4** **MM-TRC-5** **MM-TRC-6** **MM-TRC-7** **MM-TRC-8** **MM-TRC-9**	Less than significant/ No adverse effects
Utilities and Service Systems			
a. Would the project result in the relocation or construction of new or expanded water, wastewater treatment, or	Potentially significant	**MM-UTIL-1** Prior to the issuance of project entitlements or grading permits, whichever comes first, for individual development or redevelopment projects under the Globemaster Corridor Specific Plan (GCSP), a utilities report shall be prepared by the Project Applicant that will identify the ability for existing utility infrastructure to	Less than significant/ No adverse effects

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		serve the project. As part of this report, the project applicant shall provide evidence to the City of Long Beach Development Services Department that that the development project has been reviewed by the applicable utility provider and that a "Will Serve" letter has been issued. The "Will Serve" letter process is necessary in order to determine whether or not sufficient capacity exists to serve each development project and if the existing utility facilities will be affected by the development project. The report shall include, but not be limited to, the following analyses: Water Infrastructure 1. The report shall analyze the existing water main conditions and estimates the project-specific water demand for future development. Any development or redevelopment project that would impact existing water facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by City of Long Beach Water Department. Stormwater/Storm Drain Infrastructure 2. A Hydrology/Hydraulics report shall be prepared that estimates the site-specific discharge rates for a future development. The hydrology and hydraulic study shall analyze the on-site and immediate off-site storm drain systems to determine capacity and integrity of the existing systems. The Project Applicant shall request the "allowable discharge rate" – which limits peak flow discharges as compared to existing conditions based on regional flood control constraints – from the Los Angeles County Department of Public Works and shall comply with such discharge rate. This report can be completed in conjunction with the Hydrology/Drainage Report required under mitigation measure	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		MM-HYD-3a. Any development or redevelopment project that would impact segments of the existing storm drain facilities within the Plan Area, for which improvements are required, shall fund upsizing of those storm drain segments as prescribed by City of Long Beach Public Works Department and Los Angeles County Flood Control District. Wastewater/Sewer Infrastructure 3. The report shall analyze the existing sewer main conditions and estimates the project-specific wastewater generation for future development. Any development or redevelopment project that would impact existing sewer facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by Los Angeles County Sanitation District and Long Beach Water Department. Electrical Infrastructure 4. The report shall analyze the existing electrical capacity and estimate the project-specific electrical demand for future development. Any development or redevelopment project that would impact existing electrical loads or require new electrical substations or facilities within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed by Southern California Edison. Natural Gas 5. The report shall analyze the existing gas pipeline capacity and estimate the project-specific natural gas demand for future development. Any development or redevelopment project that would	

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
		impact existing natural gas facilities or require new infrastructure within the Plan Area, for which improvements and/or relocation are required or have been identified, shall fund the improvements those as prescribed Long Beach Energy Resources Department. **MM-HYD-1a** (see Hydrology and Water Quality above) **MM-HYD-3a** (see Hydrology and Water Quality above)	
b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
c. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
d. Would the project generate solid waste 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?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects

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e. Would the project comply with federal, state, and local statutes and regulations related to solid waste?	N/A	N/A	N/A
Would the project have cumulative public services and/or utilities impacts?	Potentially significant	**MM-UTIL-1** **MM-HYD-1a**	Less than significant/ No adverse effects
Environmental Justice			
a. Would the project cause a disproportionately high or adverse human health, economic, social, or environmental impact on a minority population or low-income population?	No adverse effects	None	No adverse effects
Would the project have cumulative environmental justice impacts?	No adverse effects	None	No adverse effects
Energy			
a. Would the project result in wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects
b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects

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Environmental Topic	Impact Before Mitigation	Mitigation Measure(s)	Level of Significance After Mitigation
Would the project have a cumulative impact on energy?	Less than significant/ No adverse effects	None	Less than significant/ No adverse effects

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