ADDENDUM NO. 4

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN LAND USE AND URBAN DESIGN ELEMENTS PROJECT

(SCH NO: 2015051054)

FOR THE

CITY CORE REZONING PROJECT

CITY OF LONG BEACH, CALIFORNIA

July 2024

This page intentionally left blank

ADDENDUM

TO THE ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN LAND USE AND URBAN DESIGN ELEMENTS PROJECT

(SCH NO: 2015051054)

FOR THE

CITY CORE REZONING PROJECT

CITY OF LONG BEACH, CALIFORNIA

Submitted to:

City of Long Beach
411 W. Ocean Boulevard
Long Beach, California 90802

Prepared by:

LSA
3210 El Camino Real, Suite 100
Irvine, California 92602
(949) 553-0666

Project No. CLB1904.51

July 2024

This page intentionally left blank

TABLE OF CONTENTS

FIGURES

TABLES

This page intentionally left blank

LIST OF ABBREVIATIONS AND ACRONYMS

2019 Certified EIR	EIR for the General Plan Land Use Element and Urban Design Elements Project (SCH No: 2015051054)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACM	asbestos-containing material
AFH	Assessment of Fair Housing
ALUP	Airport Land Use Plan
approved project	General Plan Land Use and Urban Design Elements Project
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BMP	Best Management Practices
CAAP	Climate Action and Adaptation Plan
CAAQS	California Ambient Air Quality Standards
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen Code	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CC	Community Commercial (PlaceType)
CCA	California Coastal Act
CCC	California Coastal Commission
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City (also referred to as the "planning area")	City of Long Beach
CIWMB	California Integrated Waste Management Board
CM	Compliance Measure
CMP	Congestion Management Plan

CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CO_2e/yr/SP	carbon dioxide equivalent per year per service population
County	County of Los Angeles
DART	Downey Area Recycling and Transfer Facility
dBA	A-weighted decibels
DOC	California Department of Conservation
DT	Downtown (PlaceType)
du/ac	dwelling units per acre
EDD	California Employment Development Department
EIA	(U.S. Department of Energy) Energy Information Administration
EIR	Environmental Impact Report
ER Department	City of Long Beach Energy Resources Department
FAA	Federal Aviation Administration
FAR	floor-to-area ratio
FCN	Founding and Contemporary Neighborhood (PlaceType)
FEMA	Federal Emergency Management Agency
ft	foot/feet
g/bhp-hr	grams per brake horsepower-hour
GFA	gross square footage
GHG	greenhouse gas
GWh	gigawatt hours
HCD	California Department of Housing and Community Development
HCP	Habitat Conservation Plan
HRA	Health Risk Assessment
I	Industrial (PlaceType)
I-405	Interstate 405
I-605	Interstate 605
I-710	Interstate 710
IS	Initial Study

IS/NOP	Initial Study/Notice of Preparation
JWPCP	Joint Water Pollution Control Plant
kWh	kilowatt hour
LACSD	Los Angeles County Sanitation District
LADOT	Los Angeles Department of Transportation
LBFD	Long Beach Fire Department
LBP	lead-based paints
LBPD	Long Beach Police Department
LBPL	Long Beach Public Library
LBT	Long Beach Transit
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LCP	Local Coastal Program
LID	Low Impact Development
LOS	level of service
LSTs	Localized Significance Thresholds
LUE	(General Plan) Land Use Element
MATES	Multiple Air Toxics Exposure Study
Metro	Los Angeles County Metropolitan Transportation Authority
MFR-L	Multi-Family Residential-Low (PlaceType)
MFR-M	Multi-Family Residential-Moderate (PlaceType)
mgd	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
MMT	million metric tons
MND	Mitigated Negative Declaration
mpg	miles per gallon
MRF	Materials Recovery Facility
MT	metric tons
MT CO_2e/yr	metric tons of carbon dioxide equivalent per year

MT CO_2e/yr/SP	metric tons of carbon dioxide equivalent per year per service population
MU	Mixed Use
MU-1-A	Mixed Use-1 A Series
MU-1-B	Mixed Use-1 B Series
MWD	Metropolitan Water District of Southern California
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Communities Conservation Plan
NI	Neo-Industrial (PlaceType)
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NO_X	nitrogen oxide
NPDES	National Pollution Discharge Elimination System
NSC-L	Neighborhood-Serving Center or Corridor – Low (PlaceType)
NSC-M	Neighborhood-Serving Center or Corridor - Moderate (PlaceType)
O_3	ozone
OCTA	Orange County Transportation Authority
OEHHA	State Office of Environmental Health Hazard Assessment
OS	Open Space (PlaceType)
PCBs	polychlorinated biphenyls
PCH	Pacific Coast Highway (also known as State Route 1)
PDF	Project Design Feature
PEIR	Program Environmental Impact Report
PGWIN	Pacific Gateway Workforce Innovation Network
PM	particulate matter
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PMP	(Port of Long Beach) Port Master Plan
proposed project	City Core Rezoning Project
RCP	Regional Comprehensive Plan
RHNA	Regional Housing Needs Assessment

RMU	Residential Mixed-Use
RSF	Regional-Serving Facility (PlaceType)
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SEASP	Southeast Area Specific Plan
SERRF	Southeast Resource Recovery Facility
sf	square foot/feet
SIP	State Implementation Plan
SoCalGas	Southern California Gas Company
SO_2	oxides of sulfur
SP	service population
SR-1	State Route 1 (also known as Pacific Coast Highway or PCH)
SR-22	State Route 22
SR-47	State Route 47
SR-91	State Route 91
SR-103	State Route 103
SRE	(General Plan) Scenic Routes Element
State	State of California
SUSMP	Standard Urban Storm Water Mitigation Plan
SWPPP	Storm Water Pollution Prevention Plan
TACs	toxic air contaminants
T-BACTs	best available control technologies for toxics
TIA	Traffic Impact Analysis
TOD-L	Transit-Oriented Development-Low (PlaceType)
TOD-M	Transit-Oriented Development-Moderate (PlaceType)
UDE	(General Plan) Urban Design Element

UPLAN	Uptown Planning Land Use and Neighborhood Strategy
USEPA	United States Environmental Protection Agency
USFWS	United State Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
v/c	volume-to-capacity
VHFHSZ	very high fire hazard severity zones
VMT	vehicle miles traveled
VOC	volatile organic compounds
WF	Waterfront (PlaceType)
WQMP	Water Quality Management Plan
WRP	(Long Beach) Water Reclamation Plant
WSA	Water Supply Assessment

1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE

The purpose of this document is to provide an Addendum to an existing Environmental Impact Report for the implementation of the City of Long Beach (City) City Core rezone, as described in detail below.

In December 2019, the City Council approved the General Plan Land Use and Urban Design Elements Project (approved project) and proposed an update to the City's General Plan intended to guide growth and future development through the horizon year 2040. As part of the approved project, the City Council adopted an updated General Plan Land Use Element (LUE), and, consistent with State of California (State) law, is currently undertaking a phased program to rezone properties throughout the City in order to be consistent with the updated LUE. The updated General Plan LUE established 14 primary PlaceTypes that divide the City into distinct neighborhoods. The City has since begun to implement this Zone Change Program to ensure that the Zoning Code complies with and does not conflict with or impede the adopted General Plan LUE.

The City initiated and approved the first rezoning project of the Zone Change Program in 2020, which established 12 new zoning districts to be placed in a new Title 22 of the City's Municipal Code. This project rezoned select properties within the North Long Beach area and was referred to as Phase I of the Uptown Planning Land Use and Neighborhood Strategy (UPLAN). As a first phase, the City adopted new zones which implemented and corresponded with the Neighborhood Serving Corridor-Moderate (NSC-M), Neighborhood Serving Corridor-Low (NSC-L), and Community Commercial (CC) PlaceTypes and rezoned select properties within the North Long Beach area to these new zones.

The proposed project involves the zoning for the Long Beach City Core Planning Area to continue the implementation of the LUE adopted in 2019, as well as the 6th Cycle General Plan Housing Element, which was adopted by the City Council and certified by the State in 2022. The City Core Planning Area is bounded by 10th Street, Pacific Coast Highway, Magnolia Avenue, and Ximeno Avenue. The proposed project would adopt 4 new zones to foster and support multi-modal mixed-use corridors and implement the following 4 LUE PlaceTypes that occur in the City Core project area: Neighborhood Servicing Centers and Corridors – Moderate (NSC-M), Multiple Family Residential – Low and Moderate (MFR-M and MFR-L), and Transit-Oriented Development–Low (TOD-L). The 4 new zones to be adopted are described in greater detail in Chapter 2.0, Project Description.

This rezoning program is consistent with State law, which provides that a city must update its zoning ordinance to be consistent with its updated general plan within "a reasonable time" (see California Government Code Section 65860). In the City of Long Beach, it is not feasible to rezone every parcel at one time due to the size of the City, the variety of contexts, and the need to engage the public in the process. To address these complexities with the proposed rezones, the City is implementing the new PlaceTypes and Zoning Districts in phases. Therefore, the City will do so based on the PlaceTypes established in the updated LUE. By establishing the new zones Citywide, it is anticipated that individual property owners may seek to rezone their properties to one of the new zones in the

interim time before the City concludes its Citywide rezoning program. In such circumstances, any request for a zone change by private application would be required to be rezoned to a corresponding zone of that PlaceType in order to be consistent with the LUE. A request for a zone change to a zone that does not correspond to the subject PlaceType would require a General Plan Amendment, which would require its own environmental review to determine whether the project would have any environmental impacts beyond those analyzed by the Certified Program Environmental Impact Report (PEIR) for the LUE. Projects requesting a zone change to a zone that corresponds to the subject PlaceType would be consistent with the LUE and would generally be within the scope of the analysis of the PEIR and may or may not require additional environmental review on a case-by-case basis consistent with *State CEQA Guidelines*.

Title 22 was established to facilitate a substantial update to the City's Zoning Code. The proposed project is a part of the City's plan to fully transition from Title 21, which is the currently established zoning chapter within the City's Municipal Code, to Title 22, which will eventually regulate zoning throughout the City. During the transition period, all regulations contained within Title 22 apply to zones established in Title 22. In the case of a regulation not specified in Title 22, the Municipal Code will refer back to Title 21. Since the scope of the proposed project involves establishing zoning for land uses already analyzed under the approved project, any impacts would be similar to or less than those impacts previously covered by the 2019 Certified EIR and associated Addendums. Additional environmental analysis and review is required under the California Environmental Quality Act (CEQA). However, the proposed project implements the approved project and consequently does not require major revisions of the 2019 Certified EIR nor does it result in new significant environmental effects, and preparation of an Addendum should therefore be the appropriate CEQA documentation.

The City's review of the proposed project is limited to examining environmental effects associated with differences between the proposed project and the approved project reviewed in the 2019 Certified EIR, and subsequent addendums. Pursuant to CEQA and the *State CEQA Guidelines*, the City has prepared this Addendum No. 4 to provide decision-makers with a factual basis for evaluating the specific environmental impacts associated with the proposed project and to determine whether there are changes in circumstances or new information of substantial importance that would require preparation of a subsequent or supplemental EIR.

According to Section 21166 of CEQA and Section 15162 of the *State CEQA Guidelines*, a subsequent EIR is not required for the proposed changes unless the City determines on the basis of substantial evidence that one or more of the following conditions are met:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

    a. The project will have one or more significant effects not discussed in the previous EIR;

    b. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

    c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

    d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The General Plan Land Use and Urban Design Elements Project EIR remains valid and is the certified CEQA document for future planning actions associated with implementation of the General Plan LUE and General Plan Urban Design Element (UDE). As such, the 2019 Certified EIR along with this Addendum (No. 4), will be used to determine whether the proposed project falls within the scope analyzed in the 2019 Certified EIR.

This Addendum reviews changes to the project and to existing conditions that have occurred since the 2019 Certified EIR was approved and compares environmental effects of the proposed project with those analyzed and previously disclosed under the approved project. This Addendum also considers new information of substantial importance that was not known and could not have been known with exercise of reasonable diligence at the time the 2019 EIR was certified and evaluates whether there are new or more severe significant environmental effects associated with changes in circumstances under which project development is being undertaken. It further examines whether, as a result of any changes or any new information, a subsequent or supplemental EIR may be required. This examination includes an analysis of provisions of Section 21166 of CEQA and Section 15162 of the *State CEQA Guidelines* and their applicability to the project.

Section 15164 of the *State CEQA Guidelines* states that an Addendum to an EIR shall be prepared "if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." Thus, if none of the above conditions are met, the City may not require preparation of a subsequent or supplemental EIR. Rather, the City can decide that no further environmental documentation is necessary or can require that an Addendum be prepared.

Based upon review of the facts as presented in the analysis contained in this document, the City finds that an Addendum to the previous 2019 Certified EIR is the appropriate documentation to comply with CEQA. The rationale and the facts for this finding are provided in the body of this Addendum.

1.2 EVALUATION OF ENVIRONMENTAL IMPACTS

1.2.1 Approved Project and 2019 Certified EIR

1.2.1.1 EIR Process

Consistent with Section 15063 of the *State CEQA Guidelines*, an Initial Study (LSA 2015) was prepared for the approved project. The analysis contained in the Initial Study (IS) found that the approved project may have a significant effect on the environment unless mitigation is included to lessen or avoid the environmental effects of the project. The City staff determined that a Program EIR was the appropriate environmental document to be prepared for the approved project (refer to Section 1.2.1.2, Type of EIR, below, for more information regarding the decision to prepare a Program EIR). The City, as the Lead Agency, originally prepared the IS and issued a Notice of Preparation (NOP) for an EIR for the original project on May 18, 2015, which was distributed via the State Clearinghouse (SCH). The SCH issued a project number for the EIR (SCH No. 2015051054). The primary purpose of preparing the IS was to scope the environmental analysis and evaluate potential environmental impacts that may result from project approval. The IS was also used to scope out environmental issues that were determined to be "less than significant" or "no impact," including agricultural resources, biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, and wildfire. In accordance with the *State CEQA Guidelines,* Section 15082, the NOP was circulated to responsible agencies and individuals for a period of 30 days, during which time written comments were solicited pertaining to environmental issues and topics that the EIR should evaluate.

Preparation of the EIR for the approved project began in June 2015 to fully evaluate the potential adverse environmental impacts that could result from the project. The Draft EIR was circulated for public review for an extended period of 78 days (33 days longer than the required 45-day public review period), from September 1, 2016, to November 18, 2016.

Due to extensive public input provided to the City in the form of written comments on the Draft EIR, oral testimony at public hearings and community meetings, and direction from the City Council to revise the PlaceTypes Maps in the LUE, the City subsequently revised the project in March 2018. The project changes were determined to constitute potentially significant new information, thereby requiring recirculation of the Draft EIR pursuant to *State CEQA Guidelines*, Section 15088.5. Changes to the project were made in response to public input received on the originally proposed project. As such, a Recirculated Draft EIR was prepared to evaluate environmental impacts that could result from implementation of the project. The Recirculated Draft EIR was circulated for public review for an extended period of 60 days (15 days longer than the required 45-day public review period), from June 18, 2019, to August 16, 2019. The Recirculated Draft EIR found that implementation of the project would result in significant and unavoidable adverse impacts related to air quality, global climate change, noise, and transportation. With the exception of air quality, global climate change, noise, and transportation impacts, all other potentially significant impacts were effectively mitigated to a less than significant level. The City Council certified the Recirculated Draft EIR in December 2019, adopted the Mitigation Monitoring and Reporting Program (MMRP), and approved the project.

1.2.1.2 Type of EIR

The 2019 Certified EIR serves as a Program EIR pursuant to the *State CEQA Guidelines*, Section 15168.

The use of a Program EIR provides an occasion for a more exhaustive consideration of effects and alternatives than otherwise would be practical under a Project EIR. However, subsequent activities occurring as a result of program/project approval and certification of a Program EIR must be further evaluated in light of the Program EIR to determine whether or not an additional environmental document must be prepared. If an agency finds that no new effects could occur and that no new mitigation would be required, then the agency can determine that subsequent activities are covered under the Program EIR, and no further environmental documentation would be required. Conversely, an agency may determine that future projects could require the preparation of a new IS, Mitigated Negative Declaration (MND), or new EIR. If new environmental documentation is required, a Program EIR can be used to focus the scope of the subsequent environmental document (*State CEQA Guidelines,* Section 15168).

The approved project included the adoption of the LUE and UDE, which are intended to guide future development patterns and the aesthetic character of the City through the implementation of goals, policies, and implementation strategies.

Subsequent activities associated with implementation of the approved project that would require approval of a discretionary action (e.g., Tentative Tract Maps) would require a project-specific analysis of environmental impacts associated with implementing those maps, plans, and approvals. When reviewing future projects, the City would utilize the tiering provisions in CEQA to determine whether, in the light of project-specific circumstances, the 2019 Certified EIR prepared for the approved project would still provide an adequate description of the broad effects of future projects as they are considered. Although environmental impacts of future individual projects occurring as a result of project approval would be analyzed under and compared against the analysis set forth in the 2019 Certified EIR, a site-specific analysis is required under CEQA. For example, a new EIR may be required for future specific development plans.

1.2.2 Proposed Project and Addendum

This Addendum compares anticipated environmental effects of the proposed project with those disclosed in the 2019 Certified EIR to review whether any conditions set forth in Section 15162 of the *State CEQA Guidelines* requiring preparation of a subsequent or supplemental EIR are met. Potential environmental effects of the proposed project are addressed for each of the following areas, which were included in the 2019 Certified EIR:

- Aesthetics
- Air Quality
- Global Climate Change
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation/Traffic
- Utilities and Service Systems
- Energy

The City had determined in the IS/NOP prepared for the approved project that the following issues would have less than significant or no impacts and would therefore not be addressed: agricultural resources, biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, and wildfire. These impacts are discussed briefly in the IS that was prepared for the approved project and is included as Appendix A to the 2019 Certified EIR, as well as in Section 3.1, Impacts Identified in the 2019 Certified EIR, in this Addendum. The proposed project does not necessitate a change in these determinations as the existing site conditions and nature of the project have not substantially changed from those identified for the 2019 Certified EIR. Therefore, these effects, which were found to have less than significant impacts or no impacts, are not addressed further in this Addendum.

1.3 PREVIOUS PROJECT APPROVALS

In December 2019, the City certified the General Plan Land Use and Urban Design Elements Project EIR and approved the project, including the following actions:

- Certification of the EIR
- Adoption of an MMRP
- Adoption of Findings of Fact
- Approval to replace the 1989 LUE with the new LUE
- Approval to replace the 1975 Scenic Resources Element (SRE) with the new UDE
- Approval of Addendum No. 1 UPLAN Phase 1
- Approval of Addendum No. 2 Housing Element Implementation
- Approval of Addendum No. 3 UPLAN Phase II and West Long Beach Rezoning Project

Additionally, the approved project requires future amendments to the Local Coastal Program (LCP) at the time individual applications for development within the City's Coastal Zone are proposed. The new LUE would also require a future amendment to update the City's Zoning Code and rezonings to update the City's Zoning Map to make it consistent with the updated LUE General Plan PlaceType map and to resolve potential zoning inconsistencies resulting from adoption of the PlaceTypes. The proposed project plans to establish four new zones to bring the LUE General Plan PlaceTypes Map and the City's Zoning Code into consistency and to resolve any such potential inconsistencies. The first rezoning proposed was approved in 2020 and included the establishment of 12 zones to implement three PlaceTypes that were adopted as part of the LUE/UDE map in the approved project.

1.4 FINDINGS OF THIS ADDENDUM

The City is the Lead Agency for the proposed project. The City has determined that analyses of project environmental effects are best provided through use of an Addendum and that none of the conditions set forth in Public Resources Code (PRC) Section 21166 or Section 15162 of the *State CEQA Guidelines* requiring preparation of a subsequent or supplemental EIR have been met.

1. There are no substantial changes to the project that would require major revisions of the 2019 Certified EIR due to new significant environmental effects or a substantial increase in severity of impacts identified in the 2019 Certified EIR;

2. Substantial changes have not occurred in the circumstances under which the project is being undertaken that will require major revisions to the 2019 Certified EIR to disclose new significant environmental effects or that would result in a substantial increase in severity of impacts identified in the 2019 Certified EIR; and

3. There is no new information of substantial importance that was not known at the time the 2019 Certified EIR was certified, indicating any of the following:

   - The project will have one or more new significant effects not discussed in the 2019 Certified EIR;
   - There are impacts determined to be significant in the 2019 Certified EIR that would be substantially more severe;
   - There are additional mitigation measures or alternatives to the project that would substantially reduce one or more significant effects identified in the 2019 Certified EIR; and
   - There are additional mitigation measures or alternatives rejected by the project proponent that are considerably different from those analyzed in the 2019 Certified EIR that would substantially reduce a significant impact identified in that EIR.

The complete evaluation of potential environmental effects of the project, including rationale and facts supporting the City's findings, is contained in Chapter 3.0 of this Addendum.

1.5 FORMAT OF ADDENDUM

This Addendum has been organized into three chapters, as described in the sections below.

1.5.1 Chapter 1.0: Introduction

Chapter 1.0 includes a description of the purpose and scope of the Addendum, previous environmental documentation, project approvals, findings of the Addendum, and existing documents to be incorporated by reference.

1.5.2 Chapter 2.0: Project Description

Chapter 2.0 describes the planning area, the necessary City discretionary actions to implement the proposed project, and an overview of the proposed project.

1.5.3 Chapter 3.0: Comparative Evaluation of Environmental Impacts

Chapter 3.0 contains the environmental analyses of the proposed project's impacts compared to the impacts of the approved project analyzed in the 2019 Certified EIR. This comparative analysis has been undertaken pursuant to the provisions of CEQA to provide the City of Long Beach decision-makers with a factual basis for determining whether the proposed project, changes in circumstances, or new information since the 2019 EIR was certified, require additional environmental review or preparation of a subsequent or supplemental EIR. Chapter 3.0 also contains findings for each environmental topic to determine whether conditions set forth in Public

Resources Code Section 21166 or Section 15162 of the *State CEQA Guidelines* requiring preparation of a subsequent or supplemental EIR have been met.

1.6 EXISTING DOCUMENTS TO BE INCORPORATED BY REFERENCE

As permitted in Section 15150 of the *State CEQA Guidelines*, this Addendum references several technical studies, analyses, and reports. Information from the documents that have been incorporated by reference has been briefly summarized in the appropriate section(s) of this Addendum. Documents incorporated by reference are available for review at the City of Long Beach Development Services, Planning Bureau, located at 411 W. Ocean Boulevard, Long Beach, CA 90802. Contact Alejandro Sanchez-Lopez at (562) 570-6553 for additional information.

Documents incorporated by reference include, but are not limited to, the following:

- City of Long Beach; Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, October 2019;
- Addendum No. 1 to the Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, November 2020;
- Addendum No. 2 to the Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, February 2022;
- Addendum No. 3 to the Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, May 2023;
- City of Long Beach; General Plan, as amended; and
- City of Long Beach Municipal Code.

1.7 CONTACT PERSONS

The Lead Agency for the Addendum for the proposed project is the City of Long Beach. Questions regarding preparation of this Addendum, its assumptions, or its conclusions should be referred to the following:

Alejandro Sánchez-López, Advance Planning Officer
City of Long Beach Community Development, Planning Bureau
411 W. Ocean Boulevard
Long Beach, CA 90802
Phone: (562) 570-6553
Email: Alejandro.Sanchez-Lopez@longbeach.gov

2.0 PROJECT DESCRIPTION

2.1 BACKGROUND

The City of Long Beach (City) is proposing to establish Title 22 in the City's Municipal Code, to facilitate a substantial update to the City's Zoning Regulations (proposed project). The intention of the proposed project is to fully transition from title 21 (Zoning) to Title 22 (Zoning) for area outside of the Coastal Zone. The establishment of Title 22 represents a continuation of the City's program to implement the updated General Plan Land Use Element PlaceTypes and to systematically rezone properties within the City consistent with the updated LUE.

The General Plan Land Use and Urban Design Elements Project (approved project) proposed an update to the City's General Plan intended to guide growth and future development through the horizon year 2040. The approved project included the approval of both the General Plan Land Use and Urban Design Elements, which replaced the previous 1989 Land Use Element (LUE) and 1975 Scenic Routes Element (SRE), respectively. The City, as Lead Agency, prepared a Recirculated Program Environmental Impact Report (EIR)[1] for the approved project in 2019. Implementation of the LUE/UDE is centered on developing and adopting a new set of zones to implement the policy direction of the LUE/UDE in order to guide Long Beach to a more sustainable future, improve mobility choices, expand transit access, improve air quality, reduce greenhouse gas emissions, and accommodate growth projections, in accordance with State law.

The EIR found that implementation of the project would result in significant and unavoidable adverse impacts related to air quality, global climate change, noise, and transportation. With the exception of air quality, global climate change, noise, and transportation impacts, all other potentially significant impacts were determined to be less than significant or effectively mitigated to a less than significant level. The City Council certified the EIR in December 2019, adopted the Mitigation Monitoring and Reporting Program (MMRP), and approved the project. Additionally, the Approved Project requires future amendments to the City's Zoning Code and Local Coastal Program (LCP) to make them consistent with the updated LUE General Plan PlaceType map and to resolve potential zoning inconsistencies resulting from adoption of the PlaceTypes.

Addendum No. 1 to the 2019 EIR was prepared in May 2020 to establish 12 zones that implement three of the LUE PlaceTypes and to rezone select properties in North Long Beach (referred to as the North Long Beach Major Corridor Rezoning Project) and was the first such rezoning to bring the LUE General Plan PlaceTypes Map and the City's Zoning Code into consistency and to resolve any such potential inconsistencies. The City approved Addendum No. 1 in November 2020 and adopted Title 22 to implement the zoning update in December 2020.

The City approved Addendum No. 2 for the updated General Plan Housing Element on February 8, 2022.

[1] Prior to the Recirculated Draft EIR, a Draft EIR was prepared and circulated from September 1, 2016, to November 18, 2016.

The City approved Addendum No. 3 for the previously adopted General Plan Land Use Element and Urban Design Element on May 2, 2023.

The proposed project, Addendum No. 4 City Core, characteristics are described in more detail below in Section 2.3, Proposed Project. Subsequent to this batch of map changes, the City will continue to apply these new zones to other appropriate areas as contemplated by the LUE and will also continue to develop additional zones as necessary to implement the LUE as identified in Project Design Feature (PDF) 4.4.1 of the 2019 Certified EIR.

2.2 APPROVED PROJECTS

2.2.1 Planning Area and Setting

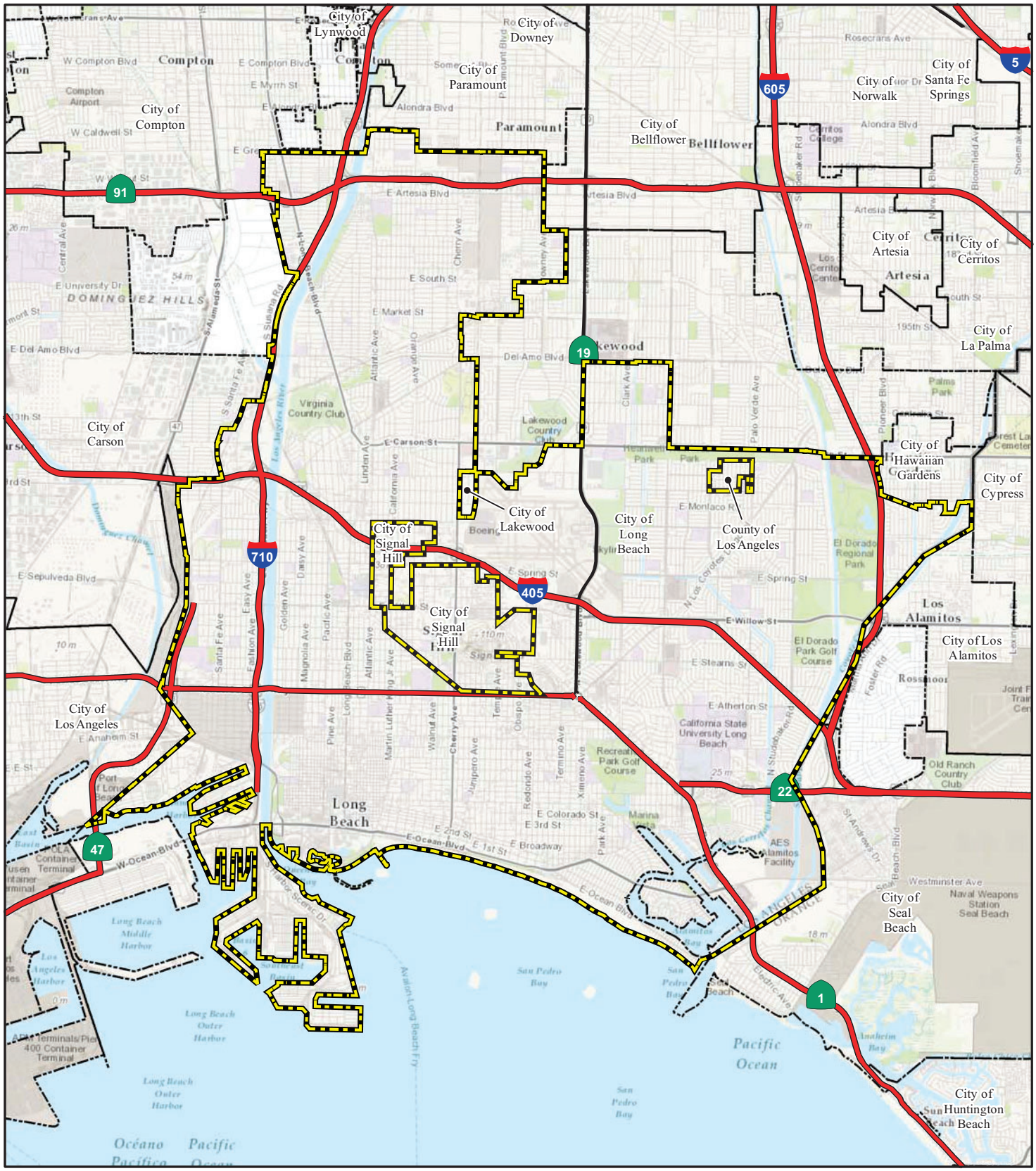
The City of Long Beach is located in the southern portion of the County of Los Angeles. The City (also referred to as the "planning area") includes the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County (County), California. Refer to Figure 2.1, Citywide Municipal Code Amendment Project Area, which shows the planning area and the regional project location. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower, and the unincorporated community of Rancho Dominguez; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the unincorporated community of Rossmoor. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

Regional access to the City is provided by Interstate 710 (I-710, which traverses the western portion of the City from north to south), Interstate 405 (I-405, which traverses the central portion of the City from northwest to southeast), State Route 91 (SR-91, which traverses the northernmost portion of the City from west to east), State Routes 103 and 47 (SR-103 and SR-47, respectively, which traverse the western border of the City from north to south), and State Route 1 (SR-1, which traverses the central portion of the City from west to east), commonly referred to as Pacific Coast Highway (PCH or SR-1). In addition, Interstate 605 and State Route 22 (I-605 and SR-22, respectively, and located northeast and east of the City) provide access to the eastern portion of the City.

In addition, a variety of transit routes maintained by the Metropolitan Transportation Authority (Metro), Long Beach Transit, and the Orange County Transportation Authority (OCTA) provide both regional and local access to and within the City. A variety of bicycle lanes and paths serve the City, including regional connections along PCH, the San Gabriel River pathway, and the Los Angeles River pathway.

2.2.2 Approved Project Characteristics

The approved project, as analyzed in the 2019 Certified EIR, provided for an update to the City's existing General Plan and is intended to guide growth and future development through the horizon year 2040. The approved project included the approval of both the General Plan Land Use and Urban Design Elements, which replaced the previous 1989 LUE and the 1975 SRE, respectively.



LSA

FIGURE 2.1

SOURCE: Bing Maps (c. 2008); ESRI (2008)

I:\CLB1904.45\G\Planning Area.cdr (3/8/2023)

City Core Rezoning Project

Citywide Municipal Code Amendment Project Area

This page intentionally left blank

Overall, the LUE allows for a greater mix of land uses throughout the City through the establishment of PlaceTypes in place of standard parcel-by-parcel land use designations. The PlaceTypes allow for greater flexibility and a mix of compatible land uses to create more complete communities comprised of residential neighborhoods, employment centers, and open space areas. The LUE also accommodates new business opportunities, expands job growth, revitalizes corridors, enhances existing neighborhoods, creates a smarter city, protects the environment, and encourages sustainable planning practices and development. The UDE defines the physical aspects of the urban environment and facilitates implementation of the PlaceTypes established in the LUE through design objectives and guidelines. The intent of the UDE includes creating attractive and vibrant places; ensuring appropriate scale and massing for the neighborhood context based on PlaceTypes; improving the urban fabric and public spaces; and defining edges, thoroughfares, and corridors.

