

VETERANS VILLAGE SEIR
Statement of Overriding Considerations

Based upon the testimony and other evidence received, and upon studies and investigation conducted for the project, the City Council has determined that, although Project's SEIR Mitigation Measures and conditions of approval imposed on the project will provide substantial mitigation of the identified significant environmental project-level and cumulative effects pertaining to Air Quality, Operational Noise and Traffic discussed in Section 2, these environmental effects cannot be feasibly mitigated to a level of insignificance. Consequently, in accordance with CEQA Guidelines Section 15093, a Statement of Overriding Considerations has been prepared to substantiate the City Council's findings that these significant, unavoidable impacts are acceptable when balanced against the specific overriding economic, legal, social, technological and other considerations and community benefits afforded by the project.

SPECIFIC, OVERRIDING COMMUNITY BENEFITS OF THE PROJECT THAT OUTWEIGH THE SIGNIFICANT EFFECTS ON THE ENVIRONMENT

Any one or a combination of these specific community benefits would outweigh the unavoidable environmental impacts of the project.

- A. The Lynwood Transit Area Specific Plan and Specific Plan Amendment No. 2018-03 envision future development of up to 4,132 dwelling units, up to 1,225,000 square feet of commercial uses, up to 350 hotel rooms, and approximately 750,000 square feet of industrial uses that would support as many as 5,668 jobs. Considering the City of Lynwood's homeowner and rental vacancy rates, it is anticipated that these housing units would support up to 4,047 households. The 5,668 new jobs and 4,047 new households, when added to the number of jobs and households that existed in the city in 2012, would shift the job-to-housing ratio from 0.62 to 0.82 jobs per household. This improvement in the jobs-to-housing ratio would allow a higher percentage of the city's residents to work locally, thereby supporting sustainable growth by reducing the number of vehicle miles traveled between work and home. Additionally, the mix of commercial and residential uses would encourage complete neighborhoods where services are available close to where people live.
- B. The proposed land use plan, development standards and design guidelines require clustered develop patterns for residential and commercial uses near transit services. The Specific Plan and Specific Plan Amendment would ensure that mobility, accessibility, travel safety, and reliability for people and goods would be maximized. In addition, the Specific Plan and Specific Plan Amendment are designed to create sustainable, urban neighborhoods, focused on providing a blend of parks, strong businesses, and transit-oriented housing and commercial services, as well as a wide range of multi-modal transportation practices. Access and circulation improvements are based on the "Complete Streets" concept to

design the street network to accommodate all users (pedestrians, bicycles, buses, automobiles, and trucks) safely and efficiently.

The City Council has reviewed and considered the environmental information contained in the Supplemental EIR (SCH # 2015121020) and determines that it is adequate and in compliance with CEQA (Public Resources Code, Section 21000 et seq.). In compliance with Public Resources Code Section 12081 and CEQA Guidelines Section 15093, the City Council has considered the project benefits as balanced against the unavoidable adverse environmental effects and hereby determines that the overriding considerations listed in the Statement of Overriding Considerations outweigh the unavoidable adverse environmental effects; therefore, the City Council determines that the adverse environmental effects are considered acceptable.