

## **ADDENDUM**

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

**(SCH NO: 2015051054)**

**FOR THE  
NORTH LONG BEACH ZONING PROJECT  
CITY OF LONG BEACH, CALIFORNIA**

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**(SCH NO: 2015051054)**

### **FOR THE NORTH LONG BEACH ZONING PROJECT CITY OF LONG BEACH, CALIFORNIA**

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A: North Long Beach UPLAN Zoning District Recommendations

## LIST OF ACRONYMS AND ABBREVIATIONS

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
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
City	City of Long Beach
CIWMB	California Integrated Waste Management Board
CM	Compliance Measure
CMP	Los Angeles County Congestion Management Plan
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide

CO <sub>2</sub> e	carbon dioxide equivalent
CO <sub>2</sub> e/yr/SP	carbon dioxide equivalent per year per service population
County	Los Angeles County
dBA	A-weighted decibels
DOC	California Department of Conservation
DT	Downtown (PlaceType)
EIR	Environmental Impact Report
ER Department	City of Long Beach Municipal Energy Resources (ER) Department
ESHA	Environmentally Sensitive Habitat Area
FAA	Federal Aviation Administration
FAR	floor-to-area ratio
FCN	Founding and Contemporary Neighborhood (PlaceType)
FEMA	Federal Emergency Management Agency
ft	foot/feet
FY	Fiscal Year
g/bhp-hr	grams per brake horsepower-hour
GFA	gross square footage
GHG	greenhouse gas
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
JWPCP	Joint Water Pollution Control Plant
kWh	kilowatt hour
LACSD	Sanitation Districts of Los Angeles County
LBFD	Long Beach Fire Department
LBP	lead-based paints
LBPD	Long Beach Police Department

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LBPL	Long Beach Public Library
lbs/day	pounds per day
LBUSD	Long Beach Unified School District
LBWD	Long Beach Water Department
LCP	Local Coastal Program
L <sub>dn</sub>	average night level
LID	Low Impact Development
L <sub>max</sub>	maximum instantaneous noise level
LOS	level of service
LST	Localized Significance Threshold
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
MPO	Metropolitan Planning Organization
MRF	Materials Recovery Facility
MT	metric tons
MT CO <sub>2</sub> e/yr	metric tons of carbon dioxide equivalent per year
MT CO <sub>2</sub> e/yr/sp	metric tons of carbon dioxide equivalent per year per service population
MU	Mixed Use
MUC	Mixed-Use Corridor
MUN1	Mixed-Use Node 1
MUN2	Mixed-Use Node 2
MWD	Metropolitan Water District of Southern California

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NAAQS	National Ambient Air Quality Standards
NCCP	Natural Communities Conservation Plan
NI	Neo-Industrial (PlaceType)
NOP	Notice of Preparation
NO <sub>x</sub>	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 <sub>3</sub>	ozone
OCTA	Orange County Transportation Authority
OEHHA	State Office of Environmental Health Hazard Assessment
OS	Open Space (Place Type)
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 <sub>10</sub>	particulate matter less than 10 microns in diameter
PM <sub>2.5</sub>	particulate matter less than 2.5 microns in diameter
PMP	(Port of Long Beach) Port Master Plan
proposed project	North Long Beach Zoning 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

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SCH	State Clearinghouse
SEASP	Southeast Area Specific Plan
SERRF	Southeast Resource Recovery Facility
sf	square foot/feet
SIP	State Implementation Plan
SO <sub>x</sub>	sulfur oxides
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
T-BACTs	best available control technologies for toxics
TACs	toxic air contaminants
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

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WF	Waterfront (PlaceType)
WQMP	Water Quality Management Plan
WRP	(Long Beach) Water Reclamation Plant
WSA	Water Supply Assessment

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## 1.0 INTRODUCTION

### 1.1 PURPOSE AND SCOPE

In December 2019, the City Council of the City of Long Beach (City) 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 law, is currently undertaking a program to rezone properties throughout the City in order to be consistent with the updated LUE. The City's Zoning Code (Title 21 of the City's Municipal Code) has not been comprehensively updated since 1989 and does not provide the full range of zoning districts and general development standards needed to implement the policies of the LUE. As such, the City is developing new zones needed to implement the new General Plan PlaceTypes; the proposed project that is the subject of this Addendum establishes 12 new zoning districts to be placed in a new Title 22 of the City's Municipal Code. As a first phase, the City will adopt these new zones which implement and correspond with the Neighborhood Serving Corridor-Moderate (NSC-M), Neighborhood Serving Corridor-Low (NSC-L), and Community Commercial (CC) PlaceTypes and will rezone select properties within the North Long Beach area to these new zones. The 12 zones represent two versions of six overarching zoning districts: the six "A-Series" zones are tailored to the unique needs of the North Long Beach corridors, while the six "standard" or non-A-series zones will implement their respective PlaceTypes in other areas of the City. The heights, densities, and allowable uses permitted by these 12 new zones are consistent with those contemplated by the updated LUE for their respective PlaceTypes.

The City intends to apply the non-A-series zones to other properties with the aforementioned PlaceTypes in other areas of the City as part of a systematic geographic rezoning program. This 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 a city as large as 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. 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 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 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. 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 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. 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 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 the 1975 Scenic Routes Element (SRE), respectively. The City, as Lead Agency, prepared a Recirculated Draft Environmental Impact Report (EIR)<sup>1</sup> for the approved project in 2019. 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 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.

Pursuant to the provisions of CEQA and the *State CEQA Guidelines*, the City is the Lead Agency charged with the responsibility of deciding whether to approve the proposed project, in consideration of the potential environmental effects that could result from project implementation.

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<sup>1</sup> Prior to the Recirculated Draft EIR, a Draft EIR was prepared and circulated from September 1, 2016, to November 18, 2016.

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. Pursuant to CEQA and the *State CEQA Guidelines*, the City has prepared this Addendum to provide decision-makers with a factual basis for evaluating the specific environmental impacts associated with 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 Urban Design Element (UDE). As such, the 2019 Certified EIR along with this Addendum, 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 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 SRE with the new UDE



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 12 zones and to rezone select properties in North Long Beach (for the purposes of this Addendum collectively called the "North Long Beach Major Corridor Rezoning Project") addressed in this Addendum and is the first such rezoning proposed to bring the LUE General Plan PlaceTypes Map and the City's Zoning Code into consistency and to resolve any such potential inconsistencies.

#### 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 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;
- 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 Sanchez-Lopez  
City of Long Beach Development Services, Planning Bureau  
411 W. Ocean Boulevard  
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## 2.0 PROJECT DESCRIPTION

### 2.1 BACKGROUND

The City of Long Beach is proposing the establishment of Title 22 in the City's Municipal Code, to establish 12 new zoning districts, and the rezoning of select properties within the North Long Beach area along Atlantic Avenue and Artesia Boulevard, the North Long Beach Zoning Project (proposed project). Title 22 is being established in order to facilitate a substantial update to the City's Zoning Code and implement the City's recently adopted General Plan Update. This represents the first phase of the City's program to create new context sensitive zoning regulations intended 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)<sup>2</sup> 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.

Following certification of the 2019 EIR, the City is moving forward with implementation of the proposed project, starting with the establishment of new zones for two corridors in the North Long Beach area. Adoption of these zones will ensure that the Zoning Code complies with and does not conflict with or impede the adopted General Plan LUE. The proposed project reflects the first stage of implementation of Project Design Feature (PDF) 4.4.1, which was included as part of the approved project, requires the City to implement a Zone Change Program designed to resolve any zone change inconsistencies within 5 years of project approval. The proposed project 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.

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<sup>2</sup> Prior to the Recirculated Draft EIR, a Draft EIR was prepared and circulated from September 1, 2016, to November 18, 2016.

## 2.2 APPROVED PROJECT

### 2.2.1 Planning Area and Setting

The City of Long Beach (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 (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 Rossmore. 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 east to west), 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 east to west), 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.

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 1.2.4, 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.

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 street car 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 be 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 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. 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.

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. It is the City's intention that creating great places would provide gathering spaces 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.

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

PlaceType	Residential Density (du/acre)	Non-Residential Intensity (FAR) <sup>1</sup>	Height
Open Space	N/A	See Open Space and Recreation Element of the General Plan	2 stories
Founding and Contemporary Neighborhood <sup>2</sup>	7–18	0.25 to 0.50	2 stories (varies by area)
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).

<sup>1</sup> 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.

<sup>2</sup> 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

Similar to the concept of creating great places, the City aims to provide public spaces to allow for community engagement opportunities. 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. Examples of such pedestrian amenities

include the creation of “public rooms” where pedestrians can dine and gather along street frontages adjacent to ground-floor cafes and retail uses.

In addition to creating great places, urban fabrics, and public spaces, and 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

Chapter 4.0, Environmental Analysis, 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.

## 2.3 PROPOSED PROJECT

### 2.3.1 Uptown Planning Land Use and Neighborhood Strategy (UPLAN) Area

The proposed project is within the same planning area as the approved project. The planning area for the approved project included the entire 50 square miles within the limits of the City of Long Beach, excluding the City of Signal Hill. The proposed project is an implementation action of the approved project, in order to begin 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 12 new zones that implement three of the LUE/UDE PlaceTypes, the Neighborhood Serving-Low (NSC-L), Neighborhood Serving-Moderate (NSC-M), and Community Commercial (CC) PlaceTypes. As part of this action, the City will adopt 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) will be applied to the Atlantic Avenue and Artesia Boulevard Corridors north of Del Amo Boulevard within the City. The 12 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"). In order to house these 12 new zones, the proposed project involves establishing Title 22 in the City's Municipal Code. Although the zones being established in Title 22 will at first only be applied to the two identified corridors within North 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, NSC-M and CC).

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.

Title 22 is being 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 is to fully transition from Title 21, which is currently the established 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.

The Uptown Planning Land Use and Neighborhood Strategy (UPLAN) has been a collaborative effort between the City and the North Long Beach community to establish a new vision, 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. The North Long Beach UPLAN Area (UPLAN area) is comprised of land within the 90805 zip code. UPLAN is broken into multiple phases, and this proposed project representing the first phase of work which has been developed over two years of intensive community engagement and technical analysis to develop the zones for Atlantic Avenue and Artesia Boulevard. Specifically, the new zones are for the corridors along Atlantic Boulevard (between East 51st Street and State Route (SR-91) and Artesia Boulevard (from Atlantic Boulevard to Downey Avenue) in the North Long Beach neighborhood of the City of Long Beach (refer to Figure 2.5).

As shown in Figure 2.4, UPLAN Area Major Corridors General Plan PlaceTypes and Heights (Approved Project), the General Plan PlaceTypes for the North Long Beach Major Corridor Rezoning Project include the Community Commercial (CC), Neighborhood-Serving Centers and Corridors—Low (NSC-L), and Neighborhood-Serving Centers and Corridors—Moderate (NSC-M) PlaceTypes. While the proposed new zones will specifically apply to the UPLAN area under the proposed project, they will also be expanded to similar PlaceTypes throughout North Long Beach and the entire City in the future. As stated above, 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. Appendix A of this Addendum, North Long Beach UPLAN Zoning District Recommendations, includes the specific zoning code amendment proposed as part of the project.

### 2.3.2 Proposed Zones

The proposed project would include the creation of the 12 zones within Title 22 of the City's Municipal Code. There are six overarching zoning districts, and each of these six districts includes both a Citywide



zone and a tailored “A-Series” zone. The Citywide zones are developed for the Citywide context. The six A-Series zones are more tailored, as they were developed in response to community input and demonstrated need for economic development and healthy land uses through the UPLAN Major Corridors Rezoning Project process. These six A-Series zones provide modest incentives for specific uses through density (or intensity) and parking incentives for projects that provide specific economic development and health benefits for communities with similarly demonstrated need. The incentives are both modest and are targeted to specific types of uses and are not consequently anticipated to materially change overall levels of development contemplated in the LUE EIR. These incentives are tailored to community needs that were identified during the planning process (through outreach and technical analysis) during which staff identified the need to create incentives to encourage grocery stores to address the lack of access to fresh foods, as well as local business retention and local hire. In the future, these incentives may be applied to other areas with similarly demonstrated needs. Only sub-areas of the City that have a demonstrated need are eligible for the zones that apply these incentives; criteria to establish such need may include areas that have been designated as Community Development Block Grant Areas by the Department of Housing and Urban Development or through some other means for quantifying and substantiating such need.

The following 12 zones are proposed with the intent to foster and support multi-modal mixed-use corridors that provide daily needs, goods, and services within walkable distance of established residential neighborhoods.

- **Residential Mixed-Use 3 (RMU3 and RMU3 A-Series) zones** are residentially-focused and permit a range of residential configurations with limited neighborhood-serving non-residential uses. Uses may be configured in a horizontal or vertical mixed-use format.
- **Residential Mixed-Use 4 (RMU4 and RMU4 A-Series) zones** are residentially-focused and permits higher density residential in areas where multi-family housing is currently the dominant use. This zone permits intensification of existing residential areas to increase housing opportunities and introduces limited neighborhood-serving uses in proximity to residents.
- **Mixed-Use Corridor (MUC and MUC A-Series) zones** provide for medium-scale, mixed-use development as a transition between residential and mixed-use nodes. This zone permits mixed residential and non-residential uses in a wide variety of configurations.
- **Mixed-Use Node 1 (MUN1 and MUN1 A-Series) zones** provide for neighborhood activity centers in proximity to bus routes and multi-modal corridors. This zone permits horizontal and vertical mixed-use appropriately scaled for adjacent neighborhoods.
- **Mixed-Use Node 2 (MUN2 and MUN2 A-Series) zones** provide for the highest intensity neighborhood activity centers in proximity to bus routes and multi-modal corridors. This zone permits horizontal and vertical mixed-use scaled for the highest intensity uses that benefit from transit proximity and pedestrian activity.

The following commercial zones are proposed with the intent to facilitate the transition to more community-serving commercial uses.



- **Commercial 3 (C3 and C3-A Series) zones** are non-residential zones that support the transition of larger format industrial/light industrial development to neighborhood services. This zone permits non-residential development, scaled to the neighborhood setting, with a range of services and employment intensities.

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 Figure 2.4).

As stated previously, the LUE/UDE PlaceTypes for the North Long Beach Major Corridor Rezoning Project include a mix of the Community Commercial (CC), Neighborhood-Serving Centers and Corridors—Low (NSC-L), and Neighborhood-Serving Centers and Corridors—Moderate (NSC-M) PlaceTypes. The RMU3, RMU4, and MUC zones are proposed to implement the NSC-L PlaceType, and the MUN1, MUN2, and RMU4 zones are proposed to implement the NSC-M PlaceType. The C3 zone is proposed within the CC PlaceType. See Table 2.B, below. There are two versions of each of the above-described zones: (1) the “A-Series” zones are specifically tailored for the North Long Beach corridors, and (2) the “standard” (or non-A-Series) zones that would be applicable to the respective PlaceTypes Citywide.

**Table 2.B: General Plan Implementation**

Implementing Zone Abbreviation	General Plan PlaceType Implemented		
	NSC-L Neighborhood Serving Center or Corridor Low Density	NSC-M Neighborhood Serving Center or Corridor Moderate Density	CC Community Commercial
RMU3	X		
RMU4		X	
MUC	X		
MUN1		X	
MUN2		X	
C3			X

Source: AECOM. UPLAN Zoning District Recommendations (May 2019).

CC: Community Commercial

NSC-L = Neighborhood-Serving Centers and Corridors—Low

NSC-M = Neighborhood-Serving Centers and Corridors—Moderate

MUC = Mixed-Use Corridor

MUN1 = Mixed-Use Node 1

MUN2 = Mixed-Use Node 2

C3 = Commercial 3

### 2.3.3 Permitted Uses

Title 22 proposes 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. Table 3A, Permitted Uses in the Residentially Focused Mixed Use

(RMU) Zones, shows the permitted uses that would be allowable in the RMU3 and RMU4 zones; Table 3B, Permitted Uses in Mixed Use (MU) Zones, shows the permitted uses that would be allowable in the MUN1 and MUN2 zones; and Table 3C, Permitted Uses in Commercial Zones, shows the permitted uses that would be allowable under the C3 zone. Figure 2.5, North Long Beach Major Corridors Rezoning Project – Proposed Zones (Proposed Project), shows the proposed boundaries for each zoning district.

Uses considered in Title 22 are determined to be permitted, not permitted, conditionally permitted, administratively permitted, permitted as an accessory use, permitted as a temporary use, or not applicable in the proposed zones (see Tables 3.A, 3.B, and 3.C).

Additionally, development incentives would be available to new development in the A-Series Zones that include (1) Education and Institutional Uses; (2) Grocery and Food Market Uses; (3) Community Benefits; and (4) Climate Mitigation and Adaptation Strategies. Development projects that include these uses may qualify for Special Use Incentives, which are detailed in Section B, Special Use Incentives, of Title 22 (included as Appendix A of this Addendum) and briefly summarized below. These incentives will be applied to properties proposed for rezoning as part of the proposed project.

1. **Education and Institutional** uses may qualify for an intensity incentive in which the gross square footage (GFA) of up to 9,000 square feet (sf) does not count towards the maximum floor-to-area ratio (FAR) of a parcel or project if the following conditions are met:
  - a. The use is located primarily on the ground floor (use may be multi-story, only ground floor GFA shall be exempted).
  - b. The ground floor occupancy is designed to meet the Design of Ground Floor Retail and Pedestrian-Oriented Uses standards of the code.
2. **Grocery and Food Market** uses that devote 30 percent or more of selling space to perishable fresh food items may qualify for an intensity incentive in which the GFA does not count towards the maximum FAR of a parcel or project, as well as parking incentives.
3. Projects that provide **community benefits** (such as providing commercial spaces to existing UPLAN area businesses at below-market rents, or businesses that partner with the City's Pacific Gateway Workforce Innovation Network [PGWIN]) or other qualified workforce training groups may qualify for an intensity incentive in which the GFA does not count towards the maximum FAR of a parcel or project, as well as parking incentives.
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 an intensity incentive in which the GFA does not count towards the maximum FAR of a parcel or project, as well as parking incentives.

Uses not listed in Tables 2.B, 2.C, and 2.D are prohibited, unless determined to be similar compatible uses, as described below. The Zoning Administrator would have the authority to determine whether

the proposed use may be permitted when specific findings of compatibility and consistency are made by the Zoning Administrator in writing (see page 6 of Appendix A of this Addendum for specific findings). This situation arises because it is not possible for the City's Zoning Code to specifically list every possible land use, particularly as new land uses and business types develop. An example would be the recent popularity of escape rooms, which is similar to other indoor recreational uses but was not a contemplated land use when the previous Zoning Code was written in the 1980s.

### **2.3.4 Development Standards**

Title 22 proposes to establish development standards for the North Long Beach Major Corridor 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 Section E of Title 22.

### **2.3.5 Adjustment Process**

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. The Zoning Administrator must include written findings in support of a determination to allow an Adjustment, including the following:

1. There are special circumstances applicable to the project or project site which make the strict application of the subject development standard(s) impractical;
2. In granting the Adjustment, the Zoning Administrator has imposed project requirements and/or decided that the proposed project will substantially comply with the purpose and intent of all applicable regulations;
3. In granting the Adjustment, the Zoning Administrator has imposed project requirements and/or decided that the proposed project will substantially comply with the purpose and intent of all applicable regulations;
4. In granting the Adjustment, the Zoning Administrator has imposed project requirements and/or decided that the proposed project will substantially comply with the purpose and intent of all applicable regulations; and
5. In granting the Adjustment, the Zoning Administrator has imposed project requirements and/or decided that the proposed project will substantially comply with the purpose and intent of all applicable regulations.

## 2.4 PROJECT OBJECTIVES

The proposed project would result in the establishment of Title 22 in the City's Zoning Code, which would be generally consistent with the goals and objectives established for the approved project. Under the approved project, the City established the following intended project objectives:

1. Promote livability, including environmental quality, community health, and safety, the quality of the built environment, and economic vitality.
2. Meet the City's housing needs as identified in the Regional Housing Needs Assessment Requirement (7,048 new dwelling units by the year 2021) and the Assessment of Fair Housing (21,476 housing units to address existing housing needs) by diversifying housing opportunities through the provision of a variety of housing types and the provision of market-rate and affordable housing units.
3. Accommodate strategic growth in the Downtown area, around regional-serving facilities, along major corridors, and in transit-oriented development areas; create and preserve open space; accommodate economic development by converting industrial areas to neo-industrial uses in appropriate locations, promote regional-serving uses, convert industrial uses to commercial uses in locations more suitable for commercial character, and revitalize the Waterfront areas.
4. Implement sustainable planning and development practices by creating compact new developments and walkable neighborhoods to minimize the City's contribution to greenhouse gas emissions (GHGs) and energy usage.
5. Create job growth allowing for new businesses while also maintaining and preserving existing employment opportunities at the City's regional facilities and employment centers. Promote increased employment opportunities for Long Beach residents at differing levels of educational and skill attainment.
6. Promote changes in land use and development that reflect changes in the regional economy. Promote land uses that transform now-vacant or under-utilized former employment centers into new sources of employment.
7. Provide high-quality housing in a variety of forms, sizes, and densities to serve the diverse population of the City.
8. Preserve low-density neighborhoods while improving pedestrian, bicycle, and transit access in these areas.
9. Ensure fair and equitable land use by making planning decisions that would ensure the fair and equitable distribution of services, amenities, and investments throughout the City.
10. Provide reliable public facilities and infrastructure by expanding and maintaining the current infrastructure to serve new and existing developments in the City.
11. Increase access to green and open space through the creation of urban open spaces and greenscapes and providing for clean beaches, waterways, preserves, and parklands.

12. Restore and reconnect with local natural reserves through the utilization of clean energy, best management practices (BMPs), and current technologies.
13. Create “Great Places” places by improving the connectivity, the visual appearance of and development of public spaces; promote sustainable design practices; encourage design techniques that foster economic development; preserve historic districts and the unique character of each neighborhood; provide for public art; and expand the unified sign program to increase wayfinding within neighborhoods and PlaceTypes.
14. Improve the urban fabric by creating complete neighborhoods and community blocks, properly place and design new development to prevent visual and land use conflicts; promote compact urban and infill development, clearly define boundaries between natural and urbanized areas, preserve iconic buildings; and provide pedestrian furniture and wide sidewalks to create walkable blocks.
15. Preserve the City’s natural features, open space, and parks throughout the City, while also providing new public spaces throughout the community, parks, and plazas at infill sites, and parklets along sidewalks, particularly in areas with the least access to greenspace.
16. Encourage building form and design to improve the interface between buildings and streets; develop areas along public sidewalks that promote streets as “public rooms;” design parking lots and access points to be pedestrian-friendly; provide buffers along streetscapes to buffer parking areas and promote walkability; provide bicycle infrastructure; establish safe transit infrastructure; and design streetscapes utilizing sustainable streetscape strategies.
17. Promote high-quality design of the built environment. Enhance visual interest, improve functionality, and inspire pride through thoughtful design, high-quality materials, and a diversity of architectural styles throughout neighborhoods and the entire City.

In addition to these 17 project objectives, both the LUE and the UDE contain numerous goals, implementation strategies, and policies to guide the use of land, urban form, and the aesthetic character of the City. These project objectives and the goals, implementation strategies, and policies identified in the LUE and UDE would also be applicable to the proposed project.

## 2.5 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. Establishment of Title 22 in the City’s Zoning Code; and
3. Revisions to the City’s Zoning Map.

