Notice of Exemption – Backup Documentation

Date:	August 14, 2023
Project:	Hillside North Student Housing Project
To:	Melissa Soto, California State University, Long Beach
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1. Project Background

California State University, Long Beach (CSULB) is one of the largest universities in the State by enrollment and continues to grow. It often receives the most undergraduate applications of any California State University (CSU) campus and enrolls one of the largest graduate student populations across the CSU system and the state of California. Currently, there is no specific housing on the CSULB campus that is designated as affordable housing for students. However, 64 percent of the student resident population qualifies as low-income per Education Code 17200.

As the cost of living continues to increase, CSULB aims to provide affordable student housing to reduce a student's total cost of attendance and improve student retention and graduation rates. CSULB has been awarded funds from the State-adopted Higher Education Student Housing Grant Program to develop affordable housing on its campus. With the grant award serving as a catalyst, CSULB is proposing to construct new student housing on campus totaling 424 beds.

2. Project Overview

2.1. Project Description

CSULB proposes to construct three new 5-story student housing buildings totaling approximately 108,000 square feet and containing 424 beds. The buildings would be configured to maximize beds and would include a mix of approximately 237 single- and double-occupancy units. The building would include shared kitchens, study space, a multi-purpose room, and satellite offices for student-support program Counseling and Psychological Services (CAPS). Landscaped informal green space areas will be provided to maximize outdoor common areas that will be shared by campus residents. Additionally, the existing Hillside Commons Dining Hall (the dining hall) would be renovated and expanded to accommodate the additional student residents to be housed in the new buildings. The renovations include an expanded kitchen/servery area, interior dining hall, Grab-N-Go, private dining area, washrooms on the west side of the dining hall, and a new exterior dining patio on the southeast side of the dining hall. The new addition would connect to the existing dining hall, which would remain in place. A new entrance would be provided on the west side of the building. The dining hall renovations and expansion would result in approximately 1,600 net new square feet. The proposed project would be served by the existing student parking areas on the campus; therefore, no additional parking would be provided.

CSULB is seeking Leadership in Energy and Environmental Design (LEED) Silver certification for the proposed building, with several sustainable design features proposed, including photovoltaic panels, the use of reclaimed water for water closest and irrigation, and the implementation of bioretention planters to comply with low impact development (LID) requirements. Additionally, CSULB is pursuing Net Zero Energy principles for the proposed project and aims to exceed building energy code requirements by ten percent.

2.2. Project Location and Setting

The proposed project is located on the CSULB campus, which is in the eastern portion of the City of Long Beach, California. The CSULB campus encompasses 322 acres and is bounded by East Atherton Street to the north, Palo Verde Avenue to the east, East 7th Street to the south, and Bellflower Boulevard to the west.

Within the CSULB campus boundary, the project site is located in the Hillside College residential complex in the western portion of the campus, as shown in Figure 1. The Hillside College complex is bounded by Parking Lot G4 to the north, Merriam Way to the east, Beach Drive to the south, and Determination Drive to the west. The approximately 1.75-acre student housing site is located in the northeast corner of the Hillside College complex and currently contains a grass-covered passive open space area with paved walkways. The existing dining hall is located centrally within the Hillside College area, approximately 100 feet southwest of the student housing site.

2.3. Project Construction

During construction of the proposed student housing, an area of approximately 1.75 acres would be subject to ground disturbance associated with site grading and excavation. Excavation is anticipated to reach a maximum depth of approximately 6 feet below ground surface for building footings and up to 15 feet below ground surface for piles. Renovation and expansion of the dining hall would involve demolition of the existing exterior dining area, excavation and site preparation, and construction of new interior dining areas and ancillary facilities on the west side of the building. Additionally, the existing patio at the southeast corner of the building would be converted into a new exterior dining area. Construction of the proposed project would require the removal and replacement of up to 20 trees and the relocation of the existing subsurface water line within the project footprint.

A project construction staging and laydown area is proposed directly north of the project site within the existing surface parking lot. Construction of the proposed project is anticipated to take approximately 24 months to complete, commencing in June 2024 and concluding in June 2026.

The following Best Management Practices (BMPs) and previously adopted mitigation measures contained in the 2008 Campus Master Plan Update Environmental Impact Report (EIR) would be implemented during construction:

a. Air Quality: Compliance with SCAQMD Rule 403 (fugitive dust) and Rule 1113 (architectural coating)
b. Biological Resources: Pre-construction nesting bird surveys
c. Cultural Resources: Archaeological and Native American monitor during ground-disturbing activities

d. Storm Water and Erosion Control: Development and implementation of a project-specific erosion control plan and a Storm Water Pollution Prevention Plan for construction activities

e. Noise:

    1. Installation of temporary noise barriers around the project site
    2. Requiring construction contractor to use engine mufflers consistent with manufacturers' standards
    3. Requiring all equipment to be properly maintained
    4. Adherence to the City of Long Beach Municipal Code (LBMC) Section 8.80.202 related to construction hours: construction activities may only occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. on Saturday. Construction activities are prohibited on Sundays and Federal holidays.

f. Soil contamination: Soils removed from the project site will be disposed of in a California State Water Resources Control Board approved Class III lined landfill.

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Legend

- Hillside College Boundary
- Project Site
- Proposed Construction Staging Area

CSULB HILLSIDE NORTH STUDENT HOUSING PROJECT

Michael Baker INTERNATIONAL

0 100 200 Feet

Source: California State University Long Beach

Project Location Map

Figure 1

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3. CEQA Regulatory Setting

The California Environmental Quality Act (CEQA) applies to proposed projects initiated by, funded by, or requiring discretionary approvals from state or local government agencies. CEQA Guidelines apply generally to discretionary actions by agencies which may have a significant effect on the environment. However, where it can be seen with certainty that there is no possibility that an activity may have a significant effect on the environment, and if the activity meets the conditions for a Categorical Exemption, it is considered exempt from the provisions of CEQA.

Section 21084 of the Public Resources Code requires the CEQA Guidelines to include a listing of types of projects that are determined not to have a significant effect on the environment and which, therefore, are exempt from CEQA clearance. Sections 15301 through 15333 of the CEQA Guidelines describes the 33 classes of projects, also known as Categorical Exemptions. Section 15332 outlines the criteria for the exemption for in-fill development projects. As discussed in CEQA Guidelines Section 15332, a project meeting the following conditions qualifies for a Class 32 in-fill development exemption:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

c) The project site has no value as habitat for endangered, rare, or threatened species.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

e) The site can be adequately served by all required utilities and public services.

The environmental review contained in Section 4 was prepared to assess the potential for the proposed project to result in environmental effects and confirms that the proposed project qualifies for a Categorical Exemption under Class 32.

4. Environmental Review

This section includes an assessment, by issue area, of the proposed project's potential effects on the environment.

4.1. Aesthetics

The project site is located within the Hillside College residential complex and at the existing Hillside Commons Dining Hall in the western portion of the CSULB campus, which is located in an urban setting. Surrounding uses include multi-story campus buildings to the west and south, and paved surface parking lots to the north and east. The project site is located within the interior of the CSULB campus. It does not offer views of any scenic resources and views of the project site would not be considered scenic. Additionally, there are no designated scenic highways

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adjacent to or near the project site.[1] Therefore, the proposed project would not have a substantial adverse effect on a scenic vista or damage scenic resources within a scenic highway.

The proposed new student housing buildings would be developed on a site currently containing a grass-covered passive open space area with paved walkways. The new buildings would be designed to integrate with the existing buildings at the Hillside College residential complex and would comply with campus design guidelines. Additionally, proposed renovations and expansion activities would occur at the existing dining hall. Therefore, the proposed project would not affect visual character.

Additionally, the proposed project would include building and security lighting in compliance with the CSU Outdoor Lighting Design Guide and consistent with the existing lighting at the adjacent Hillside College buildings. Therefore, implementation of the proposed project would not result in substantial increases in light or glare at the project site.