The following discussion summarizes the key components of each of the General Plan Elements included as part of the approved project.

2.2.2.1 Land Use Element

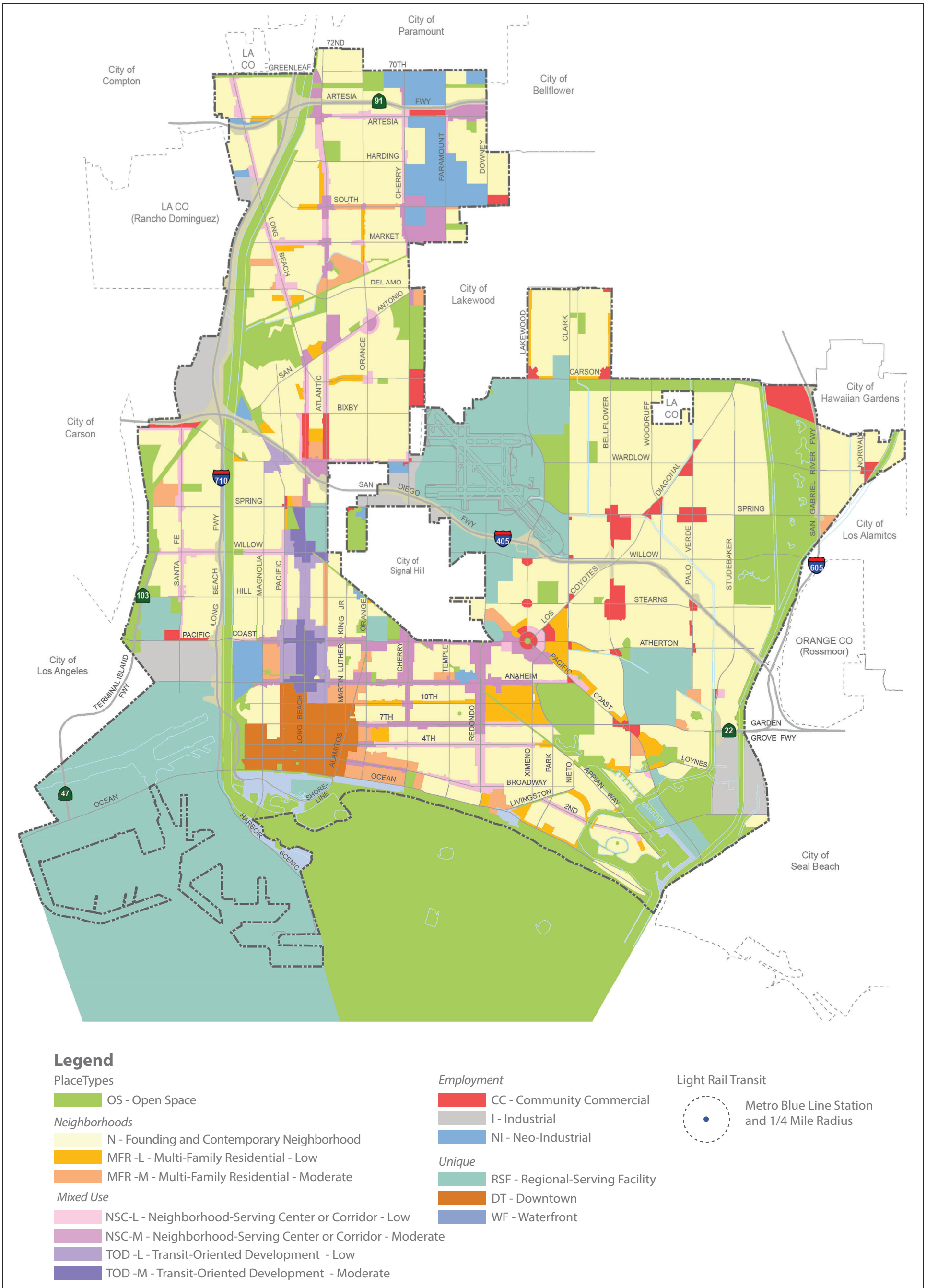
At the heart of the City's General Plan is the LUE, which serves as a roadmap directing the long-term physical development of the City. As required by Section 65302 of the California Government Code, the LUE is one of the primary required elements of a community's General Plan. The emphasis of the LUE is on the desired use of land within a community, including future development in the City.

The LUE included as part of the approved project replaced the previously existing 1989 General Plan LUE. As determined in the 2019 Certified EIR, the LUE requires updates to the City's Zoning Code to bring it into consistency and to resolve several specific inconsistencies. As described in Section 2.2.2.3, Project Design Feature, later in this chapter, the approved project includes a Project Design Feature requiring that the City implement a Zone Change Program designed to resolve any zone change inconsistencies within 5 years of project approval.

The LUE divides the City into nine distinct Community Plan Areas, comprised of the following: (1) North Long Beach; (2) Bixby Knolls; (3) Westside and Wrigley; (4) Eastside; (5) Central; (6) Traffic Circle; (7) Downtown; (8) Midshore; and (9) Southeast. While there are over 70 neighborhoods identified by residents of the City, the community plan areas are defined by strong physical boundaries such as freeways, rivers, city boundaries, and railroad tracks. For each Community Plan Area, the LUE provides a description of its geographic context, outlines issues and needs unique to the area, and establishes neighborhood-specific land use strategies.

The LUE introduces the concept of "PlaceTypes," which replaced the prior approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. Each PlaceType is defined by unique land use, form, and character-defining goals, policies, and implementation strategies tailored specifically to the particular application of that PlaceType within the City. The 14 PlaceTypes are illustrated on Figure 2.2, General Plan LUE PlaceTypes Map (Approved Project), and are described in further detail below.

This page intentionally left blank



Legend

PlaceTypes

OS - Open Space

Neighborhoods

N - Founding and Contemporary Neighborhood

MFR -L - Multi-Family Residential - Low

MFR -M - Multi-Family Residential - Moderate

Mixed Use

NSC-L - Neighborhood-Serving Center or Corridor - Low

NSC-M - Neighborhood-Serving Center or Corridor - Moderate

TOD -L - Transit-Oriented Development - Low

TOD -M - Transit-Oriented Development - Moderate

Employment

CC - Community Commercial

I - Industrial

NI - Neo-Industrial

Unique

RSF - Regional-Serving Facility

DT - Downtown

WF - Waterfront

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

FIGURE 2.2

LSA

N

0 .5 1
MILE

SOURCE: Long Beach General Plan Land Use Element, December 2019

City Core Rezoning Project

General Plan LUE PlaceTypes Map

I:\CLB1904.45\G\Placetypes Map.cdr (3/8/2023)

This page intentionally left blank

1. **Open Space.** The Open Space (OS) PlaceType aims to promote and conserve the emotional and physical health of the City's residents through the provision of natural environments, which include recreational open space; scenic, natural, or cultural features; and utilities and/or infrastructure with environmentally sensitive resources. Allowable uses within this PlaceType include parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons, and limited commercial recreation uses that support existing programs and facilities. The intent of this PlaceType is to preserve land and water areas that are undeveloped for use as passive/active recreational uses, conservation purposes, historic or scenic purposes, or visual relief from areas characterized by urban development. The maximum height of support structures allowed under this PlaceType is two stories.

2. **Founding and Contemporary Neighborhood.** The Founding and Contemporary Neighborhood (FCN) PlaceType represents the City's low-density residential neighborhoods, from older streetcar urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing (Contemporary Neighborhoods), which are predominantly characterized by single-family uses separated by large commercial centers. The purpose of this PlaceType is to preserve older urban neighborhoods and historic districts within the City that contain a mix of land uses and housing types, while simultaneously promoting new infill development (in the form of residential single- and multi-family uses and neighborhood-serving commercial uses) that would provide flexibility for residents to reinvest and adapt their homes to meet changing lifestyles and long-term maintenance needs. As such, this PlaceType creates transition areas within the City between single-family neighborhoods, neighborhood edges, and key intersections. This PlaceType also encourages neighborhood enhancements aimed at increasing mobility (e.g., bikeway and pedestrian connections), visual improvements (e.g., façade improvements), and sustainability improvements (e.g., transit improvements to reduce vehicular emissions). Allowable uses within this PlaceType include single-family low-density housing and neighborhood-serving commercial uses. The maximum density, intensity, and height allowed under this PlaceType are 7 to 18 dwelling units per acre (du/ac), a 0.25 to 0.50 floor-to-area ratio (FAR), and typically two stories (with a three-story allowance on the Peninsula due to sea level rise projections), respectively.

3–4. **Multi-Family Residential—Low and Moderate.** The Multi-Family Residential (MFR-L and MFR-M) PlaceTypes aim to provide a variety of housing options (i.e., condominium duplex, triplex, and garden apartment uses) adjacent to neighborhood-serving commercial uses to meet the range of lifestyles of the City's community members. These PlaceTypes are dispersed throughout the City and are intended to be utilized as a buffer use between less intense and more intense residential neighborhoods. The Multi-Family Residential PlaceTypes also are intended to be pedestrian-oriented and are located predominantly in areas with bus and light rail services. The maximum density, intensity, and height allowed under the MFR-L PlaceType are as follows: up to 29 du/ac based on lot size, a 0.25 to 0.50 FAR, and up to four stories, respectively. The maximum density, intensity, and height allowed under the MFR-M PlaceType are as follows: up to 62 du/ac based on lot size, a 0.50 to 0.75 FAR, and up to six stories, respectively.

5–6. **Neighborhood-Serving Centers and Corridors—Low and Moderate.** Commercial corridors and centers are located throughout the City. As such, the Neighborhood-Serving Centers and Corridors (NSC-L and NSC-M) PlaceTypes aim to locate low- to moderate- intensity mixed-uses (i.e., residential/retail) in and near these areas in an effort to provide goods and services near housing. The intention of these PlaceTypes is to strengthen the identity of those neighborhoods surrounding commercial corridors and centers, to enhance pedestrian and bicycle connections, and to provide community gathering places. Allowable uses within these PlaceTypes include low- and moderate- intensity residential and commercial uses. The maximum density, intensity, and height allowed under the NSC-L PlaceType are as follows: up to 44 du/ac based on lot size, a 0.50 to 1.00 FAR, and four stories, respectively. The maximum density, intensity, and height allowed under the NSC-M PlaceType are as follows: up to 54 du/ac based on lot size, a 1.00 to 1.50 FAR, and up to seven stories, respectively.

7–8. **Transit-Oriented Development – Low and Moderate.** The City is currently served by bus, shuttle, and other transit services. In particular, the Metro Blue Line light rail has a significant presence along Long Beach Boulevard and the City's Downtown area. As such, the Transit-Oriented Development (TOD-L and TOD-M) PlaceTypes aim to provide multi-family residential uses near areas adjacent to the Metro Blue Line in an effort to establish regional transit connections and promote transit use in the City. The Transit-Oriented PlaceTypes also encourage the continuation of mixed-uses (residential and community-serving commercial uses) at a higher intensity to promote a pedestrian-friendly, active streetscape. Although these PlaceTypes have specifically been concentrated near Metro Blue Line stations, this PlaceType is also applicable to areas containing future transit systems in the City. Allowable uses within this PlaceType include moderate urban density apartment and condominium uses and moderate-intensity commercial uses. The maximum intensity and height allowed under the TOD-L PlaceType is a 1.50 to 3.00 FAR and five stories (consistent with the Midtown Specific Plan). The maximum intensity and height allowed under the TOD-M PlaceType is a 2.00 to 4.00 FAR and ten stories.

9. **Community Commercial.** Although the aforementioned PlaceTypes emphasize the City's transition to allow for more mixed-uses, the City is also aware of the community's need for auto-oriented goods and services. As such, the Community Commercial (CC) PlaceType emphasizes this need by allowing for auto-oriented commercial development along primary arterials in the City, with residential uses strictly prohibited. Allowable uses within this PlaceType include commercial uses that serve community-based needs for goods and services. The maximum intensity and height allowed under the CC PlaceType is a 2.00 to 4.00 FAR and seven stories.

10. **Industrial.** The Industrial (I) PlaceType allows for light industrial research parks, warehousing or storage activities, industrial manufacturing, and machining operations in areas generally separated from residential uses. The intention of this PlaceType is to preserve and protect industrial lands in the City and generally discourage the conversion of these lands to non-industrial uses. Allowable uses within this PlaceType include research and development activities, storage, industrial, and manufacturing activities, tank farms, and oil-drilling activities. Non-industrial uses, with the exception of on-site caretaker units and commercial

accessory units required to serve the Industrial PlaceType, are strictly prohibited within this PlaceType. The maximum height allowed under Industrial PlaceType is 65 feet (ft).

11. **Neo-Industrial.** The Neo-Industrial (NI) PlaceType encourages light industrial activities, particularly those related to innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, and information industries. As permitted by the LUE, office uses may comprise 50 percent of the uses within this PlaceType. It should be noted that limited retail and live/work uses that support the Neo-Industrial uses are also allowed within this PlaceType. It is the intent of the City that by establishing this PlaceType, innovative and small incubator businesses would co-locate and form symbiotic relationships with other small businesses in the area. Allowable uses within this PlaceType include light industrial, clean manufacturing, offices, commercial uses to support business endeavors, and repurposed buildings with live/work artist studios. The Neo-Industrial PlaceType is generally located in areas above Market Street in North Long Beach, the Zaferia area on Anaheim Street and Obispo Avenue, and the Magnolia Industrial Group area located between Anaheim Street and PCH west of Magnolia Avenue. The maximum density, intensity, and height allowed under the Neo-Industrial PlaceType is up to 36 du/ac, a 0.50 to 1.00 FAR, and 65 ft, respectively.

12. **Regional-Serving Facility.** Due to its size and location between the City of Los Angeles and the County of Orange, the City of Long Beach is home to a variety of regional-serving facilities that serve the sub-region and region. Primary examples of these facilities include, but are not limited to, the following: medical centers; the Port of Long Beach; Long Beach City College; the Long Beach Airport; California State University Long Beach; the Department of Motor Vehicles; the City's Health Department; and Ability First (provides programs for children and adults with disabilities or special needs). Allowable uses within this Regional-Serving Facility (RSF) PlaceType include medical centers, higher education campuses, port services, airport uses, regional destination retail centers (i.e., Douglas Park) and recreation uses, public facilities, and the Southeast Area Specific Plan (SEASP) area.

    The SEASP area, which is comprised of approximately 1,500 acres and largely consists of residential, commercial, industrial, wetland, and open space, is targeted as an area with new opportunities for pedestrian-oriented development and the revitalization of the Los Cerritos Wetlands. The City adopted the SEASP in 2017 as part of its effort to encourage responsible growth while balancing resource preservation in this area of southeast Long Beach.

    Existing regional-serving facilities in the City generally consist of large properties that are generally disjointed from other regional-serving facilities within the City. As such, the Regional-Serving Facility PlaceType is intended to increase connectivity between these facilities to foster their growth and economic vitality. The height limitations vary by the facility proposed for the Regional-Serving PlaceType designation. For example, the height limitations in areas near the Long Beach Airport are lower than in other areas due to height standards established by the Federal Aviation Administration (FAA).

13. **Downtown.** The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to

several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area; therefore, the establishment of the Downtown PlaceType in the LUE supports the current Downtown Plan to ensure high-quality development in this area. Specifically, the Downtown Plan, as well as the LUE, calls for a mix of land uses and housing types, emphasizing the placement of shops, restaurants, and cafes on the ground floor of these uses within the Downtown area. The height limitations for this PlaceType designation are set forth in the existing 2012 Downtown Plan.

14. **Waterfront.** The Waterfront (WF) PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType encourages high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific). The Belmont Pier and Pool Complex area is specifically targeted as an area with significant opportunities for improvements that would revitalize this area and improve recreational opportunities for residents and visitors to the City utilizing the Belmont Pool Complex. The Waterfront PlaceTypes should be characterized by mixed-uses, and because of the location of this PlaceType adjacent to waterways, the LUE calls for pedestrian-oriented development to decrease environmental impacts and the creation of recreation uses to allow visitors to access waterways within the Waterfront PlaceType. In addition, future development within both the Waterfront PlaceType and the California Coastal Zone would be subject to the goals, policies, and strategies established in the updated LUE and would be required to comply with the City's LCP, which regulates land use in areas within this Zone. The height limitations for this PlaceType designation vary by area. For example, the LUE allows for heights of 240 ft and over in waterfront areas near the City's Downtown area, whereas heights are limited to two-to-three stories in waterfront areas further east along the City's coastline.

Table 2.A, PlaceType Densities, Intensities and Heights, summarizes the residential densities, non-residential intensities, and maximum building heights allowed within the PlaceTypes. The allowable heights for each PlaceType are also illustrated in Figure 2.3, General Plan LUE Height Map (Approved Project).

2.2.2.2 Urban Design Element

The UDE replaced the existing SRE upon approval by the City Council in December 2019. The decision to include a UDE in the City's General Plan grew from the City's stated need to provide an urban framework that addresses the varying aesthetic characteristics associated with the historic districts, traditional neighborhoods, auto-oriented commercial centers, urbanized centers, and corridors located throughout the City. As the City continues to evolve, the UDE seeks to shape the urban environment by preserving the character of existing neighborhoods that define the City's unique physical and aesthetic character while allowing for the continued evolution and improvement of the City in areas targeted for new development.

Table 2.A: PlaceType Densities, Intensities, and Heights

PlaceType	Residential Density (du/acre)	Non-Residential Intensity (FAR)[1]	Height
Open Space	N/A	See Open Space and Recreation Element of the General Plan	2 stories
Founding and Contemporary Neighborhood[2]	7–18	0.25 to 0.50	2 stories (varies by area)[2]
Multi-Family Residential:			
Low	Up to 29 du/ac based on lot size	0.25 to 0.50	4 stories
Moderate	Up to 62 du/ac based on lot size	0.50 to 0.75	6 stories
Neighborhood-Serving Centers and Corridors:			
Low	Up to 44 du/ac based on lot size	0.50 to 1.00	4 stories
Moderate	Up to 54 du/ac based on lot size	1.00 to 1.50	7 stories
Transit-Oriented Development:			
Low	N/A	1.50 to 3.00	5 stories
Moderate	N/A	2.00 to 4.00	10 stories
Community Commercial	N/A	2.00 to 4.00	7 stories
Industrial	N/A	N/A	65 ft
Neo-Industrial	Up to 36 du/ac based on lot size	0.50 to 1.00	65 ft
Regional-Serving Facility	N/A	N/A	Refer to Figure 2.3, General Plan LUE Height Map (Approved Project)
Downtown (See Downtown Plan)	Regulated through FAR and height	Regulated through FAR and height	See Downtown Plan
Waterfront	Vary by area; see descriptions	See descriptions (vary by area)	Refer to Figure 2.3, General Plan LUE Height Map (Approved Project) (varies by area)

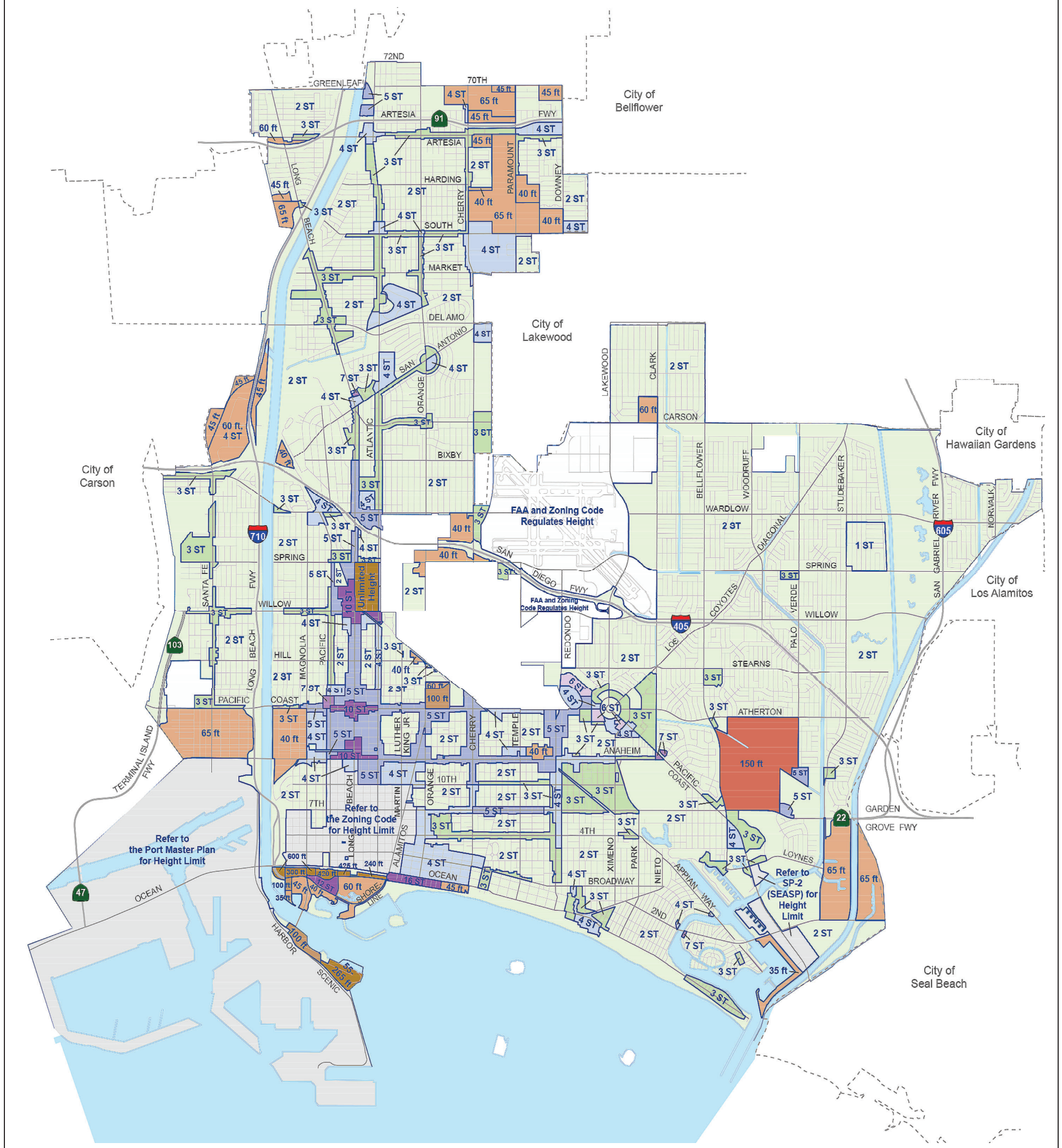
Source: Long Beach General Plan Land Use Element (December 2019).

[1] FAR refers to the floor area of all principal and accessory buildings on a site as a ratio of the total size of the land on which it is developed.

[2] Height may be increased to 3 stories consistent with the existing land use pattern. See Figure 2.3 (General Plan LUE Height Map [Approved Project]) for maximum height.

du/ac = dwelling unit per acre
du/lot = dwelling unit per lot
FAR = floor-to-area ratio
ft = foot/feet
N/A = not applicable

This page intentionally left blank



Legend

Maximum Building Heights

- 2 Stories
- 3 Stories
- 4 Stories
- 5 Stories
- 6 Stories
- 7 Stories
- 10-16 Stories
- 35 - 75 Feet
- 80 - 100 Feet
- 135 - 150 Feet
- 240 Feet and Over

Please refer to height number for maximum building height

Building Height Boundary

40 FT / 4 ST — Building Height (Feet and/or Stories)

FIGURE 2.3

LSA

N

0 .5 1
MILE

SOURCE: Long Beach General Plan Land Use Element, December 2019

City Core Rezoning Project
General Plan LUE Height Map

I:\CLB1904.45\G\PlaceType Height Limititations.cdr (3/8/2023)

This page intentionally left blank

The UDE defines the physical aspects of the urban environment. Specifically, the UDE enhances the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors. The creation of edges, thoroughfares, and corridors would define the larger commercial and business centers of the City while also integrating pedestrian amenities that provide transitions into adjacent PlaceTypes. It is the City's intention that creating great places and public spaces that would provide gathering opportunities for community members to meet and provide a space for spontaneous activities to occur. By improving the urban fabric, the City would allow for new development that would complement the existing historical development while serving as a unique and distinctive feature of the City.

In addition to creating great places, urban fabric, public spaces, defining edges, thoroughfares, and corridors, the City is utilizing the UDE to foster healthy, sustainable neighborhoods; promote compact and connected development; minimize and fill in gaps in the urban fabric of existing neighborhoods; improve the cohesion between buildings, roadways, public spaces, and people; and improve the economic vitality of the City.

2.2.2.3 Project Design Feature

The following Project Design Feature is a specific component of the approved project that was incorporated to reduce potential environmental effects. Because the approved project is a programmatic policy document, the Project Design Feature is also a programmatic program. This Project Design Feature is a part of the project design and does not constitute a mitigation measure. However, it was included in the 2019 Certified EIR to reduce potential land use inconsistencies associated with the approved project.

Project Design Feature 4.4.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Zoning Code, the project shall implement a Zone Change Program and Local Coastal Program (LCP) update to ensure that changes facilitated by the adopted Land Use Element (LUE) are consistent with the Zoning Code and LCP. The Zone Change Program and LCP update shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- **Year 1:** Within the first 12 months following project approval, all Land Use Element/Zoning Code/LCP inconsistencies shall be identified and mapped. The City shall evaluate these inconsistencies and prioritize areas needing intervention.
- **Year 2:** Following the identification and mapping of any zoning and LCP inconsistencies, the City shall, within 24 months following project approval, begin processing zone changes, zone text amendments, and LCP updates in batches,

as required to ensure that the Zoning Code and LCP are consistent with the adopted LUE.

- **Year 3:** The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a comprehensive Zoning Code and LCP update, to better reflect the PlaceTypes identified in the adopted LUE.
- **Year 5:** All zoning and LCP inconsistencies shall be resolved through mapping and text amendments by the end of the fifth year following project approval. The City shall also submit the updated LCP to the California Coastal Commission (CCC) for consideration and approval by the end of the fifth year following project approval.

2.2.2.4 2019 Certified EIR

The Environmental Analysis (Chapter 4.0) of the 2019 Certified EIR found that implementation of the approved project would result in significant and unavoidable adverse impacts related to air quality, global climate change, noise, and transportation. With the exception of these topics, all other potentially significant impacts were determined to be less than significant or effectively mitigated to a less than significant level. The City adopted a Statement of Overriding Considerations, pursuant to Section 15093 of the *State CEQA Guidelines,* in order to consider the benefits of the approved project against the unavoidable adverse environmental effects.

The 2019 Certified EIR remains the valid CEQA documentation for future planning actions in the planning area and is used to determine whether future development falls within the size and type of uses analyzed in the 2019 Certified EIR.

2.2.2.5 Addendum No. 1 UPLAN Phase I

Addendum No. 1 included Phase I of the Uptown Planning Land Use and Neighborhood Strategy (UPLAN). The UPLAN has been a collaborative effort between the City and the North Long Beach community to establish a new vision, with land use and transportation strategies to guide future development in the North Long Beach Community Plan Area. UPLAN intends to bring together and consolidate past planning and visioning efforts for North Long Beach. UPLAN is broken into multiple phases.

UPLAN Phase I included the adoption of 12 new zones to implement three PlaceTypes that were adopted as part of the LUE/UDE map in the approved project, six of which (the "A-series" zones) were applied to the Atlantic Avenue and Artesia Boulevard Corridors north of Del Amo Boulevard within the City. Additionally, Addendum No. 1 involved establishing Title 22 in the City's Municipal Code. Title 22 was established in order to facilitate a substantial update to the City's Zoning Code through the establishment of new zones that can better implement the LUE/UDE. The intention was to fully transition from Title 21, which was previously the Zoning chapter in the City's Municipal Code, to Title 22, which will eventually regulate zoning throughout the City. During the transition

period, all regulations contained within Title 22 will apply to zones established in Title 22. In the case of a regulation not specified in Title 22, the Municipal Code will refer back to Title 21.

2.2.2.6 Addendum No. 2 Housing Element Update

Addendum No. 2 to the EIR for the General Plan Land Use Element and Urban Design Elements Project (2019 Certified EIR) evaluated environmental impacts associated with the General Plan Housing Element Update, amendments to the Long Beach Zoning Code (Titles 21 and 22) and rezoning of specific properties identified in the Housing Element. The Housing Element was developed based off the LUE goals, policies, and strategies and provides a more detailed roadmap for creating sufficient capacity for needed housing in the City, including through rezoning of properties on the Housing Element Site Inventory in alignment with the adopted LUE. The updates to the Housing Element and rezoning of specific properties did not result in any physical improvements but rather were planning actions intended to comply with State law and identify a plan to meet the housing needs of the City.

Addendum No. 2 to the 2019 Certified EIR was programmatic and did not analyze project-level development. In addition, the adopted Housing Element update was designed to facilitate a smaller but similar number of future housing units (the Regional Housing Needs Assessment [RHNA] allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. Therefore, impacts resulting from Addendum No. 2 would be similar to those impacts previously covered by the 2019 Certified EIR and Addendum No. 1

2.2.2.7 Addendum No. 3 UPLAN Phase II and West Long Beach Rezoning Project

Addendum No. 3 included Phase II of the Uptown Planning Land Use and Neighborhood Strategy (UPLAN) and the West Long Beach Rezoning Project. This addendum included the adoption of five new zones and one established zone (MU-1-A) for a total of six zones and the application of these six zones to select properties within North Long Beach and portions of West Long Beach.

UPLAN Phase II involved the adoption of four new zones to implement three PlaceTypes that were adopted as part of the LUE/UDE map in the approved project. Additionally, Addendum No. 3 involved amendments to Title 22 in the City's Municipal Code to establish land use permissions applicable to these four new zones.

Additionally, West Long Beach Rezoning effort, also a part of Addendum No. 3, resulted in the creation of one new zone, Mixed Use-1 B Series (MU-1-B), within Title 22 of the City's Municipal Code. The West Long Beach Rezoning Project applied zone Mixed Use-1 A Series (MU-1-A) and MU-1-B by rezoning select properties. The previously adopted UPLAN Phase I created and codified MU-1-A zone in Title 22. As part of this action, the City adopted one new zone and applied two zones, to implement the NSC-L PlaceType that was adopted as part of the LUE/UDE map in the approved project. Zone MU-1-A (the "A-series" zone) was applied along Willow Street and Santa Fe Avenue, outside of major intersections and included additional incentives for banks/financial services and pharmacies.

Zone MU-1-B (the new "B-series" zone) was applied at select major street intersections on Santa Fe Avenue. Zone MU-1-B, provides specific development standards that implement the policy direction

of the LUE/UDE within the maximum intensities contemplated in the plan, as summarized above (see "Approved Project"). Additionally, Addendum No. 3 involved amendments to Title 22 in the City's Municipal Code to codify Zone MU-1-B. Although the zone being established in Title 22 will at first only be applied to the major corridors within West Long Beach, the zoning regulations are anticipated to be applied to other areas throughout the City that were approved for the same PlaceTypes (NSC-L and NSC-M).

2.3 PROPOSED PROJECT

The City is located in the southern portion of the County of Los Angeles. The City (also referred to as the "planning area") includes the entire 50 square miles within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in Los Angeles County, California. The City is bordered on the west by the Cities of Carson and Los Angeles (including Wilmington and the Port of Los Angeles); on the north by the Cities of Compton, Paramount, and Bellflower, and the unincorporated community of Rancho Dominguez; and on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach, and the unincorporated community of Rossmoor. The Pacific Ocean borders the southern portion of the City, and as such, portions of the City are located within the California Coastal Zone.

The proposed project includes the rezoning of the Long Beach City Core Planning Area. As described below, the proposed project would establish 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 that occur in the City Core project area bounded by 10th Street and Pacific Coast Highway, Magnolia Avenue, and Ximeno Avenue.

2.3.1 City Core Rezoning

The City Core Rezoning Project (proposed project) is an implementation action of the approved project, in order to continue enacting Project Design Feature PDF 4.4.1 to eliminate inconsistencies between the adopted LUE/UDE and the City's Zoning Code. This proposed project is comprised of 4 new zones that implement 4 of the LUE/UDE PlaceTypes: Neighborhood Servicing Centers and Corridors – Moderate (NSC-M), Multiple Family Residential – Low and Moderate (MFR-M and MFR-L), and Transit-Oriented Development – Low (TOD-L). As part of this action, the City will adopt the following 4 new zones to implement the 4 PlaceTypes that were adopted as part of the LUE/UDE map in the approved project:

1. Residential Mixed Use 4 A-Series (RMU4-A)
2. Mixed Use 3 A-Series (MU-3-A)
3. Multi-Family Residential – Low (MFR-L)
4. Multi-Family Residential – Moderate (MFR-M)

The 4 zones provide specific land use regulations and development standards that implement the policy direction of the LUE/UDE within the maximum intensities contemplated in the plan, as summarized above (see "Approved Project").