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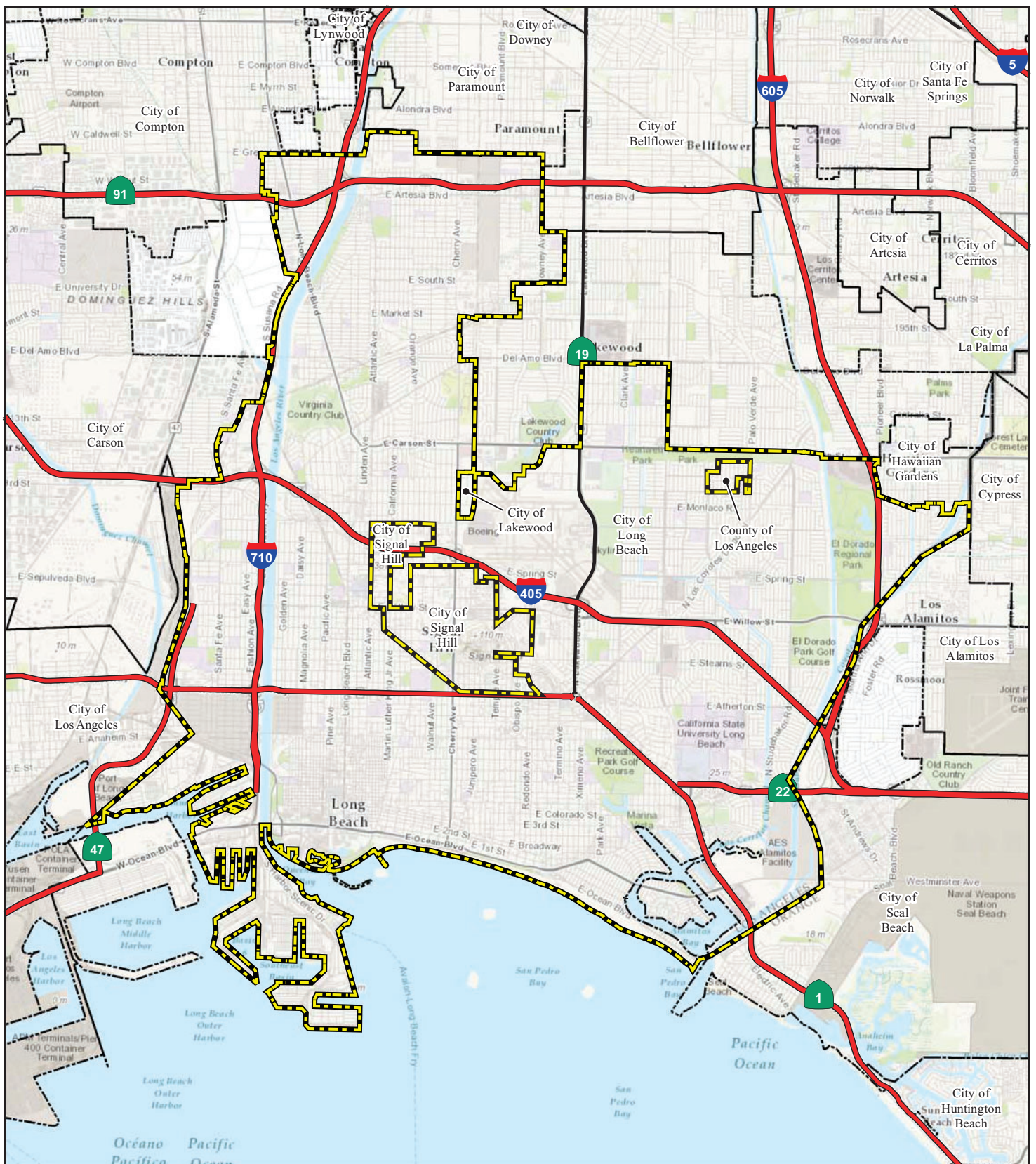



FIGURE 2.1

LSA

LEGEND

 Planning Area



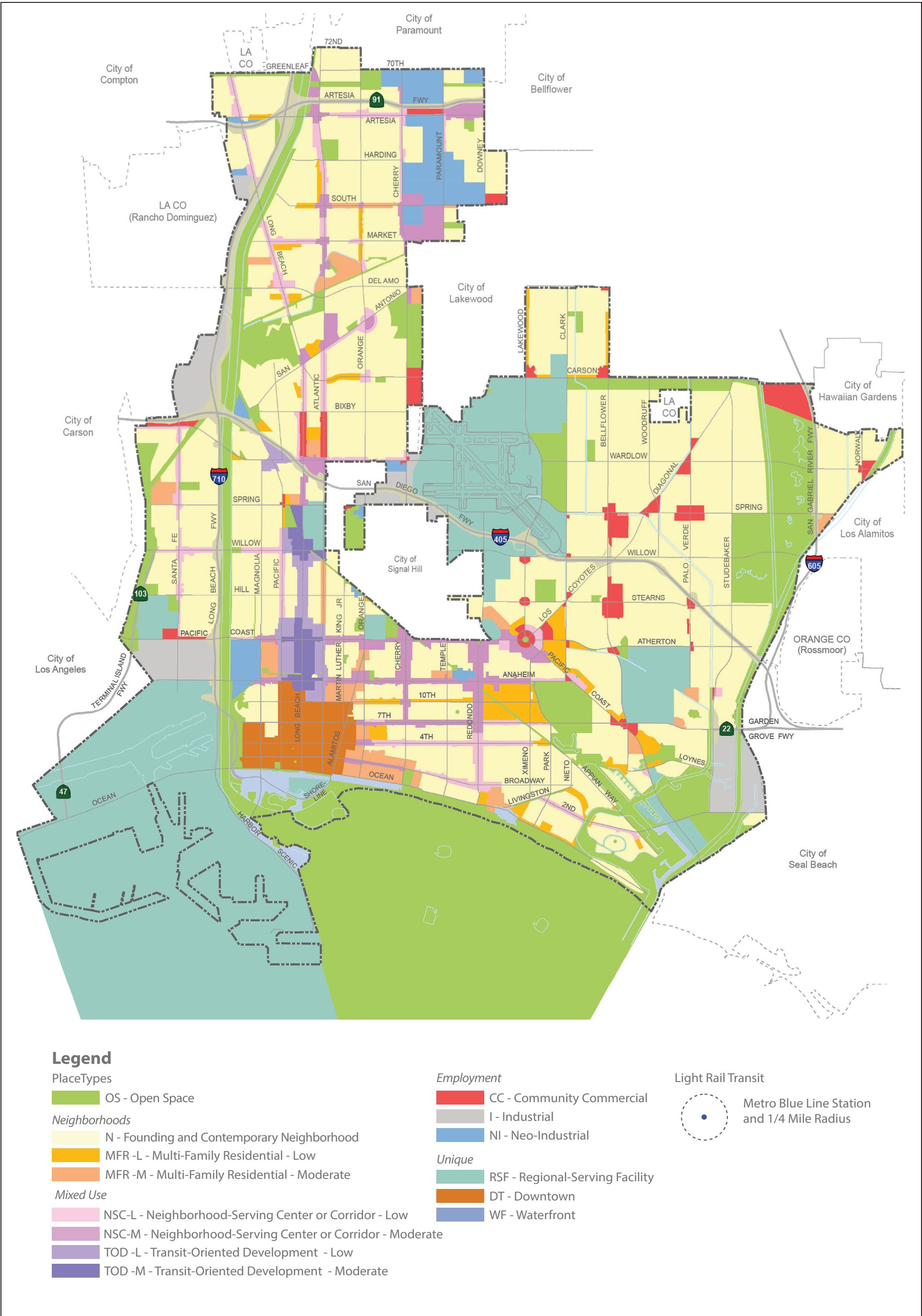
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MILES

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

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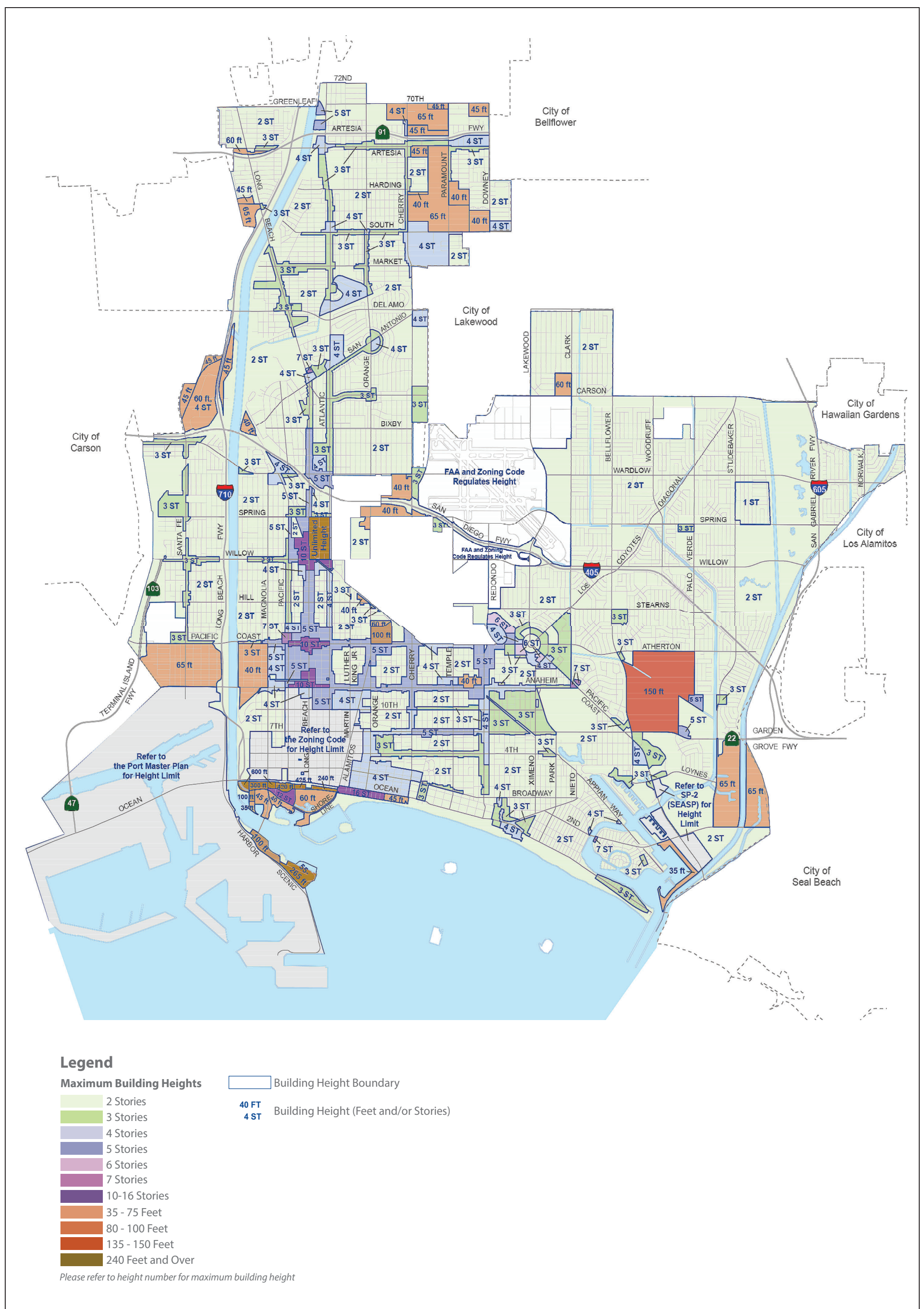
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SOURCE: Long Beach General Plan Land Use Element, December 2019

FIGURE 2.3

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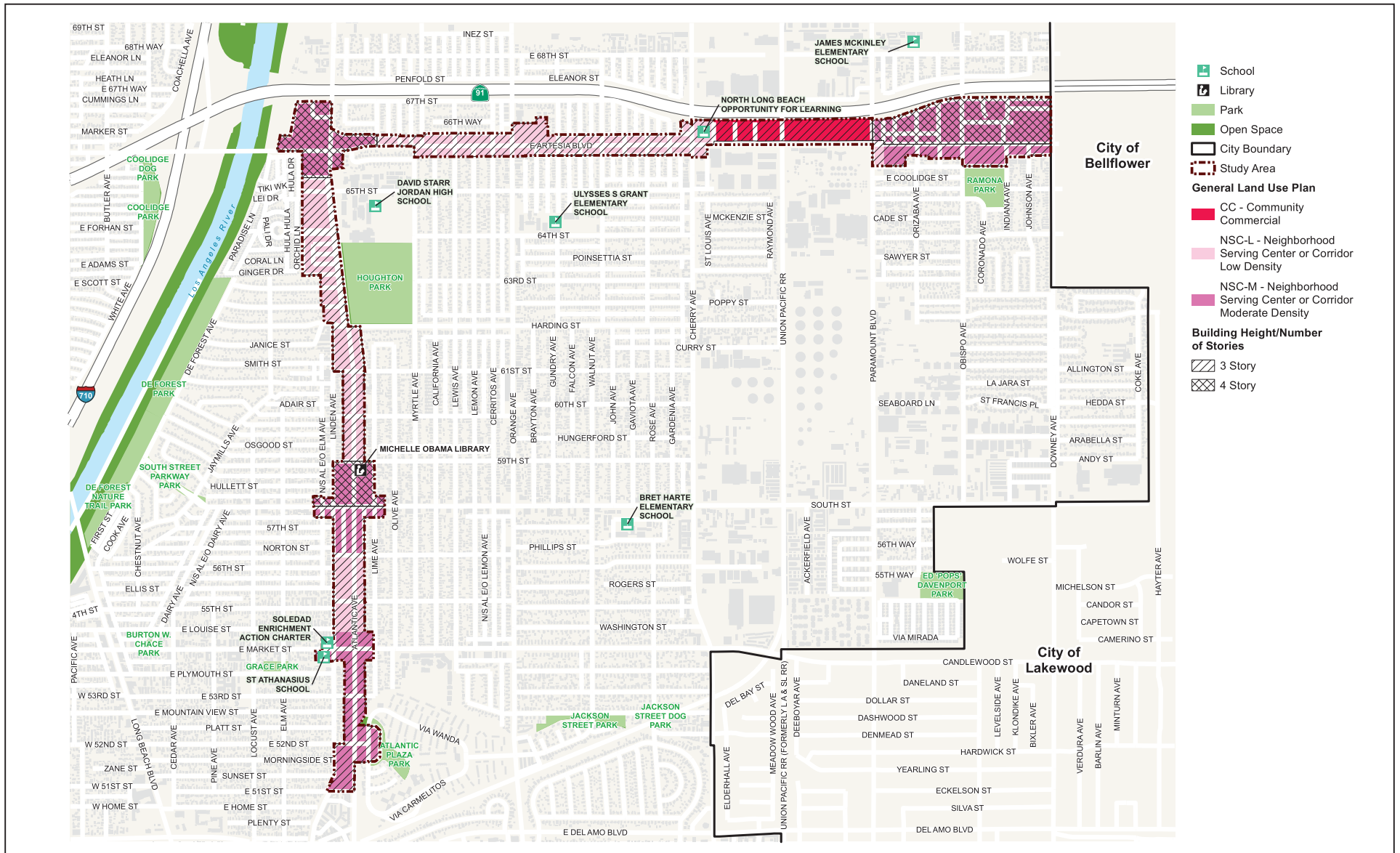


FIGURE 2.4

LSA



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FEET

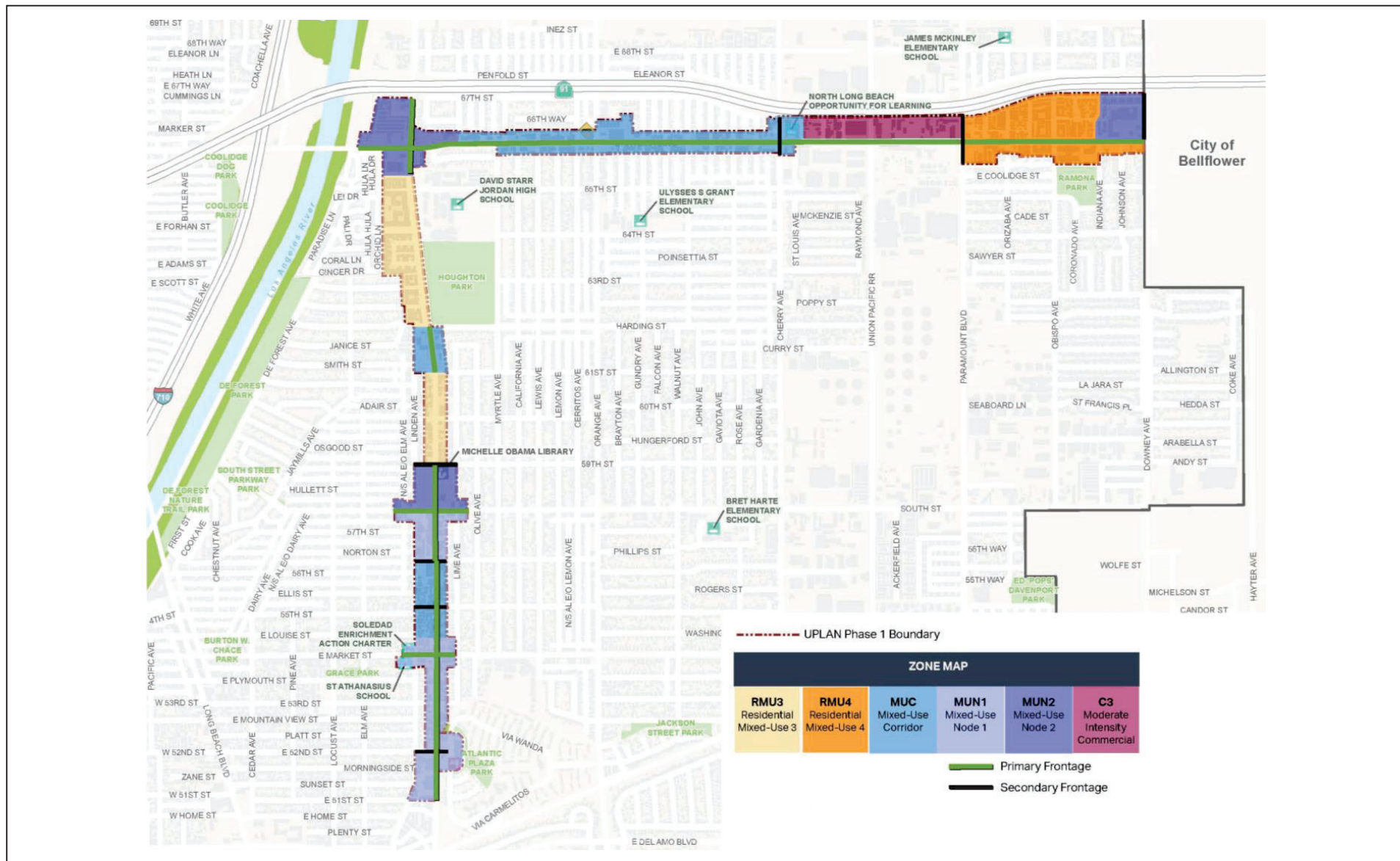
SOURCE: City of Long Beach, County of Los Angeles

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North Long Beach Zoning Project  
UPLAN Area Major Corridors General Plan PlaceTypes and Heights (Approved Project)

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LSA



A horizontal scale bar with three segments. The first segment is labeled '0' at its left end. The second segment is labeled '1050' at its right end. The third segment is labeled '2100' at its right end. Below the bar, the word 'FEET' is written in all caps.

North Long Beach Major Corridors Rezoning Project - Proposed Zones (Proposed Project)

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### 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 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 establishing Title 22 in the City's Municipal Code, specifically regulating zoning in the North Long Beach 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 Recirculated Draft EIR.

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 also 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 reasonable 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* (2017b). 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 will be 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. There have been no major changes to the existing setting of the project site with respect to the regional visual character or light and glare since the 2019 Certified EIR was prepared.

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.<sup>3</sup>

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. The 2019 Certified EIR concluded that impacts related to aesthetics would be less than significant, as described below.

#### 3.2.2.1 Scenic Vistas

**Less Than Significant Impact.** 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 Beach, views of these resources were not expected to be significantly altered by

<sup>3</sup> Caltrans 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).

development envisioned under the approved project. Further, 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) proposed under the approved project. The UDE proposed under the approved project also included development strategies and policies that considered the context of existing scenic vistas and neighborhoods when designing and implementing projects. Although future development facilitated by the approved project could impact proposed views to and from areas throughout the City, such as potentially blocking distant views of the San Gabriel Mountains from public vantage points, project applicants would be required to demonstrate consistency with goals, policies, and strategies outlined in the proposed LUE and UDE that were aimed at preserving scenic vistas in the planning area. Therefore, the 2019 Certified EIR determined that the approved project would have less than significant impacts on scenic vistas, and no mitigation was required.

#### 3.2.2.2 Visual Character

**Less Than Significant Impact.** As discussed in the 2019 Certified EIR, visual character and quality of the planning area would 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 (including those outlined in the UDE proposed under the approved project) aimed at improving the visual character of the planning area. As such, implementation of the approved project would have ensured that the majority of the planning area, including identified aesthetic resources and scenic vistas, would not be affected by future growth. Therefore, the 2019 Certified EIR determined that the approved project would not substantially degrade the visual character of the planning area or conflict with applicable zoning and other regulations governing scenic quality, and no mitigation was required.

#### 3.2.2.3 Light and Glare

**Less Than Significant Impact.** Future development facilitated by the approved project would introduce new sources of light to the City that are typical of development projects. Future development projects would be required to comply with the design standards established in the proposed UDE and the City's Municipal Code. On-site landscaping proposed as part of new development projects would be required to further reduce glare and to screen light sources to reduce the visual impact of lighting from buildings and parking lots. The City would review site plans and architectural renderings for new projects with an emphasis on the presence of reflective materials and proposed lighting to minimize potential impacts related to light and glare, and propose mitigation, if necessary. Although future development would introduce new sources of light that would contribute to the light visible in the night sky and surrounding area, the planning area is located within a highly urbanized area that is characterized by significant nighttime lighting. Therefore, the 2019 Certified EIR determined that the approved project's impact related to light and glare would be less than significant, and no mitigation was required.

#### 3.2.2.4 Cumulative Aesthetic Impacts

**Less Than Significant Impact.** The 2019 Certified EIR analyzed a cumulative aesthetic study area for the approved project of the visual resource areas within the City's viewshed. The viewshed from the planning area included 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.

Future development facilitated by the approved project would change the visual character of the planning area, specifically within the Major Areas of Change, as compared to existing conditions during the preparation of the 2019 Certified EIR. However, the site design, landscaping, and architectural design of 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. Furthermore, development envisioned by the approved 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.

The approved project is expected to introduce new sources of light and glare on the planning area as a result of future development projects facilitated by 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 not result in a cumulatively significant visual impact related to light and glare. Therefore, the 2019 Certified EIR determined that cumulative impacts related to aesthetics would be less than significant. 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 rezoning properties and establishing Title 22 in order to be consistent with the approved LUE and UDE. The 2019 Certified EIR did not identify any City-designated scenic viewpoints or scenic corridors. 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. Further, the proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 12 new zones included in the new Title 22 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 select properties in North Long Beach 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 (as discussed in Section 2.3.3) 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 rezoning properties and establishing Title 22 in order to be consistent with the approved LUE and UDE. Currently, the City's Zoning Code and the approved LUE are inconsistent. However, 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. Further, the proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 12 new zones included in the new Title 22 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 rezoning properties and establishing Title 22 in order 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 involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated

and allowed by the proposed project under the proposed Title 22 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 would change the visual character of the planning area. However, 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 impacts would remain cumulatively considerable.

#### 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.

### 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. 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 PM<sub>10</sub> standard occurred during the 3-year period. The State PM<sub>10</sub> standard was exceeded six times in 2015, eight times in 2016, and ten times in 2017. PM<sub>2.5</sub> levels exceeded the Federal standard three times in 2015 and four times in 2017. Neither State nor Federal 1-hour ozone standards nor the State 8-hour ozone standard were exceeded in the 3-year period. In addition, the CO, SO<sub>2</sub>, and NO<sub>2</sub> 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. The 2019 Certified EIR concluded that impacts related to aesthetics would be less than significant, less than significant with mitigation incorporated, or significant and unavoidable, as described below.

##### 3.3.2.1 Conflicts with Air Quality Plans

**Significant and Unavoidable Impact.** As described in the 2019 Certified EIR, CEQA requires that general plans be evaluated for consistency with the AQMP. There were two key indicators of consistency with the AQMP analyzed in the 2019 Certified EIR. Indicator 1 related to whether the approved 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. Indicator 2 related to whether the approved project would exceed the assumptions in the AQMP.

*Indicator 1:* The approved project involves long-term growth associated with the anticipated build out of the City, and therefore, emissions of criteria pollutants associated with future development allowed for under the approved project would contribute emissions of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub>, and VOCs, which would affect the attainment of the AAQS. Future development allowed under the approved 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 proposed LUE/UDE goals and policies, in order to further reduce air quality impacts.

Based on the emissions modeling prepared for the approved project, emissions under future with project conditions exceeded SCAQMD thresholds for VOCs and CO as a result of additional housing anticipated under the approved project. Therefore, the 2019 Certified EIR determined that the approved 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:* The land use designations in the City's existing LUE formed, in part, the foundation for the emissions inventory for the Basin in the AQMP. The AQMP is based on projections in population, employment, and VMT in the Basin projected by the Southern California Association of Governments (SCAG). SCAG projections for the proposed land uses in the LUE are partially based on the adopted General Plan. Implementation of the General Plan LUE and UDE as part of the approved project would not result in higher population and would not generate higher employment in the City compared to SCAG forecasts. Growth expected under the approved project was estimated based on SCAG projections for population and housing units in the City. Additional units included as part of the approved project serve the existing population that is currently in overcrowded housing, and the LUE simply focused that projected growth near transit. These demographic trends were incorporated into the 2016–2040 RTP/SCS to determine priority transportation projects and VMT in the SCAG region. 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 RTP/SCS and the associated emissions inventory in SCAQMD's 2016 AQMP. Based on the requirements for consistency with emission control strategies in the AQMP, the 2019 Certified EIR determined that the approved 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. Therefore, the approved project is consistent with the 2016 AQMP under Indicator 2.

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, based on the requirements for consistency with emission control strategies in the AQMP, the approved project would conflict with or obstruct the implementation of the AQMP and/or applicable portions of the State Implementation Plan (SIP). As such, the 2019 Certified EIR determined that this impact would be significant and unavoidable.



### 3.3.2.2 Violate or Contribute to an Air Quality Standard Violation

#### Significant and Unavoidable Impact.

**Construction Emissions.** 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. On average, the maximum construction emissions associated with the development activity allowed under the project were not anticipated to exceed the SCAQMD's thresholds for VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub> emissions. However, because the scale of future construction activities is not known, the 2019 Certified EIR determined that maximum daily emissions associated with an individual development project would be potentially significant, and mitigation is required.

The approved project includes goals regarding land use development and identified policies designed to reduce emissions of criteria 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.

**Operation Emissions.** The 2019 Certified EIR determined that emissions associated with the anticipated General Plan build out would not exceed the daily SCAQMD regional thresholds for VOC, NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>, and CO in 2040 when compared to the existing conditions (2018) scenario. However, the decrease in emissions was associated with the overall decrease in vehicle miles traveled (VMT) and reduction in vehicle emission rates that would occur with or without the approved project. Therefore, the 2019 Certified EIR analyzed the change in emissions associated with the approved project, holding the emission factors constant for the year 2040. This analysis indicated that both VOC (an O<sub>3</sub> precursor emission) and CO emissions would exceed the SCAQMD thresholds under this scenario.

Future development under the approved project is required to demonstrate compliance with the AQMP, SIP, CARB's motor vehicle standards; SCAQMD regulations for stationary sources and architectural coatings; the 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.

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 During Project Operation.** Since the approved project is a programmatic level document and specific future development projects are unknown, the precise combination of emissions that would occur is also unknown. However, in order to disclose a worst-case scenario, the *Air Quality Impact Analysis* (LSA 2019a) for the approved project included an analysis of average construction emissions along with the horizon year 2040 project emissions. The 2019 Certified EIR determined that combined emissions were below the significance threshold established by the SCAQMD for daily project emissions under the approved project, and no mitigation is required.

**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 anticipated General Plan build out would not have produced the volume of traffic required to generate a CO hot spot. Therefore, the 2019 Certified EIR determined that the implementation of the approved project would not result in CO hot spots, impacts would be less than significant, and no mitigation is required.

### 3.3.2.3 Expose sensitive receptors to substantial pollutant concentrations

#### Significant and Unavoidable.

**Localized Criteria Pollutants.** 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.

**Health Effects:** As determined in the 2019 Certified EIR, localized construction impacts of future projects 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, the 2019 Certified EIR determined that without mitigation, exceedances of the LSTs have the potential to cause or exacerbate an exceedance of the AAQS.

SCAQMD are only able to correlate potential health outcomes for very large emissions sources; specifically, 6,620 pounds per day (lbs/day) of NO<sub>x</sub> and 89,180 lbs/day of VOCs are expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone. It was not expected that any future projects would generate 6,620 lbs/day of NO<sub>x</sub> or 89,180 lbs/day of VOC emissions. Rather, based on the scale of development associated with the anticipated General Plan build out, construction projects would generate an average maximum of

46.5 lbs/day of NO<sub>x</sub> and 60.5 lbs/day of VOC. However, individual projects would still 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.

**Toxic Air Contaminant (TAC) Emissions.** The approved project includes a number of goals and policies that are intended to minimize 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 potentially significant.

#### 3.3.2.4 Other Emissions

**Less Than Significant Impact.** During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors as a result of implementation of the approved project. However, any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment and unlikely to affect a substantial number of people. In addition, by the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, the 2019 Certified EIR determined that impacts associated with construction-generated odors would be less than significant.

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. Therefore, the Certified EIR determined that impacts associated with objectionable odors would be less than significant, and no mitigation is required.