4.2. Agriculture and Forestry Resources

The project site is not identified as farmland by the California Resources Agency as part of the Farmland Mapping and Monitoring Program.[2] Thus, no part of the proposed project would be located on or near Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Additionally, the project site is not developed for farming or agricultural use, and no Williamson Act Contract is applicable to the project site.[3] Furthermore, no portion of the project site is zoned for or developed as forest land or timberland as defined in Public Resources Code Section 12220(g) and Government Code Section 4526, respectively.[4] Therefore, no impact to agricultural and forestry resources would occur.

4.3. Air Quality

The project site is located within the South Coast Air Basin (Basin) and falls under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). Historically, the Basin has several recorded air quality violations and is an area where both State and Federal ambient air quality standards are exceeded. Areas that meet ambient air quality standards are classified as attainment areas, while areas that do not meet these standards are classified as nonattainment areas. The air quality in the Los Angeles County portion of the Basin does not meet the ambient air quality standards for ground-level ozone (O_3), respirable particulate matter ten microns or less in diameter (PM_{10}), and fine particulate matter 2.5 microns or less in diameter ($PM_{2.5}$) and is therefore classified as a nonattainment area for these pollutants. The SCAQMD is required, pursuant to the FCAA, to reduce emissions of the air pollutants for which the Basin is in nonattainment.

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1 California Department of Transportation (Caltrans), Scenic Highway Systems List, available at: https://dot.ca.gov/-/media/dot-media/programs/design/documents/od-county-scenic-hwys-2015-a11y.pdf, accessed November 8, 2022.

2 California Department of Conservation, Division of Land Resource Protection Farmland Mapping and Monitoring Program, California Important Farmland Finder, Search by Address, available at: https://maps.conservation.ca.gov/DLRP/CIFF/, accessed November 8, 2022.

3 California Department of Conservation, Division of Land Resource Protection. Williamson Act, Reports and Statistics, The Williamson Act Status Report 2020-2021, available at: https://www.conservation.ca.gov/dlrp/wa/Pages/stats_reports.aspx, accessed November 8, 2022.

4 California Department of Fish and Wildlife, California Forests and Timberlands Map, available at: https://wildlife.ca.gov/Conservation/Timber, accessed November 8, 2022.

In order to reduce emissions, the SCAQMD adopted the 2016 AQMP which establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving State and Federal air quality standards. The 2016 AQMP is a regional and multi-agency effort including the SCAQMD, California Air Resources Board (CARB), Southern California Association of Governments (SCAG), and U.S. Environmental Protection Agency (EPA).

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The closest sensitive receptors are the existing Hillside College student housing residence halls located to the south and west of the project site.

4.3.1 Consistency with Applicable Air Quality Plan

The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS)[5], updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The SCAQMD considers projects that are consistent with the 2016 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to have less than significant cumulative impacts along with the proposed project. Criteria for determining consistency with the 2016 AQMP are defined by the following indicators:

Criterion 1: With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

a) *Would the project result in an increase in the frequency or severity of existing air quality violations?* Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As shown in Table 1 below, localized concentrations of CO, NO_X, and particulate matter (PM_{10} and $PM_{2.5}$) would be less than significant. Therefore, the project would not result in an increase in the frequency or severity of existing air quality violations. It is noted that because VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs; due to the role VOC plays in O_3 formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established. As such, the project would not cause or contribute to localized air quality violations or delay the attainment of air quality standard or interim emissions reductions specified in the 2016 AQMP.

[5] While SCAG has recently adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020-2045 RTP/SCS), SCAQMD has not released an updated AQMP. As such, this consistency analysis is based on the 2016 AQMP and the RTP/SCS that was adopted at the time, the 2016-2040 RTP/SCS.

b) *Would the project cause or contribute to new air quality violations?* As shown in the analyses of construction emissions, operational emissions, and localized significance thresholds, the proposed project would generate emissions below the SCAQMD's thresholds for regional and localized emissions. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

c) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?* The proposed project would result in less than significant impacts with regard to regional and localized concentrations during project construction and operation. As such, the proposed project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2: With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

a) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?* Growth projections included in the 2016 AQMP form the basis for the projections of air pollutant emissions and are based on General Plan land use designations and SCAG's 2016-2040 RTP/SCS demographics forecasts. The population, housing, and employment forecasts within the 2016-2040 RTP/SCS are based on local general plans as well as input from local governments and jurisdictions, such as the City of Long Beach. While CSULB is not subject to local regulations and general plans, the SCAG 2016-2040 RTP/SCS includes population, housing, and employment forecasts for CSULB within the local jurisdictional data. The SCAQMD has incorporated these same demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment) into the 2016 AQMP.

   Based on the City of Long Beach Use District Map, the project site is designated Institutional Zone and is under the jurisdiction of California State University, Long Beach (CSULB). The project proposes a new student housing development with approximately 424 beds and the renovation and expansion of the existing dining hall. As such, the project would be consistent with the site's General Plan designations.

   Implementation of the proposed project would not generate population growth and would instead serve the existing student population and would not increase student enrollment. Given that no population or employment increase would be generated by the project, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site in the 2016-2040 RTP/SCS. Additionally, as the SCAQMD has incorporated similar population projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the population projections included in the 2016 AQMP. As such, the proposed project meets this AQMP consistency criterion.

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b) *Would the project implement all feasible air quality mitigation measures?* As shown in the analyses of construction emissions and operational emissions, the proposed project would not require mitigation and would result in less than significant air quality impacts. In addition, the project would comply with all applicable SCAQMD rules and regulations, including Rule 403 that requires excessive fugitive dust emissions controlled by regular watering or other dust prevention measures and Rule 1113 that regulates the VOC content of paint. As such, the proposed project meets this AQMP consistency criterion.

c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?* Land use planning strategies set forth in the 2016 AQMP are primarily based on the 2016-2040 RTP/SCS. The project involves development of new student housing buildings containing approximately 424 beds and the renovation and expansion of the existing dining hall. The project site is located within the boundaries of the CSULB campus and also in proximity to bus stops. As a result, the project would provide students the opportunity to use alternative forms of transportation (i.e., walking, bicycling, public transportation) and therefore reduce criteria pollutant emissions. As such, the proposed project meets this AQMP consistency criterion.

4.3.2 Air Quality Emissions

Construction

The project would include construction activities associated with site preparation, grading, building construction, paving, and architectural coating applications. Construction is anticipated to occur over approximately 24 months. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2020.4.0 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of maximum daily construction emissions has been prepared using CalEEMod. Table 1 shows the anticipated daily short-term construction emissions associated with the proposed project.

The SCAQMD's guidance on applying CalEEMod to Localized Significance Thresholds (LSTs) specifies the number of acres a particular piece of equipment would likely disturb per day. Based on default information provided by CalEEMod, the project is anticipated to disturb approximately 65 acres during the site preparation phase. The site preparation phase would take approximately 130 days in total to complete. As such, the project would actively disturb an average of approximately half (0.5) an acre per day (65 acres divided by 130 days). The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, and/or PM_{10}. Therefore, the LST thresholds for one acre was utilized for the construction LST analysis. According to SCAQMD LST Methodology, projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. As the nearest sensitive receptors adjoin the project site, the lowest available LST values for 25 meters were used. Localized construction-related emissions for NOX, CO, PM_{10}, and $PM_{2.5}$ are shown in Table 1.