By establishing the new zones Citywide, it is anticipated that individual property owners may seek to rezone their properties to one of the new zones in the interim time before the City concludes its Citywide rezoning program. In such circumstances, any request for a zone change by private

application would be required to be rezoned to a corresponding zone of that PlaceType in order to be consistent with the LUE. A request for a zone change to a zone that does not correspond to the subject PlaceType would require a General Plan Amendment, which would require its own environmental review to determine whether the project would have any environmental impacts beyond those analyzed by the Certified Program EIR (PEIR) for the LUE.

2.3.1.1 Proposed Zones

The City Core Rezoning would include the creation or application of 4 zones within Title 22 of the City's Municipal Code for the City Core Planning Area. The following 2 zones are proposed with the intent to foster and support multi-modal mixed-use corridors that provide daily needs, goods, and services in walkable proximity to established residential neighborhoods.

- **Residential Mixed-Use 4 A-Series (RMU4-A)** zones are residentially focused and permit higher density residential uses in areas where multi-family housing is currently the dominant use. These zones permit intensification of existing residential areas to increase housing opportunities and introduce neighborhood-serving, non-residential uses in proximity to residents.

- **Mixed-Use 3 A Series (MU-3-A)** zones provide for the highest intensity neighborhood activity centers in proximity to bus routes and multi-modal corridors. These zones permit horizontal and vertical mixed-use scaled for the highest intensity uses that benefit from transit proximity and pedestrian activity.

The following multi-family zones are proposed with the intent to provide highly desirable housing options for a range of needs and encourage a wide variety of multi-family housing products.

- **Multi-Family Residential – Low (MFR-L)** zones allow for a variety of lower-density residential configurations with very limited small neighborhood-serving non-residential uses along residential corridors.

- **Multi-Family Residential – Moderate (MFR-M)** zones are residential zones that encourage moderate density infill development and limited small neighborhood-serving non-residential uses along residential corridors.

The proposed zoning designations discussed above are specifically developed to implement the LUE/UDE PlaceType designations through detailed land use regulations, development standards, and incentives to encourage community benefits. The proposed zones are consistent with and implement the standards identified in the General Plan LUE for the particular PlaceType and Height limitations provided by the LUE PlaceType and Height Maps (refer to Figures 2.2 and 2.3).

The RMU4-A and MU-3-A zones are proposed to implement the NSC-M and TOD-L PlaceTypes and the MFR-L and MFR-M zones are proposed to implement the MFR-L and MFR-M PlaceTypes, respectively.

2.3.1.2 Permitted Uses

Amendments to Title 22 propose to establish land use permissions applicable to the proposed zones identified above. The proposed use permissions would be applicable to all existing and new uses, structures, and activities within the identified zone.

Permitted Uses in Mixed Use (RMU/MU) Zones. Table 2.B, Permitted Uses in Mixed Use (RMU/MU) Zones, shows the permitted uses that would be allowable in the RMU4-A and MU-3-A zones. Figure 2.4, City Core Rezoning Project – Proposed Mixed Use Zones, shows the proposed properties for rezoning.

Table 2.B: Permitted Uses in Mixed Use (RMU/MU) Zones

Uses	RMU4-A	MU-3-A	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
Alcoholic Beverages Sales and Uses			
Off-Premises Sales	N	N	See Specific Use Standards for alcoholic beverage sales exempt from the CUP process.
On-Premises Sales	C	C	
Alcohol Beverage Manufacturing	AP	AP	Subject to Section21.45.114.
Accessory Tasting Room	A	A	
Assembly Uses			
Live or Movie Theater			
≤ 100 Seats	N	Y	AP for review of noise and gathering impacts on residential within 500 feet
101+ Seats	N	AP	
Accessory Assembly Uses (Accessory < 25% of GFA)	Y	Y	
Religious Assembly Uses			
≤ 2,500 sf GFA and ≤ 100 Occupants	Y	Y	
2,501 ≤ 25,000 sf GFA Or ≥ 101 Occupants	AP	Y	
≥ 25,000 sf GFA	C	AP	
Fitness Facility			
≤ 2,500 sf GFA	Y	Y	
2,501 ≤ 25,000 sf GFA	AP	Y	
> 25,000 sf GFA	N	AP	
Automobile / Vehicle/Transportation Uses			
Auto Detailing	N	N	
Auto Detailing, With Handheld Machines Only	N	N	Inside parking structures or garages only.
Car Wash	N	N	
Fleet Services and Towing	N	N	Single vehicle parking permitted; see Specific Use Standards.

Table 2.B: Permitted Uses in Mixed Use (RMU/MU) Zones

Uses	RMU4-A	MU-3-A	**Notes and Exceptions** Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
			Accessory uses limited to hotel primary use only; no auto repair.
Gasoline / Diesel Fuel Sales			
Gasoline and/or Ethanol Sales	N	N	
Diesel Fuel	N	N	
Electric Vehicle Charging	A	A	
Hydrogen and Alternative Fuel	N	N	
Automobile Sales and Repair			
General Auto Repair	N	N	Auto repair, major. As defined in 21.15.280.
Minor Auto Repair	N	N	Permitted only on the ground floor.
Motorcycle / Scooter/Jet Ski / Vehicle Sales	N	N	
Parts, with installation	N	N	
Parts, without installation	N	N	
Parking Structure			
Accessory Use	A	A	
Primary Use, Public	AP	AP	
Primary Use, Private	N	C	
Recreational Vehicle Storage	N	N	
Rental Agency			
Mobility Services	Y	Y	Shared, micro-mobility kiosks, dock-less, and/or individual mobility solutions; subject to City regulations.
Traditional Daily+ Automobile Rental	N	N	Accessory to hotel use only; no auto repair services.
Transportation Facilities	N	N	Bus terminals, bus yard, cab stands, heliports/helistops, train station, etc.
Billboards			
Billboards / Off-Site Advertising	N	N	Regardless of size.
Civic / Institutional Uses			
Adult Day Care	AP	C	Subject to pending City regulations.
College, University, Business or Professional School	AP	Y	
Community Center / Senior Center	Y	Y	
Elementary or Secondary School	Y	Y	Subject to standards of 21.52.263.
Government Offices, Facilities, or Civic Uses	C	Y	
Industrial Arts Trade School or Rehabilitation Workshop	AP	AP	
Mortuary or Funeral Homes	N	N	
Museum	Y	Y	
Parsonage	A	A	Accessory to and on the same parcel as associated religious assembly use.
Library, Public or Private	AP	Y	

Table 2.B: Permitted Uses in Mixed Use (RMU/MU) Zones

Uses	RMU4-A	MU-3-A	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
Social Service Office without Food Distribution	AP	Y	As defined in 21.15.2795; See Development Incentives for A-series zones.
Social Service Office with Food Distribution	N	AP	
Tutoring Center up to 2,500 sf	Y	Y	Subject to standards of section 21.52.280.
Tutoring Center greater than 2,500 sf	AP	AP	
Interim Parks			
Community Garden	IP	IP	Subject to 21.52.260.
Passive Park	Y	Y	Subject to 21.45.155.
Playground	IP	IP	Subject to 21.52.260.
Recreational Park	AP	AP	
Urban Agriculture	Y	Y	
Commercial: Business/Retail/Professional/Personal			
Indoor animal related uses with animal adoption and boarding not exceeding 25% of GFA (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	Y	Y	Subject to special development standards for indoor and outdoor animal adoption and boarding 21.45.133 Such uses shall be permitted in all Planned Development (PD) Districts and Specific Plans (SP) allowing commercial uses including but not limited to land use categories described as professional and personal services, subject to Section 21.45.133
Indoor animal related uses with animal adoption and boarding exceeding 25% of GFA (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	AP	AP	
Outdoor Animal Daycare	AP	AP	
Bail Bonds	N	N	
Firearms or Other Weapons, Sales or Repair	N	N	
Laundromat	AP	AP	
Manufacture of Products Sold On-Site	N	A	See Specific Use Standards, Section 22.20.050.
Basic Sales and Service: Retail / Business / Professional/Personal			
≤ 4,500 sf GFA	Y	Y	Subject to 21.52.251 in RMU3 and RMU4 zones.
> 4,500 and ≤ 9,000 sf GFA	N	Y	
> 9,000 sf GFA	N	AP	
Thrift Store, Used Merchandise	Y	Y	
Pawn Shop	N	N	
Daycare center or Pre-School, 15 or more	Y	Y	As defined in 21.15.730, subject to 21.52.249.
Gallery / Experience / Demonstration Space	N	Y	
Equipment Sales, Rental, or Repair	N	N	Indoor only; outdoor display or sales prohibited
Self-Storage, Mini Warehousing	N	N	Indoor or outdoor.
Tattoo Parlor / Piercing Studio	AP	Y	Subject to 21.45.166.
Termite and Pest Control	N	N	

Table 2.B: Permitted Uses in Mixed Use (RMU/MU) Zones

Uses	RMU4-A	MU-3-A	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
Financial Services			
With Drive-Through Windows / ATM	N	N	Subject to Sections 21.45.130, 21.45.116 and 21.52.212
Without Drive-Through Windows	Y	Y	
Alternative Financial Services (Check Cashing, Payday Loans, Cash for Gold, etc.)	N	N	
ATM, Interior	N	Y	
ATM, Exterior or free-standing walk	AP	AP	
ATM Drive-Through Machine	N	N	
Medical Uses / Services			
Convalescent Hospital or Home	N	N	
Medical Office or Clinic	Y	Y	
Hospital	N	C	
Urgent Care Facility/Minor-Medical Services	AP	Y	
Massage Therapy	N	AP	Allowed in all zones when provided as an accessory use only.
Office, non-medical	N	Y	
Outdoor or Temporary Sales			
Outdoor Flower, Plant, Fruit, or Vegetable Sales	A	A	Maximum of 6,000 sf for accessory uses.
Outdoor Swap Meet, Flea Market, Sales Event	T	T	Permitted only on the ground floor.
Pop-Up Shop / Stand / Itinerant Vendor	T	Y/T	Subject to Section 22.20.080 of this Chapter and 21.45.135, except Subsection B.1.
Recycling Collection Center for Cans and Bottles, Subject to 21.51.265			
Staff Attended	N	N	Permitted only on the ground floor.
Unattended	A	A	Accessory to a grocery store only, permitted only on the ground floor.
Repair Services	N	N	Permitted indoor, in the ground floor only. Appliances, upholstery, lawn mowers, etc.
Entertainment			
Amusement Machines (≤ 4)	A	A	See 21.51.205.
Banquet Room Rental, Accessory Use	A	A	Accessory to restaurant or hotel.
Banquet Room Rental, Primary Use	N	C	
Indoor Amusement/Entertainment Facility	Y	Y	See 21.45.115.5, 21.52.203 (arcades) and Section 21.52.220.5 (computer arcades).
Outdoor Amusement/Entertainment Facility	N	AP	
Dancing, Accessory Use	A	A	Accessory to restaurant, hotel, banquet room only. City council hearing is required for new and transferred

Table 2.B: Permitted Uses in Mixed Use (RMU/MU) Zones

Uses	RMU4-A	MU-3-A	**Notes and Exceptions** Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
			business licenses.
Private Club, Social Club, Night Club, Pool Hall	N	C	City Council hearing required for new and transferred business licenses; consistent with Chapter 21.32.
Other Entertainment Uses			
Accessory to a Restaurant or Food Service Use	AP	Y	See Specific Use Standards, Section 22.20.
≤ 9,000 sf GFA	C	AP	
> 9,000 sf GFA	N	C	
Food Uses			
Grocery and Food Market			
≤ 4,500 sf GFA	Y	Y	
> 4,500 and ≤ 9,000 sf GFA	Y	Y	
> 9,000 sf GFA	AP	Y	
Mobile Food Trucks (Temporary)	T	T	Subject to 21.53.106.
Outdoor Dining / Seating	A	A	
Restaurant and Ready-To-Eat Foods			
Restaurant	Y	Y	
Ready-To-Eat without Drive-Through	AP	Y	
Read-To-Eat with Drive Through	N	N	
With Entertainment	N	Y	City Council hearing required for new and transferred business licenses; AP required for mixed-use consistency verification.
Vending Cart (Food Only)	AP	AP	Subject to 21.45.170 and limited operating hours.
Vending Machines (Exterior)	N	A	Accessory to existing retail sales; subject to 21.51.295.
Residential Uses			
Child Day Care Home, 14 or Fewer Children	A	A	Subject to 21.51.230.
Safe Parking Site	A	A	Allowed only as an accessory use to an existing institutional use where all lots are owned and operated by the same entity. Subject to 21.45.163.
Emergency Shelter	C	C	Subject to 21.45.132.
Traditional Housing	Y	Y	
Supportive Housing	Y	Y	
Group Home (1-6 Persons)	Y	Y	
Home Occupation	A	A	Subject to 21.51.235.
Residential Units			
Live-Work Units / Artist Studio with residence / Shopkeeper	Y	Y	
Caretaker Residence	N	N	

Table 2.B: Permitted Uses in Mixed Use (RMU/MU) Zones

Uses	RMU4-A	MU-3-A	Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
Multi-Family	Y	Y	Residential development shall be limited to attached configurations (rowhomes, townhomes) and detached courtyard-style multifamily development such as bungalows; single-family detached homes are prohibited.
Senior and/or Handicapped Housing	Y	Y	
Accessory Dwelling Unit	Y	Y	
Single-Family Detached	N	N	
Residential Historic Landmark Building	*	*	*Subject to 21.52.265.5
Room Rental	A	A	
Special Group Residence	C	C	Subject to 21.52.271.
Temporary Lodging			
Bed and Breakfast / Inn	N	N	Subject to 21.52.209; inns with fewer than seven guest rooms are exempt from CUP requirement.
Hotel	N	C	
Motel	N	N	
Youth Hostel	AP	AP	
Miscellaneous and Other Uses			
Temporary Activating Use	T	T	Subject to 21.53.115.
Adult Entertainment Business	N	N	
Carnival, Event, Fair Fiesta, Outdoor Exhibition, Seasonal Sales, Trade Show, etc.	T	T	Subject to 21.53.109 and 21.53.113.
Cellular or Wireless Facility	C	C	Building or roof-mounted only, subject to 21.56.
Electric Distribution Station / Substation	C	C	
Unattended Donation Box	A	A	Subject to accessory use standards Section 21.51.294.

Source: City of Long Beach (2024).
A = Accessory use subject to special development standards.
AP = Administrative use permit required.
C = Conditional use permit required.
IP = Interim park use permit required.
N = No, the use is not permitted.
T = Temporary use subject to provisions.
Y = Yes, the use is permitted.

This page intentionally left blank

LSA

FIGURE 2.4

0 1500 3000

FEET

City Core Rezoning Project

Proposed Mixed Use Zones

SOURCE: Long Beach Community Development (June 2024)

I:\C\CLB1904.51\G\Rezoning_MU.ai (7/18/2024)

This page intentionally left blank

Permitted Uses in Multi-Family Residential (MFR) Zones. Table 2.C, Permitted Uses in Multi-Family Residential (MFR) Zones, shows the permitted uses that would be allowable in the MFR-L and MFR-M zones. Figure 2.5, City Core Rezoning Project – Proposed Multi-Family Zones, shows the proposed properties for rezoning.

Table 2.C: Permitted Uses in Multi-Family Residential (MFR) Zones

Uses	Multi-Family Residential Zones		Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
	MFR-L	MFR-M	
Assembly Uses			
Religious Assembly Uses			
≤ 3,000 sf GFA	AP	Y	
> 3,000 sf GFA	C	C	
Fitness Facility			
≤ 3,000 sf GFA	AP	Y	
> 3,000 sf GFA	N	N	
Automobile / Vehicle / Transportation Uses			
Fuel Sales			
Electric Vehicle Charging	A	A	
Parking Structure			
Accessory Use	A	A	Accessory to a separate primary use only; subject to requirements of Section 22.15.020.
Primary Use, Public	N	AP	
Primary Use, Private	N	N	
Recreational Vehicle Storage	N	N	
Courtesy parking for nonresidential use	C	C	Subject to requirements of Section 21.52.221.
Rental Agency			
Mobility Services	Y	Y	Shared, micro-mobility kiosks, dock-less, and/or individual mobility solutions; consultation with Public Works is required prior to approval.
Civic / Institutional Uses			
Adult Day Care	AP	AP	
College, University, Business or Professional School	N	N	See Development Incentives for A-Series zones.
Community Center / Senior Center	N	N	
Elementary or Secondary School	C	C	
Government Offices, Facilities, or Civic Uses	C	C	
Museum	N	Y	See Development Incentives for A-Series zones.
Parks, Plazas, Playgrounds, Open Space, Urban Agriculture	Y	Y	Subject to standards of 21.52.260, 21.45.155.
Parsonage	A	A	Accessory to and on the same parcel as associated religious assembly use.

Table 2.C: Permitted Uses in Multi-Family Residential (MFR) Zones

Uses	Multi-Family Residential Zones		Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
	MFR-L	MFR-M	
Library, Public or Private	N	Y	See Development Incentives for A-Series zones.
Tutoring Center up to 3,000 sf	N	AP	
Tutoring Center greater than 3,000 sf	N	N	
Interim Parks			
Community Garden	IP	IP	Subject to 21.52.260.
Passive Park	Y	Y	Subject to 21.45.155.
Playground	IP	IP	Subject to 21.52.260.
Recreational Park	AP	AP	
Urban Agriculture	Y	Y	
Commercial: Business/Retail/Professional/Personal			
Indoor animal related uses with animal adoption and boarding not exceeding 25% of GFA (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	N	N	
Indoor animal related uses with animal adoption and boarding exceeding 25% of GFA (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	N	N	
Outdoor Animal Daycare	N	N	
ATM, Interior	N	N	
ATM, Exterior or free-standing walk	N	Y	
ATM Drive-Through Machine	N	N	
Bail Bonds	N	N	
Basic Sales and Service: Retail / Business / Professional / Personal			
Personal or Professional Services ≤ 3,000 sf GFA	AP	Y	Subject to 21.52.251; includes personal and professional services in Table 32-1 and other services not otherwise listed.
Personal or Professional Services > 3,000 sf GFA	N	N	
Thrift Store, Used Merchandise	N	N	
Pawn Shop	N	N	
Daycare center or Pre-School, 15 or more	Y	Y	As defined in 21.15.730, subject to 21.52.249.
Gallery / Experience / Demonstration Space	N	N	

Table 2.C: Permitted Uses in Multi-Family Residential (MFR) Zones

Uses	Multi-Family Residential Zones		Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
	MFR-L	MFR-M	
Equipment Sales, Rental, or Repair	N	N	Indoor only; outdoor display or sales prohibited.
Financial Services			
With Drive-Through Windows / ATM	N	N	
Without Drive-Through Windows	N	N	
Alternative Financial Services (Check Cashing, Payday Loans, Cash for Gold, etc.)	N	N	
Miscellaneous Retail and Personal Services			
Firearms or Other Weapons, Sales or Repair	N	N	
Laundromat	N	N	
Manufacture of Products Sold On-Site	N	N	
Self-Storage, Mini Warehousing (indoor only)	N	N	
Tattoo Parlor / Piercing Studio	N	AP	Subject to 21.45.166 and 21.52.251. 3,000 sf GFA maximum size.
Repair Services	N	N	
Termite and Pest Control	N	N	
Medical Uses / Services			
Convalescent Hospital or Home	N	N	
Medical Office or Clinic	AP	Y	3,000 sf GFA maximum size.
Hospital	N	N	
Urgent Care Facility/Minor-Medical Services	AP	Y	3,000 sf GFA maximum size.
Massage Therapy			
Accessory Use	N	A	
Primary Use	N	N	
Outdoor Sales			
Outdoor Flower, Plant, Fruit, or Vegetable Sales	A	A	Maximum of 3,000 sf for accessory uses.
Outdoor Swap Meet, Flea Market, Sales Event	T	T	
Pop-Up Shop / Stand / Itinerant Vendor	N	N	
Recycling Collection Center for Cans and Bottles, Subject to 21.51.265			
Staff Attended	N	N	
Unattended	A	A	Accessory to grocery store only, permitted only on the ground floor.

Table 2.C: Permitted Uses in Multi-Family Residential (MFR) Zones

Uses	Multi-Family Residential Zones		Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
	MFR-L	MFR-M	
Entertainment			
Amusement Machines (≤ 4)	N	N	
Banquet Room Rental, Accessory Use	N	N	
Banquet Room Rental, Primary Use	N	N	
Indoor Amusement/Entertainment Facility	N	N	
Outdoor Amusement/ Entertainment Facility	N	N	
Dancing, Accessory Use	N	N	
Private Club, Social Club, Night Club, Pool Hall	N	N	
Other Entertainment Uses			
Accessory to a Restaurant or Food Service Use	N	N	
≤ 9,000 sf GFA	N	N	
> 9,000 sf GFA	N	N	
Food Uses			
Grocery and Food Market			
≤ 3,000 sf GFA	AP	Y	
> 3,000 sf GFA	N	N	
Mobile Food Trucks (Temporary)	T	T	Subject to 21.53.106.
Outdoor Dining / Seating	A	A	For outdoor dining within the public right of way, a Public Walkways Occupancy Permit will be required.
Restaurant and Ready-To-Eat Foods			
Restaurant	AP	Y	Limited to 3,000 sf maximum size.
Ready-To-Eat without Drive-Through	AP	Y	
Read-To-Eat with Drive Through	N	N	
With Entertainment	N	N	
Vending Cart (Food Only)	AP	AP	Subject to 21.45.170.
Vending Machines (Exterior)	N	N	
Residential Uses			
Child Day Care Home, 14 or Fewer Children	A	A	Subject to 21.51.230.
Safe Parking Site	A	A	Allowed only as an accessory use to an existing institutional use where all lots are owned and operated by the same entity. Subject to 21.45.163.
Emergency Shelter	N	C	Subject to 21.45.132.

Table 2.C: Permitted Uses in Multi-Family Residential (MFR) Zones

Uses	Multi-Family Residential Zones		Notes and Exceptions Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.
	MFR-L	MFR-M	
Traditional Housing	Y	Y	
Supportive Housing	Y	Y	
Group Home (1-6 Persons)	Y	Y	
Home Occupation	A	A	Subject to 21.51.235.
Residential Units			
Live-Work Units / Artist Studio with residence / Shopkeeper	Y	Y	
Caretaker Residence	N	N	
Multi-Family	Y	Y	Residential development shall be limited to attached configurations (rowhomes, townhomes) and detached courtyard style multifamily development such as bungalows; single-family detached homes are prohibited unless developed to a minimum density threshold of 30 dwelling units per acre.
Senior and/or Handicapped Housing	Y	Y	
Accessory Dwelling Unit	Y	Y	
Single-Family Detached	N	N	
Residential Historic Landmark Building	*	*	*Subject to 21.52.265.5.
Room Rental	A	A	Subject to 21.52.270.
Special Group Residence	C	C	Subject to 21.52.271.
Temporary Lodging			
Bed and Breakfast / Inn	N	C	Subject to 21.52.209.
Hotel	N	N	
Motel	N	N	
Youth Hostel	N	AP	
Miscellaneous and Other Uses			
Temporary Activating Use	T	T	
Adult Entertainment Business	N	N	
Carnival, Event, Fair Fiesta, Outdoor Exhibition, Seasonal Sales, Trade Show, etc.	T	T	Subject to 21.53.109 and 21.53.113.
Wireless Telecommunications Facility	C	C	Building or roof-mounted only, subject to 21.56.
Electric Distribution Station / Substation	C	C	
Unattended Donation Box	A	A	Subject to accessory use standards Section 21.51.294.

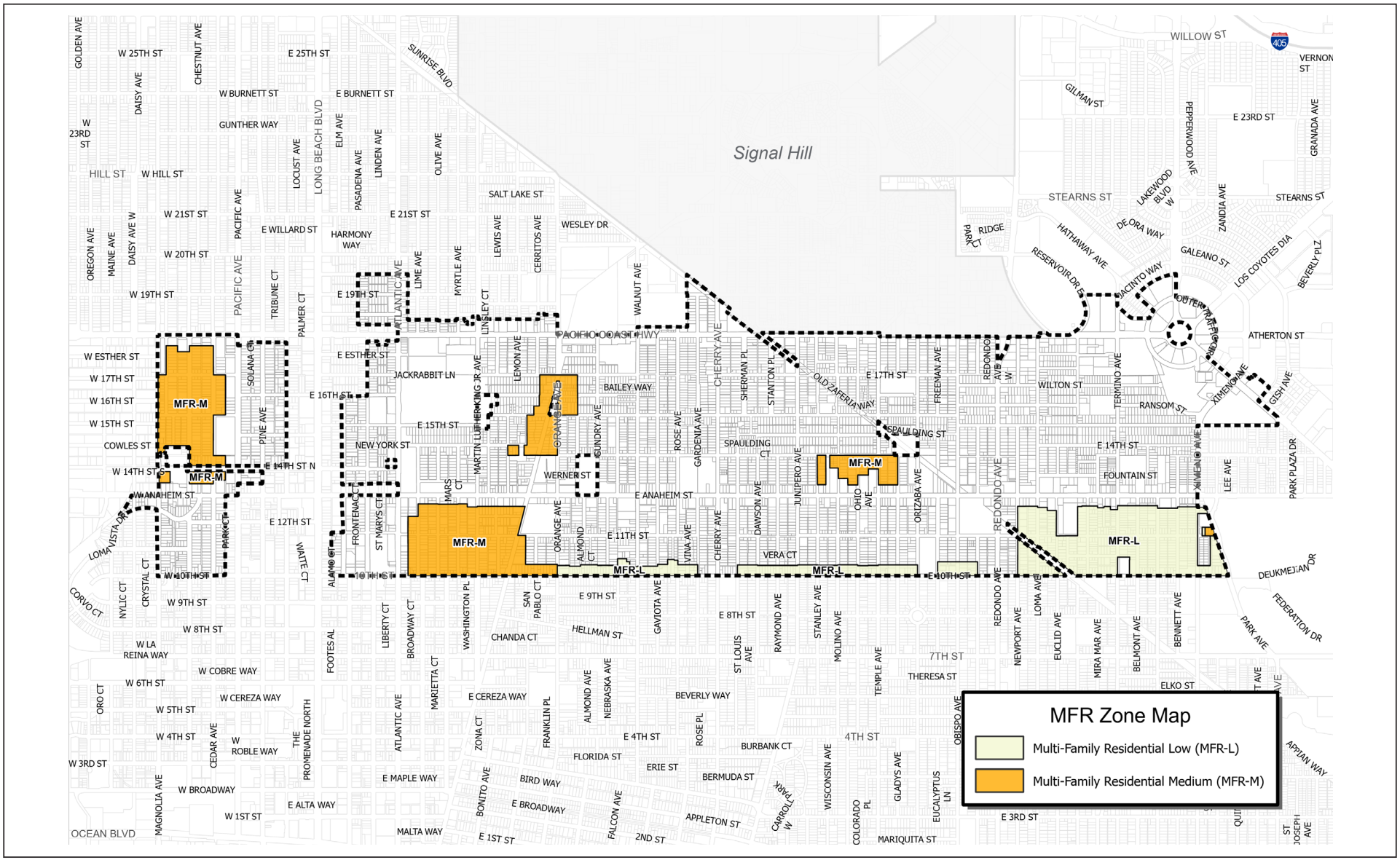
Source: City of Long Beach (2024).

Table 2.C: Permitted Uses in Multi-Family Residential (MFR) Zones

Uses	Multi-Family Residential Zones		Notes and Exceptions
	MFR-L	MFR-M	Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations.

A = Accessory use subject to special development standards.
AP = Administrative use permit required.
C = Conditional use permit required.
N = No, the use is not permitted.
T = Temporary use subject to provisions.
Y = Yes, the use is permitted

This page intentionally left blank



LSA

FIGURE 2.5

City Core Rezoning Project

Proposed Multi-Family Residential Zones

SOURCE: Long Beach Community Development (June 2024)

I:\C\CLB1904.51\G\Rezoning_MFR.ai (7/18/2024)

This page intentionally left blank

Additionally, development incentives relating to economic development and healthy communities would be available to new development in the A-Series zoning districts, including RMU4-A and MU-3-A zones that include (1) Education and Institutional Uses; (2) Grocery and Food Markets; (3) Community Benefits; and (4) Climate Mitigation and Adaption Incentives. Development projects that include these uses may qualify for Special Use Incentives briefly summarized below. These incentives will be applied to properties proposed for rezoning as part of the proposed project.

1. The gross square footage (GFA) of the ground floor of **educational, community-based non-profits, and institutional uses** (including schools, libraries, museums, government offices, facilities, or civic uses), of up to 9,000 square feet (sf), shall not count toward the maximum FAR of a parcel or project if the use is located primarily on the ground floor. The use may be multi-story, however only the ground floor GFA shall be exempted. Further, the ground floor occupancy must be designed to meet the Design of Ground Floor Retail and Pedestrian-Oriented Uses standards of Sections 22.30.060.A and 22.30.060.B.
2. Any **grocery store or food market** that devotes thirty percent or more of selling space to perishable fresh food items may qualify for the intensity incentive, in which the total GFA of a grocery market does not count toward the maximum FAR of a parcel or project, and/or parking incentives. Under the parking incentives, grocery market required parking spaces may be counted as guest spaces for any residential units developed as part of a horizontal or vertical mixed-use project and may be reduced by one space per 1,000 sf (if located within 0.25 mile of a transit stop and bicycle parking is provided on site, or if the grocery market is developed in a vertical mixed-use format). Incentives may be used individually or together where the configuration requirements are met.
3. Projects that provide **community benefits**, such as providing commercial spaces for enterprises that employ through a local workforce development, including the City's Pacific Gateway Workforce Innovation Network [PGWIN] or other qualified workforce training groups will qualify for an intensity incentive in which the corresponding commercial space does not count towards the maximum floor area limitations and parking requirements of a parcel or project. These incentives may also be obtained through projects which provide commercial rents at a historic market rate to existing local businesses.
4. In addition to meeting all Green Building Standards contained in Section 21.45.400 of the City's Municipal Code, projects that demonstrate additional **strategies to reduce greenhouse gas (GHG) emissions** or to **lessen the impact of documented climate stressors** on the local community may qualify for parking incentives. Projects may qualify for a reduction in parking requirements in exchange for providing on-site or off-site climate mitigation or adaptation measures (such as tree planting, photocatalytic tiles opt improve air quality, cool roof and/or cool wall materials, on-site solar installations, bus shelter amenity improvements, and additional bicycle facilities) commensurate with the savings associated with the requested parking reduction, up to a maximum parking reduction of 35 percent.

2.3.1.3 Development Standards

Updates to Title 22 would establish development standards for the City Core Rezoning Project. The development standards propose to regulate development intensity, density, building height, frontage requirements, site development, building character, active ground floor and active use

requirements, parking and vehicular access standards, lighting design standards, open space standards and other development-related characteristics. These standards all fall under the allowed maximums dictated within the LUE policies, maps, and standards. The proposed development standards are described within Chapter 22.30 of Title 22.

If a project cannot comply with one or more of the development standards of the applicable zoning district, an Adjustment may be granted when an applicant proposes a modification to the project that substantially conforms to the intent of the regulation. The Zoning Administrator would have the initial decision-making authority to grant an Adjustment in accordance with Chapter 21.21 of the City's Municipal Code.

2.4 DISCRETIONARY ACTIONS

Discretionary approvals required for the proposed project include the following:

1. Approval of this Addendum to the 2019 General Plan Land Use and Urban Design Elements Project Certified EIR to address potential environmental effects as a result of implementation of the proposed project since the original City Council approval and EIR certification in December 2019;

2. Amendment of Title 22 in the City's Zoning Code; and

3. Revisions to the City's Zoning Map.

3.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion contains an analysis of the potential impacts of the changes to the approved project in relation to the proposed project. The potential impacts of the proposed project are compared to impacts identified for the approved project analyzed in the 2019 Certified EIR, which the City of Long Beach approved in December 2019. As explained in Chapter 1.0, this comparative analysis has been undertaken pursuant to CEQA and to provide City decision-makers with a factual basis for determining whether the proposed changes to the approved project, changes in circumstances, or new information since the certification of the 2019 Certified EIR require additional environmental review. Potential impacts associated with the proposed project are evaluated using the same thresholds applied in the 2019 Certified EIR. The basis for each finding is explained in the analysis that follows.