#### 3.3.2.5 Cumulative Air Quality Impacts

**Significant and Unavoidable Impact.** The 2019 Certified EIR analyzed a cumulative study area for potential air quality impacts of the South Coast Air Basin (Basin). 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 approved project would contribute criteria pollutants to the area during project construction and operation. However, future development under the approved 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 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<sub>3</sub> 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 air quality emissions associated with future development that may occur under the approved project would result in cumulatively considerable impacts, even with implementation of mitigation.

Cumulative impacts with respect to the generation of odors affecting a substantial number of people were determined to be less than significant following compliance with odor policies enforced by the SCAQMD (including Rule 402) and City of Long Beach Municipal Code Section 8.64.040.

### 3.3.3 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 involves rezoning properties and establishing 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 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 and allowed under the proposed project would contribute emissions of PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>x</sub>, 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 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 (as discussed in Section 2.3.3) 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 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 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 establishing Title 22 in order to be consistent with the approved LUE and UDE.

**Construction Emissions.** The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 and allowed by the proposed project would cause short-term emissions of criteria air pollutants. Because the scale of future construction activities is not known, the

maximum daily emissions associated with an individual development project would be potentially significant. As such, mitigation is required as described below.

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, 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, 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 would be similar to future development contemplated and analyzed under the approved project. Similar to the approved project, VOC (an O<sub>3</sub> 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.

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 and allowed 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 12 new zoning districts and Title 22 of the City’s Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 establishing 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 and allowed 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 and allowed by the proposed project have the potential to exceed 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 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.

Under the approved project, based on the scale of development associated with the anticipated General Plan build out, construction projects would generate an average maximum of 46.5 lbs/day of NO<sub>x</sub> and 60.5 lbs/day of VOCs. The proposed project involves establishing 12 new zoning districts and Title 22 of the City’s Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 would be similar to future development contemplated and

analyzed under the approved project. Therefore, it is reasonable to conclude that construction projects facilitated and allowed by the proposed project would generate similar amounts of NO<sub>x</sub> and VOCs. Further, 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 (TAC) 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. In addition, specific measures for future development projects are required to ensure that the intended environmental protections are achieved. Similar to the approved project, 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 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 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 establishing Title 22 in order to be consistent with the approved LUE and UDE.

During construction activities, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors as a result of implementation of the proposed project. However, any construction-related odor emissions would be temporary and intermittent. Additionally, noxious odors would be confined to the immediate vicinity of the construction equipment and unlikely to affect a substantial number of people. In addition, by the time such emissions reached any sensitive receptor sites, they would be diluted to well below any level of air quality concern. Furthermore, short-term construction-related odors are expected to cease upon the drying or hardening of the odor-producing materials. Therefore, similar to the approved project, impacts under the proposed project associated with construction-generated odors would remain less than significant.

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 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, the proposed project considers 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, 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<sub>3</sub> 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 (as discussed in Section 2.3.3) 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 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 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 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<sub>x</sub>), 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 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](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 (PM) and 0.20 g/bhp-hr of nitrogen oxides (NO<sub>x</sub>) 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.

### 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. 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<sub>2</sub>e) 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. The 2019 Certified EIR concluded that impacts related to global climate change would be less than significant, less than significant with mitigation incorporated, or significant and unavoidable, as described below.

##### 3.4.2.1 Generate Greenhouse Gas Emissions

**Significant and Unavoidable Impact.** Implementation of the approved project would contribute to global climate change through direct and indirect emissions of GHGs from land uses within the City. Under existing conditions during the time of preparation of the 2019 Certified EIR, build out of the approved project was expected to reduce the GHG emissions from 3.8 metric tons (MT) of CO<sub>2</sub>e per year per service population (CO<sub>2</sub>e/yr/SP) down to 2.5 MT of CO<sub>2</sub>e/yr/SP. Although GHG emissions per service population would be lower under future year conditions, the emission rate of 2.5 MT CO<sub>2</sub>e/yr/SP would exceed the 1.92 MT CO<sub>2</sub>e/yr/SP criterion established by the City for purposes of the environmental evaluation included in the 2019 Certified EIR.

While the approved project includes various policies that contribute to reduced GHG emissions, 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.

#### 3.4.2.2 Conflict with an Applicable GHG Reduction Plan, Policy, or Regulation

**Less Than Significant with Mitigation Incorporated.** In addition to the City's Sustainable City Action Plan, CARB's Scoping Plan and the 2016–2040 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 SCAG's 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. Further, the approved project would result in a net reduction of overall GHG emissions as compared to existing conditions. 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 with the implementation of mitigation.

#### 3.4.2.3 Cumulative Global Climate Change Impacts

**Less Than Significant Impact.** Although implementation of the approved project would result in the emission of GHGs, GHG emissions by any single project into the atmosphere was not itself necessarily considered an adverse environmental effect. Rather, it was the increased accumulation of GHGs from more than one project and many sources in the atmosphere that would result in GHG impacts as analyzed in the 2019 Certified EIR.

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<sub>2</sub>e 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 not result in a significant long-term cumulative impact on global climate change (including sea level rise).

As discussed in the 2019 Certified EIR, rising sea levels may affect the built environment, including coastal development such as buildings, roads, and infrastructure. However, future projects facilitated by implementation of the approved 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, the 2019 Certified EIR determined that cumulative sea-level rise impacts would be less than significant.

### **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 rezoning properties and establishing Title 22 in order to be consistent with the approved LUE and UDE.

Similar to the approved project, implementation of the proposed project would contribute to global climate change through direct and indirect emissions of GHGs from land uses within the City. Under existing conditions during the time of preparation of the 2019 Certified EIR, build out of the approved project was expected to reduce the GHG emissions from 3.8 metric tons (MT) of carbon dioxide equivalent (CO<sub>2</sub>e) per year per service population (CO<sub>2</sub>e/yr/SP) down to 2.5 MT of CO<sub>2</sub>e/yr/SP. Although GHG emissions per service population would be lower under future year conditions, the emission rate of 2.5 MT CO<sub>2</sub>e/yr/SP would exceed the 1.92 MT CO<sub>2</sub>e/yr/SP criterion established by the City for purposes of the environmental evaluation included in the 2019 Certified EIR. The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 the proposed project would be lower under future year conditions and would also exceed the 1.92 MT CO<sub>2</sub>e/yr/SP criterion established by the City.

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. Similar to the approved project, the proposed project would require implementation of Mitigation Measure MM GHG-1, which would reduce GHG emissions through the preparation of a GHG Reduction Plan or CAAP. 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. 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 the proposed project would remain significant and unavoidable, similar to the approved project.

#### **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 involves rezoning and establishing Title 22 in order to be consistent with the approved LUE and UDE.

In addition to the City's Sustainable City Action Plan, CARB's Scoping Plan and the 2016–2040 RTP/SCS both identify strategies to reduce GHG emissions that are applicable to the proposed project. Similar to the approved project, the proposed project would be consistent with applicable measures and goals identified in the City's Sustainable City Action Plan, the CARB Scoping Plan, and SCAG's 2016–2040 RTP/SCS. Furthermore, the proposed project would require 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 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 the proposed project. The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 with the implementation of mitigation. With implementation of mitigation, impacts would remain less than significant.

#### 3.4.3.3 Cumulative Global Climate Change Impacts

Although implementation of 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 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 implementation of the proposed project would generate enough GHG emissions to influence global climate change on its own. Because the proposed project's impacts alone would not cause or significantly contribute to global climate change, project-related CO<sub>2</sub>e 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 (including sea level rise).

Rising sea levels may affect the built environment, including coastal development such as buildings, roads, and infrastructure. However, future projects facilitated and allowed 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 considerable.

### **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 following mitigation measure pertaining to global climate change that was identified in the 2019 Certified EIR is applicable to the proposed project.

- MM GHG-1** The City of Long Beach (City) shall develop and adopt a greenhouse gas (GHG) Reduction Plan or Climate Action and Adaptation Plan (CAAP) to ensure that the City continues on a trajectory that aligns with the short-term, interim, and long-term State GHG reduction goals. Within approximately 36 months of adoption of the proposed General Plan Land Use Element (LUE)/Urban Design Element (UDE) project, the City of Long Beach shall prepare and present a CAAP to the City Council for adoption. The CAAP shall identify strategies to be implemented to reduce GHG emissions associated

with the City. In addition, the City shall monitor GHG emissions by updating its community-wide GHG emissions inventory every 5 years upon adoption of the initial CAAP, which will include details on how the reduction programs will be implemented and will designate responsible parties to monitor progress and ensure implementation of the reductions within the CAAP. A monitoring and reporting program shall be included to ensure the CAAP achieves the reduction targets.

## 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. 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/right-of-ways uses. Residential uses are the predominant land use currently characterizing the City, comprising approximately 45 percent of the City's total land area. In total, commercial and office uses comprise approximately 8 percent of the total planning area, industrial and neo-industrial offices uses comprise 12.59 percent of the planning area, institutional and government uses comprise 31.89 percent of the planning area, open space and recreational uses in the City comprise 1.49 percent, religious uses comprise less than 1 percent of the total land area in the planning area, and utility easements and right-of-way areas on private parcels also comprise less than one percent of the total planning area in 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 below.

#### 3.5.2.1 Conflict with any Land Use Plan, Policy, or Regulation

##### **Less Than Significant Impact.**

**California Coastal Act.** As described in the 2019 Certified EIR, the establishment of the proposed PlaceTypes within the Coastal Zone allowed for existing neighborhoods and open space areas to largely remain in their existing condition while also allowing for low-density residential and commercial development to accommodate the City's projected growth in population. 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. The approved project allowed a balance between orderly, new development and conservation. Specifically, Strategy No. 19 in the LUE aimed to protect and preserve water bodies, and LU Policies 19-1 through LU 19-5 aimed to protect and preserve marine resources and the coastal environment. The approved project also included a number of other goals, policies, and strategies aimed at achieving compliance with goals outlined in Chapter 3 of the CCA, including those focused on maintaining public access to the coast and encouraging coastal-dependent and water-related uses. 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.

**Local Coastal Program.** The LUE proposed under the approved project re-designated land uses within the City's Coastal Zone with the proposed Downtown, Waterfront, Neighborhood-Serving Center or Corridor, Open Space, Founding and Contemporary Neighborhood, and Multi-Family Residential-Moderate PlaceTypes. 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. All environmentally sensitive habitat areas (ESHA) within the Coastal Zone would remain protected following project implementation. The ESHA map for the City would not change and future LCP amendments would be further refined at the time individual applications for development within the City's Coastal Zone are proposed. 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.

**SCAG 2008 RCP.** As discussed in the 2019 Certified EIR, the 2008 Regional Comprehensive Plan (RCP) aims to balance growth with conservation by focusing growth in existing centers and along major transportation corridors, encouraging mixed-use development, providing new housing opportunities, encouraging development near transportation stations to reduce congestion and air pollutants, preserving single-family neighborhoods, and protecting open space areas from development. 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. 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 project also allowed for residential uses within the Founding and Contemporary Neighborhood, Multi-Family, Neighborhood-Serving Centers and Corridors, Transit-Oriented Development, Downtown, and Waterfront PlaceTypes, which were 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. Therefore, the 2019 Certified EIR determined that the approved project would be consistent with the 2008 RCP's goals to preserve existing single-family neighborhoods and protect open space and areas from development. Impacts were considered less than significant, and no mitigation was required.

**SCAG RTP/SCS Consistency.** As discussed in the 2019 Certified EIR, the RTP/SCS provides a comprehensive outline for transportation investments throughout the SCAG region. The RTP/SCS included goals to protect the environment and health of its residents by improving air quality and encouraging active transportation, provide new housing opportunities, and enable businesses to be profitable and competitive. The approved project established the Transit-Oriented Development-Low

and Moderate PlaceTypes, which promoted 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 RTP/SCS goal to protect the environment and health of its residents by improving air quality and encouraging active transportation. The approved project also promoted a variety of housing types by allowing for varying building densities within the proposed PlaceTypes. Therefore, the 2019 Certified EIR determined that the approved project would be consistent with the RTP/SCS's goals of providing new housing opportunities.

In addition, the approved project promoted a diverse economy by allowing for a variety of businesses within many of the proposed PlaceTypes and preserved the natural environment through the establishment of the Open Space PlaceType. The approved project also established the Regional-Serving Facilities PlaceType, which allowed for the operation of existing regional-serving facilities in the City, such as the Port of Long Beach, California State University Long Beach, and the Long Beach Airport. As such, the 2019 Certified EIR determined that the approved project would be consistent with the 2016–2040 RTP. Impacts were considered less than significant, and no mitigation was required.

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

As part of the 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. 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-Serving 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.

**City Zoning Code:** The proposed LUE allowed for increased densities, intensities, and heights throughout the City as compared to the existing General Plan and 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. Additionally, the proposed UDE established goals, policies, and implementation strategies aimed at guiding the desired urban form and character associated with each PlaceType included in the proposed LUE. 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.

### 3.5.2.2 Cumulative Land Use Impact

**Less Than Significant Impact.** The 2019 Certified EIR analyzed a cumulative land use impact area for the approved project of the City of Long Beach. 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

**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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach as an implementation action of the approved project, and does not include 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 rezoning properties and establishing 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 rezoning properties and establishment of Title 22 as an implementation action of the approved project. As such, future development facilitated and allowed by the proposed Title 22 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 rezoning properties and establishing Title 22 as an implementation action of the approved project. As such, future development facilitated and allowed by the proposed 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 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 rezoning properties and establishing Title 22 as an implementation action of the approved project. As such, future development facilitated and allowed by the proposed Title 22 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 initial implementation of this Project Design Feature as required for the approved project.

This proposed project establishes 12 new zones that implement three of the LUE/UDE PlaceTypes included in the approved project, the Neighborhood Serving-Low (NSC-L), Neighborhood Serving-Moderate (NSC-M), and Community Commercial (CC) PlaceTypes. As part of this action, the City will adopt 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) will be applied to the Atlantic Avenue and Artesia Boulevard Corridors north of Del Amo Boulevard within the City. The 12 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. In order to house these 12 new zones, the proposed project involves establishing Title 22 in the City's Municipal Code. Although the zones being established in Title 22 will at first only be applied to the two identified corridors within North 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, NSC-M and CC).

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 under the proposed Title 22, 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 and allowed 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 establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, 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 (as discussed in Section 2.3.3) 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 initial 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 initial 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. 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 less than significant with mitigation incorporated, or significant and unavoidable, as described below.

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

##### **Significant and Unavoidable Impact.**

**Short-Term Construction-Related Noise Impacts.** As described in the 2019 Certified EIR, two types of short-term noise impacts have the potential to occur during construction of development allowed by the 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. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance, the effect on longer-term (hourly or daily) ambient noise levels would be small.

The second type of short-term noise impact was related to noise generated during demolition, site preparation, excavation, grading, and building erection on the future project sites. The maximum noise level generated by a typical loud piece of construction equipment (e.g., a scraper) on future project sites was expected to be approximately 87 A-weighted decibels (dBA) maximum instantaneous noise level ( $L_{max}$ ) at 50 ft from the piece of equipment. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of future construction was expected to be 91 dBA  $L_{max}$  at a distance of 50 ft from the active construction area.

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 mitigation would be required. The 2019 Certified EIR required the implementation of Mitigation Measure MM NOI-1, which required future construction projects implemented under the LUE/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 were unknown at the time, the 2019 Certified EIR determined that this impact is significant and unavoidable.

### **Less Than Significant Impact.**

**Long-Term Stationary-Source Noise Impacts.** Development allowed under the proposed LUE 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).

Implementation of the LUE was not anticipated to result in increased railroad operations within the City. However, the LUE proposed the Transit-Oriented Development PlaceType, which would have allowed future multifamily developments to be located along the Metro Blue Line fixed rail route and locating multifamily developments near the light-rail corridor had the potential to expose sensitive land uses to operational rail noise.

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. Specifically, Policy UD 26-2 required new development projects to incorporate site planning and project design strategies to separate or buffer neighborhoods from incompatible activities or land uses and LU Policy 16-8 required that all new developments in areas with noise levels greater than 60 dBA Community Noise Equivalent Level (CNEL) prepare an acoustical analysis. LU Policy 16-8 also required new residential land uses to be designed to maintain a standard of 45 dBA day-night average noise level ( $L_{dn}$ ) or less in building interiors. Any new noise-generating sources were also 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, the 2019 Certified EIR determined that implementation of the approved project would not expose persons to noise levels in excess of the City's Municipal Code, and no mitigation was required.

**Long-Term Traffic Noise Impacts.** Potential sources of permanent increases in ambient noise considered in the 2019 Certified EIR included noise resulting from the project-related increase in traffic on roadways in the planning area. Based on traffic volumes outlined in the *Traffic Impact Analysis* (TIA) (LSA 2019b) for the approved project, it was determined that the project-related increase in traffic noise would approach 2.1 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 traffic noise increases, and no mitigation was required.

#### 3.6.2.2 Expose Persons to or Generate Excessive Groundborne Vibration or Groundborne Noise Levels

**Less Than Significant with Mitigation Incorporated.** As described in the 2019 Certified EIR, Chapter 8.80 of the City's Noise Ordinance limits the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any construction activities associated with implementation of the approved project was required to comply with the Noise Ordinance requirements. However, 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/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.

As discussed above, implementation of the approved project included policies and strategies that protect sensitive receptors from vibration in excess of acceptable 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.

#### 3.6.2.3 Noise Levels Within An Airport Land Use Plan or Within Two Miles of an Airport

**No Impact.** As described in the 2019 Certified EIR, 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. As stated in Section 16.43.050 of the Municipal Code, it is the goal of the City that incompatible property in the vicinity of the airport shall not be exposed to noise above 65 dBA CNEL. 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. Therefore, 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, and no mitigation was required.

#### 3.6.2.4 Cumulative Noise Impacts

**Less Than Significant Impact.**

**Cumulative Stationary-Source Noise Impacts and Long-Term Traffic Noise Impacts.** 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. The 2019 Certified EIR determined that the approved project would not create a cumulatively considerable contribution to regional noise conditions. Implementation of the approved project would not result in a 3 dBA increase in traffic



noise level in the City and therefore, would not result in a significant impact under long-term cumulative noise conditions. Additionally, 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. As such, the 2019 Certified EIR determined that implementation of the approved project would not result in a substantial cumulative increase in long-term noise. No mitigation was required.

### **Significant and Unavoidable.**

**Construction-Related Noise Impacts.** As described in the 2019 Certified EIR, construction activities associated with development anticipated under the approved project were subject to compliance with the City's Noise Ordinance to ensure that noise impacts from construction sources are reduced. In addition, the 2019 Certified EIR required the implementation of Mitigation Measure MM NOI-1, which required individual projects to implement Construction BMPs to reduce potential construction-period noise impacts for nearby sensitive receptors. 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 rezoning properties and establishing 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. The maximum noise level generated by a typical loud piece of construction equipment (e.g., a scraper) on future project sites is expected to be approximately 87 dBA  $L_{max}$  at 50 ft from the piece of equipment. Assuming that each piece of construction equipment operates at some distance from the other equipment, the worst-case combined noise level during this phase of future construction is expected to be 91 dBA  $L_{max}$  at a distance of 50 ft from the active construction area.

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 and allowed 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 zoning 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. The proposed project requires the implementation of Mitigation Measure MM NOI-1 included in the 2019 Certified EIR, which requires future construction projects implemented under the LUE/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, 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, implementation of the proposed project is not anticipated to result in increased railroad operations within the City. However, the Transit-Oriented Development PlaceType, allows future multifamily developments to be located along the Metro Blue Line fixed rail route, and locating multifamily developments near the light-rail corridor has the potential to expose sensitive land uses to operational rail noise.

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. Policy UD 26-2 requires new development projects to incorporate site planning and project design strategies to separate or buffer neighborhoods from incompatible activities or land uses, and LU Policy 16-8 requires that all new developments in areas with noise levels greater than 60 dBA CNEL prepare an acoustical analysis. LU Policy 16-8 also requires new residential land uses to be designed to maintain a standard of 45 dBA  $L_{dn}$  or less in building interiors. Similar to the approved project these policies would reduce long-term stationary noise impacts associated with the proposed project. 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, 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. Based on traffic volumes outlined in the *Traffic Impact Analysis* (TIA) (LSA 2019b) for the approved project, it was determined that the project-related increase in traffic noise would approach 2.1 dBA for all segments, which was considered less than the threshold of perceptibility for

humans (i.e., 3 dBA). Future development facilitated and allowed by the proposed project under the proposed Title 22 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 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 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 I 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed

Title 22 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, implementation of 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 and allowed by the proposed project under the proposed Title 22 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 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.

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## 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. There have been no major changes to the existing setting of the planning area with respect to population and housing.

**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. According to the population estimates by the 2017 American Community Survey, the estimated population numbers for the City of Long Beach and the County of Los Angeles in 2017 were 470,489 and 10,105,722 persons, respectively.<sup>4</sup> SCAG projections included in the 2016–2040 RTP/SCS indicate that the City's 2012 population was estimated to be 466,255. 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.

The median ages in the City and the County are 35.3 years old and 36.6 years old, respectively. 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: (a) 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-age residents currently residing in the City and the County.

**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. As detailed in the City's Assessment of Fair Housing (AFH) report, 12.2 percent of all households in the City are experiencing overcrowding. According to the City's 2013–2021 Housing Element, single-family detached units comprise 42 percent (73,865 units) of the City's existing housing stock. The balance of the City's housing stock is composed of attached units (e.g., duplexes, apartments, and condominium units), multifamily units, and mobile homes. The majority of the City's housing stock is greater than 30 years old.

In addition to the age of the City's existing housing stock, it is important to note that there are approximately 26,178 large households (defined in the City's 2013–2021 Housing Element as five or more people) in the City, which account for approximately 16 percent of all households. Of the large households, most households (57 percent) consist of renters and/or are low-income earners (79 percent). However, there are currently only 12,951 rental units in the City that contain three or more bedrooms. The existing imbalance between available large housing units and the demand for such

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<sup>4</sup> U.S. Census Bureau, American Community Survey, 2017 American Community Survey 1-Year Estimates, Table B01003. Website: <http://factfinder2.census.gov> (accessed March 4, 2020).

units has ultimately resulted in overcrowding<sup>5</sup> conditions and explains the discrepancy between the City's high household growth rates and its relatively low population growth rate.

**Employment.** As of January 2019, the City had a labor force of 243,000 and the County had a labor force of 5,188,700, with approximately 11,500 and 239,900 people unemployed, respectively. The January 2019 unemployment rate was 4.2 percent for the City and 4.6 percent for the County. 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. The 2019 Certified EIR concluded that impacts related to population and housing would be less than significant, as described below.

#### 3.7.2.1 Induce Substantial Unplanned Population Growth

**Less Than Significant Impact.** As described in the 2019 Certified EIR, a project would indirectly induce growth by reducing or removing barriers to growth or by creating a condition that attracts additional population or new economic activity. Typically, the growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG). Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public utilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way.

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, as identified in the AFH report. 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). Further, because the approved project would facilitate an increase in non-residential uses, it was anticipated that the approved project would meet any increased demands for additional goods and services associated with the projected increase in population.

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<sup>5</sup> 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.

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. Infrastructure improvements associated with future development facilitated by the approved project would be sized appropriately for each project and would not be oversized to serve additional growth beyond that envisioned under the LUE. Therefore, the 2019 Certified EIR determined that the approved project would result in less than significant impacts with respect to the inducement of substantial unplanned population growth in an area. No mitigation is required.

### 3.7.2.2 Cumulative Population and Housing Impact

**Less Than Significant Impact.** The 2019 Certified EIR analyzed a cumulative study area to assess potential cumulative population and housing impacts that includes 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. 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 RTP/SCS, demographic growth is anticipated to occur in the planning area regardless of implementation of the LUE; implementation of the LUE would only affect the distribution of projected demographic growth. Therefore, the 2019 Certified EIR determined that the approved project would not result in cumulative population or employment increases that would exceed projected regional forecasts for the City.

The approved project would allow for the future development of a variety of uses that would serve to provide a sound and diversified economic base and ample employment opportunities for the citizens of Long Beach. Furthermore, implementation of the LUE would facilitate an existing demand for employment, while also meeting the cumulative demand of employment that would result from the City's projected future population. With the exception of housing, project-related increases in population and employment resulting from the approved project are expected to be within the total projected growth forecasts for 2040 established in the 2016–2040 RTP/SCS. The increase in housing above what is projected in the 2016–2040 is required to alleviate existing overcrowding conditions as identified in the AFH report, as well as meet the City's affordable housing requirements under the Regional Housing Needs Assessment (RHNA). As such, housing growth envisioned under the approved project would not significantly induce growth within the planning area. In addition, implementation of the approved project was determined to be consistent with the City's vision for the community and State housing requirements. Therefore, the 2019 Certified EIR determined that implementation of the approved project would not result in a cumulatively significant population or housing impact and the future development facilitated by project approval would not significantly induce growth in areas where growth was not previously anticipated. No mitigation is required.

### 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, as identified in the AFH report. The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 would be similar to future development contemplated and analyzed under the approved project. The heights, densities, and allowable uses permitted by the 12 new zones included in the new Title 22 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 (as discussed in Section 2.3.3) 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, under the proposed 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. Infrastructure improvements associated with future development facilitated and allowed 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 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 would be similar to future development contemplated and analyzed under the approved project. Therefore, similar to the approved project, it is reasonable to conclude the proposed project would not result in cumulative population or employment increases that would exceed projected regional forecasts for the City.

### **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.

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## 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.

**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. The LBFD currently serves City residents and visitors from its 24 fire stations located throughout the City, the Beach Operations headquarters, and the LBFD headquarters.<sup>6</sup> 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. According to the City's *Fiscal Year 2019 Adopted Budget*, it is the stated goal of the LBFD to respond to structure fire calls within 6 minutes and 20 seconds or less.<sup>7</sup> Currently, the average Citywide response time from dispatch to arrival is 4.7 minutes.

**Police Protection.** 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.<sup>8</sup> 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.<sup>9</sup> 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.

**Public Schools.** The provision of education and school facilities in the City is the responsibility of the Long Beach Unified School District (LBUSD), which is currently the third largest school district in the State and serves approximately 71,800 students in 85 schools in the Cities of Long Beach, Carson,

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<sup>6</sup> City of Long Beach Fire Department (LBFD). Station Locations. Website: <http://www.longbeach.gov/fire/about-us/station-locations/> (accessed March 4, 2020).

<sup>7</sup> City of Long Beach. 2018. 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).

<sup>8</sup> City of Long Beach Police Department (LBPD). Correspondence with Rico Fernandez, LBPD Sergeant, dated November 15, 2018.

<sup>9</sup> City of Long Beach. 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).