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Table 1:
Estimated Construction Air Emissions

Emissions Source	Maximum Daily Emissions (pounds/day)[a]					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
REGIONAL ANALYSIS[b]						
Year 1	2.59	15.01	23.90	0.06	4.24	1.51
Year 2	8.65	23.49	40.09	0.09	5.38	2.05
Maximum Daily Emissions	**8.65**	**23.49**	**40.09**	**0.09**	**5.38**	**2.05**
SCAQMD Regional Thresholds	*75*	*100*	*550*	*150*	*150*	*55*
Regional Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
LOCALIZED ANALYSIS						
Year 1[c,d]	--	19.86	20.20	--	0.99	0.77
Year 2[e,d]	--	20.95	28.61	--	0.85	0.82
Maximum Daily Emissions	--	**20.95**	**28.61**	--	**0.99**	**0.82**
SCAQMD Localized Thresholds[f]	--	*57.0*	*585.0*	--	*4.0*	*3.0*
Localized Threshold Exceeded?	--	***No***	***No***	--	***No***	***No***

a. Emissions were calculated using CalEEMod, version 2020.4.0. Winter emissions represent the worst-case scenario.
b. Modeling assumptions include compliance with SCAQMD Rule 403 which requires the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour
c. Site-preparation, grading, and building construction phases of construction are expected to occur simultaneously during Year 1. Therefore, emissions shown here represent total on-site construction emissions during Year 1 (2024).
d. Building construction, paving, and architectural coating phases of construction are expected to occur simultaneously during Year 2. Therefore, emissions shown here represent total on-site construction emissions during Year 2 (2025).
e. Modeling assumptions include compliance with SCAQMD Rule 403 which requires the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stockpiles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour.
f. The Localized Significance Threshold Mass Rate Screening Criteria was determined using Appendix C of the SCAQMD *Final Localized Significant Threshold Methodology* guidance document for pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$. The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately one acre; therefore, the one-acre threshold was used) and Source Receptor Area 4.

Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (including demolition as well as construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from demolition, site preparation, and construction is expected to be short-term and would cease upon project completion. It should be noted that most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of PM_{10}

(particulate matter smaller than 10 microns) generated as a part of fugitive dust emissions. PM_{10} poses a serious health hazard alone or in combination with other pollutants. $PM_{2.5}$ is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture. $PM_{2.5}$ is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as NO_X and sulfur oxides (SO_X) combining with ammonia. $PM_{2.5}$ components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

Construction activities would comply with SCAQMD Rule 403, which requires that excessive fugitive dust emissions be controlled by regular watering or other dust prevention measures. Adherence to SCAQMD Rule 403 would greatly reduce PM_{10} and $PM_{2.5}$ concentrations. It should be noted that these reductions were applied in CalEEMod. As shown in Table 1, total PM_{10} and $PM_{2.5}$ emissions would not exceed the SCAQMD thresholds during construction. Thus, construction air quality impacts would be less than significant.

Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions (e.g., NO_x and CO) from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As shown in Table 1, construction equipment and worker vehicle exhaust emissions would be below the established SCAQMD thresholds. Therefore, air quality impacts from equipment and vehicle exhaust emissions would be less than significant.

ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are O_3 precursors. As required, all architectural coatings for the proposed project structures would comply with SCAQMD Regulation XI, *Rule 1113 – Architectural Coating*. Rule 1113 provides specifications on painting practices as well as regulates the ROG content of paint. As shown in Table 1, ROG emissions associated with the proposed project would be less than significant.

Total Daily Construction Emissions

In accordance with the SCAQMD Guidelines, CalEEMod was utilized to model construction emissions for ROG, NO_X, CO, SO_X, PM_{10}, and $PM_{2.5}$. As shown in Table 1, criteria pollutant emissions during construction of the proposed project would not exceed the SCAQMD significance thresholds. Thus, total construction related air emissions would be less than significant.

Operation

Long-term air quality impacts would result from project-related emissions from stationary area and energy sources. It should be noted that the proposed project is anticipated to serve the existing student population and would not result in additional student enrollment. As such,

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operation of the proposed project would not result in any mobile source emissions as it would not generate any additional trips compared to the existing conditions. Emissions associated with each source are detailed in Table 2.

Table 2:
Estimated Project-Generated Operational Emissions

Emissions Source	Maximum Daily Emissions (pounds/day)[a,b]					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Project Winter Emissions[c]						
Area Source	3.24	0.40	34.95	<0.01	0.19	0.19
Energy Source	0.16	1.33	0.56	0.01	0.11	0.11
Total Emissions	**3.40**	**1.73**	**35.51**	**0.01**	**0.30**	**0.30**
SCAQMD Regional Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***
Project Summer Emissions[c]						
Area Source	3.24	0.40	34.95	<0.01	0.19	0.19
Energy Source	0.16	1.33	0.56	0.01	0.11	0.11
Total Emissions	**3.40**	**1.73**	**35.51**	**0.01**	**0.30**	**0.30**
SCAQMD Localized Thresholds	*55*	*55*	*550*	*150*	*150*	*55*
Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***	***No***

a. Emissions were calculated using CalEEMod, version 2020.4.0.
b. Totals may be slightly off due to rounding.
c. Operation of the proposed project would not result in any mobile source emissions as it would not increase enrollment or generate any additional trips compared to the existing conditions.

Area Source Emissions

Area source emissions would be generated from consumer products, area architectural coatings, and landscaping equipment associated with the development of the proposed project. As shown in Table 2, area source emissions during both summer and winter would not exceed established SCAQMD thresholds. Impacts would be less than significant.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity usage associated with the proposed project. CSULB is pursuing Net Zero Energy for the proposed project and would exceed Title 24 standards by 10 percent, all of which has been accounted for in the operational air emissions estimates. As shown in Table 2, energy source emissions during both summer and winter would not exceed established SCAQMD thresholds. Therefore, impacts would be less than significant.

4.3.3 Sensitive Receptors

As previously discussed, the closest sensitive receptors are the existing Hillside College student housing residence halls located to the south and west of the project site. Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, ozone precursors volatile organic compounds (VOCs) and NOx affect air quality on a regional scale. Health effects

related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results. Thus, the project's less than significant increases in regional air pollution from criteria air pollutants would have nominal or negligible impacts on human health.

As such, because the proposed project would not exceed SCAQMD thresholds for construction and operational air emissions, the project would also result in a less than significant impact for air quality health impacts.

4.3.4 Objectionable Odors

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction

Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust and architectural coating. However, construction-related odors would be short-term in nature and cease upon project completion. In addition, the project would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. The project would also comply with the SCAQMD Regulation XI Rule 1113, which would minimize odor impacts from ROG emissions during architectural coating. As such, impacts to existing adjacent land uses would be short-term and less than significant during construction.

Operation

Operation of the proposed project would comply with SCAQMD Rule 402, which would prohibit any air quality discharge that would be a nuisance or pose any harm to individuals of the public. Therefore, the proposed project would not result in a significant impact related to operational odors or other nuisances.

4.4. Biological Resources

The project site is located on the CSULB campus and is completely developed with associated institutional facilities. No native vegetation is present on the project site; as such, candidate and special status species are not expected to occur. Additionally, no riparian habitat or other sensitive natural community or wetlands exist on the project site.[6] The project site does not contain any watercourse, greenbelt, or open space suitable for wildlife movement. Implementation of the proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species, or native wildlife nursery sites. There are no known sensitive biological

[6] U.S. Fish and Wildlife Service, National Wetlands Inventory Mapper, available at: https://www.fws.gov/wetlands/data/mapper.html, accessed November 11, 2022.

resources in the project vicinity, and the project site is not located within the boundaries of a Habitat Conservation Plan or Natural Community Conservation Plan.[7] As such, implementation of the proposed project would not conflict with the provisions of such plans. No impact to biological resources would occur.

4.5. Cultural Resources

There are no resources eligible for listing on the California Register of Historical Resources (CRHR) or the National Register of Historic Places (NRHP) on or adjacent to the project site. As such, no impact to historical resources would occur.

No known archaeological resources or burial sites are located within the project site and the area has been previously disturbed with development at the project site. If human remains are discovered, work in the immediate vicinity of the discovery will be suspended and the Los Angeles County Coroner contacted per existing regulations. If the remains are deemed Native American in origin, the coroner will contact the Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the proposed project site while consultation and treatment are conducted. Additionally, per the mitigation measure outlined in the 2008 Campus Master Plan Update EIR, the use of an archaeological and Native American monitor is required during all earth moving construction activities. Compliance with existing regulations would ensure impacts would be less than significant.

4.6. Energy

As previously discussed, CSULB is pursuing Net Zero Energy principles for the proposed project and aims to exceed building energy code requirements by ten percent. Additionally, CSULB is seeking LEED Silver certification for the proposed buildings, with several sustainable design features proposed, including photovoltaic panels. Therefore, the proposed project would not result in wasteful, inefficient, or unnecessary energy consumption.