3.1 IMPACTS IDENTIFIED IN THE 2019 CERTIFIED EIR

As discussed in Chapter 2.0, Project Description, the proposed project involves updating Title 22 in the City's Municipal Code, specifically regulating zoning in the City Core project area. Title 22 is being established in order to facilitate a substantial update to the City's Zoning Code. The intention is to fully transition from Title 21, which is currently established in the City's Municipal Code, to Title 22, which will eventually regulate zoning throughout the City. Since the scope of the proposed project involves establishing zoning for land uses already analyzed under the approved project, any impacts are anticipated to be similar to or less than those impacts previously covered by the 2019 Certified EIR. Although impacts would be similar to or less than those previously covered by the 2019 Certified EIR, a new analysis for impacts is provided in this Addendum as required by CEQA. The environmental analysis provided in the 2019 Certified EIR remains relevant and applicable to the proposed project in areas unaffected by changes in existing conditions and changes in the proposed project for the environmental topics as listed below.

As required by *State CEQA Guidelines* Section 15128, an EIR must identify the effects of the proposed project determined not to be significant. Per *State CEQA Guidelines* Section 15063, the City prepared an Initial Study (IS) to determine whether the approved project could have a significant effect on the environment. The IS also identified effects determined not to be significant consistent with *State CEQA Guidelines* Section 15063(c)(3)(B). Impacts that were determined to be less than significant were discussed and evaluated in the IS contained in Appendix A of the 2019 Certified EIR. The analysis determined that the approved project would result in no impacts to agricultural resources, biological resources, cultural and tribal cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, recreation, and wildfire.

- **Agricultural Resources.** The IS prepared for the 2019 Certified EIR determined that there would be no impacts to agricultural resources. The planning area is almost entirely developed and is not used for agricultural or forestry purposes. No properties within the planning area are designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, nor are there areas zoned for agricultural or forestry uses. Further, there are no areas within the planning area protected by a Williamson Act contract. Therefore, implementation of the

proposed project would not result in environmental changes that could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. Furthermore, the proposed LUE encourages the creation of small-scale agricultural uses (e.g., community gardens, edible gardens, and small urban farms). The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to agricultural resources.

- **Biological Resources.** The IS prepared for the 2019 Certified EIR determined that the approved project would not result in significant impacts to biological resources. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. These urban areas do not contain mapped habitat for any sensitive biological species as identified on local/regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Although the majority of the planning area is urban in nature, the City contains a number of open space areas (e.g., El Dorado Regional Park, the Los Angeles and San Gabriel Rivers, Los Cerritos Wetlands, beaches along the Pacific Ocean Shoreline, rights-of-way, marinas, bays, and wetlands) that have the potential to support sensitive biological resources. In order to preserve open space areas and protect sensitive biological resources, the LUE establishes the Open Space PlaceType, which encourages the preservation of existing wildlife habitat areas and would protect existing water bodies and habitat areas with known sensitive biological resources.

  Implementation of the approved project would not result in impacts related to interference with the movement of species within wildlife corridors or create conflicts with the City's tree preservation policy. Specifically, the LUE requires that future development projects in the City comply with the Migratory Bird Treaty Act (Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulations, Part 10 and Section 3503 of the California Fish and Game Code), which makes it illegal to take any migratory bird, nests, or eggs of such a bird except under the terms of a valid federal permit. The proposed LUE also encourages the establishment of wildlife movement corridors between urban areas, wetlands, and the San Gabriel and Los Angeles Rivers, and requires future projects to comply with Chapter 14.28 of the Long Beach Municipal Code to ensure consistency with the City's tree preservation policy.

  There is no adopted Habitat Conservation Plan (HCP), Natural Communities Conservation Plan (NCCP), or other local or regional conservation plan covering the planning area. As such, implementation of the approved project would not result in impacts to an adopted HCP/NCCP.

  The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to biological resources.

- **Cultural and Tribal Cultural Resources.** The IS prepared for the 2019 Certified EIR determined that the approved project would not cause a substantial change in the significance of a historical, archaeological, or tribal cultural resource.

  The approved project includes a number of goals and policies aimed at preserving and maintaining the integrity of existing historic resources located throughout the planning area.

Specifically, the UDE includes strategies aimed to preserve the aesthetic character of existing historic resources while the LUE includes strategies to preserve existing historic structures and neighborhoods throughout the City. Historic resources are further protected through regulation via the City's General Plan Historic Preservation Element (2010) and the City's Cultural Heritage Ordinance, which are contemplated and recognized in the LUE and UDE; the approved project is consistent with these documents and does not modify either of them. Therefore, like the approved project, the proposed project would not result in any impacts to historical resources.

Implementation of the LUE would minimize potential impacts to unknown archaeological resources, tribal cultural resources, and buried human remains through compliance with applicable federal, State, and local guidelines. Specifically, the City would comply with Assembly Bill (AB) 52, which requires that notification be provided to Native American representatives within 14 days of a decision to undertake a project or a determination that a project application is complete. All future projects requiring a General Plan or Specific Plan Amendment would also be required to conduct Native American consultation in compliance with Senate Bill (SB) 18. Compliance with policies in the LUE, as well as applicable provisions of AB 52 and SB 18, would ensure that the approved project would not result in impacts to cultural or tribal cultural resources. Therefore, impacts with respect to cultural or tribal cultural resources are not evaluated further in this Addendum.

The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to cultural and tribal cultural resources.

- **Geology and Soils.** The IS prepared for the 2019 Certified EIR determined that the approved project would not result in significant impacts to geology and soils. Given the City's location in the seismically active area of Southern California, portions of the planning area are located within a Fault Zone, as designated by the California Department of Conservation (DOC) and United States Geological Survey (USGS). Future individual projects facilitated from the approved project would be required to comply with current Building Codes to reduce potential impacts associated with seismic hazards. As such, implementation of the approved project would not expose people or structures to substantial adverse effects related to the risk of loss, injury, or death involving the rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related failure (e.g., liquefaction or landslides).

  The approved project would also require future projects to comply with Chapter 18.05 of the City's Municipal Code, which itself requires applicants to prepare a soils engineering report and/or geology report and comply with applicable geology and soils engineering recommendations prior to issuance of a grading permit. Compliance with the Building Codes in effect at the time that future projects are proposed, and preparation of site-specific geology and soils engineering studies would ensure that future projects would not result in impacts related to substantial soil erosion, unstable soils, expansive soils, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. The approved project would also minimize potential impacts to unknown paleontological resources through requiring compliance with applicable federal, State, and local guidelines.

The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to geology and soils.

- **Hazards and Hazardous Materials.** The IS prepared for the 2019 Certified EIR determined that the approved project would not result in significant impacts to hazards and hazardous materials.

  Although the approved project allows for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, the approved project does not include any physical improvements that could generate hazardous materials or create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, future individual projects resulting from implementation of the LUE would result in construction activities that would potentially use a limited amount of hazardous and flammable substances/oils (e.g., fuels, lubricants, and solvents) typical during heavy equipment operation. The amount and use of hazardous chemicals during future construction activities would be regulated by existing government rules and regulations, such as the Hazardous Materials Transportation Act, the Resource Conservation and Recovery Act, and the California Code of Regulations (CCR) (Title 22).

  Future developments facilitated by implementation of the LUE would result in long-term operational activities associated with varying land use types that could result in the use and storage of potentially hazardous materials. However, such materials would be required to be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. In addition, future projects would be required to prepare pre-demolition surveys for asbestos-containing materials (ACMs), lead-based paints (LBPs), polychlorinated biphenyls (PCBs), and mold on properties where such materials have been identified and/or if there is a likelihood that these materials pose a hazard at a subject property. Additionally, future project applicants would be required to prepare a Contingency Plan that would outline procedures to be followed should unknown hazardous materials be encountered on a subject property during construction activities. Therefore, the approved project would not create a significant hazard through the routine transport, use, or disposal of hazardous materials; create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials; or be located on a hazardous materials site. Further, future projects subject to discretionary review would be required to evaluate the potential for the emission of hazardous materials within 0.25 mile of an existing or proposed school.

  The Long Beach Airport is located in the central portion of the City, north of I-405 between Cherry Avenue and Lakewood Boulevard. In addition, portions of the western area of the City are within the influence area of the Los Alamitos Joint Forces Training Base. Although implementation of the LUE allows for greater building heights and intensity, future developments are required to comply with land use, noise, and height regulations outlined in the Airport Land Use Plan (ALUP) prepared for the Long Beach Airport and the Airport Environs Land Use Plan prepared for the Los Alamitos Joint Forces Training Base. Therefore, the approved project would not interfere with air traffic patterns, conflict with established Federal Aviation

Administration (FAA) flight protection zones, conflict with building height standards established by the FAA for structures on and adjacent to the Long Beach Airport, or result in the exposure of people residing in the area to excessive airport noise.

Although implementation of the LUE allows for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, future projects would be required to comply with policies set forth in the City's General Plan Public Safety Element (1975) related to emergency preparedness and evacuation procedures. Furthermore, since the planning area is generally built out, there are no properties adjacent to wildlands and there are no properties designated as being at risk for wildfires by the California Department of Forestry and Fire Protection (CAL FIRE). Therefore, implementation of the LUE would not result in impacts related to emergency response activities or wildland fires.

The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to hazards and hazardous materials.

- **Hydrology and Water Quality.** The IS prepared for the 2019 Certified EIR determined that the approved project would not result in significant impacts to hydrology and water quality.

  Although implementation of the LUE allows for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development, the approved project does not include any physical improvements that will result in the alteration of existing drainage patterns or alterations to the course of a stream or river. Further, implementation of the LUE will not result in impacts related to the violation of water quality standards or waste discharge requirements.

  Although the approved project does not include any physical improvements, the implementation of the LUE allows for future projects that could result in changes to impervious surfaces and drainage patterns on parcels proposed for development. As such, future developments located on properties over 1 acre in size would be required to obtain coverage under and comply with the requirements of the Construction General Permit. Project applicants would be required to provide the Waste Discharge Identification Number to the City to demonstrate proof of coverage under the Construction General Permit. Pursuant to the requirements of the Construction General Permit, each project over 1 acre in size would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) and implement Construction Best Management Practices (BMPs) to reduce potential sources of pollutant discharges that could adversely impact water quality in the City and surrounding area during construction of the future projects. In addition, all future projects that disturb soil would be required to submit an Erosion and Sediment Control Plan to the City for review and approval, which would identify BMPs to reduce construction-related pollutants. Therefore, construction activities of future projects would not violate water quality standards or waste discharge requirements.

  According to the *Long Beach Water 2015 Urban Water Management Plan* (adopted June 2, 2016), groundwater supply for the City is considered to be very reliable, even during multi-year

droughts because extractions are strictly limited and because multiple forms of replenishment exist (e.g., recycled water is mixed with imported water and/or natural runoff and is allowed to percolate in the groundwater basin, and San Gabriel River stream flows are used to replenish the groundwater basin, etc.). However, depending on the depth to groundwater and the depth of excavation, groundwater may be encountered during construction of future projects, and groundwater dewatering may be required. Future projects requiring groundwater dewatering activities during construction would be required to obtain coverage under and comply with the provisions of the Groundwater Discharge Permit. Project applicants would be required to provide the Waste Discharge Identification Number to the City to demonstrate proof of coverage under the Groundwater Discharge Permit. Pursuant to the requirements of the Groundwater Discharge Permit, dewatered groundwater would be tested and treated (as necessary) prior to release into surface waters so violations of water quality standards or waste discharge requirements would not occur. In addition, in most cases, the duration of groundwater dewatering and the volume of groundwater extracted during construction would be small in volume compared to the overall size of the groundwater basin and would not result in the substantial depletion of groundwater supplies or interfere with groundwater recharge.

The approved project focuses on infill development projects concentrated along transit corridors throughout the City and on parcels that are currently paved and/or developed. As such, a majority of new projects facilitated by approval of the approved project would be located in existing urban areas and would not result in impacts associated with the alteration of a stream or river or in the addition of substantial amounts of impervious surfaces. In addition, future applicants of new development or redevelopment projects (unless exempt) would be required to submit a Standard Urban Storm Water Mitigation Plan (SUSMP) and a Low Impact Development (LID) Plan**.** These plans would identify BMPs to be implemented during operation to control stormwater pollutants and runoff to minimize impacts related to the violation of water quality standards or waste discharge requirements and related to the alteration of existing drainage patterns. Further, because a majority of future projects would occur on already paved and developed sites, operational BMPs would be implemented where treatment BMPs likely currently do not exist, which would improve stormwater quality discharges from those sites. Therefore, implementation of the LUE would not result in impacts associated with the violation of water quality standards and/or waste discharge requirements or with the alteration of a stream or river or drainage patterns.

As stated above, groundwater supply for the City is considered to be very reliable, even during multi-year droughts because extractions are strictly limited and because multiple forms of replenishment exist. In addition, because the approved project focuses on infill development projects on parcels that are currently paved and/or developed, implementation of the LUE would not substantially increase impervious surface areas in a manner that would substantially decrease infiltration. Therefore, implementation of the LUE would not result in the substantial depletion of groundwater supplies or interfere with groundwater recharge.

According to Figure LU-1 in the LUE, most of the City is located in areas that are not within Federal Emergency Management Agency (FEMA) 100-year flood zones, with the exception of areas near the Port of Long Beach, Downtown, and Naples Island. As such, the LUE requires

future applicants to obtain development permits from the City's Floodplain Administrator for future projects proposed in FEMA special flood hazard areas to minimize flooding impacts to people and structures. Therefore, implementation of the LUE would not result in impacts related to flooding.

According to the City's Seismic Safety Element (1988) and the California Emergency Management Agency (Cal EMA), the majority of the City is not located within a zone of seiche areas. Similarly, the majority of the City is located outside of the Tsunami Inundation Zone, with the exception of the Port of Long Beach and in areas along the coastline and Los Angeles and San Gabriel Rivers. However, in the event of a tsunami, the City has established response procedures as described in the City of Long Beach *Hazard Mitigation Plan* (2017). Therefore, implementation of the LUE would not result in flood hazards associated with inundation as a result of a tsunami or seiche.

The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to hydrology and water quality.

- **Mineral Resources.** As described in the 2019 Certified EIR, the mineral resources within the City have historically consisted of oil and natural gas. However, over the last century, oil and natural gas extractions have diminished as the resources have become increasingly depleted. Although extraction operations continue, they are on a reduced scale as compared to past historic levels. The approved project would allow for the intensification, redistribution, and development of currently undeveloped parcels with higher-density development but would not include any physical improvements that would result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State. Further, the proposed LUE aims to transition heavy industrial uses, including uses targeting oil extraction, to green industrial activities and/or natural green areas and park uses.

  The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to mineral resources.

- **Recreation.** According to the LUE, the planning area contains 100 public parks with 25 community centers, two tennis centers, five municipal golf courses, and a marina system. Overall, the Citywide total acreage for recreation uses is approximately 2,750 acres. Although the number of acres of existing open space and recreational uses falls short of the City's goal of providing 8 acres per 1,000 residents (as established in the 2002 General Plan Open Space Element), implementation of the LUE may result in additional open space and recreational uses to meet this goal. Specifically, the LUE establishes the Open Space PlaceType that preserves existing parks and recreational facilities, while also creating additional parks and urban open spaces to increase connectivity between these resources and surrounding neighborhoods. In addition, one of the primary goals of the LUE is to "create, restore, and preserve open space" uses in the City, including parks and recreation uses. For example, the location of new parks in underserved or low-income communities with the lowest ratio of park space per thousand residents is prioritized in the LUE.

Additionally, the City's General Plan Open Space Element allows the City to pursue open space goals as set forth in the Open Space Element, which itself is consistent with the approved project. As such, implementation of the LUE would not result in significant impacts related to the increased use and/or deterioration of recreational facilities, and it would not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to recreation.

- **Wildfire.** In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. CAL FIRE publishes maps that predict the threat of fire in individual counties in the State; Local Responsibility Areas and State or Federal Responsibility Areas are classified as either very high fire hazard severity zones (VHFHSZ) or non-VHFHSZ based on factors including fuel availability, topography, fire history, and climate. The planning area is not located in or near a State Responsibility Area and does not include land classified as VHFHSZ as defined by CAL FIRE.

  Although the approved project allows for the intensification, redistribution, and development of currently undeveloped or underdeveloped parcels with higher-density development, future projects would be required to comply with policies set forth in the City's General Plan Public Safety Element (1975) related to emergency preparedness and evacuation procedures. In addition, implementation of the LUE does not include any physical improvements that would result in the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Furthermore, since the planning area is generally built out, there are no properties adjacent to wildlands, and there are no properties designated as being at risk for wildfires by CAL FIRE.

  The conditions of the planning area have not changed since certification of the 2019 EIR. Therefore, like the approved project, the proposed project would not result in any impacts to wildfire.

A discussion of all environmental topics not mentioned above are further discussed in Sections 3.2 through 3.11 of this Addendum to the 2019 Certified EIR.

3.2 AESTHETICS

3.2.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and the associated Addendums. There have been no major changes to the existing setting of the planning area with respect to the regional visual character or light and glare.

Scenic resources within the planning area include the Pacific Ocean, the Port of Long Beach, the San Gabriel, San Bernardino, and Santa Ana Mountains, and the Los Cerritos Wetlands. The most prominent scenic resources within the planning area are the Pacific Ocean and the associated beaches and marinas located along the City's coastline. Scenic vistas within the planning area include views of the Pacific Ocean, the Los Cerritos Wetlands, the Jack Dunster Marine Biological Reserve, Golden Shore Marine Biological Reserve Park, and the Dominguez Gap Wetlands. Views of distant mountain ranges, such as the San Gabriel, San Bernardino, and Santa Ana Mountains, also constitute scenic vistas within the planning area. According to the California Department of Transportation (Caltrans) Scenic Highway Mapping System, there are no State-designated scenic highways in the planning area; however, Pacific Coast Highway (PCH) is considered to be an Eligible State Scenic Highway.[2]

The planning area is almost entirely developed with a mix of residential, commercial, industrial, recreational, and institutional uses. The majority of the planning area is characterized by low-to-moderate-density residential uses (approximately one- to two-stories in height) located throughout the City; however, the Downtown and Port areas serve as visual focal points for inland and coastal areas of the City. In addition, the entertainment activities at Rainbow Harbor combine with the visual landscapes of the Downtown and Port areas to provide a central visual point of interest for viewers. Views of neighborhoods surrounding the Downtown areas are typical of those in suburban areas with auto-oriented commercial centers. The planning areas are comprised of the following nine primary community plan areas: North Long Beach, Bixby Knolls, Westside and Wrigley, Eastside, Central, Traffic Circle, Downtown, Midshore, and Southeast. Each community plan area has its own visual character and key views as described in the 2019 Certified EIR.

3.2.2 2019 Certified EIR

Please refer to Section 4.1 of the 2019 Certified EIR for a detailed analysis of the potential effects of the approved project related to aesthetics. Overall, the 2019 Certified EIR concluded that impacts related to aesthetics, including impacts to scenic vistas, visual character, light and glare, and cumulative aesthetic impacts would be **less than significant**.

There were no City-designated scenic viewpoints or scenic corridors in the City identified in the 2019 Certified EIR. However, the City's existing Open Space Element required the protection of scenic features in the City, including beaches, bluffs, wetlands, and water bodies. Due to the prominence of existing urban and industrial developments adjacent to the Pacific Ocean and the Port of Long

[2] California Department of Transportation (Caltrans). n.d. Scenic Highway Mapping System. List of Eligible and Officially Designated State Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed March 4, 2020).

Beach, views of these resources were not expected to be significantly altered by development envisioned under the approved project. In addition, future development facilitated by the approved project would be designed according to the development strategies, policies, and standards in the proposed Urban Design Element (UDE) and would be subject to height and density/intensity limitations for each PlaceType as outlined in the Land Use Element (LUE). The visual character and quality of the planning area would also be preserved and enhanced through the application of goals, policies, strategies, and development standards outlined in the LUE and UDE proposed under the approved project that were intended to guide the quality and aesthetic value of existing and future development in the City. Future projects within the City would be required to submit detailed plans to the City to ensure consistency with the City's design requirements aimed at improving the visual character of the planning area and protecting identified scenic features, as well as the design standards established in the proposed UDE and the City's Municipal Code that regulate new sources of light and glare. Therefore, the 2019 Certified EIR determined that the approved project would not substantially degrade the visual character of the planning area, conflict with applicable zoning and other regulations governing scenic quality, or introduce a new significant source of light or glare. Impacts were determined to be **less than significant**, and no mitigation was required.

The 2019 Certified EIR also analyzed a cumulative aesthetic study area for the approved project of the visual resource areas within the City's viewshed. Because future projects would be required to be consistent with goals, policies, strategies, and development standards established by the UDE proposed under the approved project, which were intended to avoid, reduce, offset, or otherwise minimize identified potential adverse impacts of the approved project or provide significant benefits to the community and/or to the physical environment, cumulative impacts related to aesthetics would be **less than significant**, and no mitigation was required.

3.2.3 Analysis of the Proposed Project

3.2.3.1 Scenic Vistas

Implementation of the proposed project would not result in changes to impacts to scenic vistas or scenic resources as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes, and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such does not propose any development itself. There are no State-designated scenic highways in the planning area; however, the City's existing Open Space Element requires the protection of scenic features in the City, including beaches, bluffs, wetlands, and water bodies. Due to the prominence of existing urban and industrial developments adjacent to the Pacific Ocean and the Port of Long Beach, views of these resources are not expected to be significantly altered by development that would be allowed under the proposed project. Similar to the approved project, the proposed project would not significantly alter any views of City designated scenic features due to existing urban and industrial development. Future development facilitated by the proposed project would be consistent with the development strategies, policies, and standards in the approved UDE and would also be consistent with height and density/intensity limitations for each PlaceType as outlined in the approved LUE and analyzed in the 2019 Certified EIR. The heights, densities, and allowable uses permitted by the 4 new zones are consistent with those contemplated by the updated LUE for their respective PlaceTypes. Although future development allowed under the proposed project would result in changes to views to and from

areas throughout the City, such as potentially blocking distant views of the San Gabriel Mountains from public vantage points, changes to the Zoning Code and the rezoning of properties in the City Core under the proposed project would be consistent with goals, policies, and strategies outlined in the approved LUE and UDE aimed at preserving scenic vistas in the planning area. Development incentives proposed as part of the project would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR. Therefore, since the proposed project would be consistent with the approved project, impacts to scenic vistas would be similar and would remain **less than significant**.

3.2.3.2 Visual Character

Implementation of the proposed project would not result in changes to impacts to visual character as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE. The proposed project does not propose any development itself. Currently, the City's Zoning Code and the approved LUE are inconsistent. Implementation of the proposed project would amend inconsistencies between the City's Zoning Code and the approved LUE. As such, implementation of the proposed project is necessary in order to preserve visual character in the City consistent with the approved project.

Similar to the approved project, implementation of the proposed project would preserve visual character and quality of the planning area because the proposed project would be consistent with goals, policies, strategies, and development standards outlined in the approved LUE and UDE. Future development facilitated by the proposed project would be consistent with the City's design requirements aimed at improving the visual character of the planning area as outlined in the approved UDE and analyzed in the 2019 Certified EIR. The heights, densities, and allowable uses permitted by the 4 new zones are consistent with those contemplated by the updated LUE for their respective PlaceTypes. Similar to the approved project, implementation of the proposed project would ensure that the majority of the planning area, including identified aesthetic resources and scenic vistas, would not be affected by future growth. Therefore, since the proposed project would be consistent with the approved project, impacts to visual character would be similar and would remain **less than significant**.

3.2.3.3 Light and Glare

Implementation of the proposed project would not result in changes to impacts to light and glare as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 to be consistent with the approved LUE and UDE. Amendments to the City's Zoning Code proposed under the proposed project do not include any design standards related to light and glare.

The proposed project would establish 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would introduce new sources of light to the City that are typical of development projects and would be required to comply with the design standards related to light and glare established in the approved UDE and the City's Municipal Code. Although future development would introduce new sources of

light that and contribute to the light visible in the night sky and surrounding area, the planning area is located within a highly urbanized area characterized by significant nighttime lighting. Similar to the approved project, the proposed project would have less than significant impacts to light and glare because future development projects would be required to comply with standards related to light and glare established under the approved project and in the City's Municipal Code. Therefore, since the proposed project would be consistent with the approved project, impacts to light and glare would be similar and would remain **less than significant**.

3.2.3.4 Cumulative Aesthetic Impacts

Similar to the approved project, the proposed project includes a cumulative aesthetic study area of the visual resource areas within the City's viewshed. The viewshed from the planning area includes vantage points with views of the Pacific Ocean, the Port of Long Beach, the Long Beach marinas, the San Gabriel Mountains, and the Santa Ana Mountains.

The proposed project involves establishing 4 new zones and proposed updates to Title 22 of the City's Municipal Code and rezoning properties to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project under the proposed updates to Title 22 would change the visual character of the planning area. Since the proposed project would be consistent with the approved project, the site design, landscaping, and architectural design of future projects would be consistent with goals, policies, strategies, and development standards established by the UDE, which are intended to avoid, reduce, offset, or otherwise minimize identified potential adverse impacts of the approved project or provide significant benefits to the community and/or to the physical environment. Furthermore, development envisioned by the approved project which will be implemented through the proposed project is intended to improve the overall visual character of the City through new development projects that would shape the urban environment of the City, while preserving existing development that defines its unique aesthetic character.

Similar to the approved project, implementation of the proposed project would result in new sources of light and glare in the planning area as a result of future development projects allowed under project approval. However, because the City is characterized as an urban environment with existing high levels of light pollution, light emitted by future development projects would result in a cumulatively significant visual impact related to light and glare. Therefore, the contribution of the proposed project to potential cumulative visual and aesthetic impacts in the planning area is considered comparable to impacts under the approved project, and cumulative impacts to aesthetic resources would remain **less than significant**.

3.2.4 Findings Related to Aesthetics

3.2.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to aesthetics, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.2.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to aesthetics that would require major changes to the 2019 Certified EIR.

3.2.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to aesthetics requiring major revisions to the 2019 Certified EIR.

3.2.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the project that would substantially reduce one or more significant impacts pertaining to aesthetics identified and considered in the 2019 Certified EIR.

3.2.5 Compliance Measures

There are no compliance measures pertaining to aesthetics that are applicable to either the approved project or the proposed project.

3.2.6 Mitigation Measures

There are no mitigation measures pertaining to aesthetics that are applicable to either the approved project or the proposed project. No mitigation is required.

This page intentionally left blank

3.3 AIR QUALITY

3.3.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and the associated Addendums. There have been no major changes to the existing setting of the planning area with respect to air quality.

The planning area includes the entire City of Long Beach and is located within the South Coast Air Basin (Basin) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). However, the SCAQMD reports to the California Air Resources Board (CARB) and all emissions are also governed by the California Ambient Air Quality Standards (CAAQS) as well as the National Ambient Air Quality Standards (NAAQS).

The planning area is developed and consists of a mix of residential, commercial, medical, institutional, industrial, and open space and recreation uses. These uses currently generate criteria air pollutants from natural gas use for energy, heating and cooking, vehicle trips associated with each land use, and area sources such as landscaping equipment and consumer cleaning products. Sensitive receptors in the City include residences, retirement facilities, hospitals, schools, recreational land uses, and similar uses that are sensitive to air pollutants.

Air quality monitoring stations are located throughout the nation and are maintained by the local air pollution control district and State air quality regulating agencies. The air quality monitoring station closest to and within the project area is the 2425 Webster Street ambient air quality monitoring station in Long Beach, because it monitors the most air pollutant data in the City. Pollutant monitoring results for years 2015 to 2017 at the 2425 Webster Street ambient air quality monitoring station indicate that air quality in the vicinity of the City has generally been good. As indicated in the monitoring results, no violations of the federal particulate matter less than 10 microns in diameter (PM_{10}) standard occurred during the 3-year period. The State PM_{10} standard was exceeded six times in 2015, eight times in 2016, and ten times in 2017. Particulate matter less than 10 microns in diameter ($PM_{2.5}$) levels exceeded the Federal standard three times in 2015 and four times in 2017. Neither State nor Federal 1-hour ozone (O_3) standards nor the State 8-hour O_3 standard were exceeded in the 3-year period. In addition, the carbon monoxide (CO), sulfur oxide (SO_2), and nitrogen dioxide (NO_2) standards were also not exceeded in this area during the 3-year period.

3.3.2 2019 Certified EIR

Please refer to Section 4.2 of the 2019 Certified EIR for a detailed analysis of the potential effects of the approved project related to air quality.

As described in the 2019 Certified EIR, CEQA requires that general plans be evaluated for consistency with the Air Quality Management Plan (AQMP). Based on the emissions modeling prepared for the approved project, emissions exceeded SCAQMD thresholds for volatile organic compounds (VOCs) and CO as a result of additional housing anticipated under the approved project. In addition, while the approved project is consistent with the 2016 AQMP's land use policies aimed at reducing air emissions and would increase population or employment in the City, the approved project would result in additional housing units that would generate VOC and CO emissions above

established SCAQMD thresholds. Therefore, the 2019 Certified EIR determined that the approved project would conflict with or obstruct the implementation of the AQMP and/or applicable portions of the State Implementation Plan (SIP). The 2019 Certified EIR determined that this impact would be **significant and unavoidable**.

As described in the 2019 Certified EIR, construction activities associated with future projects facilitated by the approved project would cause short-term emissions of criteria air pollutants. While existing City policies and regulations and the proposed LUE/UDE goals and policies are intended to minimize impacts associated with nonattainment criteria pollutants, the 2019 Certified EIR requires Compliance Measure CM AQ-1, which includes a list of the types of measures within the existing regulatory framework that future projects may be required to comply with based on their specific impacts to ensure that the intended environmental protections were achieved. Additionally, the 2019 Certified EIR required the implementation of Mitigation Measure MM AQ-1, which required the preparation of project-specific technical assessments evaluating construction-related air quality impacts to further ensure that construction-related emissions were reduced to the maximum extent feasible. However, since the combination, number, and size of projects that could be under construction at any one time were unknown, the 2019 Certified EIR determined that this impact is **significant and unavoidable**.

The 2019 Certified EIR also requires the implementation of Mitigation Measure MM AQ-2, which requires the preparation of project-specific technical assessments to ensure that operational-related emissions are reduced to the maximum extent feasible. However, because operational characteristics and the associated emissions for future specific development projects could not be determined at the time of the analysis, despite implementation of Mitigation Measure MM AQ-2, the potential emissions impact associated with the operation of the approved project would be **significant and unavoidable**.

Construction emissions associated with future individual projects developed under the approved project would have the potential to cause or contribute to significant localized air quality impacts to nearby residential land uses within the planning area. To address this, the 2019 Certified EIR includes regulatory measures (e.g., SCAQMD Rule 201 for a permit to operate, Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, Rule 1403 for new source review, and the CARB's Airborne Toxic Control Measures), and mitigation would be imposed at the project level, which may include use of special equipment. In addition, individual projects would be required to conduct a site-specific localized impact analysis that evaluates potential project health impacts at a project level to immediately adjacent land uses (refer to Compliance Measure CM AQ-1 and Mitigation Measure MM AQ-1 in the 2019 Certified EIR) to ensure that potential health impacts associated with the construction of the approved project would be **less than significant with mitigation incorporated**.

The approved project includes a number of goals and policies that are intended to minimize toxic air contaminants (TAC) impacts associated with sensitive receptors. In addition, specific measures for future development projects are required to ensure that the intended environmental protections are achieved. Compliance with Policy 16-13 and Mitigation Measure MM AQ-3 required by the 2019 Certified EIR would ensure that mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Policy 16-13 and Mitigation

Measure MM AQ-3 also requires the preparation of project-specific technical health risk assessments for certain large discretionary industrial or warehousing uses to evaluate operational-related health risk impacts to ensure that operational-related emissions are reduced to the maximum extent feasible for projects that require environmental evaluation under CEQA. However, because the scale of individual project level emissions that would result under implementation of the LUE unknown, and in order to present conservative assumptions, the TAC health risk impacts associated with future operation of individual projects resulting from implementation of the approved project are assumed to be **significant and unavoidable**.

While odor sources are present within the City, the odor policies enforced by the SCAQMD, including Rule 402, and City of Long Beach Municipal Code Section 8.64.040, prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. The 2019 Certified EIR determined that impacts associated with objectionable odors, such as short-term constriction related odors, would be **less than significant**, and no mitigation is required.