Lakewood, Signal Hill, and Avalon (on Catalina Island).<sup>10</sup> During the 2017–2018 school year, the LBUSD accommodated a total of 74,576 students in its elementary, middle, and high schools.

**Public Libraries.** The Long Beach Public Library (LBPL) system provides library services to the City and includes 12 branch locations throughout the City.<sup>11</sup> 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 FY 2007.<sup>12</sup> 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. The 2019 Certified EIR concluded that impacts related to public services would be less than significant.

#### 3.8.2.1 Fire Protection

**Less Than Significant Impact.** 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 in the City would increase. Consequently, additional Long Beach Fire Department (LBFD) resources (including staffing) would be required to provide fire protection for new residents, workers, and structures. The City's costs to maintain facilities and equipment as well as train and equip personnel would also increase. The costs of additional personnel and materials were 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 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 adopted police facilities impact fees. The LBFD would also continue to be supported by Proposition H revenue; the City's General Funds; the City's Tidelands operation revenue; and other revenue sources. Therefore, the 2019 Certified EIR determined that sufficient revenue would be available for necessary improvements to provide for adequate fire facilities, equipment, and personnel upon the anticipated General Plan build out. Additionally, the proposed PlaceType designations permitted the future

<sup>10</sup> Long Beach Unified School District (LBUSD). Website: <http://www.lbschools.net/District/> (accessed March 4, 2020).

<sup>11</sup> Long Beach Public Library (LBPL). Library Locations. Website: <http://www.longbeach.gov/library/visit/locations/> (accessed March 4, 2020).

<sup>12</sup> FY 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. FY 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).

development and operation of new stations within PlaceTypes. The approved project permitted the development of new stations, proposed no physical improvements, and required all future projects to assess project impacts on fire protection services. Therefore, the 2019 Certified EIR determined that impacts would be less than significant, and no mitigation was required.

#### 3.8.2.2 Police Protection

**Less Than Significant Impact.** The approved project did not include any physical improvements, but allowed for future development that was anticipated to create an increase in the typical range of police service calls within the City. New and/or additional police resources would be needed to prevent an impact to service ratios as a result of future growth accommodated by the approved project. The City's costs to maintain facilities and equipment as well as train and equip personnel would also increase. The costs of additional personnel and materials were 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. Additional police personnel and resources would be provided through the annual budget review process. Furthermore, the Long Beach Police Department (LBPD) would continue to be supported by Proposition H revenue, a per barrel tax on all oil producers in Long Beach; the City's Tidelands operation revenue; and other revenue sources. By following this process, sufficient revenue would be available for necessary service improvements to provide for adequate police facilities, equipment, and personnel under the anticipated General Plan build out. Therefore, the 2019 Certified EIR determined that impacts would be less than significant, and no mitigation was required.

#### 3.8.2.3 Public Schools

**Less Than Significant Impact.** Implementation of the approved project allowed for the future development of up to 28,524 dwelling units by 2040, which would result in the generation of additional school-age children within the Long Beach Unified School District (LBUSD) service area. Of the 28,524 units, the City had identified a need for 21,476 housing units to address existing housing needs attributed to overcrowding. As such, the majority of the 28,524 anticipated new housing units would have served to relieve overcrowding of existing households in the City, so those families were already being served by LBUSD. Still, the 2019 Certified EIR determined that this potential future growth had the potential to strain existing and/or planned school facilities.

Based on student generation factors and projected growth in the City, the 2019 Certified EIR determined that the anticipated General Plan build out was expected to result in an increase of 5,272 students. With the anticipated General Plan build out, elementary and middle school enrollment in LBUSD were expected to be within the 2017–2018 LBUSD facilities capacity, but the total estimated enrollment for high schools in 2040 had the potential to exceed the LBUSD current facilities' capacity. 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. If student growth generated by the anticipated General Plan build out exceeded the estimates identified above, the acquisition, modernization, or modification of school sites to accommodate additional facilities would be required. Additional school resources would also continue to be funded by an increase in tax revenue as a result of future growth. In addition, new housing units

would be built over the course of 21 years, during which enrollment rates would likely fluctuate. Therefore, the 2019 Certified EIR determined that impacts of the approved project related to student generation and the potential need for additional school facilities would be less than significant, and no mitigation was required.

#### 3.8.2.4 Other Public Facilities

**Less Than Significant Impact.** The approved project did not include any physical improvements but would have allowed for new PlaceTypes that would facilitate an increase in housing units in the City and could increase the demand for library facilities. Demand for library services is typically determined based on the size of the resident population. Because the City has not formally adopted a service standard of library space per capita, the 2019 Certified EIR utilized the target of 0.45 sf per capita established in the City's budget for Fiscal Year 2007. Using this standard and the estimated future population of approximately 484,485, the 2019 Certified EIR determined that the LBPL system would need to contain a total of 218,019<sup>13</sup> sf to meet this target. In total, the existing LBPL system had approximately 237,695 sf of library facilities, which was greater than the City's threshold for providing library services for both the existing population and the projected demand generated by the anticipated build out of the General Plan. In addition, the 2019 Certified EIR took into account that technology continues to evolve as does resident demand for electronic library services and resources. With the increased demand for electronic resources, the 2019 Certified EIR determined that it may be valuable to measure library services by more than a square footage per capita benchmark. For example, the City was replacing the Main Library with a new library at the City's Civic Center. Although this library was smaller in square footage than the original library, the new library made more efficient use of its space. It also contains more electronic resources and required less space to accommodate hardcopy library materials. Therefore, the loss of library square footage was not considered a loss of library volumes or available resources to serve the existing and projected population in the City. It was anticipated that the demand for electronic materials will continue to increase, potentially reducing the amount of square footage to service library patrons. Therefore, the 2019 Certified EIR determined that the approved 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, the approved project was determined to have less than significant impacts related to public libraries, and no mitigation was required.

#### 3.8.2.5 Cumulative Public Services Impact

##### **Less Than Significant Impact.**

**Fire Protection.** The 2019 Certified EIR analyzed a geographic area for cumulative analysis of fire protection services of the LBFD service territory, which is defined as the City of Long Beach. The approved project would contribute to a 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 costs of additional LBFD resources were anticipated to be offset through increased revenues and fees, such as property taxes and Fire Facilities Impact Fees, generated by future development. The City is almost entirely built out, with most new development occurring as in-fill projects. The LBFD anticipates cumulative demand in order to plan

<sup>13</sup> 0.45 square feet per the City's population of 484,485 in 2040.

for overall service. This cumulative demand was anticipated to be met through project implementation as the LUE established the development of future fire stations. Furthermore, through implementation of the approved 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. Therefore, the 2019 Certified EIR determined that the proposed project's contribution to fire protection impacts would not be cumulatively considerable, and no mitigation was required.

**Police Protection.** The 2019 Certified EIR analyzed a geographic area for the cumulative analysis of police protection impacts of the service area for the LBPd, which is defined as the City of Long Beach. The City is almost entirely built out, with most new development occurring as in-fill projects. The cumulative demand for police protection services was 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 were also required for new residential and non-residential development to offset additional costs of new development. Therefore, the 2019 Certified EIR determined that the approved project's contribution to police protection impacts would not be cumulatively considerable, and no mitigation was required.

**Public Schools.** The 2019 Certified EIR analyzed a geographic area for the cumulative analysis of public schools of the service territory for the LBUSD. The approved project is expected to generate approximately 5,272 school-aged children, which would result in increased demand on existing educational school facilities. Future projects consistent with the LUE would be evaluated on a project-by-project basis. Residential projects located within the LBUSD service area, but outside the City, would also have the potential to generate school-aged children, and, as a result, increase demand on educational school facilities. 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, the 2019 Certified EIR determined that the approved project would not contribute to any cumulative school impacts, and no mitigation was required.

**Public Libraries.** The 2019 Certified EIR analyzed a geographic area for the cumulative analysis of public libraries of the service territory for the LBPL system. The City met the LBPL system's square footage requirements in the existing conditions, and the approved project would not exceed the LBPL system's ability to meet the anticipated General Plan build out for library services. Further, the City has 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 was required for library facilities. Therefore, the 2019 Certified EIR determined that the approved project's contribution to library impacts would not be 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 rezoning properties and establishing Title 22 in order to be consistent with the approved LUE and UDE.

#### 3.8.3.1 Fire Protection

The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. Future development facilitated and allowed by the proposed project under the proposed Title 22 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. Consequently, additional Long Beach Fire Department (LBFD) resources (including staffing) would be required to provide fire protection for new residents, workers, and structures. The City's costs to maintain facilities and equipment as well as train and equip personnel would also increase. As described in the 2019 Certified EIR, 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 facilitated and approved under the proposed project. 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 adopted police facilities impact fees. The LBFD would also continue to be supported by Proposition H revenue; the City's General Funds; the City's Tidelands operation revenue; and other revenue sources. 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. Additionally, the proposed PlaceType designations permit the future development and operation of new stations within these PlaceTypes. 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. New and/or additional police resources would be needed to prevent an impact to service ratios as a result of future growth accommodated by the proposed project. The City's costs to maintain facilities and equipment as well as train and equip personnel would also increase as a result of increased growth accommodated by the proposed project. 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. Additional

police personnel and resources would be provided through the annual budget review process. Furthermore, the Long Beach Police Department (LBPd) would continue to be supported by Proposition H revenue, a per barrel tax on all oil producers in Long Beach; the City's Tidelands operation revenue; and other revenue sources. By following this process, 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 of up to 28,524 dwelling units by 2040, which would result in the generation of additional school-age children within the Long Beach Unified School District (LBUSD) service area. Of the 28,524 units, the City had identified a need for 21,476 housing units to address existing housing needs attributed to overcrowding. As such, the majority of the 28,524 anticipated new housing units would have served to relieve overcrowding of existing households in the City, so those families were already being served by LBUSD. Still, this potential future growth has the potential to strain existing and/or planned school facilities under the proposed project.

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 rezoning properties and establishing Title 22 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 the same as the approved project. Based on student generation factors and projected growth in the City, the 2019 Certified EIR determined that the anticipated General Plan build out would result in an increase of 5,272 students. With the anticipated General Plan build out, elementary and middle school enrollment in LBUSD are expected to be within the 2017–2018 LBUSD facilities capacity, but the total estimated enrollment for high schools in 2040 has the potential to exceed the LBUSD current facilities' capacity. 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. If student growth generated by the proposed project exceeded the estimates identified above, the acquisition, modernization, or modification of school sites to accommodate additional facilities would be required. 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 approved 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 be allowed for the implementation of new PlaceTypes that would facilitate an increase in housing units in the City and would 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 rezoning properties and establishing 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. The 2019 Certified EIR determined that the LBPL system would need to contain a total of 218,019<sup>14</sup> sf to meet the library standard. In total, the existing LBPL system has approximately 237,695 sf of library facilities, which is greater than the City's threshold for providing library services for both the existing population and the projected demand generated by the anticipated build out of the General Plan. Additionally, it is anticipated that the demand for electronic materials will continue to increase, potentially reducing the amount of square footage to service library patrons. 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 analyzes a geographic area for cumulative analysis of fire protection services of the LBFD service territory, which is defined as the City of Long Beach. 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 costs of additional LBFD resources are anticipated to be offset through increased revenues and fees, such as property taxes and Fire Facilities Impact Fees, generated by future development. The City is almost entirely built out, with most new development occurring as in-fill projects. 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, the proposed project analyzes a geographic area for the cumulative analysis of police protection impacts of the service area for the LBPD, which is defined as the City of Long Beach. The City is almost entirely built out, with most new development occurring as in-fill projects. Similar to the approved project, cumulative demand for police protection services 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

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<sup>14</sup> 0.45 square feet per the City's population of 484,485 in 2040.



impacts associated with the proposed project with respect to the police protection services would remain less than cumulatively considerable.

**Public Schools.** Similar to the approved project, the proposed project analyzes a geographic area for the cumulative analysis of public schools of the service territory for the LBUSD. 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 rezoning properties and establishing Title 22 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 the same as the approved project. Similar to the approved project, the proposed project is expected to generate approximately 5,272 school-aged children, which would result in increased demand on existing educational school facilities. Future projects consistent with the LUE would be accounted for on a project-by-project basis. Development incentives proposed as part of the project (as discussed in Section 2.3.3) would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR. Residential projects located within the LBUSD service area, but outside the City, would also have the potential to generate school-aged children, and, as a result, increase demand on educational school facilities. 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.** Similar to the approved project, the proposed project analyzes a geographic area for the cumulative analysis of public libraries of the service territory for the LBPL system. 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. There have been no major changes to the existing setting of the planning area with respect to transportation and traffic.

**Existing Circulation System.** The City 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.

**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. 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).

**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. The City has 127.1 miles of different types of bike paths, including 34.7 miles of Class I 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.<sup>15</sup>

**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 the Mobility Element in 2013, two pedestrian plans were developed as technical appendices to the new

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<sup>15</sup> City of Long Beach. 2017a. 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](http://longbeach.gov/globalassets/pw/media-library/documents/resources/general/bicycle-master-plan/bicycle_master_plan) (accessed March 4, 2020).

element, the Downtown and TOD Pedestrian Master Plan,<sup>16</sup> and the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan.<sup>17</sup>

**Existing Intersection Level of Service (LOS) Analysis.** For most of the study intersections, vehicle turning volumes were collected during the peak morning (7:00 a.m.–9:00 a.m.) and evening (4:00 p.m.–6:00 p.m.) commute periods. Peak-hour intersection turn volumes were surveyed on a typical weekday. These volumes were taken in 15-minute increments and then totaled as hourly volumes, which is the standard procedure for volume data collection. While most intersections operate at a satisfactory LOS (i.e., LOS D or better) in the a.m. and p.m. peak hours, 20 of the sampled intersections (approximately 17 percent) operate at unsatisfactory LOS E or F during one or both peak hours.

### 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, as described below.

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

##### **Significant and Unavoidable Impact.**

**Arterial Intersections.** As described in the 2019 Certified EIR, State agencies forecast regional demographic growth and the Metropolitan Planning Organization (MPO) (i.e., SCAG) uses the data provided by the State for the RTP/SCS process. As established in the 2016–2040 RTP/SCS, demographic trends for the planning area (e.g., population and employment growth) are forecast to occur whether or not the proposed LUE/UDE are adopted. This has been shown to be true in Long Beach, where overcrowding resulted from population increase has occurred even without a sufficient housing increase to support it. As is required by CEQA, however, the *Traffic Impact Analysis* (TIA) (LSA 2019b) for the approved project compared traffic conditions in the future associated with the anticipated General Plan Build Out (2040) scenario with existing conditions (2018). Results of this analysis indicated that 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).

In order to provide an expanded comparison of the effects of the increased housing and locational change of land use concentration in the approved project, 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. Results of this analysis showed that when compared to the previous plan, the approved project would result in some intersections operating better and some intersections

<sup>16</sup> Long Beach Development Services. Downtown and TOD Master Plan. 2016. Website: <http://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/dt-tod-ped-master-plan/> (accessed March 4, 2020).

<sup>17</sup> Long Beach Development Services. *Physical Activity and Obesity Prevention (CX3) Pedestrian Plan*. 2016. Website: <http://www.lbds.info/cx3pedplan/> (accessed March 4, 2020).

operating poorer due to the redistribution of land uses. However, the 2019 Certified EIR determined impacts at the 48 intersections were significant and unavoidable.

**Congestion Management Program Intersections.** As described in the 2019 Certified EIR, the Los Angeles County Congestion Management Plan (CMP) monitors 10 intersections within the City of Long Beach. 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 volume-to-capacity [v/c]) at 4 of the 10 CMP intersections in Long Beach. Therefore, the 2019 Certified EIR determined that the approved project would have a significant and unavoidable impact related to CMP intersections.

**Congestion Management Program Transit.** As described in the 2019 Certified EIR, Long Beach is served by a robust transit network. 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.

Based on the guidance provided in the Los Angeles County CMP, the analysis in the 2019 Certified EIR estimated that 7 percent of residential person-trips and 9 percent of commercial person-trips in the Downtown PlaceType (within 0.25 mile of the Transit Gallery multi-modal transportation corridor), 5 percent of residential person-trips and 7 percent of commercial person-trips in the Transit-Oriented Development PlaceType (within 0.25 mile of the Blue Line, a CMP transit corridor), and 3.5 percent of all other person-trips would be transit trips.

For residential and commercial person-trip data, the analysis in the 2019 Certified EIR used population and employment data, respectively. The data developed for the anticipated General Plan Build Out (2040) With Proposed Land Use Plan scenario estimated that the population in the Downtown PlaceType would increase by 3,190 while employment would increase by 5,200. Transit-Oriented Development PlaceTypes were expected to have a population increase of 7,448 and an employment increase of 268. The population increase for all other areas of Long Beach was 7,592, and the employment increase of all other areas was 23,043. To avoid double counting, 22 percent of the total 18,230 population change was estimated to both live and work in Long Beach.

As described in the 2019 Certified EIR, the estimated percentage of transit trips and estimated person-trips described above were 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. Morning and evening commute periods last for multiple hours, but the transit ridership during the remainder of the peak commute periods (as well as midday and late evening) was expected to be lower than this single hour transit demand. The busiest hour transit demand were expected to be spread across the Blue Line, 34 fixed routes operated by Long Beach Transit (LBT), and other transit operators in Long Beach. On average, each route was expected to experience an increase of approximately 50 riders during the peak hours, which is unlikely to create an impact to the existing and future transit service. Therefore, the 2019 Certified EIR determined a less than significant impact related to the conflicts with CMP transit. No mitigation was required.

**Caltrans Ramp Intersections.** As discussed in the 2019 Certified EIR, based on the analysis in the TIA, 6 of the 30 sampled Caltrans intersections operated at unsatisfactory LOS (i.e., beyond LOS E) in the

existing condition and would have continued to operate at unsatisfactory LOS in the future regardless of the project. Two additional intersections functioned at LOS E or better in existing conditions, but would have functioned at LOS F in the future regardless of whether the project was implemented.

According to the performance criteria established for the TIA for the approved project, the approved project was found to have potentially significant impacts on the following Caltrans intersections according to Caltrans impact criteria (i.e., contribution of traffic to a facility operating in excess of its operational standard). Because this analysis sampled Caltrans intersections, potentially significant traffic impacts may occur at additional intersections not included in the list below.

- Redondo Avenue/Pacific Coast Highway
- Lakewood Boulevard/Del Amo Boulevard
- Lakewood Boulevard/Spring Street
- Lakewood Boulevard/I-405 Eastbound Ramps
- Pacific Coast Highway/Anaheim Street
- I-605 Southbound Ramps/Carson Street

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.

**Caltrans Arterial and Freeway Facilities.** As described in the 2019 Certified EIR, the TIA for the approved project 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. On- and off-ramps in the study area were found to meet the design guidelines.

The TIA for the approved project analyzed arterials on the State Highway System, which were found to meet LOS standards. However, vehicle delay identified on these facilities was determined to be a result of intersection performance. As such, the 2019 Certified EIR determined that the approved project would have significant and unavoidable impacts related to Caltrans arterial and freeway facilities.

**Potential Physical Improvements.** As discussed in the 2019 Certified EIR, 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 TIA considered the physical improvements necessary for impacted intersections to function at LOS D with projected future traffic volumes. The TIA also considered the constraints to constructing the physical improvements including intersections being located outside of the City's jurisdiction, which eliminates the City's authority to compel physical improvements. Physical improvements located outside of the existing right-of-way could also be infeasible or result in increased environmental impacts.

Physical improvements outside of existing rights-of-way would have been further challenged if existing structures or open space were impacted under the approved project. Constraints could have also existed if improvements could be completed within the existing rights-of-way but would conflict with other travel modes. The Mobility Element stated that “the City may accept levels of service below the City standard of D in exchange for pedestrian, bicycle, and/or transit improvements. This balanced approach will help the City create a more balanced multimodal transportation system that supports appropriate infill projects and transit-oriented development strategies.”

All of the physical improvements necessary for impacted intersections to function at LOS D are subject to constraints that rendered the addition of vehicle capacity infeasible. Capacity enhancement of freeway facilities was also considered infeasible because the City cannot compel Caltrans to make improvements. In addition, analysis of freeway mainline segments showed that up to 6 additional travel lanes might have been necessary on freeways that are from 6–10 lanes wide in existing conditions. Additionally, capacity enhancements to freeway facilities to accommodate peak hour traffic volume may not have been effective as additional traffic could have been attracted from the shoulder periods (i.e., time periods just before or after peak periods).

The 2019 Certified EIR considered whether a reduction in traffic volume may mitigate the impacts to the volume-to-capacity ratio at an intersection or freeway facility. The Mobility Element presented a number of Implementation Measures designed to promote mobility by supporting all travel modes, including walking, bicycling, and use of transit, thereby reducing the number of automobile trips on the roadway network. However, the effect of these measures on individual intersection LOS could not be guaranteed because they relied on the changing attitudes and actions of many commuters. In addition, when some automobile trips are converted into alternative modes, some automobile trips that would otherwise have been discouraged by congestion may have occurred. Therefore, although these measures would contribute to a reduced vehicle LOS, their effects were not able to be quantified, and they could not be considered mitigation for the impacted freeway facilities and 48 impacted intersections for the purposes of CEQA. Therefore, the 2019 Certified EIR required the implementation of Mitigation Measure MM T-1.

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

#### 3.9.2.2 Consistency with CEQA Guidelines Section 15064.3 Subdivision (b)

**Less Than Significant Impact.** As described in the 2019 Certified EIR, the 2016–2040 RTP/SCS provided calculations of VMT derived from the Regional Travel Demand Model. VMT per capita is anticipated to decline in the future as a result of previous planning efforts and is anticipated to decline further due to the elements of the 2016–2040 RTP/SCS. VMT per capita in Long Beach is lower in the existing condition than the region as a whole and in Los Angeles County. With implementation of the 2016–



2040 RTP/SCS, VMT per capita in Long Beach is anticipated to be lower than the region as a whole and in Los Angeles County.

Similar to the trend shown in the 2016–2040 RTP/SCS, the 2019 Certified EIR determined that VMT in Long Beach is projected to decline as a result of planning efforts. In absolute terms, VMT in Long Beach was expected to be reduced from 9,482,252 per day in the existing condition to 9,028,327 with the approved project (a 5 percent decrease). The population was expected to increase as VMT declines, resulting in a decrease in VMT per capita per day from 19.9 to 18.2 (a 9 percent decrease).

The 2019 Certified EIR determined that land use changes proposed in the LUE/UDE would result in more efficient travel during the morning and evening peak commute hours (i.e., lower VMT during the peak periods). However, VMT during off-peak times was expected to increase slightly with the LUE/UDE as compared to the previous LUE. These off-peak VMT are generated by discretionary trips associated with the number of households in the City. Because the approved project reduces overcrowding compared to the previous land use distribution, the number of discretionary trips increases; similarly, the off-peak VMT increases, and subsequently, the total VMT as compared to the no project scenario. The existing VMT per household was 56.9 per day, which is anticipated to decline in the future to 49.9 per day without the approved project. The efficiency of the distribution of land uses in the LUE/UDE would reduce this further to 46.1 VMT per day per household (a 19 percent decrease from existing conditions).

The State of California has concurrent goals of reducing VMT and increasing housing supply to improve affordability and reduce overcrowding. The approved project increases the number of housing units to reduce overcrowding in Long Beach. The efficiency of the location of land uses in the project (i.e., infill development policies and sites) results in a 19 percent decrease in VMT per household compared to the existing conditions. Other measures of VMT, including per capita and absolute terms, also decline compared to the existing conditions. With the approved project, VMT per capita in Long Beach remains lower than the region as a whole and lower than Los Angeles County. 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 is required.

### 3.9.2.3 Cumulative Traffic and Transportation Impacts

**Significant and Unavoidable Impact.** The approved project involved an update to the City's General Plan that would affect development patterns throughout the City. As such, because the approved project was a Citywide policy action that would facilitate future development throughout the entire City, the approved project itself is considered cumulative in nature.

Under the anticipated General Plan (2040) build out scenario, the approved 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. Furthermore, the effect of the Implementation Measures in the Mobility Element in reducing traffic volume is not guaranteed to reduce impacts. 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 rezoning properties and establishing 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 rezoning properties and establishing 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 4 of the 10 CMP intersections in Long Beach. The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 rezoning properties and establishing 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 rezoning properties and establishing 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 rezoning properties and establishing 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 rezoning properties and establishing Title 22 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 *State CEQA Guidelines* Section 15064.3 subdivision (b) as analyzed in the 2019 Certified EIR because the proposed project involves rezoning properties and establishing 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 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. There have been no major changes to the existing setting of the planning area with respect to utilities and service systems.

**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,<sup>18</sup> 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).<sup>19</sup> 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.<sup>20</sup> 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.

**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 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).

<sup>18</sup> California Department of Resources Recycling and Recovery (CalRecycle). California Solid Waste Statistics. Website: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting> (accessed March 4, 2020).

<sup>19</sup> 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/sw/facilities/Directory/19-AK-0083> (accessed March 4, 2020).

<sup>20</sup> Los Angeles Daily News. *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).

The JWPCP provides both primary and secondary treatment of wastewater. Currently, the JWPCP treats approximately 300 mgd and has a total permitted design capacity of 400 mgd. 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 13 mgd and has a total permitted capacity of 25 mgd.<sup>21</sup>

**Water Service.** The LBWD owns, operates, and maintains 29 active groundwater wells, 907 miles of water mains, and 6,501 fire hydrants. The LBWD's entire infrastructure is used to provide water service to approximately 90,000 active customer accounts within an approximate 50-square-mile service area in the City.<sup>22</sup> The LBWD receives approximately 50 percent of its domestic water supply from existing groundwater supplies within the Central Basin<sup>23</sup> and approximately 50 percent from imported water purchased from the Metropolitan Water District of Southern California (MWD). 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.

**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.

**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.<sup>24</sup> 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, as described below.

<sup>21</sup> Adriana Raza, Sanitation Districts of Los Angeles (LACSD). Telephone conversation on October 18, 2018.

<sup>22</sup> Long Beach Water Department (LBWD). 2018. Budget Summary Fiscal Year 2019, Website: [http://www.lbwater.org/sites/default/files/file\\_attach/FY%2019%20Budget%20Summary\\_Reduced.pdf](http://www.lbwater.org/sites/default/files/file_attach/FY%2019%20Budget%20Summary_Reduced.pdf) (accessed March 4, 2020).

<sup>23</sup> 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."

<sup>24</sup> City of Long Beach. Cable Television and Telephone Service. Website: <http://www.longbeach.gov/ti/telecommunications> (accessed March 4, 2020).

#### 3.10.2.1 Water

**Less Than Significant Impact.** 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 water demand. The project-related increase in water demand in 2040 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, water supplies were expected to be sufficient to meet all demands through the horizon year 2040 during normal, single dry year, and multiple dry year hydrologic conditions. As noted in the 2019 Certified EIR, the project-related increase in demand for water may not be directly correlated with the increase in housing units since the majority of anticipated new units are needed to alleviate overcrowding of existing residences that were already using water.