4.7. Geology and Soils

A Geotechnical Engineering Evaluation Report was prepared for the proposed project to identify potential seismic and geologic hazards present at the project site and to provide geotechnical engineering recommendations for the construction of the proposed project based on site-specific geologic conditions.

The project site is located in a seismically active area, as is most of southern California. However, the project site is not located within a state-designated Alquist-Priolo Fault Hazard Zone.[8] The nearest faults to the project site include the Newport-Inglewood fault, located approximately 0.72-mile southwest, and the Los Alamitos fault, located approximately 1.5 miles north of the site.[9] However, no active faults are known to cross the project site. The proposed project would be

[7] California Department of Fish and Wildlife, Natural Community Conservation Plans, Map, available at: https://wildlife.ca.gov/Conservation/Planning/NCCP/Plans, accessed November 11, 2022.
[8] California Geological Survey, Data Viewer, Search by Location, available at: https://maps.conservation.ca.gov/geologichazards/#dataviewer, accessed November 28, 2022.
[9] California Geological Survey, Data Viewer, Search by Location, available at: https://maps.conservation.ca.gov/cgs/DataViewer/, accessed November 28, 2022.

designed and constructed in accordance with the latest version of the relevant building codes and all other applicable federal, state and local codes relative to seismic criteria. These building codes are designed to ensure safe construction. Additionally, the proposed project would adhere to the engineering recommendations in the Geotechnical Engineering Evaluation Report prepared for the project. Compliance with existing regulations and adherence to the engineering recommendations would ensure the proposed project would not result in a significant impact related to seismic hazards.

The Project site is not located in an area identified as a potential landslide hazard area or liquefaction hazard area by the state.[10] Due to proximity to a state-designated liquefaction zone, a liquefaction analysis was conducted, and it was determined that the risk of liquefaction at the project site is low.[11] As discussed, the proposed project would adhere to the engineering recommendations in the Geotechnical Engineering Evaluation Report prepared for the project. Adherence to the engineering recommendations would ensure the proposed project would not result in a significant impact related to liquefaction.

Construction of the proposed project would include ground-disturbing activities, such as grading, excavation, and landscaping. These activities could result in the potential for erosion to occur at the project site. As implementation of the proposed project would disturb more than one acre of land, the proposed project would require coverage of a General Construction Activity Permit issued by the State Water Resources Control Board under the National Pollutant Discharge Elimination System Permit Program. As such, CSULB would develop and implement an erosion control plan and a Storm Water Pollution Prevention Plan for construction activities, in compliance with permitting requirements for storm water discharges. Compliance with existing permitting regulations would ensure that the proposed project would not result in a significant impact related to erosion.

Subsidence is the lowering of surface elevation due to changes occurring underground. The proposed project would not include the extraction of any groundwater, oil, or gas from the project site. The near surface soils underlying the project site consist of sandy lean clay, which are considered to have low expansion potential.[12] The Geotechnical Engineering Evaluation Report prepared for the proposed project indicates that no additional measures for expansive soils are required. No impacts related to unstable or expansive soils would occur.

Construction and operation of the proposed project would not involve the use of septic tanks or alternative wastewater disposal systems. As such, no impact related to the use of such systems would occur.

[10] California Geological Survey, Seismic Hazard Zone Report for the Canoga Park 7.5-Minute Quadrangle, Los Angeles County, California, 1997, available at: http://gmw.conservation.ca.gov/SHP/EZRIM/Reports/SHZR/SHZR_007_Canoga_Park.pdf, accessed September 27, 2019.

[11] Twining Consulting, *Geotechnical Engineering Evaluation Report for the Hillside North Housing Project*, October 31, 2022.

[12] Twining Consulting, *Geotechnical Engineering Evaluation Report for the Hillside North Housing Project*, October 31, 2022.

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4.8. Greenhouse Gas Emissions

GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. GHGs, such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), keep the average surface temperature of the Earth close to 60-degree Fahrenheit (°F).

In addition to CO_2, CH_4, and N_2O, GHGs include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), black carbon (the most strongly light-absorbing component of particulate matter emitted from burning fuels such as coal, diesel, and biomass), and water vapor. CO_2 is the most abundant pollutant that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant but have higher global warming potential than CO_2. To account for this higher potential, emissions of other GHGs are frequently expressed in the equivalent of CO_2, denoted as CO_2e. CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential (GWP) of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

The City and CSULB have not adopted a numerical significance threshold for assessing impacts related to GHG emissions nor has the South Coast Air Quality Management District (SCAQMD), CARB, or any other State or regional agency adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed project. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating the project's impacts related to GHG emissions focuses on its consistency with Statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions. This evaluation of consistency with such plans is the sole basis for determining the significance of the project's GHG-related impacts on the environment.

Notwithstanding, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the project using recommended air quality models, as described below. The primary purpose of quantifying the project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. The estimated emissions inventory is also used to determine if there would be a reduction in the project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. However, the significance of the project's GHG emissions impacts are not based on the amount of GHG emissions resulting from the project.

4.8.1 Project-Related Greenhouse Gas Emissions

The proposed project would result in direct and indirect emissions of CO_2, N_2O, and CH_4, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions include emissions from construction activities and area sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. It should be noted that the project would not consume natural gas, however, to provide a conservative analysis this has not been accounted for in CalEEMod.

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The project proposes development of new student housing buildings with 424 beds and renovation and expansion of the existing dining hall. The amount of GHG emissions that would be attributable to the project was calculated using CalEEMod version 2020.4.0. CalEEMod relies upon trip generation rates and project specific land use data to calculate emissions. Table 3 shows the estimated CO_2, N_2O, and CH_4 emissions of the proposed project.

Table 3:
Estimated Greenhouse Gas Emissions

Emissions Source	CO_2	CH_4		N_2O		
	Metric Tons/ Year[a]	Metric Tons/ Year[a]	Metric Tons of CO_2e[a]	Metric Tons/ Year[a]	Metric Tons of CO_2e[a]	Metric Tons of CO_2e[b,c]
Direct Emissions[c]						
Construction (amortized over 30 years)	37.38	<0.01	0.10	<0.01	0.30	37.78
Area Source	7.14	0.01	0.17	0.00	0.00	7.31
Total Direct Emissions[b]	*44.52*	*0.01*	*0.27*	*<0.01*	*0.30*	*45.09*
Indirect Emissions[c]						
Energy[d]	569.57	0.03	0.75	0.01	2.50	572.73
Solid Waste	39.60	2.34	58.5	0.00	0.00	24.52
Water Demand	106.87	0.91	22.7	0.02	6.60	136.22
Total Indirect Emissions[b]	*716.04*	*3.28*	*81.95*	*0.03*	*9.10*	*733.47*
Total Project-Related Emissions[b]	***778.56 MTCO$_2$e/Year***					

a. Emissions were calculated using CalEEMod, version 2020.4.0, as recommended by SCAQMD.
b. Totals may be slightly off due to rounding.
c. Carbon dioxide equivalent values calculated using the U.S. Environmental Protection Agency, *Greenhouse Gas Equivalencies Calculator*, http://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed October 20, 2022.
d. To provide a conservative analysis, although the project would not consume natural gas, this has not been accounted for in the CalEEMod.

4.8.2 Consistency with Greenhouse Gas Plans

The GHG plan consistency analysis is based on the project's consistency with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the 2017 State Scoping Plan Update, the CSULB Climate Action and Adaptation Plan (CAAP), and the CSULB Sustainability Policy.