The 2019 Certified EIR analyzed a cumulative study area for potential air quality impacts of the South Coast Air Basin (Basin). Although future development under the approved project would be required to comply with CARB motor vehicle standards, SCAQMD regulations from stationary sources and architectural coatings, California Green Building Standards Code (CALGreen Code) building efficiency standards (Title 24, Part 11) and the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6), and the proposed LUE/UDE project goals and policies, it would contribute criteria pollutants to the area during project construction and operation. Since the combination, number, and size of projects that could be under construction at any one time is unknown, even with implementation of Mitigation Measure MM AQ-1, the approved project was determined to result in significant cumulative construction emissions from criteria pollutants. Additionally, even with implementation of Mitigation Measure MM AQ-2, operational impacts from criteria pollutant emissions would contribute to an O_3 exceedance, which could hinder the attainment of air quality standards. Further, cumulative growth within the City could result in potential TAC health risks exceeding 10 in one million and could cumulatively contribute to elevated health risks in the Basin, as identified in the Multiple Air Toxics Exposure Study (MATES). Therefore, the 2019 Certified EIR determined that cumulative air quality emissions associated with future development that may occur under the approved project would be **significant and unavoidable**.

3.3.3 Analysis of the Proposed Project

3.3.3.1 Conflicts with Air Quality Plans

Implementation of the proposed project would not result in changes to air quality impacts as analyzed in the 2019 Certified EIR because the proposed project would establish 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE.

As stated previously, CEQA requires that general plans be evaluated for consistency with the AQMP. Indicator 1 relates to whether the proposed project would result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of the Ambient Air Quality Standards (AAQS) or emission reductions in the AQMP as

compared to the approved project. Indicator 2 relates to whether the proposed project would exceed the assumptions in the AQMP as compared to the approved project.

Indicator 1: Similar to the approved project, the proposed project involves long-term growth associated with the anticipated build out of the City, and therefore, emissions of criteria pollutants associated with future development facilitated under the proposed project would contribute emissions of PM_{10}, $PM_{2.5}$, NOx, and VOCs, which would affect the attainment of the AAQS. Future development allowed under the proposed project is required to comply with CARB motor vehicle standards, SCAQMD regulations for stationary sources and architectural coatings, Title 24 energy efficiency standards, and the proposed LUE/UDE goals and policies. Additionally, future projects are required to comply with existing City policies and regulations, as well as the LUE/UDE goals and policies, in order to further reduce air quality impacts.

The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, similar to the approved project, the proposed project would result in a potentially significant impact associated with consistency with the applicable AQMP and would not be consistent with the AQMP under the first indicator.

Indicator 2: Similar to the approved project, implementation of the proposed project would not result in higher population and would not generate higher employment in the City compared to the Southern California Association of Governments' (SCAG) forecasts. Growth under the proposed project would be the same as growth estimated under the approved project. Development incentives proposed as part of the project would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR. Growth projections of the approved project assumed the anticipated General Plan build out by the year 2040, since there was no schedule for when this development would occur. As a result, the growth projections for the City would have been based on the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and the associated emissions inventory in SCAQMD's 2016 AQMP. Since the proposed project would be consistent with the approved project, the proposed project would also be consistent with the 2016 AQMP's land use policies aimed at reducing air emissions and would not increase population or employment in the City. Therefore, similar to the approved project, the proposed project is consistent with the 2016 AQMP under Indicator 2.

While the proposed project is consistent with the 2016 AQMP's land use policies aimed at reducing air emissions and would not increase population or employment in the City, the proposed project would facilitate and allow additional housing units that would generate VOC and CO emissions above established SCAQMD thresholds. Therefore, based on the requirements for consistency with emission control strategies in the AQMP, the proposed project would conflict with or obstruct the implementation of the AQMP and/or applicable portions of the SIP. Impacts would remain **significant and unavoidable**.

3.3.3.2 Violate or Contribute to an Air Quality Standard Violation

Implementation of the proposed project would not result in changes to impacts as a result of air quality standard violations as analyzed in the 2019 Certified EIR because the proposed project involves rezoning properties and updating Title 22 in order to be consistent with the approved LUE and UDE.

Construction Emissions. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Similar to the approved project, construction activities associated with future projects facilitated by the proposed project would cause short-term emissions of criteria air pollutants.

The proposed project would be consistent with LUE goals regarding land use development and policies designed to reduce emissions of criteria pollutants. Similar to the approved project, future development under the proposed project would be required to comply with Compliance Measure CM AQ-1, which includes a list of the types of measures within the existing regulatory framework that future projects may be required to comply with based on their specific impacts to ensure that the intended environmental protections are achieved. Additionally, future development under the proposed project would require the implementation of Mitigation Measure MM AQ-1, which requires preparation of project-specific technical assessments evaluating construction-related air quality impacts to further ensure that construction-related emissions are reduced to the maximum extent feasible. However, since the combination, number, and size of projects that could be under construction at any one time are unknown, this impact would remain **significant and unavoidable**.

Operation Emissions. The proposed project involves establishing 4 new zones to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Similar to the approved project, VOC (an O_3 precursor emission) and CO emissions would exceed the SCAQMD thresholds under the proposed project.

Similar to the approved project, future development under the proposed project would be required to demonstrate compliance with the AQMP, SIP, CARB's motor vehicle standards; SCAQMD regulations for stationary sources and architectural coatings; the CALGreen Code building efficiency standards (Title 24, Part 11) and the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6); and the LUE/UDE project goals and policies.

Future development under the proposed project would also require the implementation of Mitigation Measure MM AQ-2, which requires the preparation of project-specific technical assessments to ensure that operational-related emissions are reduced to the maximum extent feasible. However, because operational characteristics and the associated emissions for future specific development projects could not be determined in the 2019 Certified EIR, despite implementation of Mitigation Measure MM AQ-2, the potential emissions impact associated with the operation of the proposed project would remain **significant and unavoidable**.

Construction During Project Operation. Similar to the approved project, specific future development projects that would be facilitated by the proposed project are unknown, and the precise combination of emissions that would occur is also unknown. However, the 2019 Certified EIR for the approved project included an analysis of average construction emissions along with the horizon year 2040 project emissions. The proposed project involves establishing 4 new zones to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude emissions for the proposed project would also be below the significance threshold established by the SCAQMD for daily project emissions. Impacts would remain **less than significant**.

CO Hot-Spot Analysis. Under existing and future vehicle emission rates analyzed in the 2019 Certified EIR, a project had to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. The proposed project involves establishing 4 new zones to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that the proposed project would not produce the volume of traffic required to generate a CO hot spot. Impacts would remain **less than significant.**

3.3.3.3 Expose sensitive receptors to substantial pollutant concentrations

Implementation of the proposed project would not result in changes to impacts to sensitive receptors as a result of exposure to substantial pollutant exposure as analyzed in the 2019 Certified EIR because the proposed project involves rezoning properties and updating Title 22 in order to be consistent with the approved LUE and UDE.

Localized Criteria Pollutants. Similar to the approved project, construction emissions associated with future individual projects facilitated by the proposed project would have the potential to cause or contribute to significant localized air quality impacts to nearby residential land uses within the planning area. To address this, the proposed project would comply with regulatory measures (e.g., SCAQMD Rule 201 for a permit to operate, Rule 403 for fugitive dust control, Rule 1113 for architectural coatings, Rule 1403 for new source review, and the CARB's Airborne Toxic Control Measures), and mitigation would be imposed at the project level, which may include use of special equipment.

Health Effects Similar to the approved project, localized construction impacts of future projects facilitated by the proposed project have the potential to exceed Localized Significance Thresholds (LSTs), particularly for construction of areas larger than 5 acres or areas with more intense construction activities. Therefore, similar to the approved project, without mitigation future development under the proposed project would also have the potential to exceed the LSTs and have the potential to cause or exacerbate an exceedance of the AAQS.

The proposed project involves establishing 4 new zones to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development

facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that construction projects facilitated by the proposed project would generate similar amounts of nitrogen oxide (NO_X) and VOCs. Further, future individual projects would be required to conduct a site-specific localized impact analysis that evaluates potential project health impacts at a project level to immediately adjacent land uses (refer to Compliance Measure CM AQ-1 and Mitigation Measure MM AQ-1) to ensure that potential health impacts associated with the implementation of the proposed project would remain **less than significant**.

Toxic Air Contaminant Emissions. The proposed project would be consistent with goals and policies included in the approved project that are intended to minimize TAC impacts associated with sensitive receptors. Similar to the approved project, future development under the proposed project would be required to comply with Policy 16-13 and Mitigation Measure MM AQ-3, which would ensure that mobile sources of TACs not covered under SCAQMD permits are considered during subsequent project-level environmental review. Policy 16-13 and Mitigation Measure MM AQ-3 also require the preparation of project-specific technical health risk assessments for certain large discretionary industrial or warehousing uses to evaluate operational-related health risk impacts to ensure that operational-related emissions are reduced to the maximum extent feasible for projects that require environmental evaluation under CEQA. However, because the scale of individual project level emissions that would result under implementation of the proposed project are unknown, and in order to present conservative assumptions, the TAC health risk impacts associated with future operation of individual projects resulting from implementation of the proposed project are assumed to be potentially significant. Impacts would remain **significant and unavoidable.**

3.3.3.4 Other Emissions

Implementation of the proposed project would not result in changes to impacts to other air quality emissions as analyzed in the 2019 Certified EIR because the proposed project involves rezoning properties and updating Title 22 in order to be consistent with the approved LUE and UDE.

Future development under the proposed project would be required to comply with odor policies enforced by the SCAQMD, including Rule 402, and City of Long Beach Municipal Code Section 8.64.040, prohibit nuisance odors and identify enforcement measures to reduce odor impacts to nearby receptors. Therefore, similar to the approved project, impacts for future development under the proposed project associated with objectionable odors would remain **less than significant**.

3.3.3.5 Cumulative Air Quality Impacts

Similar to the approved project, future development under the proposed project would consider the Basin as the cumulative study area for potential air quality impacts. Each project in the Basin is required to comply with SCAQMD rules and regulations and is subject to independent review.

Future development that may occur with implementation of the proposed project would contribute criteria pollutants to the area during project construction and operation. However, similar to the approved project, future development under the proposed project would be required to comply with CARB motor vehicle standards, SCAQMD regulations from stationary sources and architectural

coatings, CALGreen Code building efficiency standards (Title 24, Part 11) and the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6), and the proposed LUE/UDE project goals and policies.

Since the combination, number, and size of projects that could be under construction at any one time is unknown, even with implementation of Mitigation Measure MM AQ-1, future development under the proposed project would result in significant cumulative construction emissions from criteria pollutants. Additionally, even with implementation of Mitigation Measure MM AQ-2, operational impacts from criteria pollutant emissions would contribute to an O_3 exceedance, which would hinder the attainment of air quality standards. Further, cumulative growth within the City would result in potential TAC health risks exceeding 10 in one million and would cumulatively contribute to elevated health risks in the Basin, as identified in the Multiple Air Toxics Exposure Study (MATES). Development incentives proposed as part of the project would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR. Therefore, the contribution of future development under the proposed project to potential cumulative air quality impacts in the planning area is considered comparable to impacts under the approved project, and impacts would remain **cumulatively considerable** even with implementation of mitigation.

Similar to the approved project, cumulative impacts associated with future development under the proposed project with respect to the generation of odors affecting a substantial number of people would remain **less than cumulatively considerable** following compliance with odor policies enforced by the SCAQMD (including Rule 402) and City of Long Beach Municipal Code Section 8.64.040.

3.3.4 Findings Related to Air Quality

3.3.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to air quality, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.3.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to air quality that would require major changes to the 2019 Certified EIR.

3.3.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to air quality requiring major revisions to the 2019 Certified EIR.

3.3.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the project that would substantially reduce one or more significant impacts pertaining to air quality identified and considered in the 2019 Certified EIR.

3.3.5 Compliance Measure

The following compliance measure pertaining to air quality that was identified in the 2019 Certified EIR is applicable to future development under the proposed project.

CM AQ-1 To ensure compliance with South Coast Air Quality Management District (SCAQMD) rules and provide Best Management Practices (BMPs) to reduce air pollutant emissions during construction of future projects facilitated under the proposed project, the construction contractor shall implement the following BMPs during construction, where feasible, to further reduce emissions from construction emissions of volatile organic compounds (VOCs), nitrogen oxides (NO_X), and particulate matter.

- Install temporary construction power supply meters on site and use these to provide power to electric power tools whenever feasible. If temporary electric power is available on site, forbid the use of portable gasoline- or diesel-fueled electric generators.
- Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps on diesel equipment, as feasible.
- Maintain equipment according to manufacturers' specifications.
- Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [CARB] regulation).
- Phase grading operations to reduce disturbed areas and times of exposure.
- Avoid excavation and grading during wet weather.
- Limit on-site construction routes and stabilize construction entrance(s).
- Remove existing vegetation only when absolutely necessary.
- Sweep up spilled dry materials (e.g., cement, mortar, or dirt track-out) immediately. Never attempt to wash them away with water. Use only minimal water for dust control.
- Store stockpiled materials and wastes under a temporary roof or secured plastic sheeting or tarp.

- Properly dispose of all demolition wastes. Materials that can be recycled from demolition projects include metal framing, wood, concrete, asphalt, and plate glass. Unusable, un-recyclable debris should be confined to dumpsters, covered at night, and taken to a landfill for disposal.

- Hazardous debris such as asbestos must be handled in accordance with specific laws and regulations and disposed of as hazardous waste. For more information on asbestos handling and disposal regulations, contact the SCAQMD.

3.3.6 Mitigation Measures

The following mitigation measures pertaining to air quality that were identified in the 2019 Certified EIR are applicable to future development under the proposed project.

MM AQ-1 Prior to issuance of any construction permits, future development projects subject to discretionary review under the California Environmental Quality Act (CEQA) shall prepare and submit to the Director of the City of Long Beach (City) Department of Development Services, or designee, a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with South Coast Air Quality Management District (SCAQMD) methodology for assessing air quality impacts. If construction-related criteria air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the Department of Development Services shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during construction activities. These identified measures shall be incorporated into all appropriate construction documents (e.g., construction management plans) submitted to the City and shall be verified by the Department of Development Services. Mitigation measures to reduce construction-related emissions include, but are not limited to, the following:

- Require the following fugitive-dust control measures:
    - Use non-toxic soil stabilizers to reduce wind erosion.
    - Apply water every 4 hours to active soil-disturbing activities.
    - Tarp and/or maintain a minimum of 24 inches of freeboard on trucks hauling dirt, sand, soil, or other loose materials.
- Use construction equipment rated by the United States Environmental Protection Agency (USEPA) as having Tier 4 (model year 2008 or newer) emission limits (when available), or Tier 3 (model year 2006 or newer), applicable for engines between 50 and 750 horsepower.
- Ensure that construction equipment is properly serviced and maintained to the manufacturers' standards.

- Limit non-essential idling of construction equipment to no more than 5 consecutive minutes.

- Using Super-Compliant volatile organic compound (VOC) paints for coating of architectural surfaces whenever possible. (A list of Super-Compliant architectural coating manufactures can be found on the SCAQMD website at http://www.aqmd.gov/prdas/brochures/Super-Compliant_AIM.pdf.)

- Suspend all soil disturbance activities when winds exceed 25 miles per hour (mph) as instantaneous gusts or when visible plumes emanate from the site and stabilize all disturbed areas.

- Post a publicly visible sign with the telephone number and person to contact at the City of Long Beach regarding dust complaints. The SCAQMD's phone number shall also be visible to ensure compliance with applicable regulations.

- Sweep all streets at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets. The use of water sweepers with reclaimed water is recommended.

- Apply water three times daily or non-toxic soil stabilizers according to manufactures' specifications to all unpaved parking or staging areas, unpaved road surfaces, or to areas where soil is disturbed. Reclaimed water should be used when available.

- Construction vendors, contractors, and/or haul truck operators shall utilize 2010 model year trucks (e.g., material delivery trucks and soil import/export) that meet the California Air Resources Board's (CARB) 2010 engine emission standards at 0.01 grams per brake horsepower-hour (g/bhp-hr) of particulate matter (PM) and 0.20 g/bhp-hr of nitrogen oxides (NO_x) emissions or newer, cleaner trucks. Operators shall maintain records of all trucks associated with the project construction to document that each truck used meets these emission standards, and shall make the records available for inspection.

MM AQ-2 Prior to future discretionary project approval, development project applicants shall prepare and submit to the Director of the City Department of Development Services, or designee, a technical assessment evaluating potential project operation phase-related air quality impacts. The evaluation shall be prepared in conformance with SCAQMD methodology in assessing air quality impacts. If operation-related air pollutants are determined to have the potential to exceed the SCAQMD-adopted thresholds of significance, the Department of Development Services shall require that applicants for new development projects incorporate mitigation measures to reduce air pollutant emissions during operational activities. The identified measures shall be included as part of the Project Conditions of Approval. Possible mitigation measures to reduce long-term emissions include but are not limited to:

- For site-specific development that requires refrigerated vehicles, the construction documents shall demonstrate an adequate number of electrical service connections at loading docks for plugging in the anticipated number of refrigerated trailers to reduce idling time and emissions.
- Applicants for manufacturing and light industrial uses shall consider energy storage and combined heat and power in appropriate applications to optimize renewable energy generation systems and avoid peak energy use.
- Site-specific developments with truck delivery and loading areas and truck parking spaces shall include signage as a reminder to limit idling of vehicles while parked for loading/unloading in accordance with CARB Rule 2845 (13 California Code of Regulations [CCR] Chapter 10, Section 2485).
- Require that 240-volt electrical outlets or Level 3 chargers be installed in parking lots that would enable charging of neighborhood electric vehicles (NEVs) and/or battery powered vehicles.
- Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs throughout the City to generate solar energy.
- Maximize the planting of trees in landscaping and parking lots.
- Use light-colored paving and roofing materials.
- Require use of electric or alternatively fueled street-sweepers with HEPA filters.
- Require use of electric lawn mowers and leaf blowers.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low volatile organic compound (VOC) cleaning products.

MM AQ-3 Prior to future discretionary approval for projects that require environmental evaluation under CEQA, the City of Long Beach shall evaluate new development proposals for new industrial or warehousing land uses that (1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and (2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit a Health Risk Assessment (HRA) to the City Department of Development Services. The HRA shall be prepared in accordance with policies and procedures of the most current State Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD. If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the

SCAQMD at the time a project is considered, the Applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms to reduce risks to an acceptable level. T-BACTs may include, but are not limited to, restricting idling on site or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

This page intentionally left blank

3.4 GLOBAL CLIMATE CHANGE

3.4.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and the associated Addendums. There have been no major changes to the existing setting of the planning area with respect to global climate change.

The planning area is currently developed and consists of a mix of residential, commercial, medical, institutional, industrial, and open space and recreation uses. These uses currently generate criteria air pollutants from natural gas use for energy, heating and cooking, vehicle trips associated with each land use, and area sources such as landscaping equipment and consumer cleaning products.

Rising sea levels may also affect the built environment, including coastal development such as buildings, roads, and infrastructure. Coastal areas within the City are relatively flat, low-lying, and developed and may be directly affected by the change in sea level resulting from global climate change. As part of preparing the City's Climate Action and Adaptation Plan (CAAP), the City developed a baseline greenhouse gas (GHG) emissions inventory for the year 2015. The City's 2015 total emissions were 3.1 million metric tons (MMT) of carbon dioxide equivalent (CO_2e) with the majority coming from transportation (50 percent) and building energy use (44 percent). The remaining 6 percent comes from solid waste and wastewater. In addition, to provide a 2018 baseline for the purposes of this plan-level analysis, an emissions inventory of the City was conducted based on the existing land uses, which identifies existing land uses as residential, commercial, office, and industrial emissions.

3.4.2 2019 Certified EIR

Please see Section 4.3 of the 2019 Certified EIR for detailed analysis of potential effects of the approved project related to global climate change.

While the approved project includes various policies that contribute to reduced GHG emissions and would result in a net reduction of overall GHG emissions as compared to existing conditions, the City still requires assistance from additional federal and State programs and regulations to achieve the long-term GHG emissions goal and efficiency threshold. The 2019 Certified EIR requires implementation of Mitigation Measure MM GHG-1, which would reduce GHG emissions because it requires the preparation of a GHG Reduction Plan or CAAP to ensure that the City continues on a trajectory that aligns with the short-term, interim, and long-term State GHG reduction goals. However, in addition to Mitigation Measure MM GHG-1, additional statewide measures are required in order to meet the service population threshold set by the CAAP. Because the performance of GHG reduction measures in the CAAP and compliance with future targets could not be assured, the 2019 Certified EIR determined that GHG emission impacts would remain **significant and unavoidable.**

In addition to the City's Sustainable City Action Plan, the California Air Resources Board's (CARB) Scoping Plan and the Southern California Association of Governments' (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) both identify strategies to reduce GHG emissions that are applicable to the approved project. The 2019 Certified EIR determined that

the approved project and its policies are consistent with applicable measures and goals identified in the City's Sustainable City Action Plan, the CARB Scoping Plan, and the SCAG 2016–2040 RTP/SCS. Furthermore, the 2019 Certified EIR requires the implementation of Mitigation Measure MM GHG-1, which requires the City to adopt a GHG Reduction Plan or CAAP. With implementation of Mitigation Measure MM GHG-1, the 2019 Certified EIR determined that the approved project would not conflict with or impede implementation of reduction goals identified in Assembly Bill (AB) 32 and Senate Bill (SB) 32. The approved project is also subject to all applicable regulatory requirements, which would reduce the GHG emissions of the approved project. Therefore, the 2019 Certified EIR determined that the approved project would not conflict with any applicable plan, program, policy, or regulation related to the reduction of GHG emissions. Impacts would be **less than significant with mitigation incorporated**.

Implementation of the approved project would result in a GHG emission profile that is lower than existing GHG emissions within the City. Additionally, since climate change is a global issue, it is unlikely that the approved project would generate enough GHG emissions to influence global climate change on its own. Because the approved project's impacts alone would not cause or significantly contribute to global climate change, project-related CO_2e emissions and their contribution to global climate change impacts in the State of California would not result in a significant contribution to cumulatively considerable GHG emission impacts. Therefore, the 2019 Certified EIR determined that the approved project would result in a **less than significant cumulative impact** on global climate change (including sea level rise).

3.4.3 Analysis of the Proposed Project

3.4.3.1 Generate Greenhouse Gas Emissions

Implementation of the proposed project would not result in changes to impacts to GHG emissions as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zoning districts to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE.

Similar to the approved project, implementation of future development under the proposed project would contribute to global climate change through direct and indirect emissions of GHGs from land uses within the City. The proposed project involves establishing 4 new zones to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that GHG emissions per service population for future development under the proposed project would be lower under future year conditions but would also exceed the 1.92 metric tons of carbon dioxide equivalent per year per service population (MT CO_2e/yr/SP) criterion established by the City.

Implementation of Mitigation Measure MM GHG-1, which requires the City to adopt a GHG Reduction Plan or CAAP, is not applicable to the proposed project as implementation of the CAAP was specific to the adoption of the LUE/UDE. Further, the City Council adopted a CAAP on August 16, 2022. Therefore, the City has complied with Mitigation Measure MM GHG-1 as identified in the approved project.

While the proposed project would be consistent with policies that contribute to reduced GHG emissions included under the approved project, the City would still require assistance from additional federal and State programs and regulations to achieve the long-term GHG emissions goal and efficiency threshold. Therefore, because the performance of GHG reduction measures in the CAAP and compliance with future targets could not be assured, the GHG emission impacts resulting from implementation of future development under the proposed project would remain **significant and unavoidable**.

3.4.3.2 Conflict with Applicable GHG Reduction Plans, Policies, or Regulations

Implementation of the proposed project would not result in changes to impacts as a result of conflicts with an applicable plan, program, policy, or regulation related to the reduction of GHG emissions as analyzed in the 2019 Certified EIR because the proposed project would establish 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE.

In addition to the City's CAAP, CARB's Scoping Plan and the 2016–2040 RTP/SCS both identify strategies to reduce GHG emissions that are applicable to future development under the proposed project. Similar to the approved project, future development under the proposed project would be consistent with applicable measures and goals identified in the City's CAAP, the CARB Scoping Plan, and SCAG's 2016–2040 RTP/SCS. Furthermore, the City has adopted a CAAP and future development under the proposed project would be reviewed for compliance with the CAAP. Therefore, future development under the proposed project would not conflict with or impede implementation of reduction goals identified in AB 32 and SB 32. The proposed project is also subject to all applicable regulatory requirements, which would reduce the GHG emissions of future development under the proposed project. Future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude the proposed project would result in a net reduction of overall GHG emissions as compared to existing conditions, similar to the approved project. Therefore, the proposed project would not conflict with any applicable plan, program, policy, or regulation related to the reduction of GHG emissions. Impacts would remain **less than significant**.

3.4.3.3 Cumulative Global Climate Change Impacts

Although implementation of future development under the proposed project would result in the emission of GHGs similar to the approved project, GHG emissions by any single project into the atmosphere is not itself necessarily considered an adverse environmental effect. Rather, the increased accumulation of GHGs from more than one project and many sources in the atmosphere would result in GHG impacts as analyzed in the 2019 Certified EIR.

Similar to the approved project, implementation of future development under the proposed project would result in a GHG emission profile that is lower than existing GHG emissions within the City. Additionally, since climate change is a global issue, it is unlikely that future development would generate enough GHG emissions to influence global climate change on its own. Because future development under the proposed project's impacts alone would not cause or significantly contribute to global climate change, project-related CO_2e emissions and their contribution to global climate change impacts in the State of California would not result in a significant contribution to

cumulatively considerable GHG emission impacts. Therefore, the similar to the approved project, the proposed project would not result in a **significant long-term cumulative impact** on global climate change.

Future projects facilitated by implementation of the proposed project would be planned with consideration of the conditions at the time they are proposed and would be evaluated on a project-by-project basis during environmental review for their potential to be affected by the change in sea level resulting from global climate change. Because the future discretionary development proposals within the City would be subject to environmental review under CEQA and would be required to analyze potential sea level rise impacts and include mitigation as appropriate, cumulative sea-level rise impacts resulting from the proposed project would remain **less than cumulatively significant**.

3.4.4 Findings Related to Global Climate Change

3.4.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to global climate change, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.4.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to global climate change that would require major changes to the 2019 Certified EIR.

3.4.4.3 No New Information Showing Greater Significant Effects than in the 2019 Certified EIR

This analysis has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact to global climate change requiring major revisions to the 2019 Certified EIR.

3.4.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the project that would substantially reduce one or more significant impacts pertaining to global climate change identified and considered in the 2019 Certified EIR.

3.4.5 Compliance Measures

There are no compliance measures pertaining to global climate change that are applicable to the approved project or the proposed project.

3.4.6 Mitigation Measures

The 2019 Certified EIR included Mitigation Measure MM GHG-1, requiring adoption of a GHG Reduction Plan or CAAP. The City adopted a CAAP in August 2022, thereby complying with Mitigation Measure MM GHG-1. Therefore, there are no mitigation measures pertaining to global climate change that are applicable to the proposed project.

This page intentionally left blank

3.5 LAND USE

3.5.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and the associated Addendums. There have been no major changes to the existing setting of the planning area with respect to the existing land use.

The planning area encompasses 50 square miles (approximately 33,000 acres) within the limits of the City of Long Beach (excluding the City of Signal Hill, which is completely surrounded by the City of Long Beach) in the southern region of Los Angeles County. Existing land uses in the City include a mix of residential, commercial, open space, industrial, institutional, church, and utility/rights-of-way uses. Residential uses are the predominant land use currently characterizing the City.

While the City consists of many distinct land uses, there are nine primary community plan areas that combine to form the City's unique identity of the North Long Beach, Bixby Knolls, Westside and Wrigley, Eastside, Central, Traffic Circle, Downtown, Midshore, Southeast areas.

3.5.2 2019 Certified EIR

Please refer to Section 4.4 of the 2019 Certified EIR for a detailed analysis of potential effects of the approved project related to land use and planning. The 2019 Certified EIR concluded that impacts related to land use and planning would be **less than significant**.

As described in the 2019 Certified EIR, the approved project would not conflict with any applicable land use plan, policy, or regulation, including the following:

- City of Long Beach General Plan and Specific Plans
- Port Master Plan (PMP)
- Airport Land Use Plan (ALUP)
- City of Long Beach Zoning Code
- Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan (RCP)
- SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS)
- California Coastal Act
- Local Coastal Program

3.5.2.1 General Plan, Specific Plan, Port Master Plan (PMP), and Airport Land Use Plan (ALUP) Consistency

As part of the General Plan LUE proposed under the approved project, the 14 PlaceTypes replaced the existing land use designations. Although the proposed PlaceTypes were inconsistent with the existing General Plan land use designations, the approval resulted in the approved project being consistent with the General Plan and ensured the proposed LUE would be the presiding policy document guiding land use in the City. The goals and policies in the General Plan have been updated and replaced by the goals, strategies, policies, and implementation strategies outlined in the LUE and UDE proposed under the approved project.

The proposed PlaceTypes were consistent with adopted specific plans regulating development in the City and the approved project also incorporated the PMP into the Regional-Servicing Facility PlaceType. Similarly, the approved project allowed for development within adopted airport land use plans to continue to be regulated by such plans. The approved project, once approved, was therefore consistent with adopted land use plans. The 2019 Certified EIR determined that impacts would be **less than significant**, and no mitigation was required.

3.5.2.2 City of Long Beach Zoning Code

While the PlaceTypes included as part of the approved project were inconsistent with some existing zoning districts and regulations outlined in the City's existing Zoning Code and corresponding Zoning Map, the approved project included Project Design Feature PDF 4.4.1 to address such inconsistencies. Therefore, with incorporation of Project Design Feature PDF 4.4.1, the 2019 Certified EIR determined that the approved project would be consistent with the City's Zoning Code and Zoning Map. Impacts were determined to be **less than significant**, and no mitigation was required.

3.5.2.3 Southern California Association of Governments (SCAG) 2008 Regional Comprehensive Plan (RCP)

The approved project proposed to adopt PlaceTypes, which emphasized flexible land use patterns and allowed for a mix of compatible uses in areas throughout the City and encourage development consistent with the 2008 RCP's and the 2016-2040 RTP/SCS's goals to preserve existing single-family neighborhoods, focus growth along transportation corridors, encourage mixed-use development, provide housing opportunities, focus on creating pedestrian-friendly neighborhoods that would reduce automobile dependence and improve the transportation network, and protect open space and areas from development. Therefore, the 2019 Certified EIR determined that the approved project would be consistent with the 2008 RCP and the 2016–2040 RTP/SCS, and impacts were considered **less than significant**. No mitigation was required.California Coastal Act

In accordance with Chapter 3 of the California Coastal Act (CCA), the approved project aimed to protect, maintain, and enhance the overall quality of the California Coastal Zone by preserving existing natural resources within the Coastal Zone through identified strategies and policies. Therefore, the 2019 Certified EIR determined that the approved project would be consistent with applicable goals and policies outlined in the CCA. Impacts were considered to be **less than significant**, and no mitigation was required.

3.5.2.5 Local Coastal Program

Because the approved project resulted in updates to the City's General Plan that were inconsistent with portions of the City's existing Local Coastal Program (LCP), project implementation could result in potential land use conflicts with the LCP. Therefore, updates/amendments to the City's LCP would be required at the time individual applications for development within the City's Coastal Zone are proposed if they are determined by the City to be inconsistent with the adopted General Plan LUE. In addition, the approved project included Project Design Feature PDF 4.4.1, which mandated a Zone Change Program and LCP update to ensure that changes facilitated by the adopted LUE were consistent with the Zoning Code and LCP. Approval of these future LCP amendments reduced

potential inconsistencies with the City's LCP to a less than significant level. Therefore, the 2019 Certified EIR determined a **less than significant** impact. No mitigation was required.

3.5.2.6 SCAG RTP/SCS Consistency

Given that the approved project encompassed a comprehensive update to the City's existing General Plan LUE and the adoption of a new UDE, the approved project itself shaped growth in the City through the horizon year 2040 and was therefore cumulative in nature. As such, each new development project facilitated by project approval and subject to discretionary review would have been subject to its own General Plan consistency analysis and would have been reviewed for consistency with adopted land use plans and policies. Approval of the approved project ensured that the proposed LUE became the guiding land use document for the City, thereby mitigating any potential inconsistencies with the City's General Plan and other applicable land use documents (i.e., the California Coastal Act, the City's LCP, and SCAG's RCP and RTP/SCS). The approved project also addressed potential inconsistencies with the City's Zoning Ordinance and Zoning Map within the first 5 years following project approval (as outlined in Project Design Feature PDF 4.4.1), which reduced cumulative project impacts related to potential zoning inconsistencies to a **less than significant** level. No mitigation was required.