The future development facilitated by the approved project would comply with water conservation measures, including pertinent provisions of the CALGreen Code building efficiency standards (Title 24, Part 11) regarding the use of water-efficient fixtures. Policies and programs outlined in the 2015 Urban Water Management Plan (2015 UWMP) and the proposed 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. Individual projects occurring under the approved project would be required to prepare a WSA if they meet any of the requirements under AB 610. Because future development that may occur with implementation of the approved project were determined to be 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 was determined to be consistent with the City's UWMP. Therefore, the 2019 Certified EIR determined that the approved project would not result in the need for additional water infrastructure. Impacts were determined to be less than significant, and no mitigation was required.

#### 3.10.2.2 Wastewater

**Less Than Significant Impact.** As described in the 2019 Certified EIR, short-term demand for wastewater treatment services may occur during construction activities associated with future projects facilitated by the approved project. Sanitary services during construction of future projects were expected to be provided by portable toilet facilities, which would transport waste off site for treatment and disposal. The demand for wastewater treatment services during construction would be temporary and would generate minimal wastewater compared to the demand for wastewater treatment services associated with the anticipated General Plan build out scenario under the approved project. Therefore, the 2019 Certified EIR determined that construction activities would result in less than significant impacts on the wastewater treatment and collection system, and no mitigation was required.

As described in the 2019 Certified EIR, following the anticipated General Plan build out, the estimated wastewater flow under the approved project was estimated to be approximately 43 mgd, which represented approximately 4 percent of the remaining capacity of existing LACSD facilities. This projection was anticipated to be conservative and representative of a worst-case scenario because the majority of new housing units to be developed as part of the approved project were required to alleviate overcrowding of existing housing units with existing Long Beach residents who were already

generating wastewater. In addition, as noted in the 2019 Certified EIR, 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, which accounted for the majority of new residential development under the approved project. Therefore, the 2019 Certified EIR determined that the projected future increase in wastewater flows associated with development that may occur with implementation of the approved project 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.

As discussed in the 2019 Certified EIR, 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 considerations as part of the City development review and approval process. Improvements and upgrades to sewer lines would continue to be prioritized based on need and would occur throughout the planning period under the approved project.

As such, the 2019 Certified EIR determined that impacts related to wastewater treatment during operation would be less than significant and the approved project would not have necessitated the construction of wastewater supply or conveyance facilities. No mitigation was required.

#### 3.10.2.3 Stormwater Drainage

**Less Than Significant Impact.** As described in the 2019 Certified EIR, future development facilitated by the approved 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. The Construction General Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) to identify Construction BMPs in order to reduce impacts to water quality, including those impacts associated with soil erosion, siltation, spills, and increased runoff. Furthermore, as future individual projects facilitated by the approved 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. Where necessary, the City would identify project conditions to ensure the adequate capacity and operation of the storm drain system during construction activities. Therefore, the 2019 Certified EIR determined that construction activities associated with implementation of the approved 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.

As described in the 2019 Certified EIR, development of future projects facilitated by the approved project could increase impervious surface area, which could reduce infiltration and increase runoff. Future projects 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. Such improvements were outlined in the City's 2019 Capital Improvement Program and included upgrades related to storm drain pipelines, pump stations, and stormwater monitoring equipment.

Under the approved 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. Future projects are also required to comply with goals and policies outlined in the proposed LUE that were aimed at reducing stormwater runoff and mitigating off-site impacts related to pollutants entering natural water bodies. Therefore, the 2019 Certified EIR determined that the approved project would result in less than significant impacts related to the construction or expansion of stormwater drainage facilities, and no mitigation was required.

#### 3.10.2.4 Telecommunications Facilities

**Less Than Significant Impact.** As described in the 2019 Certified EIR, construction activities associated with future projects facilitated by the approved 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. However, future development facilitated by the approved project could result in the need for new or relocated telecommunications facilities. Similar to the existing market conditions, Spectrum Communications, Frontier Communications, and AT&T U-Verse would extend existing services to meet the increased demand for telephone, internet, and cable services as future developments are proposed. Where necessary, infrastructure improvements would be made to existing telecommunications facilities in order to meet customer demands. Environmental impacts associated with future improvements to telecommunications facilities were 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, 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.

#### 3.10.2.5 Solid Waste

**Less Than Significant Impact.** As described in the 2019 Certified EIR, construction of future projects facilitated by the approved project would generate demolition waste. Construction waste 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, the 2019 Certified EIR determined that the approved project would have a less than significant impact related to solid waste generation during construction, and no mitigation measures regarding construction debris were required.

As described in the Certified EIR, solid waste generated by operations associated with future development under the approved project would be collected by the City's Environmental Services Bureau and hauled to the SERRF. Under the approved project, the City was forecast to generate approximately 1.62 million pounds of solid waste in 2040, or an increase of approximately 193,744 lbs/day. The 2019 Certified EIR determined that sufficient landfill capacity exists in the region to serve solid waste generated by the approved project. In addition, 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, the 2019 Certified EIR determined that impacts related to solid waste generation would be less than significant, and no mitigation was required.

#### 3.10.2.6 Cumulative Utilities Impacts

##### **Less Than Significant Impact.**

**Water.** The 2019 Certified EIR analyzed 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 were reliable through the horizon year (2040) of the approved 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 project's transition from traditional land uses to PlaceTypes and had demonstrated that the LBWD had the ability to supply the project-related increase in water demand through the horizon year 2040. Therefore, the 2019 Certified EIR determined that cumulative impacts related to water demand would be less than significant, and no mitigation was required.

**Wastewater.** The 2019 Certified EIR analyzed a geographic area for the cumulative analysis for wastewater treatment of the City and LACSD. The future anticipated General Plan build out under the approved project was not anticipated to generate wastewater above LACSD's current capacity. Compliance with applicable federal and State regulations along with specific jurisdictional ordinances, as well as further CEQA review for projects requiring discretionary approvals, reduced cumulative impacts related to potential wastewater treatment violations to a less than significant level. The approved project would result in a population consistent with the growth projections for the City provided in the SCAG 2016–2040 RTP/SCS. Therefore, the 2019 Certified EIR determined that the approved project's contribution to wastewater generation in the LACSD service area would not be cumulatively considerable, and no mitigation was required.

**Telecommunications.** The 2019 Certified EIR analyzed 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. These services were not operating above capacity; however, these service providers were anticipated to extend current facilities to meet project service demands on an as-needed basis as is the case under existing market conditions at the time the 2019 Certified EIR was prepared. Therefore, the 2019 Certified EIR determined that the approved project's impacts related to cable, telephone, and internet services would not be cumulatively significant. No mitigation was required.

**Solid Waste.** The 2019 Certified EIR analyzed a geographic area for the cumulative analysis of impacts to solid waste disposal capacity of the County of Los Angeles. Development associated with the approved 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. As described in the 2019 Certified EIR, it is expected that the SERRF will continue to operate at its current permitted daily capacity through 2027. The SERRF did not exceed its daily maximum permitted disposal capacity at the time of preparation of the 2019 Certified EIR. Solid waste considered unprocessable by SERRF would be taken to landfills



in Orange, San Bernardino, and Riverside Counties. The 2019 Certified EIR determined that 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. Therefore, the 2019 Certified EIR determined that the approved project would not have a cumulatively significant impact on waste disposal capacity at LACSD facilities. No mitigation was required.

### 3.10.3 Analysis of the Proposed Project

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

#### 3.10.3.1 Water

**Less Than Significant Impact.** Similar to the approved project, although the proposed project would not include any physical improvements or development, future development projects facilitated and allowed by the proposed project would result in an increased water demand. 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 rezoning properties and establishing Title 22 in order to be consistent with the approved LUE and UDE. As such, the increase in expected water demand under the proposed project would be the same as 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 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. As noted in the 2019 Certified EIR, the project-related increase in demand for water may not be directly correlated with the increase in housing units since the majority of anticipated new units are needed to alleviate overcrowding of existing residences that were already using water.

Similar to the approved project, development facilitated and allowed 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. Individual projects occurring under the proposed project would be required to prepare a WSA if they meet any of the requirements under AB 610. 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 and allowed under the proposed project. Sanitary services during construction of future projects are expected to be provided by portable toilet facilities, which would transport waste off site for treatment and disposal. 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 rezoning properties and establishing Title 22 in order to be consistent with the approved LUE and UDE. As such, the increase in the wastewater flow during operation under the proposed project would be the same as the approved project. Therefore similar to the approved project, the estimated wastewater flow under the proposed project is estimated to be approximately 43 mgd, which represents approximately 4 percent of the remaining capacity of existing County Sanitation Districts of Los Angeles County (LACSD) facilities. As discussed previously, this projection is representative of a worst-case scenario because the majority of new housing units facilitated and allowed by the proposed project are required to alleviate overcrowding of existing housing units with existing Long Beach residents who were already generating wastewater. In addition, as discussed previously, 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, which account for the majority of new residential development facilitation and allowed by the proposed project. 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 and allowed 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, including sewer capacity considerations as part of the City development review and approval process. Improvements and upgrades to sewer lines would continue to be prioritized based on need and would occur throughout the planning period.

Therefore, impacts related wastewater under the proposed project would be similar and would remain less than significant. No mitigation is required.

### 3.10.3.3 Stormwater Drainage

Similar to the approved project, future development facilitated and allowed by the proposed project are 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. As described above, the Construction General Permit requires preparation of a Storm Water Pollution

Prevention Plan (SWPPP) to identify Construction BMPs in order to reduce impacts to water quality, including those impacts associated with soil erosion, siltation, spills, and increased runoff. Furthermore, similar to the approved project, as future individual projects facilitated and allowed 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. Where necessary, the City would identify project conditions to ensure there is adequate capacity and operation of the storm drain system during construction activities. 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 projects facilitated and allowed by the proposed project could increase impervious surface area, which could reduce infiltration and increase runoff. Similar to the approved project, future projects facilitated and allowed 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. Such improvements were outlined in the City's 2019 Capital Improvement Program and included upgrades related to storm drain pipelines, pump stations, and stormwater monitoring equipment.

Similar to the approved project, under the proposed project, depending on the size and nature of the future projects, a 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 facilitated and allowed 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 facilitated and allowed by 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. However, future development facilitated and allowed by the proposed project could result in the need for new or relocated telecommunications facilities. Similar to the existing market conditions, Spectrum Communications, Frontier Communications, and AT&T U-Verse would extend existing services to meet the increased demand for telephone, internet, and cable services as future developments are proposed under the proposed project. 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 facilitated and allowed by 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 facilitated and allowed 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 rezoning properties and establishing 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 the same as under the approved project. The 2019 Certified EIR forecast that the City would generate approximately 1.62 million pounds of solid waste in 2040, or an increase of approximately 193,744 lbs/day. 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 projects facilitated and allowed by 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 includes establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach to implement these PlaceTypes. 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 and allowed 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 development facilitated and allowed 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 and allowed 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. As described in the 2019 Certified EIR, the SERRF does not exceed its daily maximum permitted disposal capacity. Solid waste considered unprocessable by SERRF is taken to landfills in Orange, San Bernardino, and Riverside Counties. 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 facilities and allowed 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.

## 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. There have been no major changes to the existing setting of the planning area with respect to energy.

**Electricity.** The City receives its electricity from Southern California Edison (SCE). In February 2018, the California Energy Commission (CEC) published preliminary California Energy Demands for 2018 through 2028 within the SCE Planning Area.<sup>25</sup> According to the CEC, the electricity consumption in the SCE service area for 2018 was 110,349 gigawatt hours (GWh) in the high-demand scenario. Forecasted electricity consumption within the SCE service area is estimated to be 125,112 GWh by 2025 and 133,754 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 continue to grow annually by 2.45 percent until 2030.

**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 2018, the California Gas and Electric Utilities<sup>26</sup> published the *2018 California Gas Report*. In addition to providing a summary of the existing and historic natural gas demands, the *2018 California Gas Report* provides projected annual gas supplies for future years through year 2035. According to the *2018 California Gas Report*, the natural gas demand in the ER Department's service area was estimated to be 8.65 billion cubic feet per year in 2018 with a future annual demand projected to reach 9.02 billion cubic feet per year in 2035 (the furthest horizon year for which data are available).<sup>27</sup>

### 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.

<sup>25</sup> California Energy Commission (CEC), 2018–2028 Electricity Demand Preliminary Forecast. Website: [http://www.energy.ca.gov/2017\\_energypolicy/documents/2017-08-03\\_workshop/2017-07-06\\_pre\\_demand\\_forecast.php](http://www.energy.ca.gov/2017_energypolicy/documents/2017-08-03_workshop/2017-07-06_pre_demand_forecast.php), (accessed March 4, 2020).

<sup>26</sup> Consists of the following: Southern California Gas Company, Pacific Gas & Electric Company, San Diego Gas & Electric Company, Southwest Gas Corporation, City of Long Beach Energy Resources Department, Sacramento Municipal Utilities District, and Southern California Edison Company.

<sup>27</sup> California Gas and Electric Utilities. *2018 California Gas Report*. Website: [https://www.socalgas.com/regulatory/documents/cgr/2018\\_California\\_Gas\\_Report.pdf](https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf) (accessed March 4, 2020).

### 3.11.2.1 Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

#### Less Than Significant Impact.

**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.

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

**Less Than Significant Impact.** 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, and no mitigation was required.

#### 3.11.2.3 Cumulative Energy Impact

**Less Than Significant 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 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 rezoning properties and establishing 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 and allowed by the proposed project would require natural gas. The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 determined the approved project would result in a natural gas demand of 4,649,160,730 kBtu, or an approximately 16.34 percent increase in natural gas demand as compared to existing conditions. 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 facilitated and allowed 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 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 and allowed by the proposed project would require transportation-related gas usage. The proposed project involves establishing 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 and allowed 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 and allowed 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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 12 new zoning districts and Title 22 of the City's Municipal Code and rezoning select properties on Artesia Boulevard and Atlantic Avenue in North Long Beach, and as such, does not propose any development in itself. However, future development facilitated and allowed by the proposed project under the proposed Title 22 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.

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## **APPENDIX A**

# **NORTH LONG BEACH UPLAN ZONING DISTRICT RECOMMENDATIONS**

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## Title 22

**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 to Title 22. 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 Code will refer back to Title 21.**

### Zoning Districts

#### A. Purpose and Intent

The following zones are established to support a healthy, active area with a mixture of uses that support a full-service community along corridors and at activity nodes

1. The following zones are established to foster multi-modal mixed-use corridors that provide daily needs, goods, and services in walkable proximity to established residential neighborhoods.
  - a. **Residential Mixed-Use 3 (RMU3)** zone is residentially-focused and permits a range of residential configurations with limited neighborhood-serving non-residential uses. Uses may be configured in a horizontal or vertical mixed-use format.
  - b. **Residential Mixed-Use 4 (RMU4)** zone is residentially-focused permitting higher density residential in areas where multi-family housing is currently the dominant use. This zone permits intensification of existing residential areas to increase housing opportunities and introduce neighborhood-serving uses in proximity to residents.
  - c. **Mixed-Use Corridor (MUC)** zone provides for medium-scale, mixed-use development as a transition between residential and mixed-use nodes. This zone permits mixed residential and non-residential in a wide variety of configurations.
  - d. **Mixed-Use Node 1 (MUN1)** zone provides for neighborhood activity centers in proximity to bus routes and multi-modal corridors. This zone permits horizontal and vertical mixed-use appropriately scaled for adjacent neighborhoods.
  - e. **Mixed-Use Node 2 (MUN2)** zone provides for the highest intensity neighborhood activity centers in proximity to bus routes and multi-modal corridors. This zone permits horizontal and vertical mixed-use scaled for the highest intensity uses that benefit from transit proximity and pedestrian activity.
2. The following commercial zone is established to implement the transition from industrial uses to commercial uses.
  - a. **Commercial 3 (C3)** zone is a non-residential zone that supports the transition of larger format industrial/light industrial development to neighborhood services. This zone permits non-residential development, scaled to the neighborhood setting, with a range of services and employment intensities.

#### B. General Provisions - Uses.

1. **Permitted Uses.** Table 3 establishes the land use permissions applicable to the zones identified within this Section. Figure 1 illustrates the boundaries for each zoning district. Use permissions shall be applicable to all existing and new uses, structures, and activities within the identified zone.
  - a. Prior to the establishment of any land use identified in the tables of this Chapter, the applicant shall obtain all necessary approvals and permits in compliance with all applicable requirements of this Zoning Code.

2. **Support Adaptive Reuse.** The application of zoning of this Section and interpretation of standards should support adaptive reuse, to the extent practical, to meet the development, economic, and parking needs of the community.
  - a. All existing buildings, on the day the property is rezoned, shall be permitted to be adaptively reused to any use permitted within the MUC, MUN1, or MUN2 Zones subject to the special development standards of Section 21.45.500.
  - b. See Table 7 for potential parking incentives related to Historic Buildings & Adaptive Reuse of Non-Designated Structures.
3. **Prohibited Uses.** Uses not listed in Table 3 are prohibited, unless determined to be similar compatible uses, consistent with Section B.2.D. below.
4. **Unlisted or Similar Compatible Uses.** Any land use that is not specifically listed in the land use tables for the applicable zone shall not be allowed or permitted within the zone. However, the Zoning Administrator shall have the authority to determine whether the proposed use may be permitted when all the following findings are made by the Zoning Administrator in writing:
  - a. The characteristics of, and activities associated with, the proposed use are equivalent to and compatible with, one or more of the listed permitted uses and will not involve a higher level of activity or density than the permitted uses.
  - b. The proposed use is substantially similar to a listed permitted use.
  - c. The proposed use is compatible with the purpose and intent of the applicable zone.
  - d. The proposed use has similar traffic, noise, light, odor, and other operational impacts as a listed permitted use.
  - e. The operation of the proposed use will not be detrimental to existing uses in the area of influence.
  - f. Decisions of the Zoning Administrator may be appealed subject to Chapter 21.21.
  - g. When the Zoning Administrator makes the findings in writing, the proposed use will be treated in the same regulatory manner as the similar listed permitted use for allowable location(s), permits required, and all other applicable standards and requirements of this Zoning Code.
5. **Temporary Uses.** The temporary uses regulated by the City and not listed in this Section shall be applicable to all zones addressed by this Chapter.
6. **Land Use Operations.**

Mixed-use development requires special attention to the compatibility and livability of all uses within a building and the adjacent uses/buildings. Within the mixed-use Zones:

  - a. No operations conducted on any property shall create objectionable and/or obnoxious dust, light, matter, mud, noise, odor, refuse, smoke, steam, vibration, maintenance needs of grounds or buildings, or other nuisance(s).
  - b. No land use shall be detrimental to the health and welfare of the surrounding community. See Site Design Standards and referenced use standards sections for further requirements.
7. **Permit Requirements.**
  - a. **Permitted Uses.** All permitted land uses are identified by a permit type consistent with Table 2. City Municipal Code section references are provided for applicable permit types.



**Table 2 Land Use Permit Types and Processes**

Symbol	Permit Requirement	Procedure/Standards Section
Y	Yes, the use is permitted.	
N	No, the use is not permitted.	
C	Conditional use permit required.	Chapter 21.52
AP	Administrative use permit required.	Chapter 21.52
A	Accessory use subject to special development standards.	This Chapter and Chapter 21.51
T	Temporary use subject to provisions.	Chapter 21.53
N/A	Not applicable to the zone.	

**Table 3A: Permitted Uses in Residentially Focused Mixed Use (RMU) Zones**

Table 3: Permitted Uses					
Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		Notes and Exceptions
	RMU3	RMU4	RMU3-A	RMU4-A	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-Premise Sales	N	C	N	N	See Specific Use Standards for alcoholic beverage sales exempt from the CUP process
On-Premise Sales	N	C	N	C	
Alcohol Beverage Manufacturing	C	AP	C	AP	Subject to Section 21.45.114.
Accessory Tasting Room	C	AP	C	AP	
Assembly Uses, see Section 21.45.125 – Uses Listed directly from new City Council decision					
Live or Movie Theater					
≤100 Seats	N	AP	N	N	AP for review of noise and gathering impacts on residential within 500 feet
101+ Seats	N	N	N	N	
Assembly Uses (Accessory <25% Of GFA)	Y	Y	Y	Y	
Religious Assembly Uses					
≤2,500 sf GFA and ≤100 occupants	AP	AP	AP	AP	
2,501≤25,000 sf GFA, or ≥101 Occupants	N	N	N	N	
≥25,000 sf GFA	N	N	N	N	

Table 3: Permitted Uses

Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		Notes and Exceptions
	RMU3	RMU4	RMU3-A	RMU4-A	Code section numbers reference the Long Beach Municipal Code.  All uses subject to 21.52.29 and the following noted standards or regulations.
Fitness Facility					
≤2,500 sf GFA	AP	Y	AP	Y	
2,501≤25,000 sf GFA	N	AP	N	AP	
> 25,000 sf GFA	N	N	N	N	
Automobile / Vehicle / Transportation Uses					
Auto Detailing	N	N	N	N	
Auto Detailing, With Handheld Machines Only	N	N	N	N	Inside parking structures or garages only
Car Wash	N	N	N	N	
Fleet Services and Towing	N	N	N	N	Single vehicle parking permitted; see Specific Use Regulations. Accessory uses limited to hotel primary use only; no auto repair
Gasoline/Diesel Fuel Sales					
New Use	N	N	N	N	
Diesel Fuel	N	N	N	N	
Automotive Sales & Repair					
General Auto Repair	N	N	N	N	As defined in 21.15.280
Minor Auto Repair	N	N	N	N	Permitted only on the ground floor.
Motorcycle/ Scooter/Jet Ski/Vehicle Sales	N	N	N	N	Indoor only; conditional use permit when located above the ground floor.
Parts, with installation	N	N	N	N	
Parts, without installation	N	N	N	N	
Parking Structure					
Accessory Use	A	A	A	A	Subject to requirements of Section B.6.
Primary Use, Public	AP	AP	AP	AP	
Primary Use, Private	N	N	N	N	
Recreational Vehicle Storage	N	N	N	N	
Rental Agency					
Mobility Services	Y	Y	Y	Y	Shared, micro-mobility kiosks, dock-less, and/or individual mobility solutions; subject to City regulations

Table 3: Permitted Uses

Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		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.
	RMU3	RMU4	RMU3-A	RMU4-A	
Traditional Daily+ Automobile Rental	N	N	N	N	Accessory to hotel use only; no auto repair services
Transportation Facilities	N	N	N	N	Bus terminals, bus yard, cab stands, heliports/helistops, train stations, etc.
Billboards					
Billboards/Off-Site Advertising	N	N	N	N	Regardless of size
Civic / Institutional Uses					
Adult Day Care	AP	AP	AP	AP	Subject to pending City regulations
College, University, Business or Professional School	N	N	N	N	See Development Incentives for A series zones
Community Center / Senior Center	N	N	N	N	
Elementary or Secondary School	N	N	N	N	
Government Offices, Facilities, or Civic Uses	C	C	C	C	
Industrial Arts Trade School or Rehabilitation Workshop	N	N	N	N	
Mortuary or Funeral Home	N	N	N	N	Minimum 600 feet from any residential zone, as defined in 21.52.211
Museum	Y	Y	Y	Y	See Development Incentives for A series zones
Parks, Plazas, Playgrounds, Open Space, Urban Agriculture	Y	Y	Y	Y	Subject to standards of 21.52.260, 21.45.155
Parsonage	A	A	A	A	Accessory to and on the same parcel as associated religious assembly use
Library, Public or Private	N	N	N	N	See Development Incentives for A series zones
Social Service Office	N	AP/N	N	N	As defined in 21.15.2795, w/ or w/o food distribution; See Development Incentives for A series zones
Tutoring center up to 2,500 sq ft	N	N	N	N	Subject to standards of section 21.52.280
Tutoring center greater than 2,500 sq ft	N	N	N	N	Subject to standards of section 21.52.280
Interim Parks					

Table 3: Permitted Uses

Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		Notes and Exceptions
	RMU3	RMU4	RMU3-A	RMU4-A	Code section numbers reference the Long Beach Municipal Code.  All uses subject to 21.52.29 and the following noted standards or regulations.
Community Garden	IP	IP	IP	IP	Subject to 21.52.260
Passive Park	Y	Y	Y	Y	Subject to 21.45.155
Playground	IP	IP	IP	IP	Subject to 21.52.260
Recreational park	AP	AP	AP	AP	
Urban Agriculture	Y	Y	Y	Y	
Commercial: Business / Retail / Professional / Personal					
Indoor animal related uses with animal adoption and boarding not exceeding 25% of gross floor area (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	Y	Y	AP	Y	Subject to special development standards for indoor animal adoption and boarding 21.45
Indoor animal related uses with animal adoption and boarding exceeding 25% of gross floor area (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	AP	AP	N	AP	
Outdoor animal daycare	AP	AP	N	N	
ATM, Interior	N	N	N	N	
ATM, Exterior or free-standing walk up	N	Y	N	N	Only within 600 feet of a police station, jail, or court
ATM Drive-Thru Machine	N	N	N	N	
Bail Bonds	N	N	N	N	
Basic Sales and Service: Retail / Business / Professional / Personal					
≤4,500 sf GFA	Y	Y	Y	Y	Subject to 21.52.251 in RMU3 and RMU4 zones
>4,500 and ≤9,000 sf GFA	N	Y	N	N	
>9,000 sf GFA	N	N	N	N	
Thrift Store, Consignment, Used Merchandise, Pawn	N	N	N	N	Regardless of size
Daycare Center or Pre-School, 15 or More	Y	Y	Y	Y	As defined in 21.15.730, subject to 21.52.249
Gallery / Experience / Demonstration Space	N	N	N	N	

Table 3: Permitted Uses

Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		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.
	RMU3	RMU4	RMU3-A	RMU4-A	
Equipment Sales, Rental, or Repair	N	N	N	N	Indoor only; outdoor display or sales prohibited
<b>Financial Services</b>					
With Drive-Up Windows	N	N	N	N	Subject to Sections 21.45.130, 21.45.116 and 21.52.212
Without Drive-Up Windows	N	Y	N	Y	
Alternative Financial Services	N	N	N	N	Check Cashing, Payday Loans, Cash for Gold, etc. subject to 21.45.116
Firearms or Other Weapons, Sales or Repair	N	N	N	N	
Laundromat	C	C	C	C	
Manufacture of Products Sold On-Site	N	N	N	N	See Specific Use Standards
<b>Medical Uses / Services</b>					
Convalescent Hospital or Home	N	N	N	N	
Medical Office or Clinic	C	C	C	C	
Hospital	N	N	N	N	
Urgent Care Facility/Minor-Medical Services	C	AP	C	AP	
<b>Massage Therapy</b>					
Accessory Use	N	A	N	N	
Primary Use	N	N	N	N	
Office, non-medical	N	N	N	N	
Outdoor Flower, Plant, Fruit, or Vegetable Sales	A	A	A	A	Maximum of 6,000 sq.ft. for accessory uses
Outdoor Swap Meet, Flea Market, Sales Event	T	T	T	T	Permitted only on the ground floor
Pop-Up Shop / Stand / Itinerant Vendor	N	N	N	N	Subject to 21.45.135, except subsection B.I
<b>Recycling Collection Center for Cans and Bottles</b>					
Subject to 21.51.265, no more than four vending machines at one location					
Staff Attended	N	N	N	N	Permitted only on the ground floor.
Unattended	A	A	A	A	Accessory to a grocery store only, permitted only on the ground floor.