SCAG 2020-2045 RTP/SCS Consistency

Table 4 shows the project's consistency with the five key SCS strategies found within the 2020-2045 RTP/SCS that help the region meet its regional VMT and GHG reduction goals, as required by the State. As shown therein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

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Table 4:
Consistency with the SCAG 2020-2045 RTP/SCS

Reduction Strategy	Applicable Land Use Tools	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options		
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** Transit Priority Areas (TPAs) are defined as in the 0.5-mile radius around an existing or planned major transit stop or an existing stop along a High-Quality Transit Corridor (HQTC). A HQTC is defined as a corridor with fixed route bus service frequency of 15 minutes (or less) during peak commute hours. The project is located within an HQTC.[1] Additionally, the project site is located within 650 feet of a bus stop operated by Long Beach Transit. Further, the project site is located in an urbanized area within CSULB campus with existing sidewalks and bike paths. The project is also located within walking and biking distance of the CSULB campus area that would contribute to reduction in vehicle miles traveled and associated GHG emissions. Therefore, the project would focus growth near destinations and mobility options. The project would be consistent with this reduction strategy.
Promote Diverse Housing Choices		
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**PGA, Job Centers, HQTAs, NMA, TPAs, Livable Corridors, Green Region, Urban Greening.**	**Consistent.** The project would include an affordable student housing development with 424 beds reserved for low-income students**.** Additionally, the project would be located in an urbanized area within CSULB campus that would contribute to reduction in vehicle miles traveled and associated GHG emissions. The project would be consistent with this reduction strategy.
Leverage Technology Innovations		
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives	**HQTA, TPAs, NMA, Livable Corridors.**	**Consistent.** CSULB is seeking LEED Gold certification for the proposed buildings, with several sustainable design features proposed, including photovoltaic panels. Additionally, CSULB is pursuing Net Zero Energy for the proposed project and would exceed the energy code requirements for the buildings by ten percent. Further, the project site is located in

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such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation		an urbanized area within CSULB campus with existing sidewalks and bike paths. Therefore, the proposed project would leverage technology innovations to promote alternative modes of transportation and help the City, County, and State meet their GHG reduction goals. The project would be consistent with this reduction strategy.
Support Implementation of Sustainability Policies		
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Center Focused Placemaking, Priority Growth Areas (PGA), Job Centers, High Quality Transit Areas (HQTAs), Transit Priority Areas (TPA), Neighborhood Mobility Areas (NMAs), Livable Corridors, Spheres of Influence (SOIs), Green Region, Urban Greening.**	**Consistent.** As previously discussed, the proposed project is seeking LEED Gold certification for the proposed buildings, with several sustainable design features and promote alternative modes of transportation. Further, the project is also pursuing Net Zero Energy for the proposed project and would exceed the energy code requirements for the buildings by ten percent. Thus, the project would be consistent with this reduction strategy.
Promote a Green Region		
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity	**Green Region, Urban Greening, Greenbelts and Community Separators.**	**Consistent.** The proposed project consists of a residential development in an urbanized area and would not interfere with regional wildlife connectivity or convert agricultural land. The project would be required to comply with 2022 Title 24 standards and CALGreen Code, which would help reduce energy consumption and reduce GHG emissions. Thus, the project would support resource efficient development that reduces energy consumption and GHG emissions. The project would be consistent with this reduction strategy.

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• Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space		

Scoping Plan Consistency

The 2017 State Scoping Plan Update has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 implementation fee to fund the program. The 2017 State Scoping Plan Update identifies additional GHG reduction measures necessary to achieve the 2030 target. These measures build upon those identified in the First Update to the Scoping Plan, which was prepared in 2013. Although a number of these measures are currently established as policies and measures, some measures have not yet been formally proposed or adopted. It is expected that these measures or similar actions to reduce GHG emissions will be adopted as required to achieve Statewide GHG emissions target. Table 5 evaluates the project's consistency with applicable reduction actions and strategies by emission source category to determine how the project would be consistent with or exceed reduction actions and strategies outlined in the 2017 State Scoping Plan Update.

Table 5:
Consistency with the 2017 State Scoping Plan

Actions and Strategies	Project Consistency Analysis
SB 350	
Achieve a 50 percent Renewables Portfolio Standard (RPS) by 2030, with a doubling of energy efficiency savings by 2030.	**Consistent.** The proposed project would not be an electrical provider or would delay the goals of SB 350. Furthermore, the project would utilize electricity from Southern California Edison which would be required to comply with SB 350. In addition, the project would install solar-ready roofs. Accordingly, the project would be in compliance with SB 350.
Low Carbon Fuel Standard (LCFS)	
Increase stringency of carbon fuel standards; reduce the carbon intensity of fuels by 18 percent by 2030, which is up from 10 percent in 2020.	**Consistent.** Motor vehicles, including trucks, driven by the proposed project's residents and tenants would be required to use LCFS-compliant fuels, thus the project would be in compliance with this strategy.
Mobile Source Strategy (Cleaner Technology and Fuels Scenario)	
Maintain existing GHG standards of light and heavy-duty vehicles while adding an addition 4.2 million zero-emission vehicles (ZEVs) on the road. Increase the number of ZEV buses, delivery trucks, or other trucks.	**Consistent.** The proposed residential development would include occasional light- and heavy-duty truck uses, such as package delivery and garbage pickup. Truck uses associated with the project site would be required to comply with all CARB regulations, including the LCFS and newer engine standards. The proposed project would not conflict with the CARB's goal of adding 4.2 million zero-emission (ZEVs) on the road. Furthermore, the project would comply with the 2022 Title 24 standards and CALGreen Code. Based on this analysis, the project would not conflict with the goals of the Mobile Source Strategy.
Sustainable Freight Action Plan	

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Improve the freight system efficiency and maximize the use of near zero emission vehicles and equipment powered by renewable energy. Deploy over 100,000 zero-emission trucks and equipment by 2030.	**Consistent.** As described above, truck uses associated with the project site would be required to comply with all CARB regulations, including the LCFS and newer engine standards. Additionally, the project would comply with all future applicable regulatory standard adopted by CARB and would not conflict with CARB's goal to deploy over 100,000 zero-emission trucks and equipment by 2030.
Short-Lived Climate Pollutant (SLCP) Reduction Strategy	
Reduce the GHG emissions of methane and hydrofluorocarbons by 40 percent below the 2013 levels by 2030. Furthermore, reduce the emissions of black carbon by 50 percent below the 2013 levels by the year 2030.	**Consistent.** The project would not emit a large amount of CH_4 (methane) emissions; refer to Table 1. Furthermore, the project would comply with all CARB and SCAQMD hydrofluorocarbon regulations. The proposed project would not conflict with the SLCP reduction strategy.
SB 375 Sustainable Communities Strategies	
Increase the stringency of the 2035 GHG emission per capita reduction target for metropolitan planning organizations (MPO).	**Consistent.** As shown in Table 2, the project would be consistent with the 2020-2045 RTP/SCS and would not conflict with the goals of SB 375.
Post-2020 Cap and Trade Programs	
The Cap-and-Trade Program will reduce greenhouse gas (GHG) emissions from major sources (covered entities) by setting a firm cap on statewide GHG emissions while employing market mechanisms to cost-effectively achieve the emission-reduction goals.	**Not Applicable.** The project would not be a gross emitter of CO_2e emissions (25,000 metric tons per year), refer to Table 1, and thus would be exempt from the Cap-and-Trade Program. As such, this goal is not applicable to the project.

Consistency with CSULB CAAP and Sustainability Policy

The proposed project would be subject to CSULB CAAP and Sustainability Policy. The campus Sustainability Policy establishes sustainable principles across all areas of university operations, including facility sustainability improvements, energy and water efficiency retrofits, and incorporation of green building practices into new facility design. The proposed project would incorporate energy-efficiency, sustainability, water- and waste-efficiency, and resiliency features to achieve a Net Zero Energy Rating and seek LEED Silver status. The building envelopes would be configured with several sustainable design features including photovoltaic panels, the use of reclaimed water for water closest and irrigation, and the implementation of bioretention planters to comply with LID requirements. By complying with CAAP, the project would achieve the 2030 and 2040 climate neutrality goals by mitigating the campus carbon emissions as well as strategies for building adaptive capacity into the campus infrastructure and community. Therefore, the proposed project would be consistent with the CSULB CAAP and the CSULB Sustainability Policy.

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Conclusion

As discussed above, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs. Also, the proposed project would result in minimal construction emissions and operational GHG emissions and would not conflict with GHG reduction plans.