3.5.3 Analysis of the Proposed Project

3.5.3.1 Conflict with any Land Use Plan, Policy, or Regulation

Long Beach Climate Action and Adaptation Plan (LB CAAP). Since the 2019 EIR was certified the City has adopted the LB CAAP (August 16, 2022). The CAAP is a comprehensive planning document providing a framework to reduce future GHG emissions in the City of Long Beach through climate action strategies and lessen the impacts of climate change on the City through climate adaptation strategies. As a qualified climate action plan pursuant to the CEQA, the proposed CAAP provides the framework to achieve the City's GHG emissions reduction targets, and the CAAP Consistency Review Checklist (CAAP Checklist) would be used as the basis for assessments of future projects' consistency with this plan in lieu of a project-specific GHG CEQA analysis for future discretionary projects subject to CEQA pursuant to Section 15183.5 of the *State CEQA Guidelines*. The proposed project involves establishing 4 new zoning districts to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. Therefore, the proposed project would also be consistent with applicable goals and policies outlined in the LB CAAP. Impacts would remain **less than significant.**

California Coastal Act. As described in the 2019 Certified EIR, in accordance with Chapter 3 of the CCA, the approved project included goals, policies, and strategies aimed to protect, maintain, and enhance the overall quality of the California Coastal Zone by preserving existing natural resources within the Coastal Zone. As such, the approved project was determined to be consistent with the CCA. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development or changes to land uses within the City's Coastal Zone. Therefore, the proposed project would also be consistent with applicable goals and policies outlined in the CCA. Impacts would be similar to the approved project and would remain **less than significant.**

Local Coastal Program. As described in the 2019 Certified EIR, because the approved project resulted in updates to the City's General Plan that were inconsistent with portions of the City's existing Local Coastal Program (LCP), project implementation could result in potential land use conflicts with the LCP. The approved project included Project Design Feature PDF 4.4.1, which mandated a Zone Change Program and LCP update to ensure that changes facilitated by the adopted LUE were consistent with the Zoning Code and LCP. The proposed project would enact the implementation of this Project Design Feature by establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE. As such, the proposed project is facilitating such updates to the Zoning Code, which will lead to consistency with the City's LCP consistent with the implementation of Project Design Feature PDF 4.4.1. Therefore, impacts related to inconsistencies with the LCP would be reduced and would remain **less than significant**.

SCAG 2008 RCP. As discussed in the 2019 Certified EIR, the approved project adopted PlaceTypes, which emphasized flexible land use patterns and allows for a mix of compatible uses in areas throughout the City. Specifically, the Transit-Oriented Development PlaceType encourages mixed-use development near transit-rich areas, which serve to reduce congestion and associated air pollutants. The approved LUE also allowed residential uses within the Founding and Contemporary Neighborhood, Multi-Family, Neighborhood-Serving Centers and Corridors, Transit-Oriented Development, Downtown, and Waterfront PlaceTypes, which was consistent with the 2008 RCP's goals to preserve existing single-family neighborhoods while also providing additional housing opportunities in denser areas of the City. The approved project also established the Open Space PlaceType, which was intended to protect existing open space uses and environmentally sensitive areas in the City. The 2019 Certified EIR determined that the approved project was consistent with the SCAG 2008 RCP. The proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE. As such, future development facilitated by the proposed project would be consistent with the SCAG 2008 RCP. Impacts related to consistency with the SCAG RCP would be similar and would remain **less than significant.**

SCAG RTP/SCS Consistency. As discussed in the 2019 Certified EIR, the approved project established the Transit-Oriented Development-Low and Moderate PlaceTypes, which promotes mixed-use development adjacent to stations along existing bus routes and along the Metro Blue Line route. The approved project also allowed for mixed-use development in most of the proposed PlaceTypes and focused on creating walkable, pedestrian-friendly neighborhoods that would reduce automobile dependence and improve the transportation network. Therefore, the 2019 Certified EIR determined that the approved project would be consistent with the goals of the RTP/SCS. The proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE. As such, future development facilitated by the proposed updates to Title 22 would be consistent with the 2016 RTP/SCS. Impacts related to consistency with the SCAG RTP/SCS would be similar and would remain **less than significant**. No mitigation is required.

General Plan, Specific Plan, Port Master Plan (PMP), and Airport Land Use Plan (ALUP) Consistency. As part of the LUE approved under the approved project, the 14 PlaceTypes replaced

the existing General Plan land use designations. Although the proposed PlaceTypes were inconsistent with the existing General Plan land use designations, the approved project, once approved, was consistent with the General Plan and ensured the proposed LUE is the presiding policy document guiding land use in the City. The goals and policies in the General Plan have been updated and replaced by the goals, strategies, policies, and implementation strategies outlined in the LUE and UDE proposed under the approved project.

The approved PlaceTypes are consistent with adopted specific plans regulating development in the City. For example, the land use plan incorporated the Southeast Area Specific Plan (SEASP) into the Regional-Serving Facility and Open Space PlaceTypes, the Downtown Plan into the Downtown PlaceType, and the Midtown Specific Plan in the Transit-Oriented Development PlaceType. The approved project also incorporated the PMP into the Regional-Servicing Facility PlaceType. Similarly, the approved project allowed for development within adopted airport land use plans to continue to be regulated by such plans. The approved project is therefore consistent with adopted land use plans. The proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE. As such, future development facilitated by the proposed project would be consistent with these land use plans. Impacts related to consistency with the General Plan, Specific Plan, Port Master Plan (PMP), and Airport Land Use Plan (ALUP) would be similar to the approved project and would remain **less than significant**. No mitigation is required.

City Zoning Code: The approved LUE allowed for increased densities, intensities, and heights throughout the City as compared to the existing General Plan and Zoning Code at the time of preparation of the 2019 Certified EIR. While the PlaceTypes included as part of the approved project were inconsistent with some existing zoning districts and regulations outlined in the City's existing Zoning Code and corresponding Zoning Map, the approved project included Project Design Feature PDF 4.4.1 to address such inconsistencies. As discussed above, the proposed project addressed in this Addendum is the continued implementation of this Project Design Feature as required for the approved project.

This proposed project establishes the 4 new zones that implement 4 of the LUE/UDE PlaceTypes that occur in the City Core project area bounded by 10th Street and Pacific Coast Highway, Magnolia Avenue, and Ximeno Avenue. The 4 new zones are Residential Mixed-Use 4 A-Series (RMU4-A), Mixed-Use 3 A-Series (MU3-A), Multi-Family Residential – Low (MFR-L), and Multi-Family Residential – Moderate (MFR-M) and would implement the Neighborhood Servicing Centers and Corridors – Moderate (NSC-M), Transit-Oriented Development–Low (TOD-L) and Multiple Family Residential – Low and Moderate (MFR-M and MFR-L) PlaceTypes. The 4 new zones to be adopted are described in greater detail in Chapter 2.0, Project Description. The 4 new zones provide specific land use regulations and development standards that implement the policy direction of the LUE/UDE within the maximum intensities already contemplated in the plan.

As such, the proposed project is facilitating updates to reduce inconsistencies between the approved project and the City's Zoning Code. Therefore, impacts related to inconsistencies with the City's Zoning Code would be reduced and would remain **less than significant**. No mitigation is required.

3.5.3.2 Cumulative Land Use Impact

Similar to the approved project, the proposed project analyzes a cumulative land use study area of the City of Long Beach. Given that the proposed project is facilitating and allowing future development in the City Core planning area, the proposed project itself facilitates growth in the City and is therefore, cumulative in nature. As such, similar to the approved project, each new development project facilitated by the proposed project and subject to discretionary review is subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies.

The proposed project involves 4 new zones to be consistent with the approved LUE and UDE, and as such, does not propose any additional changes to the approved LUE or UDE that would result in conflicts with any land use plan, policies, or regulations. Development incentives proposed as part of the project would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR. As described in the 2019 Certified EIR, approval of the approved project ensured that the LUE became the guiding land use document for the City, thereby mitigating any potential inconsistencies with the City's General Plan and other applicable land use documents (i.e., the California Coastal Act, the City's LCP, and SCAG's RCP and RTP/SCS). The proposed project is the continued implementation of Project Design Feature PDF 4.4.1, which addresses potential inconsistencies of the approved LUE with the City's Zoning Ordinance and Zoning map. As such, the contribution of the proposed project to potential cumulative land use impacts in the planning area is reduced compared to the approved project. Impacts would remain **less than cumulatively considerable**, and no mitigation is required.

3.5.4 Findings Related to Land Use and Planning

3.5.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to land use and planning, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.5.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since the preparation of the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to land use and planning that would require major changes to the 2019 Certified EIR.

3.5.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new

significant impact related to land use and planning requiring major revisions to the 2019 Certified EIR.

3.5.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the project that would substantially reduce one or more significant impacts pertaining to land use and planning identified and considered in the 2019 Certified EIR.

3.5.5 Compliance Measures

There are no compliance measures pertaining to land use and planning that are applicable to either the approved project or the proposed project. However, the approved project incorporated Project Design Feature PDF 4.4.1 to reduce potential zoning inconsistencies. The proposed project is the continued implementation of this Project Design Feature, which is required as part of the approved project.

PDF 4.4.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Zoning Code, the project shall implement a Zone Change Program and Local Coastal Program (LCP) update to ensure that changes facilitated by the adopted Land Use Element (LUE) are consistent with the Zoning Code and LCP. The Zone Change Program and LCP update shall be implemented to the satisfaction of the City Director of Development Services, or designee, and shall include the following specific performance criteria to be implemented within 5 years from the date of project approval:

- Year 1: Within the first 12 months following project approval, all Land Use Element/Zoning Code/LCP inconsistencies shall be identified and mapped. The City shall evaluate these inconsistencies and prioritize areas needing intervention.

- Year 2: Following the identification and mapping of any zoning and LCP inconsistencies, the City shall, within 24 months following project approval, begin processing zone changes, zone text amendments, and LCP updates in batches, as required to ensure that the Zoning Code and LCP are consistent with the adopted LUE.

- Year 3: The City shall, within 36 months following project approval, begin drafting new zones, or begin preparation of a comprehensive Zoning Code and LCP update, to better reflect the PlaceTypes identified in the adopted LUE.

- Year 5: All zoning and LCP inconsistencies shall be resolved through mapping and text amendments by the end of the fifth year following project approval. The City shall also submit the updated LCP to the California Coastal Commission (CCC) for consideration and approval by the end of the fifth year following project approval.

3.5.6 Mitigation Measures

There are no mitigation measures pertaining to land use and planning that are applicable to either the approved project or the proposed project. No mitigation is required.

3.6 NOISE

3.6.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and the associated Addendums. There have been no major changes to the existing setting of the planning area with respect to noise.

The planning area is developed and consists of a mix of residential, commercial, medical, institutional, industrial, and open space and recreation uses. Noise-sensitive receptors in the City include residences, schools, hospitals, churches, and similar uses that are sensitive to noise. In the City of Long Beach, the dominant source of noise is transportation noise, including vehicular traffic, rail, and airport noise. Industrial and mechanical equipment is also a contributor to the noise environment in the City, as are intermittent sources such as construction equipment and leaf blowers. Noise from motor vehicles is generated by engine vibrations, the interaction between the tires and the road, and the exhaust systems. Airport-related noise levels are primarily associated with aircraft engine noise made while aircraft are taking off, landing, or running their engines while still on the ground. Major vibration sources in the City include construction activities, rail operations, and heavy vehicle traffic. Other sources which have the potential to cause vibration impacts are aircraft operations, low-frequency music, and some stationary sources.

3.6.2 2019 Certified EIR

Please refer to Section 4.5 of the 2019 Certified EIR for a detailed analysis of the potential effects of the approved project related to noise. The 2019 Certified EIR concluded that impacts related to noise would be **no impact**, **less than significant with mitigation incorporated**, or **significant and unavoidable.**

Specific construction project data that may occur with implementation of the LUE/UDE, including location and noise levels at surrounding sensitive receptors, were unknown during the preparation of the 2019 Certified EIR because some projects may have unusual or extremely loud construction activities (e.g., pile driving, nighttime construction work, or unusually long construction duration, etc.). Therefore, the 2019 Certified EIR determined that construction projects may result in a substantial increase in ambient noise levels and required the implementation of Mitigation Measure MM NOI-1 to required future construction projects implemented under the LUE/UDE to implement Construction Best Management Practices (BMPs) to reduce potential construction-period noise impacts for nearby sensitive receptors. Although Mitigation Measure MM NOI-1 would reduce construction noise associated with future projects, since the location, proximity to sensitive receptors, and type of construction equipment associated with new construction projects were unknown at the time, the 2019 Certified EIR determined that this impact is **significant and unavoidable**.

Several of the LUE and UDE policies required new development projects to incorporate site planning and project design strategies to separate or buffer neighborhoods from incompatible activities or land uses. Based on traffic volumes outlined in the *Traffic Impact Analysis* (TIA) (LSA 2019) for the approved project, it was determined that the project-related increase in traffic noise would approach 2.1 A-weighted decibels (dBA) for all segments, which is less than the threshold of

perceptibility for humans (i.e., 3 dBA). Therefore, the 2019 Certified EIR determined that implementation of the approved project would not result in the generation of substantial operational noise increases in excess of the City's Municipal Code and no mitigation was required.

Because the construction of future projects associated with implementation of the approved project could result in the generation of ground-borne vibration, the 2019 Certified EIR required future discretionary projects occurring under the approved project to comply with Mitigation Measure MM NOI-1. Mitigation Measure MM NOI-1 required future construction projects implemented under the LUE and UDE to implement construction best management practices to minimize vibration impacts for nearby sensitive receptors to a less than significant level. Compliance with Mitigation Measure MM NOI-1 served to reduce impacts related to the exposure of sensitive receptors to excessive ground-borne vibration or noise levels. Therefore, with implementation of Mitigation Measure MM NOI-1, the 2019 Certified EIR determined that the approved project would result in **less than significant** impacts related to the exposure of persons to excessive ground-borne vibration and/or ground-borne noise levels.

In addition, because implementation of the LUE and UDE would locate business parks and airport-related land uses surrounding the airport and would not introduce any new noise-sensitive receptors within the 65 dBA noise contour, the 2019 Certified EIR determined that the approved project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. **No impact** would occur.

The 2019 Certified EIR analyzed a cumulative study area for noise impacts of the City's General Plan planning area and any sensitive receptors within the planning area. Because implementation of the LUE/UDE policies and land use strategies required the City to consider noise and land use compatibility issues when evaluating individual development proposals, the 2019 Certified EIR determined that implementation of the approved project would result in a **less than significant cumulative impact** with respect to long-term noise. However, although Mitigation Measure MM NOI-1 would have reduced construction noise associated with future projects, since the location, the proximity to sensitive receptors, and the types of construction equipment associated with new construction projects were all unknown at the time, the 2019 Certified EIR determined that cumulative construction noise impacts would have a **significant and unavoidable** cumulative contribution to the total noise environment in the City.

3.6.3 Analysis of the Proposed Project

3.6.3.1 Exposure of Persons to or Generation of Noise Levels in Excess of Applicable Standards

Implementation of the proposed project would not result in changes to noise impacts as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zoning districts to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE.

Short-Term Construction-Related Noise Impacts. As described previously, two types of short-term noise impacts have the potential to occur during construction of development allowed by the approved LUE. First, construction crew commutes and the transport of construction equipment and materials to the site for future projects would incrementally increase noise levels on access roads

leading to the sites. The second type of short-term noise impact is related to noise generated during demolition, site preparation, excavation, grading, and building erection on the future project sites.

Specific construction project data that may occur with implementation of the proposed project, including location and noise levels at surrounding sensitive receptors, are still unknown because some projects facilitated by the proposed project may have unusual or extremely loud construction activities (e.g., pile driving, nighttime construction work, or unusually long construction duration, etc.). The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project under the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, similar to the approved project, the proposed project may result in a substantial increase in ambient noise levels, and mitigation would be required. Future development under the proposed project would require the implementation of Mitigation Measure MM NOI-1 included in the 2019 Certified EIR. Mitigation Measure MM NOI-1 requires future construction projects implemented under the LUE and UDE to implement Construction BMPS to reduce potential construction-period noise impacts for nearby sensitive receptors. Although Mitigation Measure MM NOI-1 would reduce construction noise associated with future projects, since the location, proximity to sensitive receptors, and type of construction equipment associated with new construction projects are unknown, this impact would remain **significant and unavoidable**. Short-term construction related noise impacts would remain similar to the approved project.

Long-Term Stationary-Source Noise Impacts. Similar to the approved project, future development allowed under the proposed project may include the installation or creation of new stationary sources of noise, or the development of new sensitive land uses in the vicinity of existing noise sources. However, noise generation is limited by the Noise Ordinance of the City's Municipal Code (Chapter 8.80).

Similar to the approved project, future development under the proposed project is not anticipated to result in increased railroad operations within the City.

The proposed project would not result in any changes to the approved LUE and UDE policies requiring new development projects to incorporate site planning and project design strategies to separate or buffer neighborhoods from incompatible activities or land uses. Additionally, any new noise-generating sources are subject to compliance with Chapter 8.80, Noise, of the City's Municipal Code, which sets exterior noise standards for the various land uses within the City. Therefore, similar to the approved project, future development under the proposed project would not expose persons to noise levels in excess of the City's Municipal Code. Long-term stationary noise impacts would remain similar and would be **less than significant**.

Long-Term Traffic Noise Impacts. Potential sources of permanent increases in ambient noise for the proposed project include noise resulting from the project-related increase in traffic on roadways in the planning area. Future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, similar to the approved project, implementation of the proposed project would not result in the generation of

substantial traffic noise increases. Impacts related to long-term traffic noise impacts would be similar to the approved project and would remain **less than significant**. No mitigation is required.

3.6.3.2 Expose Persons to or Generate Excessive Groundborne Vibration or Groundborne Noise Levels

Similar to the approved project, construction activities associated with implementation of future development under the proposed project is required to comply with Chapter 8.80 of the Noise Ordinance, which limits the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Additionally, the proposed project would not result in any changes to the policies and strategies included in the approved LUE and UDE that protect sensitive receptors from vibration in excess of acceptable levels. However, similar to the approved project, because the construction of future projects associated with implementation of the proposed project could result in the generation of ground-borne vibration, the proposed project would be required to implement Mitigation Measure MM NOI-1 from the 2019 Certified EIR, which requires future discretionary projects occurring under the approved project to implement Construction BMPS to reduce potential construction-period vibration impacts for nearby sensitive receptors. With compliance with Mitigation Measure MM NOI-1, the proposed project would result in **less than significant impacts with mitigation** related to the exposure of persons to excessive ground-borne vibration and/or ground-borne noise levels. Impacts would remain similar to the approved project.

3.6.3.3 Noise Levels Within an Airport Land Use Plan or Within Two Miles of an Airport

As described previously, aircraft noise in the City is primarily related to aircraft operations at Long Beach Airport, Los Angeles International Airport, and John Wayne Airport. Long Beach Airport is located centrally within the City, approximately 3 miles northeast of downtown. Implementation of the proposed project would not change the location of business parks and airport-related land uses surrounding the airport and would not introduce any new noise-sensitive receptors within the 65 dBA noise contour. Therefore, similar to the approved project, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. Impacts would remain the same as the approved project and there would be **no impact**. No mitigation is required.

3.6.3.4 Cumulative Noise Impacts

Cumulative Stationary-Source Noise Impacts and Long-Term Traffic Noise Impacts. Similar to the approved project, the proposed project analyzes a cumulative study area for noise impacts of the City's General Plan planning area and any sensitive receptors within the planning area. The 2019 Certified EIR determined that the approved project would not create a cumulatively considerable contribution to regional noise conditions. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. As described in the 2019 Certified EIR, implementation of the approved LUE and UDE would not result in a 3 dBA increase in traffic noise level in the City and, therefore, would not have generate a significant impact under

long-term cumulative noise conditions. Similarly, the proposed project would not generate a significant impact under long-term cumulative noise conditions. Additionally, the proposed project would not result in any changes to the LUE/UDE policies and land use strategies, which require the City to consider noise and land use compatibility issues when evaluating individual development proposals. As such, similar to the approved project, future development under the proposed project would not result in a substantial cumulative increase in long-term noise. Stationary-source noise impacts and long-term noise impacts would remain **cumulatively less than significant**.

Cumulative Construction-Related Noise Impacts. Future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Similar to the approved project, construction activities associated with development anticipated under the proposed project are subject to compliance with the City's Noise Ordinance to ensure that noise impacts from construction sources are reduced. In addition, similar to the approved project, the proposed project is required to implement Mitigation Measure MM NOI-1, which requires individual projects to implement construction best management practices to reduce potential construction-period noise impacts for nearby sensitive receptors. Although Mitigation Measure MM NOI-1 reduces construction noise associated with future projects, since the location, the proximity to sensitive receptors, and the types of construction equipment associated with new construction projects are all unknown at the time; similar to the approved project, cumulative construction noise impacts under the proposed project would have a significant and unavoidable cumulative contribution to the total noise environment in the City. Construction-related noise impacts would remain **cumulatively significant and unavoidable**.

3.6.4 Findings Related to Noise

3.6.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to noise, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.6.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to noise that would require major changes to the 2019 Certified EIR.

3.6.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to noise requiring major revisions to the 2019 Certified EIR.

3.6.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the project that would substantially reduce one or more significant impacts pertaining to noise identified and considered in the 2019 Certified EIR.

3.6.5 Compliance Measures

There are no compliance measures pertaining to noise that are applicable to the approved project or the proposed project.

3.6.6 Mitigation Measures

The following mitigation measure pertaining to noise that was identified in the 2019 Certified EIR is applicable to future development under the proposed project.

MM NOI-1 Project contractors shall implement the following construction best management practices during construction activities:

- Schedule high-noise and vibration-producing activities to a shorter window of time during the day outside early morning hours to minimize disruption to sensitive uses.
- Grading and construction contractors shall use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.
- Construction haul trucks and materials delivery traffic shall avoid residential areas whenever feasible.
- The construction contractor shall place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.
- Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project site during all project construction.
- Prohibit extended idling time of internal combustion engines.
- Ensure that all general construction related activities are restricted to 7:00 a.m. and 7:00 p.m. on weekdays and federal holidays, and between 9:00 a.m. and 6:00 p.m. on Saturdays. No construction would be permitted on Sundays. Construction activities occurring outside of these hours may be permitted with authorization by the Building Official and/or permit issued by the Noise Control Officer.

- All residential units located within 500 feet of a construction site shall be sent a notice regarding the construction schedule. A sign legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and durations of construction activities, as well as provide a telephone number for a "noise disturbance coordinator."

- A "noise disturbance coordinator" shall be established. The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early or bad muffler, etc.) and shall be required to implement reasonable measures to reduce noise levels.

- For all projects determined to have unusual or extremely loud construction activities (e.g., pile driving, nighttime construction work, or unusually long construction duration, etc.) that would generate noise levels over 90 dBA L_{eq} at nearby sensitive receptors, temporary noise control blanket barriers shall be installed in a manner to shield sensitive receptors land uses.

This page intentionally left blank

3.7 POPULATION AND HOUSING

3.7.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and the associated Addendums. There have been no major changes to the existing setting of the planning area with respect to population and housing.

The City of Long Beach recently adopted an update to the Housing Element of the General Plan, as required by State law. The 2021–2029 Housing Element is the sixth update and is also referred to as the 6th Cycle Housing Element. The 6th Cycle update was adopted by the Long Beach City Council on February 8, 2022, and was certified by the California Department of Housing and Community Development (HCD) on April 8, 2022, signifying the City's compliance with State Housing Element law.

3.7.1.1 Population Growth

In its existing condition, the City is largely urbanized and includes a range of housing types and land uses that provide housing and employment opportunities to its residents. The City's population is anticipated to grow by approximately 3.9 percent (approximately 18,000 persons) between 2012 and 2040. The County is expected to experience a higher increase of approximately 13.3 percent (approximately 0.53 percent per year) between 2015 and 2040.

In 2019, the City's median age was 34.9, up from 32.6 in 2010. While the City's overall population size has changed little since 2010, the share of people under 18 years of age declined about 15 percent while people over 45 years of age increased by more than 20 percent. The City has a younger population overall compared to the County. Most of the population in both the City and the County fall within two age groups: (1) 35 to 64 years of age, and (2) 18 to 34 years of age. Therefore, the City and County will experience an increase in their older adult populations during the planning period, which extends to the horizon year 2040, given the large number of middle-aged residents currently residing in the City and the County.

3.7.1.2 Housing

The City is anticipated to experience an approximately 17.4 percent increase in the number of households between 2012 and 2040 (an additional 28,524 housing units), whereas the County is anticipated to experience a lower rate of increase in households than the City at approximately 10.9 percent between 2015 and 2040. The City's population is anticipated to increase at a lower rate than the rate of household growth in the City due to overcrowding of existing households. More than 80 percent of the City's housing stock is greater than 50 years old. This aging housing stock indicates that a large portion of housing stock in Long Beach is likely in need for rehabilitation and repair.

In addition to the age of the City's existing housing stock, it is important to note that 61 percent of households rent their homes. High housing costs resulting in households doubling up or renting has

resulted in overcrowding[3] conditions and explains the discrepancy between the City's high household growth rates and its relatively low population growth rate.

3.7.1.3 Employment

As of May 2021, the City had a labor force of 239,700 and the County had a labor force of 5,120,300, with approximately 25,300 and 519,500 people unemployed, respectively.[4] The May 2021 unemployment rate was 10.1 percent for the City and 10.6 percent for the County. It should be noted the 2021 unemployment rates are reflective of the COVID-19 pandemic and are therefore inflated from historic and anticipated trends. As stated in the 2019 LUE, the percentage of residents employed in the City is anticipated to increase by approximately 18.6 percent resulting in approximately 28,000 new employees by 2040. The County's employment is also anticipated to increase, but to a slightly lesser degree, at 17.1 percent by 2040.

3.7.2 2019 Certified EIR

Please see Section 4.6 of the 2019 Certified EIR for a detailed analysis of the potential effects of the approved project regarding population and housing. Overall, the 2019 Certified EIR concluded that impacts related to population and housing would be **less than significant**.

The 2019 Certified EIR determined that the approved project would allow for an increase in population, employment, and housing in the City of Long Beach through the horizon year 2040. With the exception of housing, this increase would be consistent with the Southern California Association of Government's (SCAG) regional growth forecasts for each of these areas for the same horizon year. However, much of the increase in housing units was expected to accommodate existing residents due to a combination of aging in place and overcrowded housing conditions, as identified in the Assessment of Fair Housing (AFH) report. In addition, under the approved project, improvements to public utilities, including new water, sanitary sewer, and storm water services would be identified on a project-specific basis as new developments are proposed. Therefore, the 2019 Certified EIR determined that the project's growth-inducing potential would be **less than significant**, as it would not foster growth in excess of what is already anticipated in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). No mitigation was required.

Additionally, the 2019 Certified EIR determined that implementation of the approved project would result in a **less than significant cumulative impact** on population or housing and the future development facilitated by project approval would not significantly induce growth in areas where growth was not previously anticipated.

---

[3] The California Department of Housing and Community Development defines "overcrowding" as a household with more than one person per room and "severe overcrowding" as more than 1.5 persons per room. Overcrowding typically occurs as a result of a high housing costs and a lack of affordable housing units, causing families to have multiple individuals per room.

[4] California Employment Development Department (EDD). 2021. Labor Force and Unemployment Rate for Cities and Census Designated Places. Website: https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html (accessed July 7, 2021).

3.7.3 Analysis of the Proposed Project

3.7.3.1 Induce Substantial Unplanned Population Growth

As stated previously, the approved project would allow for an increase in population, employment, and housing in the City of Long Beach through the horizon year 2040. With the exception of housing, this increase would be consistent with SCAG's regional growth forecasts for each of these areas for the same horizon year. However, much of the increase in housing units was expected to accommodate existing residents due to a combination of aging in place and overcrowded housing conditions.

The proposed project involves establishing 4 new zoning districts to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. The heights, densities, and allowable uses permitted by the 4 new zones are consistent with those contemplated by the updated LUE for their respective PlaceTypes. As such, it is reasonable to conclude the proposed project's growth-inducing potential would be similar to the approved project, as it would not foster growth in excess of what is already anticipated in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). Development incentives proposed as part of the project would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR. Further, similar to the approved project, implementation of the proposed project would facilitate an increase in non-residential uses. Therefore, it is anticipated that the proposed project would help meet any increased demands for additional goods and services associated with the projected increase in population.

Similar to the approved project, future development under the proposed project would identify improvements to public utilities, including new water, sanitary sewer, and storm water services on a project-specific basis as new developments are proposed. Infrastructure improvements associated with future development facilitated by the proposed project would be sized appropriately for each project and would not be oversized to serve additional growth beyond that envisioned under the approved project. Therefore, similar to the approved project, the proposed project would result in less than significant impacts with respect to the inducement of substantial unplanned population growth in an area. Impacts would remain **less than significant**, and no mitigation is required.

3.7.3.2 Cumulative Population and Housing Impact

Similar to the approved project, the proposed project considers a cumulative study area to assess potential cumulative population and housing impacts including the City of Long Beach and the County of Los Angeles because employees in the planning area may live within or outside the City's jurisdictional boundaries. The City's population and employment are anticipated to increase by 18,230 persons and 28,511 jobs by 2040, and project-related increases in population and employment have been accounted for in SCAG's growth projections for the City. As demonstrated by growth projections outlined in SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), demographic growth is anticipated to occur in the planning area

regardless of implementation of the LUE; however, the implementation of the LUE would affect the distribution of projected demographic growth.

The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, similar to the approved project, it is reasonable to conclude that impacts to population or employment would not exceed projected regional forecasts for the City. Population and employment impacts would remain **cumulatively less than significant**.

3.7.4 Findings Related to Population and Housing

3.7.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to population and housing, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.7.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to population and housing that would require major changes to the 2019 Certified EIR.

3.7.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to population and housing requiring major revisions to the 2019 Certified EIR.

3.7.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the project that would substantially reduce one or more significant impacts pertaining to population and housing identified and considered in the 2019 Certified EIR.

3.7.5 Compliance Measures

There are no compliance measures pertaining to population and housing that are applicable to the approved project or the proposed project.

3.7.6 Mitigation Measures

There are no mitigation measures pertaining to population and housing that are applicable to the approved project or the proposed project. No mitigation is required.

This page intentionally left blank

3.8 PUBLIC SERVICES

3.8.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR. There have been no major changes to the existing setting of the planning area with respect to public services.

3.8.1.1 Fire Protection

The Long Beach Fire Department (LBFD) is the primary authority in the City responsible for providing fire protection, medical, rescue, disaster response, public safety education, community service, and environmental emergency services. Although the 2019 Certified EIR reported that the City of Long Beach operated 24 fire stations, one station has been temporarily relocated and a new permanent station is planned for construction in 2024. This change in existing setting does not change the conclusions of the 2019 EIR. The planning area includes the entire area within the City's jurisdictional limits (approximately 50 square miles). As such, all 24 stations, the nine lifeguard facilities, and the related training centers and headquarters would serve the planning area.

3.8.1.2 Police Protection

As reported in the 2019 Certified EIR, the Long Beach Police Department (LBPD) provides local police protection services to the City, and the LBPD consists of five separate bureaus: (1) the Investigation Bureau, (2) the Support Bureau, (3) the Patrol Bureau, (4) the Administration Bureau, and (5) the Financial Bureau.[5] LBPD strives to respond to Priority 1 Calls for Service (crime in progress/life-threatening situations) in 5 minutes or less, on average. In 2017, the average response time to Priority 1 Calls was 4.7 minutes.[6] Priority 2 Calls are non-emergency calls for crimes that have been committed with possible evidence available. The LBPD goal is to respond to Priority 2 Calls for service in 20 minutes or less, on average. Priority 3 calls are generally related to crimes with no evidence potential but are required or desired to take a report of a crime. The LBPD goal is to respond to Priority 3 calls for service in 30 minutes or less, on average. As such, Priority 1 Calls receive LBPD's fastest response time.

3.8.1.3 Public Schools

The provision of education and school facilities in the City is the responsibility of the Long Beach Unified School District (LBUSD). As reported in the 2019 Certified EIR, LBUSD served as the third largest school district in the State, serving approximately 71,800 students in 85 schools in the Cities of Long Beach, Carson, Lakewood, Signal Hill, and Avalon (on Catalina Island).[7] During the 2017–2018 school year, the LBUSD accommodated a total of 74,576 students in its elementary, middle, and high schools.

---

5 City of Long Beach Police Department (LBPD). Correspondence with Rico Fernandez, LBPD Sergeant, dated November 15, 2018.

6 City of Long Beach. 2019. Fiscal Year 2019 Adopted Budget. Website: http://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finances/budget/budget-documents/fy-19-proposed-budget/ fy-19-proposed-final-book (accessed March 4, 2020).

7 Long Beach Unified School District (LBUSD). n.d. Website: http://www.lbschools.net/District/ (accessed March 4, 2020).

3.8.1.4 Public Libraries

As reported in the 2019 Certified EIR, the Long Beach Public Library (LBPL) system provides library services to the City and includes 12 branch locations throughout the City.[8] In total, the LBPL system has approximately 237,695 square feet (sf) of library facilities, approximately 798,760 library materials (includes hardcopies and online resources), and approximately 296 computers available for public use (total computers include 261 with internet access and 35 with catalog access only). While the City has not formally adopted a service standard of library space per capita, the City did establish a target of 0.45 sf per capita in its budget for Fiscal Year 2007.[9] Using this standard and 478,561 as the estimated 2018 population with a total Citywide library square footage of 237,695, the LBPL currently provides approximately 0.50 sf per capita; according to the service standard, this represents a surplus of library space by 0.05 sf per capita.