Table 3: Permitted Uses

Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		Notes and Exceptions
	RMU3	RMU4	RMU3-A	RMU4-A	Code section numbers reference the Long Beach Municipal Code.  All uses subject to 21.52.29 and the following noted standards or regulations.
Repair Services	N	N	N	N	Permitted indoor, on the ground floor only. Appliances, upholstery, lawn mowers, etc.
Self-Storage, mini-warehousing (indoor only)	N	N	N	N	Indoor or outdoor
Tattoo Parlor / Piercing Studio	AP	AP	N	AP	Subject to 21.45.166
Termite and Pest Control	N	N	N	N	
Entertainment					
Amusement Machines (≤4)	N	N	N	N	See Section 21.51.205
Banquet Room Rental, Accessory Use	N	N	N	N	Accessory to restaurant or hotel
Banquet Room Rental, Primary Use	N	N	N	N	
Indoor Amusement/Entertainment Facility	N	Y	N	Y	See Section 21.45.115.5, Section 21.52.203 (arcades) and Section 21.52.220.5 (computer arcades)
Outdoor Amusement/Entertainment Facility	N	N	N	N	
Dancing, Accessory Use	N	N	N	N	Accessory to restaurant, hotel, banquet room only. City council hearing is required for new and transferred business licenses.
Private Club, Social Club, Night Club, Pool Hall	N	N	N	N	City council hearing required for new and transferred business licenses; consistent with Section 21.32
Other Entertainment Uses					
Accessory to a Restaurant or Food Service Use	AP	AP	AP	AP	See Specific Use Regulations, Section C.4 within this chapter.
≤9,000 Sq. Ft GFA	C	C	C	C	
>9,000 Sq. Ft GFA	N	N	N	N	
Food Uses					
Grocery and Food Market					
≤4,500 sf GFA	Y	Y	Y	Y	See Development Incentives for A series zones
>4,500 and ≤9,000 sf GFA	AP	AP	AP	AP	

Table 3: Permitted Uses

Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		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.
	RMU3	RMU4	RMU3-A	RMU4-A	
>9,000 sf GFA	C	C	C	C	
Mobile Food Trucks (Temporary)	T	T	T	T	Subject to 21.53.106
Outdoor Dining / Seating	A	A	A	A	For outdoor dining within the public right of way, a Public Walkways Occupancy Permit will be required
Restaurants & Ready-To-Eat Foods					
Restaurant	Y	Y	Y	Y	
Ready-To-Eat Without Drive-Thru	AP	Y	AP	AP	
Ready-To-Eat With Drive-Thru	N	N	N	N	
With Entertainment	N	N	N	N	City council hearing required for new and transferred business licenses; AP required for mixed-use consistency verification
Vending Cart (Food Only)	AP	AP	AP	AP	Subject to 21.45.170 and limited operating hours
Vending Machines (Exterior)	N	N	N	N	Accessory to existing retail sales; subject to 21.51.295
Residential Uses					
Child Day Care Home, 14 or Fewer Children	A	A	A	A	Subject to 21.51.230
Emergency Shelter	C	C	N	C	Subject to 21.45.132
Transitional Housing	Y	Y	Y	Y	
Supporting Housing	Y	Y	Y	Y	
Group Home (1-6 Persons)	Y	Y	Y	Y	
Home Occupation	A	A	A	A	Subject to 21.51.235
Residential Units					
Live-Work Units / Artist Studio with Residence / Shopkeeper	Y	Y	Y	Y	
Caretaker residence	N	N	N	N	
Multi-Family	Y	Y	Y	Y	
Senior and/or Handicapped Housing	Y	Y	Y	Y	



Table 3: Permitted Uses

Uses	Residential Mixed-Use Zones		Residential Mixed-Use Zones (A Series)		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.
	RMU3	RMU4	RMU3-A	RMU4-A	
Single-Family Attached	Y	Y	Y	Y	Residential development shall be limited to attached configurations (rowhomes, townhomes, bungalows, etc.); single-family detached homes are prohibited.
Single-Family Detached	N	N	N	N	
Residential Historic Landmark Building	*	*	*	*	*Subject to 21.52.265.5
Room Rental	A	A	A	A	Subject to 21.51.275
Special Group Residence	N	N	N	N	Subject to 21.52.271
Temporary Lodging					
Bed and Breakfast / Inn	N	C	N	N	Subject to 21.52.209; inns with fewer than seven guest rooms are exempt from AP requirement
Hotel	N	N	N	N	
Motel	N	N	N	N	
Youth Hostel	AP	AP	AP	AP	
Miscellaneous and Other Uses					
Adult Entertainment Business	N	N	N	N	Subject to 21.45.110
Carnival, Event, Fair, Fiesta, Outdoor Exhibition, Seasonal Sales, Trade Show, similar	T	T	T	T	Subject to 21.53.109 and 21.53.113
Wireless Facility	C	C	C	C	Building or roof-mounted only, subject to 21.45.115 and 21.56; freestanding monopoles prohibited
Electric Distribution Station/Substation	C	C	C	C	
Unattended Donation Box	A	A	A	A	Subject to accessory use standards Section 21.51.294

**Table 3B: Permitted Uses in Mixed Use (MU) Zones**

Table 3: Permitted Uses							
Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			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.
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	
Alcoholic Beverages Sales and Uses							
Off-Premise Sales	C	N	C	N	N	N	See Specific Use Standards for alcoholic beverage sales exempt from the CUP process
On-Premise Sales	C	C	C	C	C	C	
Alcohol Beverage Manufacturing	Y	C	AP	Y	C	AP	Subject to Section 21.45.114.
Accessory Tasting Room	A	A	A	A	A	A	
Assembly Uses, see Section 21.45.125 – Uses Listed directly from new City Council decision							
Live or Movie Theater							
≤100 Seats	Y	AP	Y	Y	AP	Y	AP for review of noise and gathering impacts on residential within 500 feet
101+ Seats	AP	AP	AP	AP	AP	AP	
Assembly Uses (Accessory <25% Of GFA)	Y	Y	Y	Y	Y	Y	
Religious Assembly Uses							
≤2,500 sf GFA and ≤100 occupants	Y	Y	Y	Y	Y	Y	
2,501≤25,000 sf GFA, or ≥101 Occupants	AP	AP	AP	AP	AP	AP	
≥25,000 sf GFA	AP	AP	AP	AP	AP	AP	
Fitness Facility							
≤2,500 sf GFA	Y	Y	Y	Y	Y	Y	
2,501≤25,000 sf GFA	Y	AP	Y	Y	AP	Y	
> 25,000 sf GFA	AP	AP	AP	AP	AP	AP	
Automobile / Vehicle / Transportation Uses							
Auto Detailing	N	N	N	N	N	N	
Auto Detailing, With Handheld Machines Only	Y	N	Y	Y	N	N	Inside parking structures or garages only
Car Wash	C	N	N	N	N	N	
Fleet Services and Towing	C	N	N	C	N	N	Single vehicle parking permitted; see Specific Use Regulations. Accessory uses limited to hotel primary use only; no auto repair

Table 3: Permitted Uses							
Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			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.
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	
Gasoline/Diesel Fuel Sales							
New Use	N	N	N	N	N	N	
Diesel Fuel	C	N	N	C	N	N	
Automotive Sales & Repair							
General Auto Repair	N	N	N	N	N	N	As defined in 21.15.280
Minor Auto Repair	C	N	C	C	N	N	Permitted only on the ground floor.
Motorcycle/ Scooter/Jet Ski/Vehicle Sales	N	N	N	N	N	N	Indoor only; conditional use permit when located above the ground floor.
Parts, with installation	N	N	N	N	N	N	
Parts, without installation	AP	AP	N	AP	AP	N	
Parking Structure							
Accessory Use	A	A	A	A	A	A	Subject to requirements of Section B.6.
Primary Use, Public	AP	AP	AP	AP	AP	AP	
Primary Use, Private	C	C	C	C	C	C	
Recreational Vehicle Storage	N	N	N	N	N	N	
Rental Agency							
Mobility Services	Y	Y	Y	Y	Y	Y	Shared, micro-mobility kiosks, dock-less, and/or individual mobility solutions; subject to City regulations
Traditional Daily+ Automobile Rental	A	N	N	A	N	N	Accessory to hotel use only; no auto repair services
Transportation Facilities	N	N	N	N	N	N	Bus terminals, bus yard, cab stands, heliports/helistops, train stations, etc.
Billboards							
Billboards/Off-Site Advertising	N	N	N	N	N	N	Regardless of size
Civic / Institutional Uses							
Adult Day Care	Y	Y	C	Y	Y	C	Subject to pending City regulations
College, University, Business or Professional School	N	Y	Y	N	Y	Y	
Community Center / Senior Center	Y	Y	Y	Y	Y	Y	
Elementary or Secondary School	Y	Y	Y	Y	Y	Y	

Table 3: Permitted Uses

Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			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.
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	
Government Offices, Facilities, or Civic Uses	Y	AP	Y	Y	AP	Y	
Industrial Arts Trade School or Rehabilitation Workshop	AP	AP	AP	AP	AP	AP	
Mortuary or Funeral Home	N	N	N	N	N	N	Minimum 600 feet from any residential zone, as defined in 21.52.211
Museum	Y	Y	Y	Y	Y	Y	
Parks, Plazas, Playgrounds, Open Space, Urban Agriculture	Y	Y	Y	Y	Y	Y	Subject to standards of 21.52.260, 21.45.155
Parsonage	A	A	A	A	A	A	Accessory to and on the same parcel as associated religious assembly use
Library, Public or Private	Y	Y	Y	Y	Y	Y	
Social Service Office	Y/AP	AP/N	AP/C	Y/AP	AP/N	Y/C	As defined in 21.15.2795,w/ or w/o food distribution; See Development Incentives for A series zones
Tutoring center up to 2,500 sq ft	Y	Y	Y	Y	Y	Y	Subject to standards of section 21.52.280
Tutoring center greater than 2,500 sq ft	AP	AP	AP	AP	AP	AP	Subject to standards of section 21.52.280
Interim Parks							
Community Garden	IP	IP	IP	IP	IP	IP	Subject to 21.52.260
Passive Park	Y	Y	Y	Y	Y	Y	Subject to 21.45.155
Playground	IP	IP	IP	IP	IP	IP	Subject to 21.52.260
Recreational park	AP	AP	AP	AP	AP	AP	
Urban Agriculture	Y	Y	Y	Y	Y	Y	
Commercial: Business / Retail / Professional / Personal							
Indoor animal related uses with animal adoption and boarding not exceeding 25% of gross floor area (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	Y	Y	Y	Y	Y	Y	Subject to special development standards for indoor animal adoption and boarding 21.45

Table 3: Permitted Uses

Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			Notes and Exceptions
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	Code section numbers reference the Long Beach Municipal Code.  All uses subject to 21.52.29 and the following noted standards or regulations.
Indoor animal related uses with animal adoption and boarding exceeding 25% of gross floor area (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	AP	AP	AP	AP	AP	AP	
Outdoor animal daycare	AP	AP	AP	AP	AP	AP	
ATM, Interior	Y	Y	Y	Y	Y	Y	
ATM, Exterior or free-standing walk up	AP	AP	AP	AP	AP	AP	Only within 600 feet of a police station, jail, or court
ATM Drive-Thru Machine	N	N	N	N	N	N	
Bail Bonds	N	N	N	N	N	N	
Basic Sales and Service: Retail / Business / Professional / Personal							
≤4,500 sf GFA	Y	Y	Y	Y	Y	Y	Subject to 21.52.251 in RMU3 and RMU4 zones
>4,500 and ≤9,000 sf GFA	Y	Y	Y	Y	Y	Y	
>9,000 sf GFA	Y	AP	AP	Y	AP	AP	
Thrift Store, Consignment, Used Merchandise, Pawn	N	N	N	N	N	N	Regardless of size
Daycare Center or Pre-School, 15 or More	Y	Y	Y	Y	Y	Y	As defined in 21.15.730, subject to 21.52.249
Gallery / Experience / Demonstration Space	Y	Y	Y	Y	Y	Y	
Equipment Sales, Rental, or Repair	AP	N	N	AP	N	N	Indoor only; outdoor display or sales prohibited
Financial Services							
With Drive-Up Windows	C	C	C	C	C	C	Subject to Sections 21.45.130, 21.45.116 and 21.52.212
Without Drive-Up Windows	Y	Y	Y	Y	Y	Y	
Alternative Financial Services	N	N	N	N	N	N	Check Cashing, Payday Loans, Cash for Gold, etc. subject to 21.45.116
Firearms or Other Weapons, Sales or Repair	N	N	N	N	N	N	
Laundromat	C	C	C	C	N	C	
Manufacture of Products Sold On-Site	AP	A	A	AP	A	A	See Specific Use Standards
Medical Uses / Services							
Convalescent Hospital or Home	N	N	N	N	N	N	

Table 3: Permitted Uses

Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			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.
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	
Medical Office or Clinic	Y	Y	Y	Y	Y	Y	
Hospital	N	N	N	N	N	N	
Urgent Care Facility/Minor-Medical Services	AP	Y	Y	AP	Y	Y	
Massage Therapy							
Accessory Use	A	A	A	A	A	A	
Primary Use	AP	AP	AP	AP	AP	AP	
Office, non-medical	Y	Y	Y	Y	Y	Y	
Outdoor Flower, Plant, Fruit, or Vegetable Sales	Y	A	A	Y	A	A	Maximum of 6,000 sq.ft. for accessory uses
Outdoor Swap Meet, Flea Market, Sales Event	T	T	T	T	T	T	Permitted only on the ground floor
Pop-Up Shop / Stand / Itinerant Vendor	Y/T	Y/T	Y/T	Y/T	Y/T	Y/T	Subject to 21.45.135, except subsection B.I
Recycling Collection Center for Cans and Bottles Subject to 21.51.265, no more than four vending machines at one location							
Staff Attended	AP	N	N	AP	N	N	Permitted only on the ground floor.
Unattended	A	A	A	A	A	A	Accessory to a grocery store only, permitted only on the ground floor.
Repair Services	C	N	N	C	N	N	Permitted indoor, on the ground floor only. Appliances, upholstery, lawn mowers, etc.
Self-Storage, mini-warehousing (indoor only)	N	N	N	N	N	N	Indoor or outdoor
Tattoo Parlor / Piercing Studio	Y	Y	Y	Y	Y	Y	Subject to 21.45.166
Termite and Pest Control	N	N	N	N	N	N	
Entertainment							
Amusement Machines (≤4)	A	A	A	A	A	A	See Section 21.51.205
Banquet Room Rental, Accessory Use	A	A	A	A	A	A	Accessory to restaurant or hotel
Banquet Room Rental, Primary Use	AP	C	C	AP	C	C	
Indoor Amusement/Entertainment Facility	Y	AP	AP	Y	AP	Y	See Section 21.45.115.5, Section 21.52.203 (arcades) and Section 21.52.220.5 (computer arcades)
Outdoor Amusement/Entertainment Facility	AP	N	AP	AP	N	AP	

Table 3: Permitted Uses

Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			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.
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	
Dancing, Accessory Use	A	A	A	A	A	A	Accessory to restaurant, hotel, banquet room only. City council hearing is required for new and transferred business licenses.
Private Club, Social Club, Night Club, Pool Hall	C	C	C	C	C	C	City council hearing required for new and transferred business licenses; consistent with Section 21.32
Other Entertainment Uses							
Accessory to a Restaurant or Food Service Use	Y	Y	Y	Y	Y	Y	See Specific Use Regulations, Section C.4 within this chapter.
≤9,000 Sq. Ft GFA	AP	AP	AP	AP	AP	AP	
>9,000 Sq. Ft GFA	C	C	C	C	C	C	
Food Uses							
Grocery and Food Market							
≤4,500 sf GFA	Y	Y	Y	Y	Y	Y	
>4,500 and ≤9,000 sf GFA	Y	Y	Y	Y	Y	Y	Drive-thru subject to 21.45.130
>9,000 sf GFA	Y	AP	AP	Y	AP	AP	Drive-thru subject to 21.45.130
Mobile Food Trucks (Temporary)	T	T	T	T	T	T	Subject to 21.53.106
Outdoor Dining / Seating	A	A	A	A	A	A	
Restaurants & Ready-To-Eat Foods							
Restaurant	Y	Y	Y	Y	Y	Y	
Ready-to-Eat Without Drive-Thru	Y	Y	Y	Y	Y	Y	
Ready-to-Eat With Drive-Thru	N	N	N	N	N	N	
With Entertainment	Y	Y	Y	Y	Y	Y	City council hearing required for new and transferred business licenses; AP required for mixed-use consistency verification
Vending Cart (Food Only)	AP	AP	AP	AP	AP	AP	Subject to 21.45.170 and limited operating hours
Vending Machines (Exterior)	A	A	A	A	A	A	Accessory to existing retail sales; subject to 21.51.295
Residential Uses							
Child Day Care Home, 14 or Fewer Children	A	A	A	A	A	A	Subject to 21.51.230



Table 3: Permitted Uses							
Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			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.
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	
Emergency Shelter	C	C	C	C	C	C	Subject to 21.45.132
Group Home (1-6 Persons)	Y	Y	Y	Y	Y	Y	
Home Occupation	A	A	A	A	A	A	Subject to 21.51.235
Residential Units							
Live-Work Units / Artist Studio with Residence / Shopkeeper	Y	Y	Y	Y	Y	Y	
Caretaker residence	N	N	N	N	N	N	
Multi-Family	Y	Y	Y	Y	Y	Y	
Senior and/or Handicapped Housing	Y	Y	Y	Y	Y	Y	
Single-Family Attached	Y	N	N	Y	N	N	Residential development shall be limited to attached configurations (rowhomes, townhomes, bungalows, etc.); single-family detached homes are prohibited.
Single-Family Detached	N	N	N	N	N	N	
Residential Historic Landmark Building	*	*	*	*	*	*	*Subject to 21.52.265.5
Room Rental	A	A	A	A	A	A	Subject to 21.51.275
Special Group Residence	C	C	C	C	C	C	Subject to 21.52.271
Temporary Lodging							
Bed and Breakfast / Inn	AP	AP	N	N	N	N	Subject to 21.52.209; inns with fewer than seven guest rooms are exempt from AP requirement
Hotel	C	C	C	C	C	C	
Motel	N	N	N	N	N	N	
Youth Hostel	AP	AP	AP	AP	AP	AP	
Miscellaneous and Other Uses							
Adult Entertainment Business	N	N	N	N	N	N	Subject to 21.45.110
Carnival, Event, Fair, Fiesta, Outdoor Exhibition, Seasonal Sales, Trade Show, similar	T	T	T	T	T	T	Subject to 21.53.109 and 21.53.113
Cellular or Wireless Facility	C	C	C	C	C	C	Building or roof-mounted only, subject to 21.45.115 and 21.56; freestanding monopoles prohibited
Electric Distribution Station/Substation	C	C	C	C	C	C	

Table 3: Permitted Uses							
Uses	Mixed-Use Zones			Mixed-Use Zones (A-Series)			Notes and Exceptions
	MUC	MUN1	MUN2	MUC-A	MUN1-A	MUN2-A	
Unattended Donation Box	A	A	A	A	A	A	Code section numbers reference the Long Beach Municipal Code. All uses subject to 21.52.29 and the following noted standards or regulations. Subject to accessory use standards Section 21.51.294

**Table 3C: Permitted Uses in Commercial Zones**

Table 3: Permitted Uses			
Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	Notes and Exceptions
	C3	C3-A	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-Premise Sales	C	C	See Specific Use Standards for alcoholic beverage sales exempt from the CUP process
On-Premise Sales	C	C	
Alcohol Beverage Manufacturing	AP	AP	Subject to Section 21.45.114.
Accessory Tasting Room	A	A	
Assembly Uses, see Section 21.45.125 – Uses Listed directly from new City Council decision			
Live or Movie Theater			
≤100 Seats	Y	Y	AP for review of noise and gathering impacts on residential within 500 feet
101+ Seats	Y	Y	
Assembly Uses	Y	Y	
(Accessory <25% Of GFA)			
Religious Assembly Uses			
≤2,500 sf GFA	Y	Y	
and ≤100 occupants			
2,501≤25,000 sf GFA,	Y	Y	
or ≥101 Occupants			
≥25,000 sf GFA	Y	Y	
Fitness Facility			
≤2,500 sf GFA	Y	Y	
2,501≤25,000 sf GFA	Y	Y	

Table 3: Permitted Uses

Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	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.
	C3	C3-A	
> 25,000 sf GFA	Y	Y	
Automobile / Vehicle / Transportation Uses			
Auto Detailing	N	N	
Auto Detailing, With Handheld Machines Only	Y	Y	Inside parking structures or garages only
Car Wash	N	N	
Fleet Services and Towing	C/A	C/A	Single vehicle parking permitted; see Specific Use Regulations. Accessory uses limited to hotel primary use only; no auto repair
Gasoline/Diesel Fuel Sales			
New Use	N	N	
Diesel Fuel	N	N	
Automotive Sales & Repair			
General Auto Repair	N	N	As defined in 21.15.280
Minor Auto Repair	C	C	Permitted only on the ground floor.
Motorcycle/ Scooter/Jet Ski/Vehicle Sales	AP/C	AP/C	Indoor only; conditional use permit when located above the ground floor.
Parts, with installation	N	N	
Parts, without installation	Y	Y	
Parking Structure			
Accessory Use	A	A	Subject to requirements of Section B.6.
Primary Use, Public	AP	AP	
Primary Use, Private	C	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	Y	Y	Accessory to hotel use only; no auto repair services
Transportation Facilities	N	N	Bus terminals, bus yard, cab stands, heliports/helistops, train stations, etc.

Table 3: Permitted Uses

Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	Notes and Exceptions
	C3	C3-A	Code section numbers reference the Long Beach Municipal Code.  All uses subject to 21.52.29 and the following noted standards or regulations.
Billboards			
Billboards/Off-Site Advertising	N	N	Regardless of size
Civic / Institutional Uses			
Adult Day Care	Y	Y	Subject to pending City regulations
College, University, Business or Professional School	Y	Y	
School			
Community Center / Senior Center	Y	Y	
Elementary or Secondary School	C	C	Special conditions apply (see Sections 21.52.263 and 21.52.249).
Government Offices, Facilities, or Civic Uses	Y	Y	
Industrial Arts Trade School or Rehabilitation Workshop	Y	Y	
Mortuary or Funeral Home	AP	AP	Minimum 600 feet from any residential zone, as defined in 21.52.211
Museum	Y	Y	
Parks, Plazas, Playgrounds, Open Space, Urban Agriculture	Y	Y	Subject to standards of 21.52.260, 21.45.155
Tutoring center up to 2,500 sq ft	Y	Y	Subject to standards of section 21.52.280
Tutoring center greater than 2,500 sq ft	AP	AP	Subject to standards of section 21.52.280
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	
Parsonage	A	A	Accessory to and on the same parcel as associated religious assembly use
Library, Public or Private	Y	Y	

Table 3: Permitted Uses

Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	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.
	C3	C3-A	
Social Service Office	Y/AP	Y/AP	As defined in 21.15.2795, AUP required only for food distribution; See Development Incentives for A series zones
<b>Commercial: Business / Retail / Professional / Personal</b>			
Indoor animal related uses with animal adoption and boarding not exceeding 25% of gross floor area (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 animal adoption and boarding 21.45
Indoor animal related uses with animal adoption and boarding exceeding 25% of gross floor area (such as but not limited to animal grooming, veterinary clinic, animal lounge, animal daycare, pet shop)	AP	AP	
Outdoor animal daycare	AP	AP	
Animals, Veterinary Clinic	Y	Y	
ATM, Interior	Y	Y	
ATM, Exterior or free-standing walk up	AP	AP	
ATM Drive-Thru Machine	N	N	
Bail Bonds	C	N	Only within 600 feet of a police station, jail, or court
<b>Basic Sales and Service: Retail / Business / Professional / Personal</b>			
≤4,500 sf GFA	Y	Y	Subject to 21.52.251 in RMU3 and RMU4 zones
>4,500 and ≤9,000 sf GFA	Y	Y	
>9,000 sf GFA	Y	Y	
Thrift Store, Consignment, Used Merchandise, Pawn	C	C	Regardless of size
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	Y	Y	
Equipment Sales, Rental, or Repair	Y	Y	Indoor only; outdoor display or sales prohibited

Table 3: Permitted Uses

Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	Notes and Exceptions
	C3	C3-A	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-Up Windows	C	C	Subject to Sections 21.45.130, 21.45.116 and 21.52.212
Without Drive-Up Windows	Y	Y	
Alternative Financial Services	N	N	Check Cashing, Payday Loans, Cash for Gold, etc. subject to 21.45.116
Firearms or Other Weapons, Sales or Repair	N	N	
Laundromat	C	C	
Manufacture of Products Sold On-Site	Y	Y	See Specific Use Standards
Medical Uses / Services			
Convalescent	C	C	
Hospital or Home			
Medical Office or Clinic	Y	Y	
Hospital	C	C	
Urgent Care Facility/Minor-Medical Services	Y	Y	
Massage Therapy			
Accessory Use	A	A	
Primary Use	AP	AP	
Office, non-medical	Y	Y	
Outdoor Flower, Plant, Fruit, or Vegetable Sales	Y	Y	Maximum of 6,000 sq.ft. for accessory uses
Outdoor Swap Meet, Flea Market, Sales Event	T	T	Permitted only on the ground floor
Pop-Up Shop / Stand / Itinerant Vendor	Y/T	Y/T	Subject to 21.45.135, except subsection B.I
Recycling Collection Center for Cans and Bottles			
Subject to 21.51.265, no more than four vending machines at one location			
Staff Attended	AP	AP	Permitted only on the ground floor.
Unattended	A	A	Accessory to a grocery store only, permitted only on the ground floor.
Repair Services	Y	Y	Permitted indoor, on the ground floor only. Appliances, upholstery, lawn mowers, etc.
Self-Storage, mini-warehousing (indoor only)	N	N	Indoor or outdoor