4.9. Hazards and Hazardous Materials

Soils sampling was conducted at the project site to determine the presence of any contaminated soils. Laboratory analytical results of samples taken from the project site found that levels of inorganic arsenic, metals, VOCs, and semi-volatile organic compounds in soils at the project site exceeded levels regulated by California Department of Toxic Substances Control guidance and California Environmental Protection Agency Maximum Contaminant Levels.[13] As such, soils excavated from the project site would be classified as restricted use and would not be reused at the site. All excavated soils would be required to be disposed of in a California State Water Resources Control Board approved Class III lined landfill. Additionally, construction activities would include the use of machinery and other equipment that may require fueling or maintenance/servicing with other petroleum-based products (e.g., grease, oil). These materials are considered hazardous and could cause temporary localized soil and water contamination. Incidents of spills or other localized contamination may occur during refueling, operation of machinery, undetected fluid leaks, or mechanical failure. All construction activities involving the transportation, usage, and disposal of hazardous materials would be subject to federal, state, and local health and safety requirements. This would include the prevention of spills or leaks related to construction equipment and vehicles. Compliance with existing regulations would ensure that impacts related to the risk of release of hazardous materials would be less than significant.

There are no hazardous materials sites listed within or near the project site. The project site is not listed in the State Water Resources Control Board GeoTracker system which includes leaking underground fuel tank sites and spills, leaks, investigations, and cleanups sites; or the Department of Toxic Substances Control EnviroStor Data Management System which includes CORTESE sites, or the Environmental Protection Agency's database of regulated facilities.[14,15]. As such, no impact related to hazardous materials sites would occur.

The project site is located approximately 2 miles southeast of the Long Beach Municipal Airport. However, the project site is not located within an airport land use plan, and neither construction nor operation of the proposed project would interfere with airport operations.

No road or lane closures are anticipated during demolition and construction activities. Additionally, access for emergency response vehicles would be required to be maintained at all times. Compliance with existing regulations would ensure that the project would not result in significant impacts related to emergency response and evacuation plans.

The project site is located in an urban, developed area surrounded by institutional uses. No wildlands occur within or near the project site. Additionally, the project site is not located within a

[13] Titan Environmental Solutions, Inc., *Limited Soil Sampling Report prepared for the California State University, Long Beach Hillside North Student Housing Project*, January 2023.
[14] California Department of Toxic Substances Control, EnviroStor Database, Search by Map Location, available at: http://www.envirostor.dtsc.ca.gov/public/, accessed December 5, 2022.
[15] U.S. Environmental Protection Agency, Envirofacts Database, available at: https://enviro.epa.gov/, accessed December 5, 2022.

Very High Fire Hazard Severity Zone.[16] As such, no impacts related to risk of wildland fires would occur.

4.10. Hydrology and Water Quality

Construction activities would expose soils at the project site to potential erosion and runoff. However, as discussed above, a Storm Water Pollution Prevention Plan and an erosion control plan would be implemented during project construction to prevent off-site polluted runoff. The proposed project would increase the area of impervious surfaces as compared to existing conditions, which could result in increased surface runoff. Under existing conditions, stormwater currently drains from the landscaped and paved areas to the existing storm drain system. The proposed project would include the implementation of bioretention planters to collect storm water flows from the site. The new storm water collection infrastructure would be installed to comply with CSULB's LID requirements. These elements would ensure that the project would not result in significant impacts related to water quality, surface runoff, erosion, siltation, and flooding.

Tsunamis, seiches, and mudflows are not considered to be potential hazards to the proposed project. Additionally, the proposed project would not deplete groundwater supplies or interfere with groundwater recharge.

4.11. Land Use and Planning

The proposed new student housing buildings would be located within the existing Hillside College residential complex on a site currently containing open space area and paved walkways. Additionally, the existing dining hall would be renovated and expanded. The proposed project would be designed to integrate into the existing Hillside College and would not disrupt the land use pattern of the surrounding community, either on- or off-campus. As such, development would not physically divide an established community.

As an entity of the CSU the CSULB campus is state-owned property and, therefore, campus development is not subject to local land use policies or regulations. Instead, campus development is required to comply with the official adopted master plan map and the design guidelines, development standards, and other development assumptions set forth in the Master Plan, as well as other official adopted CSU and campus policies governing land use. The project site is identified for development of new residential buildings with 424 beds and for dining facilities in the CSULB Campus Master Plan. As such, the proposed project would be consistent with the CSULB Campus Master Plan. The proposed project would also include sustainability features compliant with CSULB LID requirements and would be consistent with the CSULB Design Standards Manual. Therefore, the proposed project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

4.12. Mineral Resources

The project site is located on the interior of the CSULB campus and is currently zoned for and developed with institutional uses. No classified or designated mineral deposits of statewide or

[16] California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, Fire Hazard Severity Zone Viewer, Search by Location, available at: https://egis.fire.ca.gov/FHSZ/, accessed December 5, 2022.

regional significance are known to occur on the project site.[17,18] As such, no impacts to mineral resources would occur.

4.13. Noise

The standard unit of measurement for noise is the decibel (dB). The human ear is not equally sensitive to sound at all frequencies. The A-weighted scale, abbreviated dBA, reflects the normal hearing sensitivity range of the human ear. On this scale, the range of human hearing extends from approximately 3 to 140 dBA. The noise analysis discusses sound levels in terms of Equivalent Noise Level (L_{eq}). Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10 p.m. and 7 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration can be a serious concern, causing buildings to shake and rumbling sounds to be heard. In contrast to noise, vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. High levels of vibration may damage fragile buildings or interfere with equipment that is highly sensitive to vibration (e.g., electron microscopes).

4.13.1 Increases in Ambient Noise Levels

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities would occur over approximately 24 months and would include the following phases: site preparation, grading, building construction, paving, and architectural coating. This phase of construction with the potential to generate the highest noise levels is typically during the initial site preparation and grading phase. Typical noise levels generated by construction equipment are shown in Table 6. It should be noted that the noise levels identified in Table 6 are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute, such as dropping large pieces of equipment or the hydraulic movement of machinery lifts.

[17] California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, Wellfinder, available at: https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.94276/37.10257/6, accessed December 1, 2022.

[18] City of Long Beach Development Services Department, City of Long Beach General Plan Conservation Element, 1973, available at: http://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/advance/general-plan/1973-conservation-element, accessed December 1, 2022.

Table 6:
Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor[a]	L_{max} at 50 Feet (dBA)	L_{max} at 10 Feet (dBA)
Crane	16	81	95
Concrete Mixer Truck	40	79	93
Backhoe	40	78	92
Dozer	40	82	96
Excavator	40	81	95
Forklift	20	78	92
Paver	50	77	91
Roller	20	80	94
Tractor	40	84	98
Water Truck	40	80	94
Grader	40	85	99
General Industrial Equipment	50	85	99

a. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.

Construction noise levels in the project vicinity would fluctuate depending on the particular type, number, and duration of usage for the varying equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment in the receptor's vicinity. Construction generally occurs in several discrete phases, with each phase requiring different equipment with varying noise characteristics. These phases alter the characteristics of the noise environment generated on the proposed project site and in the surrounding area for the duration of the construction process.

Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. The closest sensitive receptor is the existing student housing residences located approximately 10 feet to the south and west of the project construction activities. As indicated in Table 6, typical construction noise levels would range from approximately 91 to 99 dBA at the sensitive receptors. These noise levels could intermittently occur for a few days when construction equipment is operating closest to the receptors. The remainder of the time, the construction noise levels would be much less because the equipment would be working in an area farther away from the existing sensitive uses. The project is also proposing one construction staging area located directly north of the proposed project site in the existing surface parking lot. Furthermore, the construction contractor would implement BMPs, such as installing a temporary noise barrier around the project site during construction and using engine mufflers consistent with manufacturer's standards. With implementation of BMPs, construction noise would be minimized at the nearest sensitive receptor.

The City does not have established noise standards for construction activities if the construction activities occur within the allowable hours specified by the City of Long Beach Municipal Code (LBMC). Pursuant to LBMC Section 8.80.202, construction activities may only occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, and between the hours of 9:00 a.m.

and 6:00 p.m. on Saturday. Construction activities are prohibited on Sundays and Federal holidays. Project construction activities would occur within the allowable hours specified by the LBMC, and nighttime construction would not be required. As such, impacts would be less than significant in this regard.