3.8.2 2019 Certified EIR

Please see Section 4.7 of the 2019 Certified EIR for detailed analysis of the potential effects of the proposed project regarding public services. Overall, the 2019 Certified EIR concluded that impacts related to public services would be **less than significant**.

As described in the 2019 Certified EIR, as a result of increased growth accommodated by the approved project, overall demands for fire protection services and emergency services, police protection services, school facilities, and other public facilities such as libraries in the City would increase. Consequently, additional public resources would be required to provide adequate service for new residents, workers, and structures. Future projects would be reviewed by the City on a project-by-project basis and would be required to comply with any requirements in effect when the review was conducted. Prior to the issuance of building permits, future project applicants would be required to pay the applicable impact fees. Therefore, the 2019 Certified EIR determined that impacts of the approved project related to public services and the potential need for additional public facilities would be less than significant, and no mitigation was required. Additionally, the 2019 Certified EIR determined that the approved project's contribution to public service impacts would be **less than cumulatively considerable,** and no mitigation was required.

3.8.3 Analysis of the Proposed Project

Implementation of the proposed project would not result in changes to impacts to public services as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zoning districts to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE.

---

8 Long Beach Public Library (LBPL). n.d. Library Locations. Website: http://www.longbeach.gov/library/visit/locations/ (accessed March 4, 2020).

9 Fiscal Year 2007 is the most current year for which target library performance standards have been established. As noted above, these standards have not been formally adopted by the City. Source: City of Long Beach. Fiscal Year 2007 Adopted Budget. Library Services. Website: http://www.longbeach.gov/globalassets/finance/ media-library/documents/city-budget-and-finances/budget/budget-documents/fy-07-adopted-budget-webpage/library-services-fy-07-adop (accessed March 4, 2020).

3.8.3.1 Fire Protection

The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. Future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, similar to the approved project, as a result of increased growth accommodated by the proposed project, overall demands for fire protection services and emergency services in the City would increase. Future projects would be reviewed by the City on a project-by-project basis and would be required to comply with any requirements in effect when the review was conducted. Future project applicants would be required to pay the adopted police facilities impact fees. Therefore, similar to the approved project, sufficient revenue would be available for necessary improvements to provide for adequate fire facilities, equipment, and personnel upon the anticipated General Plan build out under the proposed project. Similar to the approved project, the proposed project permits the development of new stations, proposes no physical improvements, and requires all future projects to assess project impacts on fire protection services. Therefore, impacts to fire protection services under the proposed project would be similar to the approved project and would remain **less than significant**. No mitigation is required.

3.8.3.2 Police Protection

As discussed above, similar to the approved project, the proposed project does not include any physical improvements, but allows for future development that is anticipated to create an increase in the typical range of police service calls within the City. The costs of additional personnel and materials are anticipated to be offset through the increased revenues and fees, such as property taxes, generated by future development. Future projects would be reviewed by the City on a project-by-project basis and would need to comply with any requirements in effect when the review is conducted. Prior to the issuance of building permits, future project applicants would be required to pay the adopted police facilities impact fees. Similar to the approved project, sufficient revenue would be available for necessary service improvements to provide for adequate police facilities, equipment, and personnel under the proposed project. Therefore, impacts to police protection services under the proposed project would be similar to the approved project and would remain **less than significant**. No mitigation is required.

3.8.3.3 Public Schools

As discussed above, similar to the approved project, the proposed project does not include any physical improvements but allows for the future development, which would result in the generation of additional school-age children within the LBUSD service area.

Implementation of the proposed project would not result in changes to public school impacts as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE. As such, the increase in the number of students for future development under the proposed project would be the consistent with the approved project. All future development projects in the City would be required to pay school developer fees to LBUSD for the operation, maintenance, and development of schools to accommodate future student

enrollment. Additional school resources would also continue to be funded by an increase in tax revenue as a result of future growth. Therefore, impacts to school services under the proposed project would be similar to the approve project and would remain **less than significant**. No mitigation is required.

3.8.3.4 Other Public Facilities

As discussed above, similar to the approved project, the proposed project does not include any physical improvements but would facilitate future development of housing units that could increase the demand for library facilities. Implementation of the proposed project would not result in changes to library impacts as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE. As such, the estimated need for additional library facilities under the proposed project would be the same as the approved project. Therefore, similar to the approved project, the proposed project's increase in demand on library services can be served by the existing facilities and would not adversely affect library services in the project area. As such, impacts to library services under the proposed project would be similar to the approved project and would remain **less than significant**. No mitigation is required.

3.8.3.5 Cumulative Public Services Impact

Fire Protection. Similar to the approved project, the proposed project would contribute to cumulative local and regional demand for fire services. Each future project requiring a discretionary action within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. The LBFD anticipates cumulative demand in order to plan for overall service. This cumulative demand is anticipated to be met through project implementation as the proposed project facilitates the implementation of the approved LUE, which facilitates and allows the development of future fire stations. Furthermore, similar to the proposed project, through implementation of the proposed project, the City would reduce the potential for dangerous fires by concentrating development within urban areas where there is a low fire risk and by requiring that future projects, including those that would replace older outdated buildings, comply with applicable City and State regulations related to fire. Similar to the approved project, cumulative impacts associated with the proposed project with respect to the fire protection services would remain **less than cumulatively considerable**.

Police Protection. Similar to the approved project, cumulative demand for police protection services for future development under the proposed project is anticipated to be met through project implementation, as the LUE establishes the development of future police stations. In addition, the need for additional law enforcement associated with cumulative growth would be addressed through the annual budgeting process when budget adjustments would be made in an effort to meet changes in service demand. Police facility impact fees are also required for new residential and non-residential development to offset additional costs of new development. Therefore, similar to the approved project, cumulative impacts associated with the proposed project with respect to the police protection services would remain **less than cumulatively considerable**.

Public Schools. Implementation of the proposed project would not result in changes to public school impacts as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE. As such, the increase in the number of students under the proposed project would be consistent with the approved project. Future projects consistent with the LUE would be accounted for on a project-by-project basis. Development incentives proposed as part of the project would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR. LBUSD would assess developer fees to future projects within its service area in an effort to fund future schools needed to meet the project-related increase in school-aged children. Therefore, similar to the approved project, cumulative impacts associated with the proposed project with respect to school services would and **less than cumulatively considerable**.

Public Libraries. The City meets the LBPL system's square footage requirements in the existing conditions, and similar to the approved project, the proposed project would not exceed the LBPL system's ability to meet the anticipated General Plan build out for library services. Further, the City had replaced older less-efficient library buildings with newer facilities with more electronic resources and library materials. As the demand for electronic resources continues to increase, less square footage is required for library facilities. Therefore, similar to the approved project, cumulative impacts associated with the proposed project with respect to public library services would remain **less than cumulatively considerable**.

3.8.4 Findings Related to Public Services

3.8.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to public services, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.8.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to public services that would require major changes to the 2019 Certified EIR.

3.8.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to public services requiring major revisions to the 2019 Certified EIR.

3.8.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the Project that would substantially reduce one or more significant impacts pertaining to public services identified and considered in the 2019 Certified EIR.

3.8.5 Compliance Measures

There are no compliance measures pertaining to public services that are applicable to the approved project or the proposed project.

3.8.6 Mitigation Measures

There are no mitigation measures pertaining to public services that are applicable to the approved project or the proposed project. No mitigation is required.

3.9 TRANSPORTATION AND TRAFFIC

3.9.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and associated Addendums. There have been no major changes to the existing setting of the planning area with respect to transportation and traffic.

3.9.1.1 Existing Circulation System

The City of Long Beach has adopted a context-sensitive street classification plan emphasizing mobility for different roadway users. These classifications run from regional corridors designed for intraregional travel to local streets discouraging high volumes of through traffic to enhance the ability to serve bicycles and pedestrians. The circulation system forms a grid network that is denser in the downtown area where a greater density of land uses require support from a greater density of roadways.

3.9.1.2 Existing Transit Service

Long Beach is served by a robust network of transit options from multiple operators, including rail, fixed-route bus service, shuttles, and boats. As reported in the 2019 Certified EIR, Long Beach has a municipal transit agency, Long Beach Transit (LBT) (which provides 34 fixed-route bus routes), the free Downtown Passport circulator, demand-response transit, the AquaLink water bus between Alamitos Bay Landing and downtown Long Beach, and the AquaBus water taxi between marinas and docks along the downtown waterfront. Other transit operators in Long Beach include the Orange County Transportation Authority (OCTA), Torrance Transit, the Los Angeles Department of Transportation (LADOT), and the Los Angeles County Metropolitan Transportation Authority (Metro).

3.9.1.3 Existing Bicycle Network

As part of the effort to provide alternative modes of transportation in place of private automobiles, the City has established a bicycle transportation network and has adopted a Bicycle Master Plan (2001), which was updated in 2017 at which time it became an appendix to the Mobility Element (2013) of the General Plan. As reported in the 2019 Certified EIR, the City has 127.1 miles of different types of bike paths, including 34.7 miles of Class 1 bikeways, 59.9 miles of Class II bikeways, 28.1 miles of Class III bike routes, and 4.4 miles of Class IV separated bikeways.[10]

3.9.1.4 Existing Pedestrian Network

The existing conditions within the City include an elaborate network of pedestrian facilities, such as sidewalk coverage, curb cuts, crosswalks, street lighting, landscaping, shared-use paths, promenades, recreational pathways, and signalized intersections that serve the needs of pedestrians. In recent years, the City has made a concerted effort to improve the walkability Citywide with a particular focus on its Downtown and transit-rich communities. After adoption of

[10] City of Long Beach. 2017. Bicycle Master Plan, Table 3-4. February 2017. Website: http://longbeach.gov/globalassets/pw/media-library/documents/resources/general/bicycle-master-plan/bicycle_master_plan (accessed March 4, 2020).

the Mobility Element in 2013, two pedestrian plans were developed as technical appendices to the new element, the Downtown and TOD Pedestrian Master Plan,[11] and the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan.[12]

3.9.2 2019 Certified EIR

Please see Section 4.8 of the 2019 Certified EIR for detailed analysis of potential effects of the approved project related to transportation. The 2019 Certified EIR concluded that impacts related to transportation would be **less than significant** or **significant and unavoidable**.

The 2019 Certified EIR analyzed the approved project's impact on arterial intersections, Congestion Management Program (CMP) intersections, Caltrans ramp intersections, Caltrans arterial and freeway facilities. A *Traffic Impact Analysis* (TIA) (LSA 2019) for the approved project was prepared to compare traffic conditions in the future associated with the anticipated General Plan Build Out (2040) scenario with existing conditions (2018).

The project-specific TIA indicated that traffic growth associated with the anticipated General Plan Build Out would result in significant impacts at 48 of the 120 arterial intersections included in the study area (40 percent of study area intersections), and that these impacts were significant and unavoidable. Additionally, the TIA determined that future traffic growth and traffic growth associated with the approved project were anticipated to result in level of service (LOS) F conditions (with a 0.02 or greater increase in volume-to-capacity [v/c]) at four of the 10 CMP intersections in Long Beach, and these impacts would be significant and unavoidable. The TIA also reported that the approved project would have potentially significant impacts on 6 Caltrans intersections according to Caltrans impact criteria (i.e., contribution of traffic to a facility operating in excess of its operational standard). Because these Caltrans facilities were not within the City's jurisdiction and the City cannot compel Caltrans to implement mitigation, the 2019 Certified EIR determined that impacts at these six intersections are **significant and unavoidable**.

The TIA also analyzed freeway facilities including mainline segments, merging segments, and diverge segments. Many of these facilities were found to function beyond their designed LOS in existing conditions. Implementation of the approved project would contribute additional traffic volume, which constituted a potentially significant impact according to the established criteria. As such, the 2019 Certified EIR determined that the approved project would have **significant and unavoidable impacts** related to Caltrans arterial and freeway facilities.

As required by the 2019 Certified EIR, Mitigation Measure MM T-1 requires consideration of feasible traffic improvements at the time individual projects are proposed. If individual projects contribute to transportation impacts for which physical improvements are feasible, then physical improvements would be implemented, and transportation impacts would be reduced. However, if physical improvements are not feasible, then transportation impacts would remain significant.

[11] Long Beach Development Services. 2016a. *Downtown and TOD Master Plan.* Website: http://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/dt-tod-ped-master-plan/ (accessed March 4, 2020).

[12] Long Beach Development Services. 2016b. *Physical Activity and Obesity Prevention (CX3) Pedestrian Plan*. Website: http://www.lbds.info/cx3pedplan/ (accessed March 4, 2020).

Therefore, the 2019 Certified EIR determined that the implementation of the approved project would result in an overall **significant and unavoidable impact** related to conflicts with a program, plan, ordinance, or policy.

Although the impacts described above would be significant and unavoidable, the 2019 Certified EIR concluded that the approved project would have a **less than significant impact** on CMP transit, as the approved project increases the density of land uses adjacent to transit corridors to leverage the existing transit infrastructure and potentially reduce vehicle miles travelled (VMT) and GHG emissions. Additionally, because the measures of VMT in absolute terms and per capita decrease from the existing conditions with the approved project and the measure of VMT per household decreases from existing conditions and from the current LUE, the 2019 Certified EIR determined that the approved project would have a **less than significant impact** related to *State CEQA Guidelines* Section 15064.3 subdivision (b). No mitigation was required.

Because measures to increase vehicle capacity or reduce vehicle volume are not guaranteed and may not be feasible, the 2019 Certified EIR determined that the impacts identified above are considered **cumulatively significant and unavoidable** for the horizon year of 2040.

3.9.3 Analysis of the Proposed Project

3.9.3.1 Conflict with a Program, Plan, Ordinance, or Policy Addressing the Transportation System

Arterial Intersections. Implementation of the proposed project would not result in changes to impacts as a result of conflicts with a program, plan, ordinance, or policy addressing the transportation system as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zoning districts to implement 4 LUE PlaceTypes and updates to Title 22 in order to be consistent with the approved LUE and UDE.

As described in the TIA, traffic growth associated with the anticipated General Plan Build Out would result in significant impacts at 48 of the 120 intersections included in the study area (40 percent of study area intersections). The TIA also compared the results of the General Plan Build Out (2040) No Project and the anticipated General Plan Build Out (2040) With the Project scenarios, which showed that when compared to the previous plan, the approved project would result in some intersections operating better and some intersections operating poorer due to the redistribution of land uses. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that impacts to study area intersections under the proposed project would be similar to impacts under the approved project. Therefore, similar to the approved project, the proposed project would conflict with a program, plan, ordinance, or policy addressing the transportation system due to impacts at 48 intersections, and impacts would remain **significant and unavoidable**.

Congestion Management Program Intersections. Implementation of the proposed project would not result in changes to impacts to CMP intersections as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that

were adopted in 2019 and updates to Title 22 in order to be consistent with the approved LUE and UDE.

Based on the analysis presented in the TIA, future traffic growth and traffic growth associated with the approved project were anticipated to result in level of service (LOS) F conditions (with a 0.02 or greater increase in v/c) at four of the 10 CMP intersections in Long Beach. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that impacts to CMP intersections under the proposed project would be similar to impacts under the approved project. Therefore, similar to the approved project, the proposed project would result in **significant and unavoidable** impacts related to CMP intersections.

Congestion Management Program Transit. Implementation of the proposed project would not result in changes to impacts to CMP transit as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updates to Title 22 in order to be consistent with the approved LUE and UDE. Similar to the approved project, the proposed project would increase the density of land uses adjacent to transit corridors to leverage the existing transit infrastructure and potentially reduce VMT and GHG emissions.

As described in the 2019 Certified EIR, implementation of the approved project is expected to result in an estimated new transit ridership of 2,014 during the single busiest morning peak hour and 2,014 during the single busiest evening peak hour by 2040, and impacts were determined to be less than significant. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that impacts to CMP transit under the proposed project would be similar to impacts under the approved project. Therefore, similar to the approved project, impacts to CMP transit under the proposed project would remain **less than significant**.

Caltrans Ramp Intersections. Implementation of the proposed project would not result in changes to impacts to Caltrans ramp intersections as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updates to Title 22 in order to be consistent with the approved LUE and UDE.

According to the TIA for the approved project, the approved project was found to have potentially significant impacts on six Caltrans intersections. Because these Caltrans facilities were not within the City's jurisdiction and the City cannot compel Caltrans to implement mitigation, the 2019 Certified EIR determined that impacts at these six intersections are significant and unavoidable. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE, and as such, does not propose any

development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that impacts to Caltrans ramp intersections under the proposed project would be similar to impacts under the approved project. Therefore, similar to the approved project, impacts to Caltrans ramp intersections under the proposed project would remain **significant and unavoidable**.

Caltrans Arterial and Freeway Facilities. Implementation of the proposed project would not result in changes to impacts to Caltrans arterial and freeway facilities as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updates to Title 22 in order to be consistent with the approved LUE and UDE.

As determined in the 2019 Certified EIR, the performance of Caltrans roadways experienced vehicle delay as a result of intersection performance, and impacts were significant and unavoidable. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that impacts to Caltrans arterials and freeway facilities under the proposed project would be similar to impacts under the approved project. Therefore, similar to the approved project, impacts to Caltrans arterials and freeway facilities under the proposed project would remain **significant and unavoidable**.

Potential Physical Improvements. Implementation of the proposed project would not result in changes to impacts as a result of conflicts with a program, plan, ordinance, or policy as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes and updates to Title 22 that were adopted in 2019 in order to be consistent with the approved LUE and UDE.

As stated previously, the TIA identified potentially significant traffic impacts to vehicle LOS at intersections in Long Beach, intersections in neighboring cities, Caltrans intersections, and freeway facilities. Of the 120 intersections included in the study area, 48 of them (40 percent) would be significantly impacted by traffic volume increases between existing and future conditions under the approved project. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that impacts to study area intersections under the proposed project would be similar to impacts under the approved project.

Similar to the approved project, the proposed project requires implementation of Mitigation Measure MM T-1, which requires consideration of feasible traffic improvements at the time individual projects are proposed. If individual projects contribute to transportation impacts for which physical improvements are feasible, then physical improvements would be implemented, and transportation impacts would be reduced. However, if physical improvements are not feasible, then

transportation impacts would remain significant. Therefore, similar to the approved project, impacts related to conflicts with a program, plan, ordinance, or policy under the proposed project would remain **significant and unavoidable**.

3.9.3.2 Consistency with CEQA Guidelines Section 15064.3 Subdivision (b)

Implementation of the proposed project would not result in changes to consistency with *State CEQA Guidelines* Section 15064.3 subdivision (b) as analyzed in the 2019 Certified EIR because the proposed project involves rezoning properties and updating Title 22 in order to be consistent with the approved LUE and UDE. With implementation of the 2016–2040 RTP/SCS, as well as the City's planning efforts, VMT per capita in Long Beach is anticipated to be lower than the region as a whole and in Los Angeles County. Under the approved project, the efficiency of the distribution of land uses in the LUE/UDE would reduce to 46.1 VMT per day per household (a 19 percent decrease from existing conditions). The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes that were adopted in 2019 and updating Title 22 in order to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that VMT impacts under the proposed project would be similar to impacts under the approved project. Because the VMT decreases from the existing conditions with the approved project and the measure of VMT per household decreases from existing conditions and from the current LUE, the 2019 Certified EIR determined that the approved project would have a less than significant impact related to *State CEQA Guidelines* Section 15064.3 subdivision (b). Therefore, similar to the approved project, the proposed project would be consistent with *State CEQA Guidelines* Section 15064.3 subdivision (b), and impacts would remain **less than significant**. No mitigation is required.

3.9.3.3 Cumulative Traffic and Transportation Impacts

Similar to the approved project, the implementation of the proposed project would affect development patterns throughout the City. As such, the proposed project itself is considered cumulative in nature.

Similar to the approved project, the proposed project would result in potentially significant traffic impacts to vehicle LOS at intersections in Long Beach, intersections in neighboring cities, Caltrans intersections, and freeway facilities. Of the 120 intersections included in the study area for the approved project, 48 of them (40 percent) would be significantly impacted by traffic volume increases between existing and future conditions. Potential physical improvements at each impacted location were considered against potential constraints, such as the intersection being located outside of the City's jurisdiction, which would eliminate the City's authority to compel physical improvements. Additionally, physical improvements that are located outside of the existing right-of-way could be infeasible or result in increased environmental impacts. Therefore, because measures to increase vehicle capacity or reduce vehicle volume are not guaranteed and may not be feasible, the contribution of the proposed project to potential cumulative transportation impacts in the planning area is considered comparable to impacts under the approved project, and impacts would remain **cumulatively considerable** even with implementation of mitigation.

3.9.4 Findings Related to Transportation and Traffic

3.9.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to transportation and traffic, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.9.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to transportation and traffic that would require major changes to the 2019 Certified EIR.

3.9.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR which would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to transportation and traffic that would require major changes to the 2019 Certified EIR.

3.9.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, new alternatives to the project, or additional mitigation measures that would substantially reduce one or more significant impacts pertaining to transportation and traffic identified and considered in the 2019 Certified EIR.

3.9.5 Compliance Measures

There are no compliance measures pertaining to transportation and traffic that are applicable to the approved project or the proposed project.

3.9.6 Mitigation Measures

The following mitigation measure pertaining to transportation and traffic that was identified in the 2019 Certified EIR is applicable to future development under the proposed project.

MM T-1 Prior to approval of any discretionary project that is forecast to generate 100 or more peak-hour trips, as determined by the City of Long Beach (City) Traffic Engineer, the property owners/developers shall prepare a traffic improvement analysis of any facilities under the jurisdiction of Caltrans at which the project is anticipated to contribute 50 or more peak-hour trips, analyzing the impact on such state transportation facilities where Caltrans has previously prepared a valid traffic study, as identified below, and identified feasible operational and physical improvements and has determined the associated fees necessary to mitigate project-related impacts. The fair share cost of such improvements shall be assessed

if transportation analysis demonstrates such improvements can achieve vehicle level of service (LOS) D (as measured by Intersection Capacity Utilization or Highway Capacity Manual methodology) or an improved vehicle level of service if LOS D cannot be feasibly achieved. The Conditions of Approval for the project shall require the property owner/developer to construct, bond for, or pay reasonable fair share fees to the City who will work jointly with Caltrans to implement such improvements, unless alternative funding sources have been identified.

In the event that Caltrans prepares a valid study, as defined below, that identifies fair share contribution funding sources attributable to and paid from private development to supplement other regional and State funding sources necessary to undertake improvements of impacted state transportation facilities, then the project applicant shall use reasonable efforts to pay the applicable fair share amount to Caltrans. The study shall be reviewed and approved by the California Transportation Commission. It shall include fair share contributions related to private development based on nexus requirements contained in the Mitigation Fee Act (Govt. Code § 66000 et seq.) and 14 Cal. Code of Regs. § 15126.4(a)(4) and, to this end, the study shall recognize that impacts to Caltrans facilities that are not attributable to development located within the City of Long Beach are not required to pay in excess of such developments' fair share obligations. The fee study shall also be compliant with Government Code § 66001(g) and any other applicable provisions of law. If Caltrans chooses to accept the project Applicant's fair share payment, Caltrans shall apply the payment to the fee program adopted by Caltrans or agreed upon by the City and Caltrans as a result of the fair share fee study.

3.10 UTILITIES AND SERVICE SYSTEMS

3.10.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and associated Addendums. There have been no major changes to the existing setting of the planning area with respect to utilities and service systems. Minor updates to the City's existing utilities and service systems are provided below consistent with the latest information available from the City and other providers.

3.10.1.1 Solid Waste

Solid waste collection services are provided by the City's Environmental Services Bureau; however, the City is also a member of the Los Angeles County Sanitation District (LACSD). Based on available disposal reporting data from the California Department of Resources Recycling and Recovery (CalRecycle; formerly known as the California Integrated Waste Management Board [CIWMB]) website,[13] it was estimated that the annual tonnage of solid waste generated by all sources in the City in 2017 was 302,541 tons per year (or 605,082,000 pounds per year). A majority of the City's solid waste is sent to the Southeast Resource Recovery Facility (SERRF). The SERRF is a refuse-to-energy transformation facility that reduces the volume of solid waste it receives by approximately 80 percent using mass burn technology. The SERRF receives the greatest tonnage of solid waste of all disposal sites located within the City. The Solid Waste Facility Permit for the SERRF identifies that the design capacity of this facility is 2,240 tons per day (4,480,000 pounds).[14] The SERRF currently processes approximately 1,290 tons per day (2,580,000 pounds).

Solid waste that is generated in the City of Long Beach but is not sent to the SERRF is taken to landfills in Orange, San Bernardino, and Riverside Counties.[15] Alternative disposal options include two ramped-up Material Recovery Facilities (MRF) run by LACSD: the Downey Area Recycling and Transfer Facility (DART) in Downey, and the Puente Hills MRF, situated at the base of the Puente Hills Landfill. Through the available MRFs run by LACSD, the use of active landfills in Orange, San Bernardino, and Riverside Counties, and plans for future implementation of the Waste-by-Rail system, Los Angeles County is currently able to meet existing and projected landfill needs.

3.10.1.2 Wastewater

The Long Beach Water Department (LBWD) is responsible for operating and maintaining approximately 765 miles of sanitary sewer lines in the City. Through these sanitary sewer lines, the LBWD delivers over 40 million gallons per day (mgd) of wastewater to LACSD facilities located in the

---

13 California Department of Resources Recycling and Recovery (CalRecycle). n.d. California Solid Waste Statistics. Website: https://www2.calrecycle.ca.gov/LGCentral/Disposal Reporting (accessed March 4, 2020).

14 CalRecycle. n.d. Solid Waste Information System (SWIS) Facility Detail. Southeast Resource Recovery Facility. Solid Waste Facility Permit, Permit No. 19-AK-0083. Website: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AK-0083 (accessed March 4, 2020).

15 Los Angeles Daily News. 2013. *Puente Hills Landfill Will Close Forever Thursday.* Website: http://www.dailynews.com/environment-and-nature/20131031/puente-hills-landfill-will-close-forever-thursday (accessed March 4, 2020).

region. The majority of the wastewater generated in the City is delivered to the Joint Water Pollution Control Plant (JWPCP) of LACSD (located at 24501 S. Figueroa Street in the City of Carson) with the remaining portion delivered to the Long Beach Water Reclamation Plant (WRP) of LACSD (located at 7400 East Willow Street in Long Beach).

The JWPCP provides both primary and secondary treatment of wastewater and serves over 4.8 million residents. Currently, the JWPCP treats approximately 300 mgd and has a total permitted design capacity of 400 mgd.[16] The Long Beach WRP provides primary, secondary, and tertiary treatment and serves a population of approximately 250,000. Approximately 6 mgd of recycled water produced at the Long Beach WRP are used at over 60 sites. The Long Beach WRP treats an average of approximately 18 mgd and has a total permitted capacity of 25 mgd.[17]

3.10.1.3 Water Service

The LBWD owns, operates, and maintains 27 active groundwater wells and 916 miles of water mains. The LBWD's entire infrastructure is used to provide water service to a service population of approximately 490,000 and 90,000 active customer accounts within an approximate 50-square-mile service area in the City.[18] The LBWD receives approximately 60 percent of its domestic water supply from existing groundwater supplies within the Central Basin[19] and approximately 40 percent from imported water purchased from the Metropolitan Water District of Southern California (MWD).[20] The major sources of water for the LBWD include imported water purchased from the MWD, groundwater pumped and treated by the LBWD, and recycled water produced at the Long Beach WRP.

3.10.1.4 Storm Drain

The City currently has an intricate storm drainage system, which consists of streets and gutters, catch basins, and underground pipes, ditches, streams and creeks, pump stations, and channels/ rivers. This system carries stormwater and runoff away from impermeable surfaces in the City to designated drainage areas, including the Los Angeles and San Gabriel Rivers. In order to ensure proper function of the City's storm drain system, the City performs bi-annual maintenance work on the system, in addition to emergency repair work on an as-needed basis.

---

16 Los Angeles County Sanitation Districts. 2021a. Joint Water Pollution Control Plant. Website: https://www.lacsd.org/services/wastewatersewage/facilities_information/wwtreatmentplant/jwpcp/default.aspp (accessed July 7, 2021).

17 Los Angeles County Sanitation Districts. 2021b. Long Beach Water Reclamation Plant. Website: https://www.lacsd.org/services/wastewatersewage/facilities_information/wwfacilities/wwtreatmentplant/longbeachwrp.asp (accessed July 7, 2021).

18 Long Beach Water Department (LBWD). 2021. Budget Summary Fiscal Year 2021, Website: https://lbwater.org/wp-content/uploads/2020/09/FY-21-Water-Dept-Budget-Summary.pdf (accessed July 7, 2021).

19 The Central Subbasin occupies a large portion of the southeastern part of the Coastal Plain of Los Angeles Groundwater Basin and is commonly referred to as the "Central Basin."

20 Long Beach Water Department (LBWD). 2019. Water Resources Plan, Website: https://lbwater.org/wp-content/uploads/2020/04/LBWD-WRP-1.pdf (accessed August 4, 2021).

3.10.1.5 Telecommunications

While there are a number of cable and telephone service providers available to residents in the planning area, the primary service providers in the planning area are Spectrum, AT&T U-Verse, and Frontier. Together, these three service providers hold a franchise issued by the State's Public Utilities Commission to provide services to residents in the City.[21] In addition, the City owns approximately 60 miles of fiber optic cable in the City.

3.10.2 2019 Certified EIR

Please see Section 4.9 of the 2019 Certified EIR for detailed analysis of potential effects of the approved project related to utilities. The 2019 Certified EIR concluded that impacts related to utilities would be **less than significant**.

Although the approved project did not include any physical improvements or development, future development projects facilitated by the approved project would result in an increased demand for utility services, such as water, wastewater, stormwater drainage, solid waste, and telecommunication. However, future development facilitated by the approved project would comply with water conservation measures, including pertinent provisions of the California Green Building Standards Code (CALGreen Code) building efficiency standards (Title 24, Part 11) regarding the use of water-efficient fixtures, policies and programs outlines in the 2015 Urban Water Management Plan (2015 UWMP) and the proposed LUE, and Assembly Bill (AB) 610, which requires the preparation of a Water Supply Assessment (WSA) for certain projects. Additionally, the 2019 Certified EIR determined that the future project-related demand for water was determined to be consistent with the City's UWMP and that the projected future increase in wastewater flows associated with development would not exceed the treatment requirements of the Regional Water Quality Control Board (RWQCB) for the JWPCP and the Long Beach WRP of the LACSD. Future development facilitated by the approved project is also required to comply with the provisions of the National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), or any other subsequent applicable permits. Future development projects facilitated by the approved project would be reviewed by the City on a project-by-project basis and would be required to comply with any requirements in effect when the review is conducted, including sewer capacity and payment of Development Fees to fund future improvements to the City's stormwater infrastructure. Therefore, the 2019 Certified EIR determined that the approved project would result in **less than significant** impacts related to the construction or expansion of water, wastewater, or stormwater drainage facilities, and no mitigation was required.

In addition, the 2019 Certified EIR determined that sufficient landfill capacity exists in the region to serve solid waste generated by the approved project, and all future projects facilitated by the approved project would be required to comply with federal, State, and local statutes and regulations related to solid waste. Therefore, that impacts related to solid waste generation was determined to be **less than significant**, and no mitigation was required.

[21] City of Long Beach. n.d. Cable Television and Telephone Service. Website: http://www.longbeach.gov/ti/telecommunications (accessed March 4, 2020).

Further, any major improvements to telecommunications facilities would be reviewed on a project-by-project basis and would comply with any applicable regulations in place at the time such development is proposed. Therefore, the 2019 Certified EIR determined that the implementation of the approved project would result in **less than significant** impacts related to the construction or relocation of existing telecommunications facilities, and no mitigation was required.

The 2019 Certified EIR also analyzed the cumulative impacts of the approved project on water infrastructure, wastewater treatment, solid waste disposal capacity, and telecommunication services, and determined that implementation of the approved project would result in l**ess than significant cumulative impacts,** and no mitigation was required.

3.10.3 Analysis of the Proposed Project

Implementation of the proposed project would not result in changes in impacts to utilities as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zoning districts to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE.