Table 3: Permitted Uses

Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	Notes and Exceptions
	C3	C3-A	Code section numbers reference the Long Beach Municipal Code.  All uses subject to 21.52.29 and the following noted standards or regulations.
Tattoo Parlor / Piercing Studio	Y	Y	Subject to 21.45.166
Termite and Pest Control	N	N	
Entertainment			
Amusement Machines (≤4)	A	A	See Section 21.51.205
Banquet Room Rental, Accessory Use	A	A	Accessory to restaurant or hotel
Banquet Room Rental, Primary Use	AP	AP	
Indoor Amusement/Entertainment Facility	Y	Y	See Section 21.45.115.5, Section 21.52.203 (arcades) and Section 21.52.220.5 (computer arcades)
Outdoor Amusement/Entertainment Facility	AP	AP	
Dancing, Accessory Use	A	A	Accessory to restaurant, hotel, banquet room only. City council hearing is required for new and transferred business licenses.
Private Club, Social Club, Night Club, Pool Hall	C	C	City council hearing required for new and transferred business licenses; consistent with Section 21.32
Other Entertainment Uses			
Accessory to a Restaurant or Food Service Use	Y	Y	See Specific Use Regulations, Section C.4 within this chapter.
≤9,000 Sq. Ft GFA	Y	Y	
>9,000 Sq. Ft GFA	AP	AP	
Food Uses			
Grocery and Food Market			
≤4,500 sf GFA	Y	Y	Drive-thru subject to 21.45.130
>4,500 and ≤9,000 sf GFA	Y	Y	
>9,000 sf GFA	Y	Y	
Mobile Food Trucks (Temporary)	T	T	Subject to 21.53.106
Outdoor Dining / Seating	A	A	
Restaurants & Ready-To-Eat Foods			
Restaurant	Y	Y	



Table 3: Permitted Uses

Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	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.
	C3	C3-A	
Ready-to-Eat Without Drive-Thru	Y	Y	
Ready-to-Eat With Drive-Thru	C	N	
With Entertainment	Y	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)	A	A	Accessory to existing retail sales; subject to 21.51.295
Residential Uses			
Child Day Care Home, 14 or Fewer Children	N	N	Subject to 21.51.230
Emergency Shelter	C	C	Subject to 21.45.132
Group Home (1-6 Persons)	N	N	
Home Occupation	N	N	Subject to 21.51.235
Residential Units			
Live-Work Units / Artist Studio with Residence / Shopkeeper	N	N	
Caretaker residence	N	N	
Multi-Family	N	N	
Senior and/or Handicapped Housing	AP	AP	
Single-Family Attached	N	N	Residential development shall be limited to attached configurations (rowhomes, townhomes, bungalows, etc.); single-family detached homes are prohibited.
Single-Family Detached	N	N	
Residential Historic Landmark Building	*	*	*Subject to 21.52.265.5
Room Rental	N	N	Subject to 21.51.275
Special Group Residence	N	N	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 AP requirement
Hotel	C	C	

Table 3: Permitted Uses

Uses	Commercial Mixed-Use Zones	Commercial Mixed-Use Zones (A-Series)	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.
	C3	C3-A	
Motel	N	N	
Youth Hostel	Y	Y	
Miscellaneous and Other Uses			
Adult Entertainment Business			Subject to 21.45.110
Carnival, Event, Fair, Fiesta, Outdoor Exhibition, Seasonal Sales, Trade Show, similar	T	T	Subject to 21.53.109 and 21.53.113
Cellular or Wireless Facility	C	C	Building or roof-mounted only, subject to 21.45.115 and 21.56; freestanding monopoles prohibited
Electric Distribution Station/Substation	C	C	
Unattended Donation Box	A	A	Subject to accessory use standards Section 21.51.294

### C. Specific Use Standards

#### 1. Alcoholic Beverage Sales.

The following alcoholic beverage sales may be exempted from the Conditional Use Permit requirement:

- Restaurants with alcoholic beverage service only with meals. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. For example, a sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge without a bar, but with primarily service of only hors d'oeuvres and alcoholic beverages is not exempt.
- Grocery stores with accessory sale of alcoholic beverages. For the purposes of this provision, grocery stores are defined as retail establishments for which more than 70% of the floor area is dedicated to selling food, and no more than 30% of the floor area is dedicated to selling alcohol.
- Existing legal, nonconforming uses.

#### 2. Car Wash.

- Washing area (machine/drive-thru area) shall be located away from the Primary Frontage. The primary building, or area of the building intended for occupancy or sales, shall be located between the washing area and the Primary Frontage. Where this is not possible, the setback to the primary building shall be less than the setback to the washing area.
- Outdoor washing area and vehicle queuing shall not occur in the following locations.
  - Between the building and the primary frontage.
  - Less than 20 feet from an existing residential property.

- c. When located adjacent to a residential use, provisions shall be made to minimize noise, light, and odor impacts on the adjacent residential use. This may include a sound buffering acoustic wall and/or separation by a physical barrier.
- d. Driveway cuts shall be limited to a maximum of 1 per street frontage and a maximum width of 24 feet.

**3. Entertainment Uses, Accessory to a Restaurant or Food Service Use.**

- a. Size limitations.
  - i. Accessory entertainment use shall be limited to 40% or less of the customer service floor area and limited to a ground floor or subterranean use.
  - ii. Within mixed-use buildings this use shall not exceed 9,000 sf GFA and shall be limited to a ground floor or subterranean use. Greater than 9,000 sf GFA shall be prohibited in a mixed-use building with residential uses.
- b. Enclosure. All entertainment shall be conducted completely within the enclosed portion of the structure, unless separately permitted.
- c. Accessibility. Entertainment or other activities shall not block patron or service accessibility pathways.
- d. Music and Lighting. Music-related entertainment, or entertainment including special lighting demonstrations, shall have limited operating hours between seven (7:00) a.m. and ten (10:00) p.m., unless modified through an approved Conditional Use Permit.
- e. Residential adjacent conditions. Business hours shall be limited to between seven (7:00) a.m. and ten (10:00) p.m., unless otherwise modified through a Conditional Use Permit, where a use is located within 500 feet of an existing residential property.
- f. Mixed-use conditions. Business hours shall be determined at the time of permit issuance for uses occurring within mixed-use buildings that include residential uses. Noise and vibration mitigations may be identified and required in lieu of business hour limitations subject to City regulations.

**4. Fleet Services and Towing.**

- a. All the following standards shall apply to the storage or operation of two or more fleet or towing vehicles.
  - i. Where a primary building is located on site, the building shall be located between the vehicle storage area and the Primary Frontage.
  - ii. Enclosed or garaged vehicle storage is preferred but not required.
  - iii. In no case shall fleet or towing vehicles be parked less than ten feet from an existing stand-alone single-family or multi-family property.
  - iv. Auto repair of any kind or intensity is prohibited on site unless the repair use has been individually permitted on the parcel.
  - v. Chain link fencing and razor wire is prohibited.
- b. Related to non-emergency transport services:
  - i. Storage and parking of one tow truck shall be permitted. Storage or parking of two or more trucks qualifies as fleet vehicle storage.
  - ii. Limousine services are permitted as an accessory use to a primary hotel use, consistent with the Land Use table.

**5. Manufacture of Products Sold On-Site.**

Artisanal and limited-production manufacture of goods is permitted where the impacts of the use (noise, light, odor, temperature, vibration, loading/unloading, storage, etc.) are compatible with the mixed-use setting of these zones

an do not interfere with the daily operation of adjacent residential and non-residential uses subject to the following standards.

- a. Manufacture processes that result in vibrations, noise, or emissions inconsistent with residential habitation are prohibited within a residence. This includes but is not limited to cabinetry, upholstery, textile dying, welding, and metal fabrication. Such uses may be permitted in a live-work unit consistent with building code standards.
- b. This use shall be limited to an accessory use in live-work / artist studio with residence / shopkeeper units, and basic sales and services uses, except in the C3 Zone.
- c. Manufacturing space shall not exceed 70% of the gross square footage (GFA) of the basic sales and services use.
- d. All manufacturing and production of products, including storage of materials and completed products, shall be conducted within an enclosed structure and shall not be located closer than 20 feet to a residential-only use.
- e. When located adjacent to a residential use, provisions shall be made to minimize noise, light, and odor impacts on the adjacent residential use. This may include a sound buffering acoustic wall and/or separation by a physical barrier.
- f. Use of outdoor generators is prohibited.

**6. Motorcycle/Scoot/Jet Ski Sales.**

- a. Sales facilities are limited to indoor showrooms only.
- b. Oil changes and minor on-site repair of tires, lights, etc. are allowed.
- c. On-site engine repair and engine demonstrations is prohibited; drop-off for off-site repair is allowed.
- d. A Conditional Use Permit is required when located above the 1st floor.
- e. Sales facilities must comply with all requirements of the Long Beach Municipal Code

**7. Outdoor Dining.**

Outdoor dining may be provided along segments of the building's front façade that are set back from the property line and may be located within the setback or on the public sidewalk. If located on the public sidewalk, a Public Sidewalk Occupancy Permit must be obtained, as outlined in the Municipal Code Chapter 14.14. The standards in Municipal Code Chapter 14.14 must be followed, including the following requirements.

- a. A continuous, unobstructed path of travel must be provided to facilitate pedestrian movement within the public right-of-way.
- b. Awnings that project more than 6 feet into the public right-of-way, or that are designed to require ground support are prohibited.
- c. Retractable or movable shade devices are permitted.
- d. Outdoor dining shall not be fully enclosed.

**8. Pop-Up Shop / Itinerant Vendor.**

- a. This use shall be limited to the ground floor and shall comply with all signage standards of the municipal code.
- b. Parking standards shall be based on the square footage of the permanent space hosting the vendor; no additional parking shall be required on an individual vendor basis.
- c. May be conducted in conjunction with a vending cart subject to permit requirements.

**9. Vending Carts.**

- a. Operating hours for all uses shall be limited between the hours of seven (7:00) a.m. and ten (10:00) p.m., unless modified through an approved Conditional Use Permit.
- b. Parking shall not be required for temporary or reoccurring vending carts.
- c. Vending cart uses are subject to Section 21.45.170.

**D. Special Use Incentives (A-series zones)**

The following economic development and healthy communities incentives shall be applicable to new development in Uptown Zones; Uptown is defined as the 90805 zip code in North Long Beach. For all other areas in the City, Special Use Incentives may only be applicable in areas that have been designated as Community Development Block Grant Areas by the Department of Housing and Urban Development. If a project utilizes multiple incentive options, the maximum cumulative parking reduction allowed for a project cannot exceed more than 30 percent of the total required parking for said project.

**1. Education and Institutional Uses.**

The gross square footage (GFA) of the ground floor educational, community-based non-profits, and institutional uses (including schools, libraries, museums, government Offices, facilities, or civic uses), of up to 9,000 sf GFA, shall not count toward the maximum FAR of a parcel or project if the following conditions are met:

- a. The use is located primarily on the ground floor (use may be multi-story, only ground floor GFA shall be exempted).
- b. The ground floor occupancy is designed to meet the Design of Ground Floor Retail and Pedestrian-Oriented Uses standards of Section B.4.H and B.4.I.

**2. Grocery and Food Markets.**

Establishment and maintenance of stores that sell fresh foods in proximity to established neighborhoods should be incentivized.

- a. Minimum Fresh Foods Requirement. Any grocery or food market that devotes 30% or more of selling space to perishable fresh food items shall qualify to utilize the following incentives. Incentives may be used individually or together where the configuration requirements are met.
  - i. Intensity Incentive. The total gross square footage (GFA) of a grocery market shall not count toward the maximum FAR of a parcel or project.
  - ii. Parking Incentives. Grocery market required parking spaces:
    - Shall be counted as guest spaces for any residential units developed as part of a horizontal or vertical mixed-use project;
    - Shall reduce by 1 space per 1,000 sf if located within a 1/4 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; or
    - The two incentives listed above may be used individually or together where the configuration requirements are met.

**3. Affordable Housing Monitoring**

- a. Housing Production Benchmark

A study will be initiated to evaluate affordable housing production strategies and incentives within six (6) months of adoption of the A series zones, unless inclusionary zoning or a similar regulation has been adopted in the interim.

#### 4. Community Benefits

Projects that provide the following community benefits may qualify for development incentives:

- a. Commercial space incentives for workforce development employment strategies. Projects which provide commercial space for enterprises that employ through a local workforce development organization, including the Pacific Gateway Workforce Innovation and Opportunity Network (PGWIN), shall qualify for incentives, subject to the following:
  - i. Employment of PGWIN trainees will be a requirement of the occupier of qualified commercial space for a minimum of 5 years.
  - ii. Annual certification of compliance with the above shall be completed through PGWIN and provided to the Planning Bureau.
- b. Grandfathered commercial rents for community businesses. Projects which provide commercial rents at a historic market rate to existing local businesses shall qualify for the corresponding incentives, subject to the following:
  - “Historic market rate” rents shall be defined as the average per-square-foot market rent for the local market for the last three years prior to the proposed lease agreement. Maximum annual rent increase shall be limited to 4 percent.
  - An existing local business shall provide evidence of business history, including business license history, with the City of Long Beach of at least 5 years in the corresponding local market, to the satisfaction of the Department of Development Services.
  - Submit annual certification of the lease agreement rate to the City of Long Beach Department of Development Services; a minimum commercial lease length of 5 years is required to qualify.

For projects that comply with either or both of the community benefit requirements, said projects will qualify to have the corresponding commercial space(s) exempted from maximum floor area limitations and parking requirements.

#### 5. Climate Mitigation and Adaptation Incentives

The City of Long Beach seeks to minimize future greenhouse gas emissions from the building sector while lessening the impact of climate change stressors on the local community, including extreme heat, air quality, drought and flooding. In addition to meeting all Green Building Standards contained in 21.45.400, parking incentives may be provided to commercial only projects that demonstrate additional strategies to reduce GHG emissions or to lessen the impact of documented climate stressors on the local community.

Projects may qualify for reduction in parking requirements in exchange for providing on-site or off-site climate mitigation or adaptation measures commensurate with the savings associated with the requested parking reduction, up to a maximum of 15%. Measures must meet the geographic needs of the local community as demonstrated in the City’s Climate Action and Adaptation Plan. Eligible measures include but are not limited to:

- Tree planting
- Photocatalytic tiles to improve air quality.

- Cool roof and/or cool wall materials
- On-site solar installations (for example as shade structures over parking spaces)
- Bus shelter amenity improvements
- Additional bicycle amenities

## E. General Provisions – Development Standards

Tables 4 through 8 of this Chapter establish development standards. See Figure 2 for Development Standards Diagram.

1. **Applicability.** Tables 4 through 8 denote development standards for all RMU, MUC and C zones. Regulations in these tables also apply to all sub-zones. For example, RMU3 regulations apply to RMU3, RMU3a and all future RMU3 sub-zones.
2. **Intensity (FAR).** The intensity of non-residential development shall meet the established minimum required FAR and shall not exceed the maximum FAR.
  - a. Area dedicated to parking structures and residential shall not be included in the FAR calculation.
  - b. Mixed-use development shall not be subject to the minimum FAR requirement of Table 4.
3. **Building Height.** Building height shall be regulated by maximum number of stories and the dimensional height of the structure.
  - a. Building height shall be measured as the vertical distance between the adjacent sidewalk grade and highest point of the parapet (for flat roofs), or the average height of the highest and lowest ridge point of the top floor roof line (gable, pitch, hip, or other non-flat roof) that does not add to the useable square footage to the building.
  - b. Measurement of building height shall exclude the following features:
    - Vertical architectural projections (building elements added for architectural interest without adding interior floor area, such as towers and cupolas), not to exceed 10 feet above parapet height.
    - Horizontal architectural projections which cantilever 5 feet or less from the exterior wall (or rooftop feature) shall not be included as part of the exterior wall line.
    - Rooftop guard rails.
    - Permanent unenclosed roof deck features located 2 feet or more from the exterior wall plane (including shade or partial covering structures, or similar features) up to 50% of the principle building footprint.
    - All mechanical equipment (including solar panels or other alternative energy equipment/infrastructure, elevator and mechanical equipment penthouses, and all associated screening features).
4. **Frontage Requirements.**
  - a. In addition to the development standards of Table 5, the building character and building frontage requirements of this Section shall apply to all development.
  - b. Pedestrian-Oriented Uses are regulated as a minimum required percentage of block length.
5. **Development Sites.**
  - a. Development created through lot consolidation shall be developed as a unified site.
  - b. Consolidation of sites is permitted and encouraged, consistent with subdivision regulations, however consolidation shall avoid isolated parcels.
  - c. At the time of lot consolidation, the new development site shall identify primary and secondary (if applicable) frontages.



**6. Screening Required.**

- a. Screening per Section 21.32.225 shall be required for non-residential and mixed-use development.
- b. Walls and fences in the primary or secondary frontage setbacks are highly discouraged.

**7. General Building Character.**

Figures 3 through 5 illustrate potential street frontage conditions based on the following standards.

- a. New construction and renovations shall be subject to the requirements of 21.45.400 (Green Building Standards) based on project type and gross square footage thresholds as outlined by 21.45.400.
- b. Incorporate variations in wall plane, building height, and roof form to reduce the scale and bulk of buildings, and add visual interest to the public realm. See figure notes for examples of variation.
  - Use variation and expression of building details, form, line, colors, and materials to create visual interest.
  - Express individual units through building design wherever possible. This may be accomplished in a variety of ways, such as through use of balconies, or a change in wall plane, and/or color, and/or roof form.

**8. Active Ground Floor and Active Use Requirements**

Figure 11 establishes Primary and Secondary frontages. Building frontages in these locations shall be designed with active ground floor conditions, and incorporate pedestrian-oriented uses, per the percentage requirements of Table 5. Alternative compliance with ground floor conditions may be permitted at the discretion of the Zoning Administrator.

- a. Frontage Standards. The following conditions and standards shall apply to all Primary and Secondary Frontage setbacks:
  - A minimum of 50% of the street frontage shall be built to the minimum required setback established in Table 5.
  - Additional standards for a required corner cut-off apply in accordance with Section 21.31.215 and 21.32.220 of the Long Beach Municipal Code.
  - All non-residential or mixed-use buildings shall have the first habitable floor level be within 3 feet of sidewalk grade.
  - Residential uses may have a ground floor level above sidewalk grade, when creating a stoop or porch frontage directly accessible from the sidewalk.
  - Blank Walls. Continuous blank walls, without windows, doors, or any other architectural articulation, shall be limited to 50 feet, measured horizontally.
- b. Active Ground Floor Requirements. Active ground floor condition requirements are established in Table 5 which can be satisfied by inclusion of and design for pedestrian-oriented activating uses.
  - i. Activating uses include active uses that are accessible to the general public, and contribute to a high level of pedestrian activity in the public realm. Activating uses may include but are not limited to the following and may be determined at the discretion of the Zoning Administrator or Planning Manager.
    - Publicly accessible open space
    - Restaurants and food service (not drive thru)
    - Entertainment
    - Civic and community services (library, museum, non-profit, services, etc.)
    - Commercial personal and convenience services

- Commercial professional or business support services (walk-in)
- Commercial retail sales
- Neighborhood-serving commercial multipurpose space
- Grocery or food market
- Medical office or clinic
- Veterinary clinic
- Urgent care facility/minor-medical services
- Assembly or religious assembly
- College, university, business or professional school
- Community Center / Senior Center, and other related recreation or neighborhood serving facilities
- Leasing or property management office
- Live or movie theater
- Daycare center or pre-school
- Gallery / experience / demonstration space
- Fitness or health facility
- Hotel
- Building lobby or building common area
- Bed and breakfast inn
- Youth hostel
- ii. The following residential uses qualify as activating uses.
  - Residential use with patio, stoop, porch or other architectural entrance feature facing the frontage (ground floor)
  - Live-work / artist studio with residence / shopkeeper
  - Residential lobbies, amenity spaces, recreation rooms, and community rooms, designed per Section B.5 of this chapter.
- iii. Design of Ground Floor Retail and Activating Uses.

#### General Standards

The following standards and guidelines address specific criteria related to the design of pedestrian-oriented uses.

- I. **Plate Height.** Ground-floor height (floor-to-ceiling) shall be a minimum of 12 feet, however 15 feet is encouraged.
- II. **Ground Floor Elevation.** Non-residential uses should have a floor elevation that is level with the elevation of the adjacent sidewalk.
- III. **Primary Entries.** The primary entrance to each commercial space on the ground floor shall be located on the front façade and open onto the public frontage.
- IV. **Window Glazing.** Design non-residential street facing façades to be primarily composed of clear, non-reflective glass that allows views of the indoor space.
  - Locate the bottom sill of required display windows a maximum of 30 inches above the adjacent exterior or public walkway; set head height for ground floor storefronts and windows at the ground floor a minimum of 80 inches above the adjacent walkway.
- V. **Residential Uses.** Where they occur, ground-floor residential uses, including residences, lobbies, recreation and community rooms, shall provide entries or large windows at the ground floor to

activate the street. In the case of walk-up residential uses, residential uses may have a ground floor level above sidewalk grade. Patios, stoops, porches or similar design features shall be provided and be directly accessible from the sidewalk.

- o Pedestrian Paseos. New projects shall preserve mid-block alleys and paseos, or create new connections, wherever possible. Where blocks are longer than 200 feet or where a destination, view, or circulation path warrants a mid-block pedestrian connection, publicly accessible paseos shall be provided.
  - o Pedestrian paseos shall be considered open space and include elements such as shade, seating, and water features.
  - o Pedestrian lighting shall be incorporated to provide comfort and safety.
- VI. Orientation (all uses). Where courtyards, paseos, or greenways are proposed, restaurant, retail, or other uses should face these spaces with windows, front doors, and outdoor patios, and be designed to the standards of this Section.
- VII. Pedestrian Features. Awnings, signs, and other features shall be located at least 8 feet above the adjacent sidewalk and may project onto the public right-of-way with approval of the Department of Public Works. Awnings should only cover individual storefronts and openings.
  - See Section C.7 of this Chapter for additional standards related to Outdoor Dining.

## 9. Adjustment Process

- a. Purpose. 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 with the intent of the regulation.
- b. Adjustment - Authority of the Zoning Administrator with Appeals to the Planning Commission. If an application fails to conform to one or more of the development standards of the applicable zoning district, the Zoning Administrator shall have initial decision-making authority to grant an Adjustment in accordance with the Chapter 21.21 Administrative Procedures of this Code.
  - i. Limitations. An Adjustment shall be limited to deviations from regulations which do not substantially alter the execution or intent of those regulations as applicable to a proposed Project.
  - ii. Conditions for Approval. In approving an Adjustment, the Zoning Administrator may impose those conditions he or she deems necessary to remedy a disparity of privileges and that are necessary to protect the public health, safety or welfare and assure compliance with the objectives of the General Plan and the purpose and intent of the regulations of the applicable Zoning District.
  - iii. Findings. The determination by the Zoning Administrator shall include written findings in support of the determination. In order to approve a proposed project pursuant to this subsection, the Zoning Administrator must find that:
    - I. There are special circumstances applicable to the project or project site which make the strict application of the subject development standard(s) impractical;

- II. In granting the Adjustment, the Zoning Administrator has imposed project requirements and/or decided that the proposed project will substantially comply with the purpose and intent of all applicable regulations;
- III. In granting the Adjustment, the Zoning Administrator has considered and found no detrimental effects of the Adjustment on surrounding properties and public rights-of-way;
- IV. The project is compatible with the neighborhood character of the surrounding district; and
- V. The project is consistent with relevant policies of the General Plan.