Operation

Off-Site Mobile Noise

The proposed new student housing buildings and renovated and expanded dining hall would serve the existing student population and would not result in an increase in student enrollment. Additionally, the proposed project would provide on-campus housing for students that currently live off-campus and commute to the campus. As such, not only is the proposed project not anticipated to increase the number of vehicle trips, providing on-campus housing for current commuters would serve to reduce vehicle trips. Therefore, as no additional vehicle trips would occur, there would be no net new increase on off-site traffic noise levels.

Stationary Noise

Stationary noise sources associated with the proposed project would include those typical of suburban areas (e.g., mechanical equipment and parking lot) and would be compatible with the adjacent residential land uses. These noise sources are typically intermittent and short in duration and would be comparable to existing sources of noise experienced at surrounding residential uses. Further, all stationary noise activities would be required to comply with the LBMC and the California Building Code requirements pertaining to noise attenuation.

Mechanical Equipment

Heating Ventilation and Air Conditioning (HVAC) units typically generate noise levels of approximately 60 dBA L_{eq} at 20 feet from the source.[19] The closest sensitive receptor to a proposed HVAC unit is the adjacent Hillside College student housing buildings and Los Alamitos Hall, located approximately 50 feet from the project site. At this distance, HVAC noise levels would attenuate to approximately 42 dBA, which is below City's exterior daytime and nighttime standards of 50 dBA and 45 dBA, respectively. Therefore, the nearest sensitive receptors would not be directly exposed to substantial noise from on-site mechanical equipment and impacts would be less than significant.

Parking Lot Noise

The proposed project would be served by the existing student parking areas on the campus and no additional parking would be provided. As such, the project would not include additional stationary noise sources from the parking lot and impacts would be less than significant.

[19] Berger, Elliott H., et al., Noise Navigator Sound Level Database with Over 1700 Measurement Values, June 26, 2015.

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4.13.2 Vibration

Construction

Construction activity can generate varying degrees of vibration, depending on the procedure and equipment. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, and to slight damage at the highest levels. In most cases, the primary concern regarding construction vibration relates to damage.

The Caltrans Transportation and Construction Vibration Manual, April 2020, identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at new residential structures of 0.5 inch-per-second (inch/second) Peak Particle Velocity (PPV). The types of construction vibration impacts include human annoyance and building damage. Annoyance is assessed based on levels of perception, with a PPV of 0.01 inch/second being considered "barely perceptible," 0.04 inch/second as "distinctly perceptible," 0.1 inch/second as "strongly perceptible," and 0.4 inch/second as "severe." Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Further, as the nearest sensitive receptors to project construction activities would be the existing Hillside College residential structures and Los Alamitos Hall, the criterion for human annoyance of 0.50 inch/second PPV is utilized. Typical vibration produced by construction equipment is shown in Table 7.

Table 7:
Typical Vibration Levels for Construction Equipment

Equipment	Vibration Level at 10 feet (inches/second)	Vibration Level at 25 feet (inches/second)
Loaded Trucks	0.208	0.076
Large Bulldozer	0.244	0.089
Small Bulldozer	0.008	0.003

Source: Caltrans *Transportation and Construction Vibration Manual*, April 2020, Table 19 Guideline Vibration Damage Potential Threshold Criteria, April 2020.

The nearest structures to the project site are located approximately 10 feet south and west from the project construction activities. As indicated in Table 7, based on the Caltrans Manual, vibration velocities from typical heavy construction equipment operation at the proposed project construction area would range from 0.008 to 0.244 inch/second PPV at 10 feet from the source of activity. Therefore, construction groundborne vibration would not exceed the structural damage criterion (0.5 inch/second PPV) and the annoyance potential of vibration from construction activities would range from "barely perceptible" to "strongly perceptible". This vibration annoyance could intermittently occur for a few days when construction equipment is operating closest to the residential structures. The remainder of the time, the construction vibration levels would be much less because the equipment would be working in an area farther away from the existing sensitive uses. As such, vibration impacts would be less than significant.

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Operation

The proposed project would not include significant sources of vibration. Mechanical equipment and vehicle trips would not generate perceptible vibration beyond the project site. Therefore, the proposed project would not result in a significant impact related to operational vibration.

4.13.3 Airport Noise

The nearest airport to the project site is the Long Beach Airport which is located approximately two miles northwest of the project site. Based on the Long Beach Airport, *Year 2004 CNEL Contours*, the proposed project is located outside of the 60 dB CNEL contours of the Long Beach Airport and is not affected by aircraft noise.[20] Therefore, no impact related to airport or airstrip noise would occur.

4.14. Population and Housing

The proposed project would develop new student housing buildings with 424 beds at the existing Hillside College residential complex and renovate and expand the existing dining hall. The proposed project would serve existing students, who currently commute to the campus, and is consistent the development identified for the project site under the CSULB Campus Master Plan. As such, the new housing development would not generate population growth, rather, it would serve the existing student population on campus. The proposed project would not increase student enrollment beyond what was planned for in the Campus Master Plan. Therefore, the project would not directly or indirectly induce substantial unplanned population growth. Furthermore, no housing currently exists on the project site, so the proposed project would not displace existing people or housing.

4.15. Public Services

The proposed project would serve the existing student population at CSULB, and would not induce population growth, either directly or indirectly. Therefore, construction and operation of the proposed project would not require the construction of new or expansion or existing police or fire protection facilities, or schools, parks, or other public facilities. No impact to public services would occur.

4.16. Recreation

The proposed project would construct new student housing buildings on a site currently containing passive open space. Additionally, the existing dining hall would be renovated and expanded. The proposed project would include landscaped informal green space areas, similar in use to what is existing at the student housing project site. As such, the proposed project would not generate the need for new or expanded recreational facilities. Additionally, as previously stated, the proposed project would not induce unplanned population growth. Therefore, the proposed project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would occur or be accelerated. No impact to recreational facilities would occur.

[20] Long Beach Airport, Year 2004 CNEL Contours, http://www.longbeach.gov/globalassets/lgb/communityinformation/noise-abatement/eir-noise-contour, 2005, accessed November 28, 2022

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4.17. Transportation

Neither construction nor operation of the proposed project would change existing roads or bicycle or transit facilities and services. Additionally, the proposed project would reroute the existing pedestrian facilities at the project site. Therefore, the proposed project would not conflict with a plan, program, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and no impact would occur.

Section 15064.3 of the CEQA Guidelines requires the significance of traffic impacts to be based on vehicle miles traveled (VMT). VMT refers to the amount and distance of automobile travel attributable to a project. The 2019 California State University Transportation Impact Study Manual (TISM) provides procedures for analyzing transportation impacts relative to VMT. The VMT assessment is intended to focus on the long-term, permanent transportation impacts related to the generation of automobile trips and the opportunities for alternative modes of transportation (public transit, walking, bicycling) associated with a development project. Due to the temporary and relatively low-level nature of traffic generated by the project's construction, VMT assessments are not relevant for construction activities.

The TISM provides examples for screening out development projects from detailed VMT analysis. Among the types of projects identified in the TISM as eligible to be screened out of VMT analysis are projects generating fewer than 110 vehicle trips per day. The project site is identified for development of new residential buildings with 424 beds and for dining facilities in the CSULB Campus Master Plan. The proposed project would serve the existing student population and would not increase student enrollment. Additionally, the proposed project would provide on-campus housing for students that currently live off-campus and must commute to the campus. As such, not only is the proposed project not anticipated to increase the number of vehicle trips, providing on-campus housing for current commuters would serve to reduce VMT. Therefore, no impact related to vehicle trips would occur.

The proposed project would not change the configuration of existing adjacent roadways. Therefore, no impact related hazards due to a design feature would occur. Additionally, as no road or lane closures would be required, and the proposed project would maintain emergency access to the site throughout project construction and operation. Therefore, no impact to emergency access would occur.