3.10.3.1 Water

Although the proposed project would not include any physical improvements or development, future development projects facilitated by the proposed project would result in an increased water demand, similar to the approved project. Implementation of the proposed project would not result in changes to water impacts as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE. As such, the increase in expected water demand under the proposed project would be similar to the approved project. The project-related increase in water demand in 2040 as described in the 2019 Certified EIR was expected to be 59,105 acre-feet, or less than 1 percent of the LBWD's total projected water supply for the horizon year 2040. As such, similar to the approved project, water supplies for future development under the proposed project are expected to be sufficient to meet all demands through the horizon year 2040 during normal, single dry year, and multiple dry year hydrologic conditions.

Similar to the approved project, development facilitated under the proposed project would comply with water conservation measures, including pertinent provisions of CALGreen Code building efficiency standards (Title 24, Part 11) regarding the use of water-efficient fixtures. Policies and programs outlined in the 2015 UWMP and the approved LUE would reduce water consumption and wastewater flow during operation, which would decrease the overall burden on existing water facilities and decrease the number of facilities that would be needed to be constructed or expanded. Additionally, under AB 610, a Water Supply Assessment (WSA) would be required for certain projects. Because future development that may occur with implementation of the proposed project is consistent with water demands in the 2015 UWMP and because the LBWD had identified a surplus water supply to provide the projected water demands through the horizon year 2040, the future project-related demand for water is consistent with the City's UWMP. Therefore, impacts related to water under the proposed project would be similar and would remain **less than significant**. No mitigation is required.

3.10.3.2 Wastewater

Similar to the approved project, short-term demand for wastewater treatment services may occur during construction activities associated with future projects facilitated under the proposed project. Similar to the approved project, the demand for wastewater treatment services during construction under the proposed project would be temporary and would generate minimal wastewater. Therefore, impacts related wastewater during construction under the proposed project would be similar and would remain **less than significant.**

Implementation of the proposed project would not result in changes to wastewater impacts as analyzed in the 2019 Certified EIR because the proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 in order to be consistent with the approved LUE and UDE. As such, the increase in the wastewater flow during operation of future development under the proposed project would be similar to the approved project. In addition, new units are likely to use significantly less water and thereby generate less wastewater due to building codes requiring reduced water consumption and reduced landscaping associated with proposed multi-family residential units. Therefore, similar to the approved project, projected future increase in wastewater flows associated with development that may occur with implementation of the proposed project would not exceed the treatment requirements of the RWQCB for the JWPCP and the Long Beach WRP of the LACSD.

Similar to the approved project, future development projects facilitated by the proposed project would be reviewed by the City on a project-by-project basis and would be required to comply with any requirements in effect when the review is conducted. Therefore, impacts related wastewater for future development under the proposed project would be similar to the approved project and would remain **less than significant**. No mitigation is required.

3.10.3.3 Stormwater Drainage

Similar to the approved project, future development facilitated by the proposed project is required to comply with the provisions of the National Pollution Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), or any other subsequent applicable permits. Similar to the approved project, as future individual projects facilitated by the proposed project are proposed, the City would review grading plans and construction documents to identify project features aimed at reducing construction impacts to storm drain facilities. Therefore, similar to the approved project construction activities associated with implementation of the proposed project would not require or result in the relocation or construction of new stormwater drainage systems, the construction of which would cause significant environmental impacts. Impacts related to stormwater drainage during construction would remain similar and **less than significant**.

Similar to the approved project development of future development under the proposed project could increase impervious surface area, which could reduce infiltration and increase runoff. Similar to the approved project, future projects under the proposed project would be reviewed on a project-by-project basis and would need to comply with any requirements in effect when the review is conducted, including payment of Development Fees to fund future improvements to the City's stormwater infrastructure.

Similar to the approved project, under the proposed project, depending on the size and nature of the future projects, a Water Quality Management Plan (WQMP) would be developed to address post-construction urban runoff and stormwater pollution from new development and significant redevelopment projects. Similar to the approved project, future development under the proposed project would also be required to comply with goals and policies outlined in the approved LUE that are aimed at reducing stormwater runoff and mitigating off-site impacts related to pollutants entering natural water bodies. Therefore, the proposed project would result in less than significant impacts related to the construction or expansion of stormwater drainage facilities during operation. Impacts related to stormwater drainage during operation would remain similar and **less than significant**. No mitigation is required.

3.10.3.4 Telecommunications Facilities

Similar to the approved project, construction activities associated with future projects under the proposed project would not increase the demand for telecommunications facilities, and thus would not require or result in the construction of new or the relocation of existing telecommunication facilities. Where necessary, infrastructure improvements would be made to existing telecommunications facilities in order to meet customer demands. Similar to the approved project, environmental impacts associated with future improvements under the proposed project to telecommunications facilities are anticipated to be minimal, as these facility areas would have previously been disturbed through association with past infrastructure improvements. In addition, any major improvements to telecommunications facilities would be reviewed on a project-by-project basis and would comply with any applicable regulations in place at the time such development is proposed. Therefore, impacts related to telecommunications facilities under the proposed project would be similar to the approved project and would remain **less than significant**. No mitigation is required.

3.10.3.5 Solid Waste

Similar to the approved project, future projects under the proposed project would generate demolition waste. Similar to the approved project, construction waste generated under the proposed project would be recycled pursuant to Chapter 18.67, Construction and Demolition Recycling Program, of the City's Municipal Code. Under the Municipal Code, projects requiring demolition or building permits are required to divert at least 60 percent of all construction and demolition material from landfills. Therefore, similar to the approved project, the proposed project would have a less than significant impact related to solid waste generation during construction. Impacts related to solid waste during construction under the proposed project would be similar and would remain **less than significant**.

Similar to the approved project, solid waste generated by operations activities associated with future development under the proposed project would be collected by the City's Environmental Services Bureau and hauled to the SERRF. Implementation of the proposed project would not result in changes to solid waste generation as analyzed in the 2019 Certified EIR because the proposed project involves the establishment of 4 new zones to implement 4 LUE PlaceTypes and updates to Title 22 in order to be consistent with the approved LUE and UDE. As such, the increase in the solid waste generation under the proposed project would be similar to the approved project. Similar to the approved project, sufficient landfill capacity exists in the region to serve solid waste generated

by the proposed project. In addition, all future development under the proposed project would be required to comply with federal, State, and local statutes and regulations related to solid waste. Therefore, impacts related to solid waste during operation under the proposed project would be similar and would remain **less than significant**. No mitigation is required.

3.10.3.6 Cumulative Utilities Impacts

Water. Similar to the approved project, the proposed project analyzes a geographic area for the cumulative analysis of water infrastructure of the service territory of the LBWD. According to the City's 2015 UWMP, future water supplies are reliable through the horizon year (2040) of the project. In addition, LBWD projected that there were sufficient groundwater supplies to meet any future demand requirements in the City. Further, the 2015 UWMP accounted for the approved LUE and UDE's transition from traditional land uses to PlaceTypes and had demonstrated that the LBWD had the ability to supply the increase in water demand through the horizon year 2040. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE. Therefore, similar to the approved project, cumulative impacts associated with the proposed project with respect to water would remain **less than cumulatively considerable.**

Wastewater. Similar to the approved project, the proposed project analyzes a geographic area for the cumulative analysis for wastewater treatment of the City and LACSD. Similar to the approved project, future anticipated development facilitated under the proposed project would comply with applicable federal and State regulations along with specific jurisdictional ordinances and would require further CEQA review for projects requiring discretionary approvals, which would reduce cumulative impacts related to potential wastewater treatment violations to a less than significant level. Similar to the approved project, the proposed project would result in a population consistent with the growth projections for the City provided in the SCAG 2016–2040 RTP/SCS. Therefore, similar to the approved project, cumulative impacts associated with the proposed project with respect to wastewater would remain **less than cumulatively considerable.**

Telecommunications. Similar to the approved project, the proposed project analyzes a geographic area for the cumulative analysis of cable, telephone, and internet services of the service territory for Spectrum Communications, Frontier Communications, and AT&T U-Verse. As discussed in the 2019 Certified EIR, these services are not operating above capacity; however, these service providers are anticipated to extend current facilities to meet project service demands on an as-needed basis as future developments under the proposed project are proposed as is the case under existing market conditions. Therefore, similar to the approved project, cumulative impacts associated with the proposed project with respect to telecommunications facilities would remain **less than cumulatively considerable.**

Solid Waste. Similar to the approved project, the proposed project analyzes a geographic area for the cumulative analysis of impacts to solid waste disposal capacity of the County of Los Angeles. Similar to the approved project, development facilitated under the proposed project and other past, present, and reasonably foreseeable projects within the County would contribute to an increase in demand for landfill capacity and solid waste services for the County. As stated previously, the SERRF, a refuse-to-energy transformation facility, serves the planning area and does not have a scheduled

closure date. It is expected that the SERRF will continue to operate at its current permitted daily capacity through 2027. There is sufficient permitted capacity within the LACSD system serving Los Angeles County to provide adequate future capacity for the County's solid waste needs including solid waste generated by future development under the proposed project. Therefore, similar to the approved project, cumulative impacts associated with the proposed project with respect to solid waste facilities would remain **less than cumulatively considerable.**

3.10.4 Findings Related to Utilities and Service Systems

3.10.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to utilities and service systems, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.10.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since the preparation of the 2019 Certified EIR that would require revisions to the analysis in the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicated that there are substantial changes in circumstances pertaining to utilities and service systems that would require major changes to the 2019 Certified EIR.

3.10.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to utilities and service systems requiring major revisions to the 2019 Certified EIR.

3.10.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the Project that would substantially reduce one or more significant impacts pertaining to utilities and service systems identified and considered in the 2019 Certified EIR.

3.10.5 Compliance Measures

There are no compliance measures pertaining to utilities and service systems that are applicable to the approved project or the proposed project.

3.10.6 Mitigation Measures

There are no mitigation measures pertaining to utilities and service systems that are applicable to the approved project or the proposed project. No mitigation is required.

This page intentionally left blank

3.11 ENERGY

3.11.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and associated Addendums. There have been no major changes to the existing setting of the planning area with respect to energy. Minor updates to the City's existing energy usage are provided below, consistent with the latest information available from the City and other providers.

3.11.1.1 Electricity

The City receives its electricity from Southern California Edison (SCE). According to the California Energy Commission (CEC), the electricity consumption in the SCE service area for 2019 was 104,125 gigawatt hours (GWh).[22] The CEC adopted the Demand Forecast 2020 in January 2021. Forecasted electricity consumption within the SCE service area is estimated to be 115,990 GWh by 2025 and 123,743 GWh by 2030 (the furthest horizon year for which data are available). In addition, the CEC estimates that net peak demand and net energy load within SCE's service territory will grow annually by 2.45 percent until 2030.

3.11.1.2 Natural Gas

The City of Long Beach Municipal Energy Resources (ER) Department purchases natural gas from the Southern California Gas Company (SoCalGas) and provides natural gas services to residents and businesses of Long Beach and Signal Hill and portions of surrounding communities, including the Cities of Bellflower, Compton, Lakewood, Los Alamitos, Paramount, and Seal Beach. In 2020, the California Gas and Electric Utilities published the 2020 California Gas Report. In addition to providing a summary of the existing and historic natural gas demands, the 2020 California Gas Report provides projected annual gas supplies for future years through year 2035. According to the 2020 California Gas Report, the natural gas demand for the City of Long Beach is expected to decline from 9 billion cubic feet per year in 2019 to 8 billion cubic feet per year in 2035 (the furthest horizon year for which data are available).[23]

3.11.1.3 Gasoline

California crude oil production levels have been declining over the last 30 years; however, the State still accounts for four percent of the United States' crude oil production and petroleum refining capacity in 2019.[24] In 2020, approximately 123.5 billion gallons of gasoline were consumed in the

---

22 California Energy Commission (CEC). 2021. Database - California Energy Demand Forecast Update 2020-2030. Website: https://www.energy.ca.gov/filebrowser/download/2853 (accessed July 7, 2021).

23 Southern California Gas Company (SoCalGas). 2020. California Gas and Electric Utilities. *2020 California Gas Report*. Website: https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing. pdf (accessed July 7, 2021).

24 U.S. Department of Energy, Energy Information Administration (EIA). n.d. "California State Profile and Energy Estimates Profile Analysis." Website: https://www.eia.gov/state/analysis.php?sid=CA#40 (accessed July 7, 2021).

United States[25] (the lowest level of annual consumption since 1997) and 14 billion gallons were consumed in California.[26]

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.2 mpg in 2019.[27] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. The act, which originally mandated a national fuel economy standard of 35 mpg by year 2020, applies to cars and light trucks of Model Years 2011 through 2020.[28] In 2012, the federal government raised the fuel economy standard to 54.5 mpg for cars and light-duty trucks by Model Year 2025.[29]

According to the CEC Transportation Energy Demand Forecast 2018–2030, the demand for fuel is expected to decrease to between 12.3 billion and 12.7 billion gallons in 2030 (a 20–22 percent reduction) from 15.8 billion gallons in 2017. The reduction in gasoline demand through year 2030 (the furthest horizon year for which data are available) is based on assumptions related to new energy efficiency and regulations at the State and local levels and an increasing number of electric, hydrogen, diesel, and high fuel economy vehicles.[30]

3.11.2 2019 Certified EIR

Please see Section 4.10 of the 2019 Certified EIR for a detailed analysis of the potential effects of the approved project regarding energy. The 2019 Certified EIR concluded that impacts related to energy would be **less than significant**, as described below.

3.11.2.1 Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Electricity. As described in the 2019 Certified EIR, energy would be consumed throughout construction and operation of future projects facilitated by implementation of the approved project. As such, the proposed project would facilitate energy consumption during construction for the transportation of building materials, manufacturing of building materials, and the actual construction of buildings and infrastructure improvements. The approved project would facilitate energy consumption during operation associated with building heating and cooling, use of consumer products, lighting, and vehicular traffic.

---

25 U.S. Department of Energy. n.d.-b. "Frequently Asked Questions". Website: https://www.eia.gov/tools/faqs/faq.php?id=23&t=10 (accessed July 7, 2021).

26 California Department of Tax and Fee Administration. 10-Year Report of Net Taxable Gasoline Gallons. Website: https://www.cdtfa.ca.gov/serp.htm?q=10+year+report+of+net+taxable+gasoline+galons (accessed July 7, 2021).

27 U.S. Department of Transportation. n.d. Average Fuel Efficiency of U.S. Light Duty Vehicles. Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed July 7, 2021).

28 U.S. Department of Energy. n.d.-a. "Energy Independence & Security Act of 2007." Website: https://www.afdc.energy.gov/laws/eisa (accessed July 7, 2021).

29 The White House. Office of the Press Secretary. 2012. "Obama Administration Finalizes Historic 54.5 MPG Fuel Efficiency Standards. Website: https://www.eesi.org/articles/view/fuel-economy-standards-to-reach-54.5-mpg-by-2025 (accessed July 7, 2021).

30 CEC. 2017. Transportation Energy Demand Forecast 2018–2030. Published on December 4, 2017.

The projected electricity demand in the City is expected to be 1,950,216,130 kilowatt hours (kWh) in 2040 (approximately 117.18 percent greater than the existing electricity demand). However, many of the land uses as proposed under the approved project would replace existing uses that already utilize electricity resources. Furthermore, energy efficiency technologies would continue to improve through the life of the approved project (horizon year 2040). New facilities required to support the project-related demand for electricity would be constructed in accordance with the demand for the new service. Potential environmental impacts would be evaluated on a project-by-project basis. However, because the City is largely built out, it is not anticipated that major new facilities are necessary to serve new development facilitated by implementation of the approved project at the horizon year of the General Plan build out (2040). Therefore, the 2019 Certified EIR determined that impacts were **less than significant**, and no mitigation was required.

Natural Gas. Future development that would occur under the approved project would generate a natural gas demand of 4,649,160,730 kBtu, or an approximately 16.34 percent increase in natural gas demand. The 2019 Certified EIR assumed the full anticipated General Plan build out, which is a worst-case analysis, since it is unknown how much of the proposed residential and non-residential uses would actually be constructed. In addition, many of the land uses as proposed under the approved project would replace existing uses that already utilize natural gas resources.

Under the approved project, gas service would be added to the existing system operated and maintained by the Long Beach Energy Resources (ER) Department, as necessary, to meet the requirements of individual projects within the City. Because future developments considered under the approved project had not yet been designed or proposed, the specific improvements to existing natural gas facilities needed to serve future developments were unknown at the time of the preparation of the 2019 Certified EIR, as were the potential environmental impacts of such improvements. Potential environmental impacts would be evaluated on a project-by-project basis. However, because the City is largely built out, it is not anticipated that major improvements would be necessary to serve the City and new development facilitated by the approved project. Therefore, the 2019 Certified EIR determined that impacts were **less than significant**, and no mitigation was required.

Gasoline. From 2018 to 2040, VMT per capita is projected to decrease by approximately 9 percent, from 19.9 in 2018 to 18.2 in 2040, and VMT per household is projected to decrease by 19 percent from 56.9 in 2018 to 46.1 in 2040. The decrease in VMT per capita and per household would likely result in an associated decrease in the demand for gasoline. Moreover, the fuel efficiency of vehicles is expected to continue to increase and improve throughout the life of the approved project as new fuel economy standards were established. Therefore, the 2019 Certified EIR determined that the implementation of the approved project would not result in a substantial increase in transportation-related energy uses, such that it would result in a wasteful, inefficient, or unnecessary consumption of energy resources. Impacts were considered **less than significant**, and no mitigation was required.

3.11.2.2 Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Future projects facilitated by the approved project would be required to comply with the CALGreen Code building efficiency standards (Title 24, Part 11) and the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6), which includes provisions related to insulation and design

aimed at minimizing energy consumption. Future projects facilitated by implementation of the approved project would be required to comply with goals, policies, and strategies outlined in the LUE and UDE that are aimed at reducing energy consumption in the planning area. These goals, policies, and strategies were developed in accordance with federal and State energy regulations, such as CALGreen Code building efficiency standards (Title 24, Part 11), the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6), and SB 743, which are also aimed at reducing energy consumption. Therefore, the 2019 Certified EIR determined that the approved project was consistent with applicable plans related to renewable energy and energy efficiency. Impacts were considered **less than significant**, and no mitigation was required.

3.11.2.3 Cumulative Energy Impact

Electricity. The 2019 Certified EIR analyzed the service territory of SCE as the geographic area for the cumulative analysis of impacts to the provision of electricity. The anticipated General Plan build out scenario (2040) represents approximately 1.3 percent of the extrapolated 2040 peak demand. SCE identified adequate capacity to handle an increase in electrical demand, and any increase in electrical demand resulting from the approved project would be incremental compared to an increase in regional electrical demand. Therefore, it is anticipated that the electricity demand under the anticipated General Plan build out scenario (2040) would be within the forecasted electricity demand for the 2040 build out. Therefore, the 2019 Certified EIR determined that the approved project's increased demand for electricity was **less than cumulatively considerable**, and no mitigation was required.

Natural Gas. The 2019 Certified EIR analyzed the service territory for the City of Long Beach Energy Resources Department (ER Department) as the geographic area for the cumulative analysis of impacts to the provision of natural gas. The anticipated 2040 natural gas demand represents 0.05 percent of the ER Department's projected natural gas demand for the year 2040. Moreover, future development under the anticipated General Plan build out scenario (2040) would be subject to Title 24 requirements and would be evaluated on a case-by-case basis to determine the need for specific distribution infrastructure improvements. Where necessary, gas service would be added to the existing system by the ER Department to meet the requirements of individual development projects in the City. Therefore, the 2019 Certified EIR determined that the approved project's contribution to cumulative natural gas impacts was **less than cumulatively considerable**, and no mitigation was required.

Gasoline. The 2019 Certified EIR analyzed the State of California as the geographic area for the cumulative analysis of impacts to the provision of natural gas because there is no local or singular provider for gasoline. Although implementation of the approved project results in an increase in vehicular trips that would result in an increased demand for gasoline, new vehicles traveling within the planning area through 2040 would likely have improved fuel efficiency and would increasingly be comprised of electric, hydrogen, and diesel vehicles (consistent with historic and current trends). In addition, the approved project supports land use patterns and travel modes that reduce the number of VMTs traveled within the planning area (a 9 percent decrease from 2018 to 2040), which further reduces the project-related transportation energy demand. Furthermore, the demand for gasoline under the approved project is minimal compared to the statewide availability of gasoline. Therefore, the 2019 Certified EIR determined that the approved project's contribution to cumulative

transportation energy impacts was **less than cumulatively considerable**, and no mitigation was required.

3.11.3 Analysis of the Proposed Project

3.11.3.1 Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Implementation of the proposed project would not result in changes to impacts to electricity, natural gas, and gasoline usage as analyzed in the 2019 Certified EIR because the proposed project involves the establishing of 4 new zoning districts to implement 4 LUE PlaceTypes and updates to Title 22 in order to be consistent with the approved LUE and UDE.

Electricity. Similar to the approved project, energy would be consumed throughout construction and operation of future projects facilitated by implementation of the proposed project. Energy consumption during operation would be associated with building heating and cooling, use of consumer products, lighting, and vehicular traffic. During implementation of the proposed project, energy consumption would occur during construction for the transportation of building materials, manufacturing of building materials, and the actual construction of buildings and infrastructure improvements. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that electricity usage under the proposed project would be similar to electricity usage under the approved project.

Many of the land uses as proposed under the approved project and allowed under the proposed project would replace existing uses that already utilize electricity resources. Furthermore, energy efficiency technologies would continue to improve through the life of the proposed project. New facilities required to support the project-related demand for electricity would be constructed in accordance with the demand for the new service. Potential environmental impacts would be evaluated on a project-by-project basis. However, because the City is largely built out, it is not anticipated that major new facilities are necessary to serve new development facilitated by implementation of the proposed project. Therefore, since the electricity usage facilitated by implementation of the proposed project would be consistent with the approved project, impacts to electricity would be similar and would remain **less than significant**. No mitigation is required.

Natural Gas. Similar to the approved project, future development facilitated by the proposed project would require natural gas. The proposed project involves establishing 4 new zoning districts to implemented 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that natural gas usage under the proposed project would be similar to natural gas usage under the approved project. The 2019 Certified EIR assumed the full anticipated General Plan build out, which is a worst-case analysis, since it is unknown how much of the proposed residential and non-residential uses would actually be constructed. In addition, many of the land uses facilitated by the proposed project would replace existing uses that already utilize natural gas resources.

As a result of implementation of the proposed project, gas service would be added to the existing system operated and maintained by the City of Long Beach ER Department, as necessary, to meet the requirements of individual projects within the City. Similar to the approved project, since future developments allowed under the proposed project have not yet been designed or proposed, the specific improvements to existing natural gas facilities needed to serve future developments are unknown. Potential environmental impacts would be evaluated on a project-by-project basis. However, because the City is largely built out, it is not anticipated that major improvements would be necessary to serve the City and new development facilitated by the proposed project. Therefore, since the natural gas usage facilitated by implementation of the proposed project would be consistent with the approved project, impacts to natural gas would be similar and would remain **less than significant**. No mitigation is required.

Gasoline. Similar to the approved project, future development facilitated by the proposed project would require transportation-related gas usage. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, it is reasonable to conclude that transportation-related gasoline usage under the proposed project would be similar to gasoline usage under the approved project. The anticipated decrease in VMT per capita and per household would likely result in an associated decrease in the demand for gasoline. Moreover, the fuel efficiency of vehicles is expected to continue to increase and improve throughout the life of the proposed project as new fuel economy standards were established. Therefore, since transportation-related energy uses facilitated by implementation of the proposed project would be consistent with the approved project, impacts to gasoline usage would also be similar and would remain **less than significant.**

3.11.3.2 Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

Similar to the approved project, future projects facilitated by the proposed project would be required to comply with the CALGreen Code building efficiency standards (Title 24, Part 11) and the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6), which includes provisions related to insulation and design aimed at minimizing energy consumption. Similar to the approved project, future projects facilitated by implementation of the proposed project would be required to comply with goals, policies, and strategies outlined in the LUE and UDE that are aimed at reducing energy consumption in the planning area. These goals, policies, and strategies were developed in accordance with federal and State energy regulations, such as CALGreen Code building efficiency standards (Title 24, Part 11), the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6), and SB 743, which are also aimed at reducing energy consumption. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. Therefore, since energy uses facilitated by implementation of the proposed project would be consistent with the approved project, impacts to state and local plans related to renewable energy or energy efficiency would be similar and would remain **less than significant**.

3.11.3.3 Cumulative Energy Impact

Electricity. Similar to the approved project, the proposed project considers the service territory of SCE as the geographic area for the cumulative analysis of impacts to the provision of electricity. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. As such, it is reasonable to conclude that electricity usage under the proposed project would be within the forecasted electricity demand for the 2040 build out, and therefore, would be similar to the approved project. Therefore, the contribution of the proposed project to potential cumulative electricity impacts is considered comparable to impacts under the approved project, and impacts would remain **less than cumulatively considerable.**

Natural Gas. Similar to the approved project, the proposed project considers the service territory for the ER Department as the geographic area for the cumulative analysis of impacts to the provision of natural gas. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. As such, it is reasonable to conclude that natural gas usage under the proposed project would be similar to the approved project. Moreover, similar to the approved project, future development under the proposed project would be subject to Title 24 requirements and would be evaluated on a case-by-case basis to determine the need for specific distribution infrastructure improvements. Where necessary, gas service would be added to the existing system by the ER Department to meet the requirements of individual development projects in the City. Therefore, the contribution of the proposed project to potential cumulative natural gas impacts is considered comparable to impacts under the approved project, and impacts would remain **less than cumulatively considerable.**

Gasoline. Similar to the approved project, the proposed project considers the State of California as the geographic area for the cumulative analysis of impacts to the provision of gasoline because there is no local or singular provider for gasoline. The proposed project involves establishing 4 new zones to implement 4 LUE PlaceTypes and updating Title 22 to be consistent with the approved LUE and UDE, and as such, does not propose any development itself. However, future development facilitated by the proposed project would be similar to future development contemplated and analyzed under the approved project. As such, it is reasonable to conclude that gasoline usage under the proposed project would be similar to the approved project. Furthermore, the demand for gasoline under the proposed project is minimal compared to the statewide availability of gasoline. Therefore, the contribution of the proposed project to potential cumulative gasoline impacts is considered comparable to impacts under the approved project, and impacts would remain **less than cumulatively considerable**.

3.11.4 Findings Related to Energy

3.11.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR. The proposed project would not result in new significant environmental impacts related to energy, and there would not be a substantial increase in the severity of impacts described in the 2019 Certified EIR.

3.11.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR, that would require revisions to the analysis in the 2019 Certified EIR. There is no information in the record or otherwise available that indicates that there are substantial changes in circumstances pertaining to energy that would require major changes to the 2019 Certified EIR.

3.11.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR

This Addendum has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR was certified, indicating that a new significant effect not reported in that document may occur. Based on the information and analyses above, there is no substantial new information indicating that there would be a new significant impact related to energy requiring major revisions to the 2019 Certified EIR.

3.11.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR

There is no new information, mitigation, or alternatives to the Project that would substantially reduce one or more significant impacts pertaining to energy identified and considered in the 2019 Certified EIR.

3.11.5 Compliance Measures

There are no compliance measures pertaining to energy that are applicable to the approved project or the proposed project.

3.11.6 Mitigation Measures

There are no mitigation measures pertaining to energy that are applicable to the approved project or the proposed project. No mitigation is required.

4.0 REFERENCES

California Department of Resources Recycling and Recovery (CalRecycle). n.d. California Solid Waste Statistics. Website: https://www2.calrecycle.ca.gov/LGCentral/Disposal Reporting (accessed March 4, 2020).

California Department of Resources Recycling and Recovery (CalRecycle). Solid Waste Information System (SWIS) Facility Detail. Southeast Resource Recovery Facility. Solid Waste Facility Permit, Permit No. 19-AK-0083. Website: https://www2.calrecycle.ca.gov/swfacilities/Directory/19-AK-0083 (accessed March 4, 2020).

California Department of Tax and Fee Administration. 10-Year Report of Net Taxable Gasoline Gallons. Website: https://www.cdtfa.ca.gov/serp.htm?q=10+year+report+of+net+taxable+gasoline+ galons (accessed July 7, 2021).

California Employment Development Department (EDD). 2021. Labor Force and Unemployment Rate for Cities and Census Designated Places. Website: https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html (accessed July 7, 2021).

California Energy Commission (CEC). 2017. Transportation Energy Demand Forecast 2018–2030. Published on December 4, 2017.

_____. 2021. Database - California Energy Demand Forecast Update 2020-2030. Website: https://www.energy.ca.gov/filebrowser/download/2853 (accessed July 7, 2021).

California Department of Transportation (Caltrans). n.d. Scenic Highway Mapping System. List of Eligible and Officially Designated State Scenic Highways. Website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways (accessed March 4, 2020).

City of Long Beach. 2007. Fiscal Year 2007 Adopted Budget. Library Services. Website: http://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finances/budget/budget-documents/fy-07-adopted-budget-webpage/library-services-fy-07-adop (accessed March 4, 2020).

_____. 2017. Bicycle Master Plan, Table 3-4. February 2017. Website: http://longbeach.gov/globalassets/pw/media-library/documents/resources/general/bicycle-master-plan/bicycle_master_plan (accessed March 4, 2020).

_____. 2019. City of Long Beach; Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, October 2019.

_____. 2019. Fiscal Year 2019 Adopted Budget. Website: https://www.longbeach.gov/finance/ city-budget-and-finances/budget/fy-19-adopted-budget-webpage/ (accessed March 4, 2020).

_____. 2020. Addendum No. 1 to the Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, November 2020.

_____. 2022. Addendum No. 2 to the Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, February 2022.

_____. 2023. Addendum No. 3 to the Final Environmental Impact Report, General Plan Land Use and Urban Design Elements Project, May 2023.

_____. n.d. Cable Television and Telephone Service. Website: http://www.longbeach.gov/ti/telecommunications (accessed March 4, 2020).

_____. City of Long Beach; General Plan, as amended.

_____. City of Long Beach Municipal Code.

Long Beach Development Services. 2016a. *Downtown and TOD Master Plan.* Website: http://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/dt-tod-ped-master-plan/ (accessed March 4, 2020).

_____. 2016b. *Physical Activity and Obesity Prevention (CX3) Pedestrian Plan*. 2016. Website: http://www.lbds.info/cx3pedplan/ (accessed March 4, 2020).

Long Beach Public Library (LBPL). n.d. Library Locations. Website: http://www.longbeach.gov/library/visit/locations/ (accessed March 4, 2020).

Long Beach Unified School District (LBUSD). n.d. Website: http://www.lbschools.net/District/ (accessed March 4, 2020).

Long Beach Water Department (LBWD). 2019. Water Resources Plan, Website: https://lbwater.org/wp-content/uploads/2020/04/LBWD-WRP-1.pdf (accessed August 4, 2021).

_____. 2021. Budget Summary Fiscal Year 2021, Website: https://lbwater.org/wp-content/uploads/2020/09/FY-21-Water-Dept-Budget-Summary.pdf (accessed July 7, 2021).

Los Angeles County Sanitation Districts. 2021a. Joint Water Pollution Control Plant. Website: https://www.lacsd.org/services/wastewatersewage/facilities_information/wwtreatment plant/jwpcp/default.aspp (accessed July 7, 2021).

_____. 2021b. Long Beach Water Reclamation Plant. Website: https://www.lacsd.org/services/wastewatersewage/facilities_information/wwfacilities/wwtreatmentplant/longbeachwrp.asp (accessed July 7, 2021).

Los Angeles Daily News. 2013. *Puente Hills Landfill Will Close Forever Thursday.* Website: http://www.daily news.com/environment-and-nature/20131031/puente-hills-landfill-will-close-forever-thursday (accessed March 4, 2020).

Southern California Gas Company (SoCalGas). 2020. California Gas and Electric Utilities. *2020 California Gas Report*. Website: https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing. pdf (accessed July 7, 2021).

The White House. Office of the Press Secretary. 2012. "Obama Administration Finalizes Historic 54.5 MPG Fuel Efficiency Standards. Website: https://www.eesi.org/articles/view/fuel-economy-standards-to-reach-54.5-mpg-by-2025 (accessed July 7, 2021).

United States Department of Energy. n.d.-a. "Energy Independence & Security Act of 2007." Website: https://www.afdc.energy.gov/laws/eisa (accessed July 7, 2021).

_____. n.d.-b. "Frequently Asked Questions." Website: https://www.eia.gov/tools/faqs/faq.php?id=23&t=10 (accessed July 7, 2021).

United States Department of Energy, Energy Information Administration (EIA). n.d. "California State Profile and Energy Estimates Profile Analysis." Website: https://www.eia.gov/state/analysis.php?sid =CA#40 (accessed July 7, 2021).

United States Department of Transportation. n.d. Average Fuel Efficiency of U.S. Light Duty Vehicles. Website: https://www.bts.gov/content/average-fuel-efficiency-us-light-duty-vehicles (accessed July 7, 2021).

This page intentionally left blank