3.4.21 Mandatory Findings of Significance

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

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As described in Section 3.4.4, Biological Resources, construction of the PV Solar facility has the potential to affect habitat, wildlife, and plants. Mitigation measures have been provided to reduce these impacts to less-than-significant levels. Construction of the Project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. The impact on habitat and populations of fish and wildlife would be less than significant with the mitigation measures identified in Section 3.4.4.

As discussed in Section 3.4.5, Cultural Resources, no important examples of California history or prehistory are known to occur within the Project site. Given the limited amount of grading needed, and the fact that the site has been previously disturbed, the potential for impacting cultural resources is limited. Implementation of the identified mitigation measures would reduce the potential impacts to unknown cultural resources to less than significant.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

The PV solar Project would have no significant operational impact that can't be mitigated. Potential glare impacts can be mitigated to a level of insignificance using identified solar panel design measures. The solar facility operations would be monitored as part of the Hellman facility operations by the existing facility staff. The solar facility maintenance would be dispatched on an as-needed basis in response to equipment malfunction or decreased facility performance.

Most of the impacts from the project would be associated with construction and were found to be either less than significant or have no impact. All the construction impacts would be temporary in nature, lasting at most three to four months. Some of the construction impacts were found to be less than significant with mitigation incorporated (Biology Resources, Cultural Resources, Hydrology/Water Quality, Utilities/Service Systems, and Tribal Cultural Resources).

The cumulative projects identified in the Project area are the proposed Los Cerritos Wetlands Authority (LCWA) Southern Los Cerritos Wetlands Restoration Project, the City Hellman Ranch Watermain Rehabilitation Project, and a few Caltrans Project along Highway 1.

The LCWA Southern Los Cerritos Wetlands Restoration Project (Phase I) and the City waterline Project would be near the PV Solar Project and could use the same route to access their respective project sites (First Street and the access road to the Hellman Property).

Los Cerritos Wetlands Restoration Project is expected to be completed in two phases with Phase 1 expected to begin in September 2025 and to end in mid-2027. The Phase 1 restoration activities would focus on enhancing existing habitat areas in closer proximity to the existing muted tidal channel connection via the culvert connected to the San Gabriel River. Phase 2 restoration activities would expand tidal wetlands throughout the Project Area by creating a full tidal connection with the Haynes Cooling Channel (LCWA. 2023). The major construction activities associated with the Phase I Southern Los Cerritos Wetlands Restoration Project include the following:

- Raising 1st Street utilizing a box bridge system and fill;
- Reconfiguring utilities on 1st Steet, including undergrounding utilities and anchoring utilities to the box bridge;
- Removing the culverts under the existing dirt access roads and replacing the existing culverts and headwalls under 1st Street with two standard cement 12 foot boxes to create a box bridge;
- Constructing earthen berms to control flooding;
- Grading the site, including excavation to create tidal channels, which is expected to produce approximately 60,000 cubic yards of material;
- Clearing and grubbing the site to remove non-native and invasive species, including removal of approximately 100 trees; and
- Remediating soils (e.g., on-site treatment, excavation, testing and removal, or cap in place) that have been impacted by oil operations, including removal and hauling approximately 22,000 cubic yards of contaminated soils (LCWA 2025).

The anticipated construction schedule for Phase I Southern Los Cerritos Wetlands Restoration Project is as follows:

- Begin Construction: September 2025,
- Clear and Grub; Rough Grading/Earthwork in ESHA: Fall 2025 – Winter 2026,
- Rough Grading Complete: Summer 2026,
- Bridge and Road Work: Spring – Summer 2026,
- Install public amenities and trails: Spring – Fall 2026,
- Install irrigation: Fall 2026,
- Install landscaping: Fall 2026 – Winter 2027,
- Plant establishment period: Winter- Spring 2027 (3 Months), and
- Project complete: May 2027 (LCWA 2025).

Construction of the LCWA Project has the potential to impact similar resources as the proposed Project during their major grading/construction activities. Based upon the current schedule, the LCWA Project would have completed all of the major grading/construction activities by the end of summer 2026, which would be before the beginning of construction of the proposed Project, which is estimated to start in September 2026. If construction activities of both projects were to overlap, the Adolfo Lopez Drive access could be used as an alternative for accessing the site. Given that the major grading/construction activities for the LCWA Project would not overlap with construction of the proposed Project, cumulative impacts with the LCWA Wetland Restoration Project would be less than significant.

City Hellman Ranch Watermain Rehabilitation Project would involve digging about four to eight pits along the pipeline to expose the pipeline to allow for the installation of a pipeline liner. The number of pits will depend upon the manufacturer chosen to install the lining system. Figure 3-6 shows the location of this existing 18-inch watermain. The City is proposing to use a cured-in-place pipe lining (CIPP) system that involves a resin-impregnated pipe liner that is either injected into the pipe with air or water or pulled in with a winch. The liner is then cured at ambient temperature or by using hot water, steam, or UV light. The Watermain Rehabilitation Project would be expected to generate temporary traffic and air emissions during the project, which would likely take a few months to complete. It is unlikely to have biological and cultural resource impacts since most of the pipeline is within existing roads and in previously disturbed areas. The City will need to complete this project prior to the road work associated with the LCWA Project along First Street, which is expected to be complete in Summer of 2026. (The LWCA Project will raise the height of First Steet where the City has an easement for their existing 18-inch watermain). The City has indicated they anticipate the work to occur in the Fall of 2025. If for some reason the construction phases of the projects overlapped, the Adolfo Lopez Drive access could be used as an alternative for accessing the site. Given the current timing of the projects, there should be no overlap of construction, and therefore no cumulative impacts with the City Watermain Rehabilitation Project.

Caltrans has several potential projects in the vicinity of the proposed Project.

- Caltrans has a planned project to widen and upgrade the rails on the Highway 1 San Gabriel River bridge in Long Beach. The project would also add a Class II bike lane. This project is currently in the design phase and was budgeted for the 24/25 fiscal year (Caltrans 2024); However, it has not been scheduled due to pending approvals. The schedule for this work is not known.
- Caltrans plans to undertake a safety improvement project on State Route 1 (SR-1) between the Santa Ana River Bridge (PM 21.5) and Anderson Street (PM 31.1) in the City of Huntington Beach, in the

County of Orange. This is south of the proposed Project area. The project will add comprehensive Class II bike lanes in both directions along SR-1 within the stated limits. The project is expected to be completed by July of 2026, which would be before construction of the proposed Project would begin (Caltrans 2024a,b).

- Caltrans is in the process of removing and replacing the existing traffic signal systems at 20 intersections to enhance traffic signal poles, equipment and lighting between Crystal Heights Drive in Newport Beach and First Street in Seal Beach. This project began in August of 2023 and is expected to be completed October of 2025 (Caltrans 2024b).

These projects would not impact on the same area as the solar PV project, as it relates to biological and cultural resources so there would be no cumulative impacts for these issue areas. The third listed project could impact traffic flow along Highway 1 during the installation of the new traffic signals, but the solar PV project has minimal construction traffic, and as such the projects contribution to cumulative traffic would be less than significant.

Therefore, the solar PV project's contribution to cumulative impact would be less than significant with mitigation incorporated.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The PV Solar Project would not have any environmental effects which would cause substantial adverse effects on human beings. Direct and indirect impacts on human beings from Project construction and operation are addressed in Sections 3.4.3, Air Quality; 3.4.9, Hazards and Hazardous Materials; 3.4.13, Noise; and 3.4.20, Wildfire and show that the impacts are either less than significant or no impact.