4.18. Tribal Cultural Resources

As previously discussed, there are no resources on the project site eligible for listing on the CRHR or the NRHP. Additionally, no tribal cultural resources are known to occur on the project site. Notwithstanding, if human remains are discovered, work in the immediate vicinity of the discovery will be suspended and the Los Angeles County Coroner contacted per existing regulations. If the remains are deemed Native American in origin, the coroner will contact the Native American Heritage Commission and identify a Most Likely Descendant pursuant to Public Resources Code Section 5097.98 and California Code of Regulations Section 15064.5. Work may be resumed at the landowner's discretion but will only commence after consultation and treatment have been concluded. Work may continue on other parts of the proposed project site while consultation and treatment are conducted. Additionally, per CSULB requirements, construction BMPs require the use of an archaeological and Native American monitor during ground-disturbing activities. Compliance with existing regulations would ensure no impact to tribal cultural resources would occur.

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4.19. Utilities and Service Systems

4.19.1 Construction or Relocation of Utility Infrastructure

Construction activities are anticipated to occur for approximately 24 months and would require water for activities such as dust control and electricity for equipment. However, these activities are limited and temporary, and would not consume large amounts of water or electricity, requiring the construction of new water treatment or electric facilities. Relocation of the existing water line would be required during construction. However, this relocation would occur within the project footprint as part of the proposed project. As shown in Sections 4.1 through 4.20, implementation of the proposed project, including utility line relocations, would not result in significant environmental effects.

Operation of the new student housing buildings would require water, electricity, and natural gas usage, and would generate wastewater, which would result in a net increase in utility demand and usage as compared to existing conditions at the project site. The renovation and expansion of the existing dining hall would result in slightly increased utility usage at the facilities. CSULB applies sustainable principles across all areas of university operations, including facility sustainability improvements, energy and water efficiency retrofits, and incorporation of green building practices into new facility design. As previously discussed, CSULB is seeking Leadership in Energy and Environmental Design (LEED) Silver certification for the proposed buildings, with several sustainable design features proposed, including photovoltaic panels and the use of reclaimed water for water closest and irrigation. Additionally, CSULB is pursuing Net Zero Energy principles for the proposed project and aims to exceed building energy code requirements by ten percent, in accordance with CSULB sustainability plans. Each of these features contribute to increased energy and water efficiency, which would decrease the demand for these utilities. Therefore, the proposed project would not result in significant impacts related to utility demand and usage.

Additionally, as previously discussed, the proposed project would include the implementation of bioretention planters to collect storm water. The new storm water collection infrastructure would be installed to comply with CSULB's LID requirements. Therefore, the proposed project would not result in significant impacts to stormwater drainage facilities.

4.19.2 Water Supply

Construction activities are anticipated to occur over an approximate 24-month period and would require water for activities such as dust control. However, these activities are limited and temporary, and would not consume large amounts of water. Existing water supplies would be sufficient; therefore, construction impacts would be less than significant.

Operation of the new student housing buildings and expanded dining hall would result in a net increase in water usage as compared to existing conditions at the project site. However, as previously discussed, the proposed project would incorporate sustainability features consistent with CSULB's sustainability plans, which would increase water efficiency and decrease water demand. Sufficient water supplies would be available to serve the proposed project during normal, dry, and multiple dry years. The impact to water supply would be less than significant.

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4.19.2 Solid Waste

Construction activities would not generate demolition waste. Given the nominal amount of construction waste that would potentially be generated from excavation and grading activities, construction of the proposed project would not result in a significant impact related to landfill capacity.

The proposed project would generate solid waste during operation once the new housing units are occupied. It is not anticipated that the proposed new student housing buildings or renovated and expanded dining hall would result in a substantial increase in solid waste generated at the campus. As such, the existing remaining landfill capacity would accommodate the proposed project.

The proposed project would be designed, constructed, and operated following all applicable laws, regulations, ordinances, regarding solid waste disposal. The proposed project would incorporate source reduction techniques and recycling measures and maintain a recycling program to divert waste in accordance with CSULB policies. No impact related to solid waste regulations would occur.

4.20. Wildfire

The CEQA Guidelines require analysis of wildfire risk in state responsibility areas and/or lands classified as very high fire hazard severity zones. No portion of the City of Long Beach, including the project site on the CSULB campus, is located within or near a state responsibility area, nor is it classified as a Very High Fire Hazard Severity Zone.[21] As such, no impact related to wildfire risk would occur.

5. Findings

As discussed in Section 3, CSULB intends to pursue a Class 32 Categorical Exemption for the proposed project. As stated in CEQA Guidelines Section 15332, a Class 32 Categorical Exemption requires a project to meet the following conditions:

a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

As discussed in Section 4.11, the project site is identified for development of new residential buildings with 424 beds and for dining facilities in the CSULB Campus Master Plan. The proposed project would include development of new student housing buildings with approximately 424 beds and renovation and expansion of the existing dining hall, consistent with the Master Plan. Additionally, the proposed project would include sustainability features compliant with CSULB LID requirements and would be consistent with the CSULB Design Standards Manual. Therefore, the proposed project is consistent with criterion a.

[21] California Department of Forestry and Fire Protection, Fire and Resource Assessment Program, Fire Hazard Severity Zone Viewer, Search by Location, available at: https://egis.fire.ca.gov/FHSZ/, accessed December 5, 2022.

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b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The proposed student housing project would be developed on an approximately 1.75-acre site in the northeast corner of the existing Hillside College residential complex. Additionally, the existing dining hall would be renovated and expanded by approximately 1,850 net new square feet. The project site is located in an urban environment within the boundaries of the CSULB campus in the City of Long Beach, and is surrounded by CSULB facilities. As such, the proposed project is consistent with criterion b.

c) The project site has no value as habitat for endangered, rare, or threatened species.

As discussed in Section 4.4, no native vegetation, riparian habitat, or other sensitive natural community or habitat is present on the project site that could support endangered, rare, or threatened species. Additionally, the project site does not contain any watercourse, greenbelt, or open space suitable for wildlife movement. Therefore, the proposed project is not considered to have value as habitat for special-status species. The proposed project is consistent with criterion c.

d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

As discussed above in Sections 4.17, Transportation, 4.13, Noise, and 4.3, Air Quality, the proposed project would serve the existing CSULB student population on the campus, and operation of the new student housing buildings and renovated and expanded dining hall is not anticipated to result in an increase in traffic trips, ambient noise levels, or air quality emissions. Additionally, the proposed project would include sustainable design features and aims to exceed building energy code requirements by ten percent in accordance with CSULB sustainability plans. The proposed sustainable features would increase energy and water efficiency, which would minimize air quality emissions, water usage, and wastewater generation. Furthermore, the proposed project would include the installation of new stormwater collection infrastructure to comply with CSULB's LID requirements, which would result in beneficial impacts to water quality. As shown in Section 4, no significant effects have been identified related to traffic, noise, air quality, or water quality. Therefore, the proposed project is consistent with criterion d.

e) The site can be adequately served by all required utilities and public services.

The proposed project would require relocation of an existing water line. Additionally, operation of the new student housing buildings and expanded dining hall would result in a net increase in utility demand and usage over existing conditions at the project site. However, CSULB is seeking LEED Silver certification for the proposed buildings, with several sustainable design features proposed, including photovoltaic panels, the use of reclaimed water for water closest and irrigation, and the implementation of bioretention planters to comply with LID requirements. Additionally, CSULB is pursuing Net Zero Energy principles for the proposed project and aims to exceed building energy code requirements by ten percent, in accordance with CSULB sustainability plans. The proposed sustainable features would increase energy and water efficiency, which would decrease the demand for these utilities. Additionally, as the proposed project would not induce population growth, either directly or indirectly, no increase in the demand on public services would occur. As

such, the proposed project would be adequately served by all required utilities and existing public services. Therefore, the proposed project is consistent with criterion e.

Conclusion:

As shown, the proposed project is consistent with criteria a through e under CEQA Guidelines Section 15332. As such, the proposed project qualifies for the Class 32 Urban In-Fill Categorical Exemption.

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