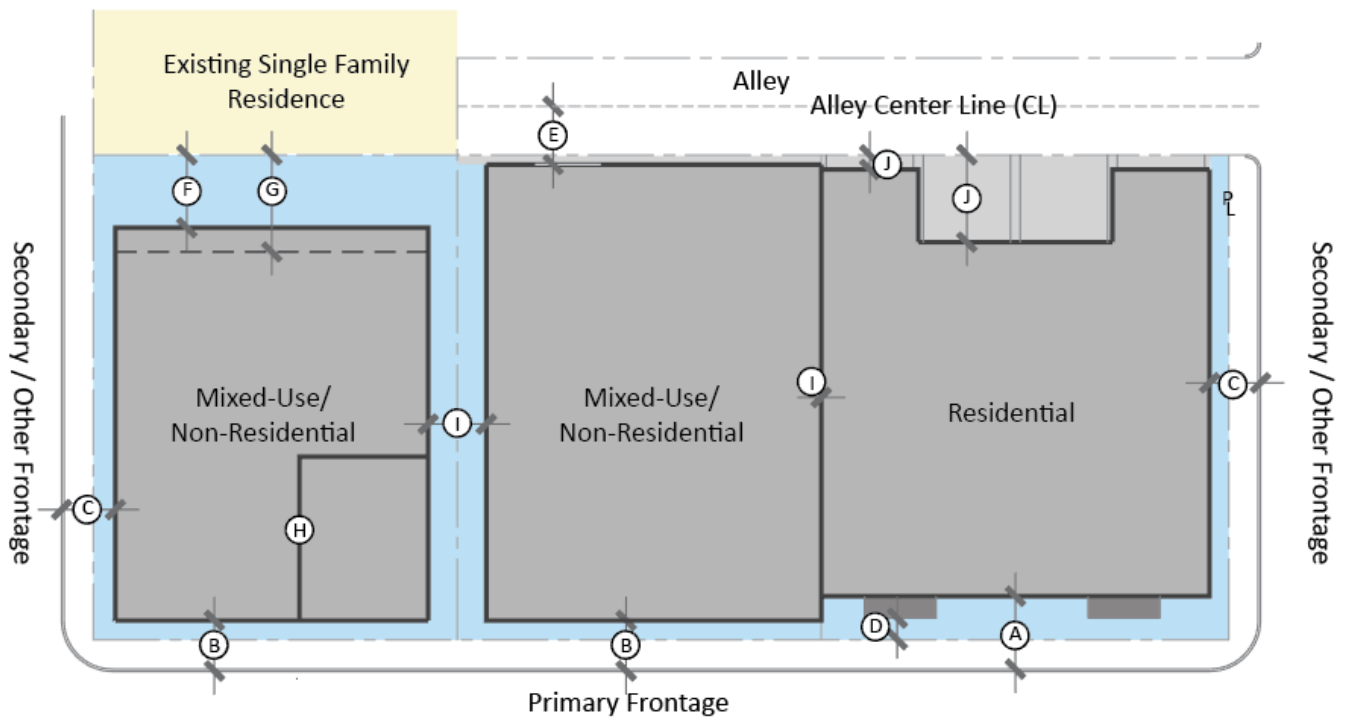
Table 4 Development Standards: Intensity							
	Zones						Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
	RMU3	RMU4	MUC	MUN1	MUN2	C3	
Minimum Lot Size	3,000					10,000 sq. ft.	Minimum only applies to new subdivision of existing lots
Maximum Number of Stories	3	4	3	3	4	3	See Section E.3 of this Chapter for definition.
Maximum Building Height	45 ft.	60 ft	45 ft.	45 ft.	60 ft.	45 ft.	
Commercial Floor Area Ratio (FAR) Requirements							
Minimum Required	<del>0.0</del>	0.0	0.25	0.5	0.5	0.25	FAR requirements apply to non- residential component only
Maximum Permitted	<del>1.0</del>	1.5	1.0	1.5	1.5	1.75	

Table 5 Development Standards: Building Placement & Activation									
		Zones						Notes and Exceptions Code section numbers reference the Long Beach Municipal Code	
		RMU3	RMU4	MUC	MUN1	MUN2	C3		
Minimum Required Public Realm									
<i>Building Setback - Measured from curb face to Building Face (Feet)<sup>1,2</sup></i>									
Primary Frontage See Section B.4.G and B.4.H of this Chapter for standards									
A	Residential stories 1 - 3	15 ft.					Not Permitted	See Figure 2; a minimum depth of 5-feet of the setback area shall be hardscaped and/or landscaped. Stoops are required for residential units facing a street.	
B	Non- residential Stories 1-3	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	10 ft.	See Figure 2	

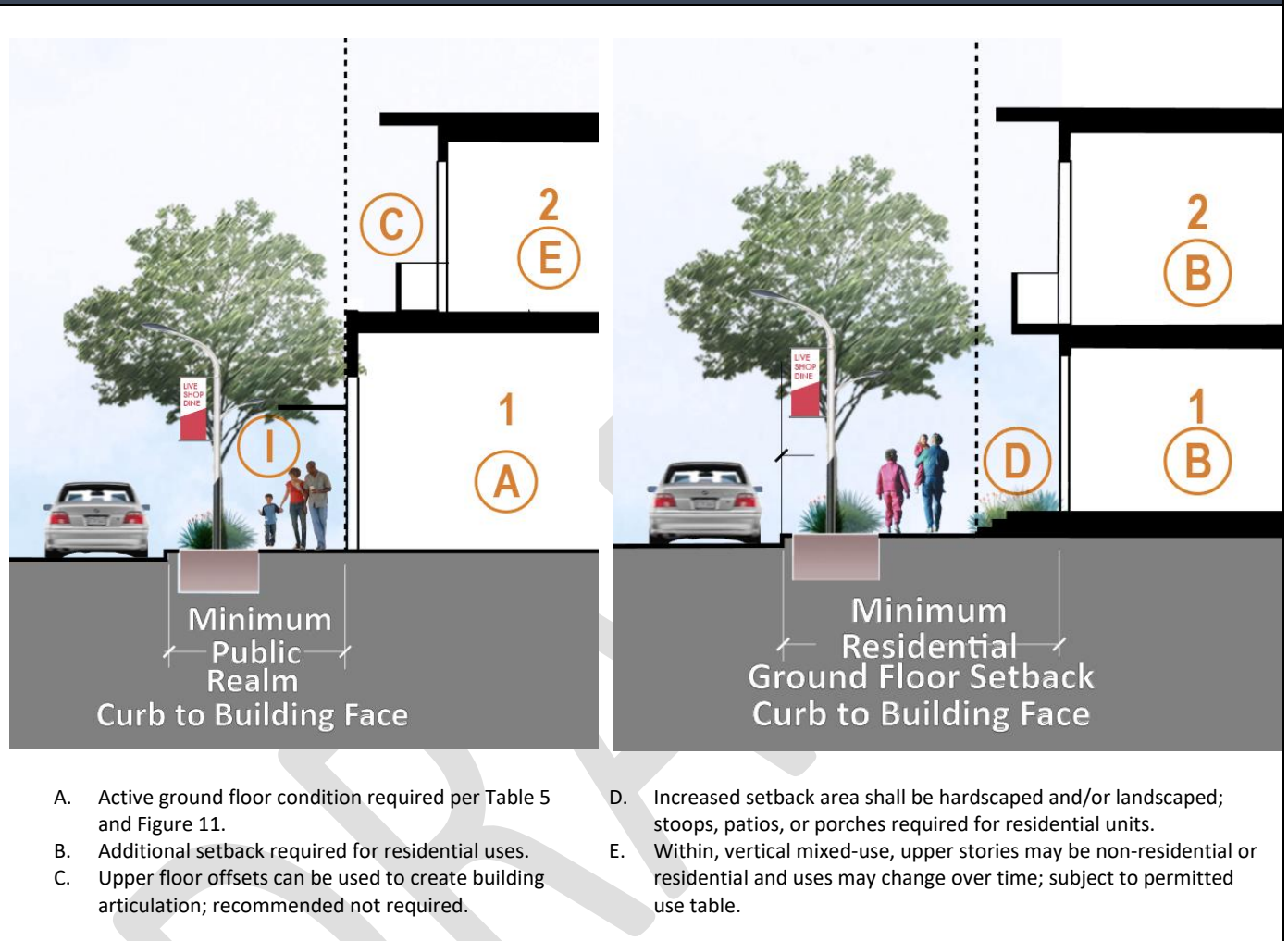
**Table 5 Development Standards: Building Placement & Activation**

		Zones						Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
		RMU3	RMU4	MUC	MUN1	MUN2	C3	
	Upper Stories 4 <sup>th</sup> story and above	N/A	5 ft. greater than the average setback of the lower floors	N/A	N/A	5 ft. greater than the average setback of the lower floors	N/A	If applicable, regardless of use; see Figure 2
C	Secondary/All Other Street Frontages	10 ft.	8 ft.	8 ft.	10 ft.	10 ft.	10 ft.	
D	Balconies	10 ft.	10 ft.	10 ft.	10 ft.	15 ft.	10 ft.	From back of curb, from any street
Interior Building Setbacks (Feet) <sup>2</sup>								
E	Alley	12 ft. from centerline of the alley						
Adjacent to existing single family homes within R1 zones, where not separated by an alley								
F	Floor 1-2	15 ft.						
G	Upper Floors	20 ft.						Measured parcel line to building face; adjacent to single-family homes within R1 zones
H	All Other Circumstances	0 ft.						
Active Ground Floor Condition, Minimum Required Per Lot/Development								
Primary Frontage		25%-	-25%	25%	25%	50%	25%	See Map Atlas, and Section 8 of this Chapter for standards
Secondary Frontage		-	-	-	25%	50%	-	
Residential Driveway Standards								
J	Residential Driveways	Minimum depth: 3' or 18' or greater; parking prohibited in driveways less than 18' deep					N/A	From edge of alley to garage door face
Notes:								
1. Due to the variable existing right-of-way dimension, setbacks from streets (primary, secondary, and other frontages) shall be measured from curb face to building face.								
2. Projections are permitted in the required setbacks in accordance with Section 21.32.220(C).								

Figure 2 Development Standards Diagram



See Table 4 and Table 5 for corresponding development standard dimensions.

**Figure 3 Building Placement & Activation Diagram – One & Two Stories****Figure 4 Building Placement & Activation Diagram – Mixed-Use Residential & Residential**



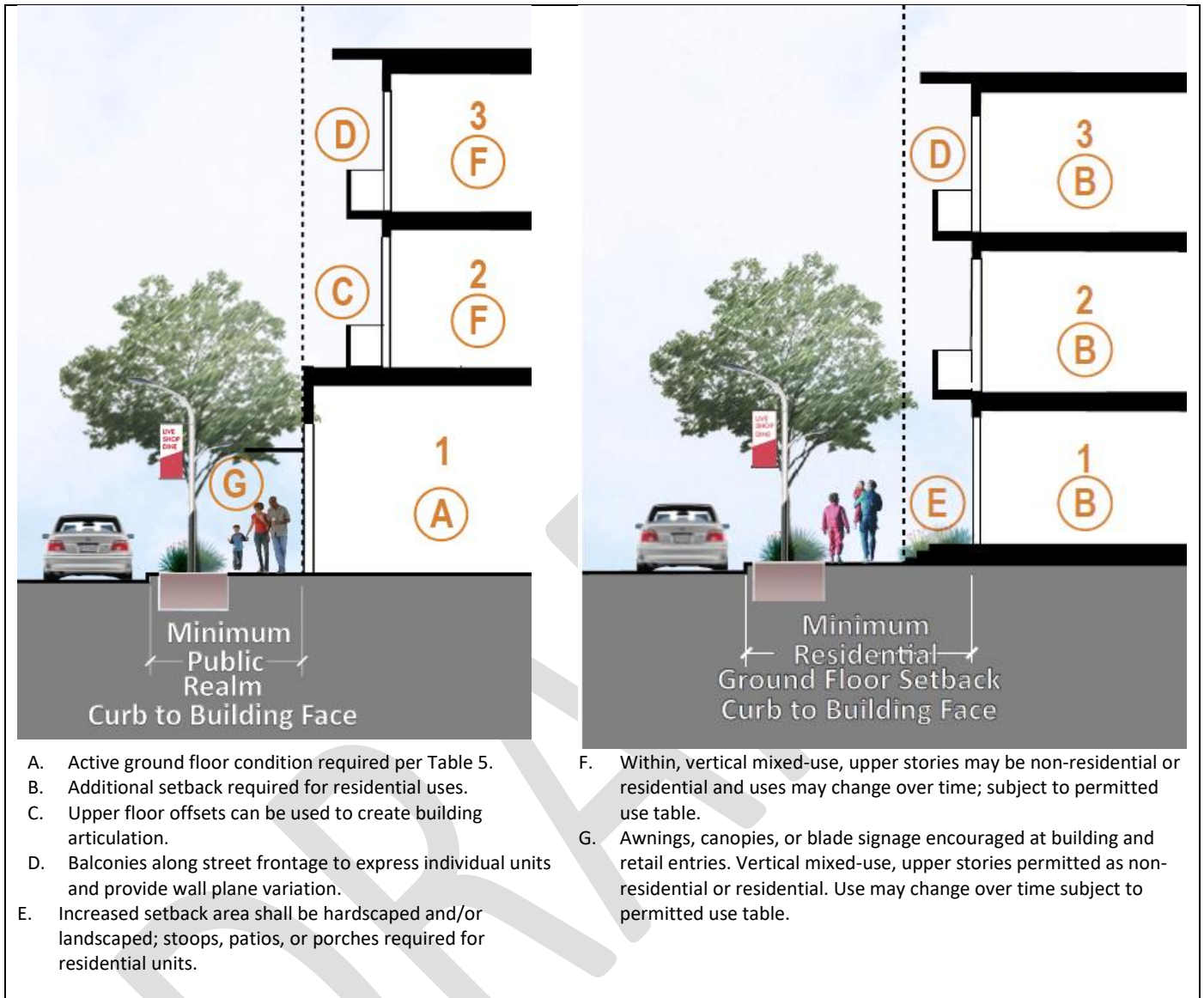
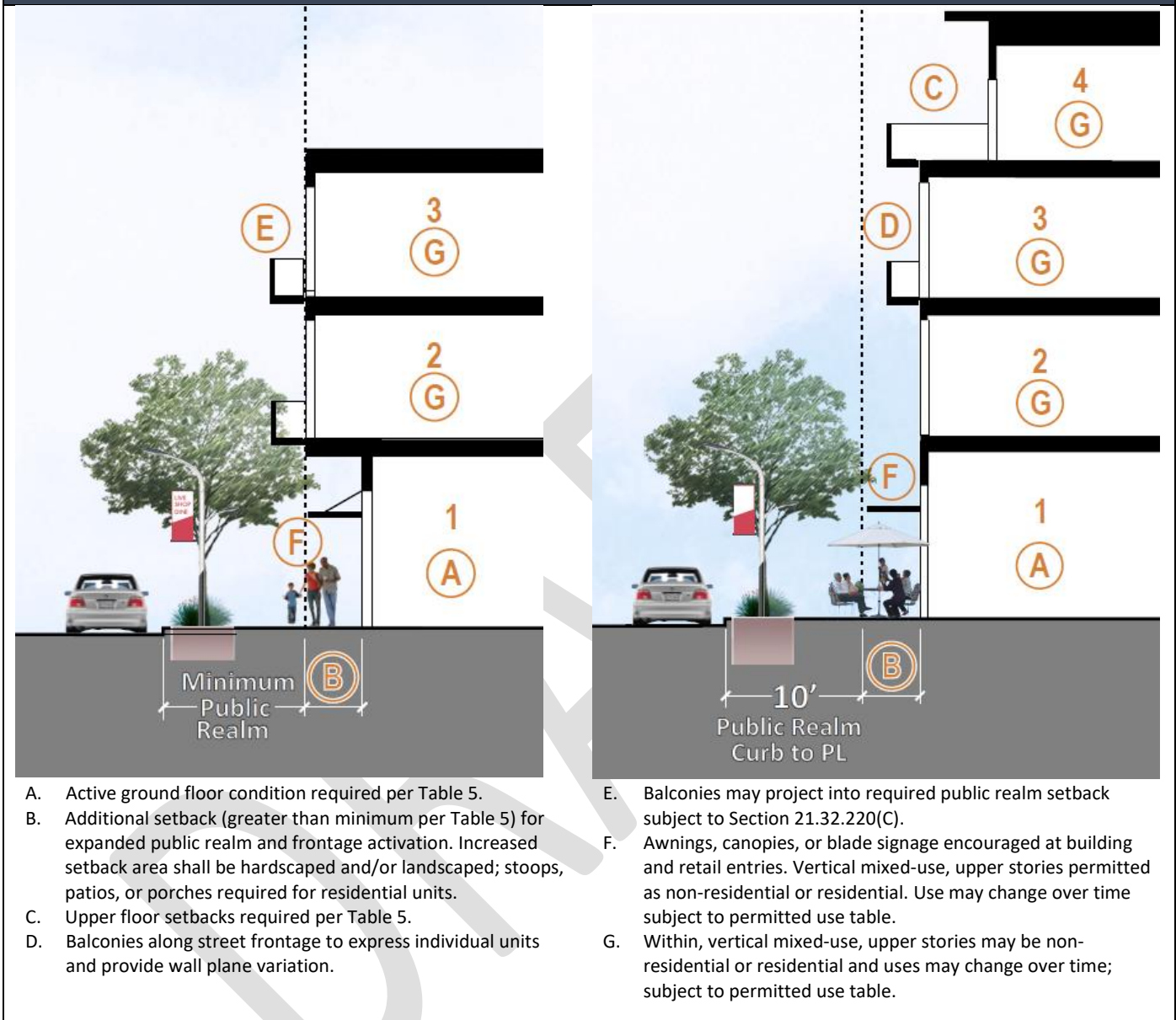


Figure 5 Building Placement &amp; Activation Diagram – Three &amp; Four Story Mixed-Use



## 10. Parking and Vehicular Access Standards

### General Provisions- Parking

- a. Intent and Outcomes. Parking standards are intended to allow for infill and adaptive use development through flexibility of off-street parking location and minimum number of spaces.

### Parking Requirements:

Table 7 establishes minimum vehicle parking requirements by use.

- i. Uses not listed, and all loading requirements, shall be regulated by Chapter 21.41 Off Street Parking and Loading Requirements.
- ii. If different land uses are part of the same project (for example, within vertical mixed-use development combining retail and residential), the parking requirements for each land use are applicable and will be added together to determine the total parking requirements for the project.
- iii. Minimum parking requirements for residential uses in the RMU3 and RMU4 Zones shall be met; however, parking may be 'unbundled' from individual units.
- iv. Calculations. In the calculation of parking requirements, fractional numbers of parking spaces, greater than 0.5, shall be rounded down to the nearest whole number.
- v. Change of Use. No new parking shall be required for changes of use of any existing square footage within a building more than 10 years old.

**Table 7 Vehicular Parking Requirements**

\*See City standard in Chapter 21.41

Use	Minimum Zone Requirement			Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
	RMU3 / RMU4	MUC / MUN1 / MUN2	C3	
Residential				
0-1 Bedroom	0.75	0.5	n/a	Per unit; See parking incentives for inclusion of affordable housing incentives for inclusion of affordable housing
2 Bedrooms	1.25	1		
3 or more bedrooms	1.5	1.25		
Special group residence, assisted living, congregate care	0.33	0.25		Per bed
Senior housing	0.5	0.33		Per bed See parking incentives for inclusion of affordable housing
Live-work units / artist studio with residence / shopkeeper	1.5	1		Per unit; See parking incentives for inclusion of affordable housing
Guest parking	1.0 per 6 units	1.0 per 8 units		See parking incentives for inclusion of affordable housing
Non-Residential (including within mixed-use projects)				
Basic Sales and Service				
≤6,000 sf GFA	1	-	2	Per 1,000 sf Waived MUC and MUN Zones
>6,000 sf GFA	2	2	3	Per 1,000 sf
Grocery and Food Market				
≤6,000 sf GFA	2	-	2	Requirement waived if developed as part of a mixed-use development; see Parking Incentives for A series zones

**Table 7 Vehicular Parking Requirements**

\*See City standard in Chapter 21.41

Use	Minimum Zone Requirement			Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
	RMU3 / RMU4	MUC / MUN1 / MUN2	C3	
>6,000 sf GFA	2	2	2	Requirement lowered if the standards of Section D.2 of this Chapter are met; see Parking Incentives for A series zones
<b>Restaurant &amp; Ready-To-Eat Foods, without drive-thru or entertainment</b>				
≤2,500 sf GFA	-	-	-	Parking requirements waived
2,501≤10,000 sf GFA	2	2	2	Per 1,000 sf
>10,000 sf GFA	4	2	4	Per 1,000 sf
Outdoor Dining	-	-	-	No additional parking required
<b>Religious Assembly</b>				
≤2,500 sf GFA	-	-	*	Per 1,000 sf; only applicable in UPLAN Phase 1 area
2,501≤25,000 sf GFA	3.33	3.33	*	Per 1,000 sf
> 25,000 sf GFA	*	*	*	Per 1,000 sf
<b>Fitness Studios</b>				
≤2,500 sf GFA	-	-	-	Per 1,000 sf; only applicable in UPLAN Phase 1 area
2,501≤10,000 sf GFA	3.33	3.33	3.33	Per 1,000 sf
>10,000 sf GFA	4	4	4	Per 1,000 sf
Medical Office or Clinic / Veterinary Clinic	2	2	2	Per 1,000 sf
<b>Office, non-medical</b>				
≤20,000 sf GFA	2	2	2	Per 1,000 sf
>20,000 sf GFA	2	2	*	Per 1,000 sf
Hotel	1	0.75	*	Spaces per room
Urgent Care Facility/Minor-Medical Services	2	2	2	Per 1,000 sf
Pop-Up Shop / Stand / Itinerant Vendor	-	-	-	Parking requirements waived
<b>Historic Buildings &amp; Adaptive Reuse of Non-Designated Structures</b>				
Converted historic landmark buildings	1. No additional parking. 2. An exception for a reduction of existing parking for purposes of providing disabled access parking may be considered.			

**Parking Setback Standards**

- b. Requirements. Table 6 establishes minimum required parking setbacks,

**Table 6 Parking Setback Standards**

	Zones						Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
	RMU3	RMU4	MUC	MUN1	MUN2	C3	
Required Minimum Parking Setback, Measured Parcel Line to Parking (Feet), applicable to surface or structured parking							
Primary Frontage, Surface Parking	20 ft.	20 ft.	20 ft.	20 ft.	25 ft.	20 ft.	Not applicable when usable/livable/leasable space located between curb and parking  This standard may be waived for lots with less than a 120 ft depth.

**Table 6 Parking Setback Standards**

	Zones						Notes and Exceptions Code section numbers reference the Long Beach Municipal Code
	RMU3	RMU4	MUC	MUN1	MUN 2	C3	
							subject to the Screening Requirements contained within Part c of this Section.
Primary Frontage, Parking Structure	10 ft.	10 ft.	10 ft.	10 ft.	15 ft.	10 ft.	Not applicable when usable/livable/leasable space located between curb and parking  This standard may be waived for lots with less than a 120 ft depth, subject to Section KK (Design of Parking Structures)  See Section 10(c) for parking structure design guidelines.
Secondary Frontage	6 ft. landscape setback required between sidewalk and parking and shall be landscaped or decoratively hardscaped (not asphalt)						Vehicle shall not overhang sidewalk; see Chapter 21.42, for addition landscape requirements.
Alley Adjacent To:	0 ft.						
Residential District	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	5 ft.	
Non-residential or Mixed-use District	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.	

c. Parking Location and Access.

- i. Parking should generally be provided through a combination of off-street spaces behind buildings, on-street customer spaces, and park-once/public parking.
- ii. Surface parking is not permitted between the building and the Primary Frontage.
  - I. Generally surface parking should be located behind the building, internal to the block, wrapped with active uses along the public frontages, or below-grade.
- iii. Access to parking should be primarily from side streets or alleys. If access from side streets is not possible due to lot location and/or configuration, vehicular access shall be constructed to minimize the disruption of the pedestrian right-of-way along on Primary Frontages.

c. Design of Parking Structures.

i. Screening Requirements

- Subject to the following standards, ground story and upper story parking structures and parking garages non-alley frontages must be screened.
- Screened Parking Standards- underground, ground story, and upper story parking screening:
  - Must be, on average, no less than 60% opaque for any individual tier of parking.
  - Openings in screens must be 4 inches or less in at least one dimension.
    - Upper story parking screening, when viewed from the sidewalk below, must not be less than 60% opaque.
  - Measurement
    - Opacity of screening is calculated separately for each tier of parking on each building facade.
    - Minimum opacity is measured as a percentage calculated as the sum of all open areas on a parking screen facade area divided by the total parking screen facade area.

- Exceptions- Openings, of the minimum practical width, providing vehicular or pedestrian access are exempt from the above parking standards.
  - Relief- These standards can be relieved at the discretion of the Site Plan Review Committee
- d. Architectural Character. Whether public or private, freestanding parking structures and integrated parking podiums should be treated as buildings and follow the same principles as good building design.
- Parking structures should be compatible in architectural treatment with the architecture of the buildings they serve.
  - Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls, and columns. This can include heavy-gauge metal screen, precast concrete panels, laminated glass, photovoltaic (solar) panels, landscape features, architecturally interesting walls, or a combination of these features.
  - Vertical circulation (elevators and stairs) shall be located along the primary pedestrian way, and shall be highlighted architecturally so visitors can easily find and access these entry points.
  - a. On retail-oriented streets or building frontages, parking structures shall incorporate active ground-floor uses along the street frontage of the garage.
- e. Signage. Signage and wayfinding should be integrated with the architecture of the parking structure.
- f. Sustainability. Parking structures should integrate sustainable design features such as photovoltaic panels (especially on the top parking deck), renewable materials with proven longevity, and storm water treatment wherever possible.
  - g. Lighting. Lighting fixtures in parking areas, ingress/egress areas, and all internal circulation areas shall be directed and shielded appropriately to not illuminate surrounding properties, while promoting visibility for users. See standards in Table 11.33-3 (Parking Lot Standards). See Section B.7 of the Chapter for additional standards.

### **Joint Use and Parking Agreements.**

Within these zones, new development and adaptive reuse development are highly encouraged to utilize joint use and parking agreements to the greatest extent possible subject to Section 21.41.223.

### **11. Lighting Design for Safety.**

- a. In addition to the following standards, all lighting shall be consistent with Illuminating Engineering Society of North America (IES) and International Dark Sky Association (IDA) standards to prevent over-lighting of structures and spaces.
- b. Building and/or site design shall include public realm pedestrian lighting to supplement street lights, contribute to the pedestrian scale of the street, and enhance safety.
  - i. Integrate pedestrian lighting along the length of the street and within public realm areas to facilitate visibility for "eyes on the street."
  - ii. Light areas to be usable and safe at night and encourage nighttime pedestrian activity. This includes, but is not limited to, curb ramps, crosswalks, bus stops, plazas, paseos, mid-block connections, open spaces, parking lots and structures, seating areas, and pedestrian linkages between these areas.
- c. Building design shall integrate building-mounted lighting, consistent with the design and character of the structure, to aid in lighting the following areas:
  - i. The pedestrian way, including areas along primary or side streets.

- ii. Pedestrian paths, including mid-block connections, from parking lot areas to the building or street.
- iii. Parking structure entryways and lobbies.

## 12. Open Space Standards.

The following open space and privacy standards apply in combination with the requirements of Table 8.

- a. Public open spaces directly accessible and visible from the public right-of-way are highly encouraged.

Table 8 Open Space Standards			
Type of Open Space	Requirements		Notes
For Residential and Mixed-Use Projects: Common Open Space, by lot size	Lot Size	Amount of % of Lot to be Provided as Outdoor Open Space	
		Projects with 21+ Res. Units	Projects of 20 or fewer residential units
	<4,500 sf	500 sf	
	4,501sf – 10,000 sf	1,000 sf	500 sf
	10,001 sf – 30,000 sf	10%	
	>30,000 sf	5% or a minimum of 3,000 sf, whichever is greater	
			<div>1. Each project shall provide common open space that can be provided as a combination of indoor and outdoor open space. Open space is not required to be provided at the ground floor level; however, projects that provide at least 50% of the required open space at the ground floor and make it publicly accessible shall be allowed a 30% reduction in the open space required. In no cases shall this reduction result in less than 500 square feet of common open space. Publicly accessible space shall have unimpeded access to the public during daytime hours, with onsite signage stating public access hours.</div> <div>2. Public open spaces directly accessible and visible from the public right-of-way are highly encouraged.</div> <div>3. Minimum dimensions of at least one portion of the open space shall measure 16 ft x 30 ft or greater. <del>All other open space shall have a minimum dimension of 5 ft.</del></div> <div>4. All common outdoor open space shall be well designed. Common outdoor open space may include landscaped/hardscaped building setbacks (in excess of minimum requirements), paseos, mid-block crossings rooftop decks, court game areas, tot lots, swimming pools, landscaped areas, community gardens, and courtyards. At least 20% of the open space shall be planting.</div>
Additional Standards for Projects of 50,000 square feet or more of Buildable Area			
Common Indoor Open Space	Each project shall provide at least one community room of at least 500 sf		<div>1. The area shall be located adjacent to, and accessible from the common outdoor open space.</div> <div>2. Area may contain active or passive recreational facilities, meeting space, exercise rooms, or other activity space accessible through a common corridor.</div>



## Frontage Locations

All Regional Corridors, Boulevards, Major Avenues, and Minor Avenues as classified in the Long Beach General Plan Mobility Element shall be considered as primary frontages for which Section H activation regulations apply. Additional locations for which primary and secondary frontage requirements shall apply are provided in the following Map Atlas.

## Map Atlas

Section 8 activation regulations apply to the primary and secondary frontages as provided below

