ADDENDUM NO. 2

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

(SCH NO: 2015051054)

FOR THE

GENERAL PLAN HOUSING ELEMENT UPDATE PROJECT
CITY OF LONG BEACH, CALIFORNIA

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GENERAL PLAN HOUSING ELEMENT UPDATE PROJECT
CITY OF LONG BEACH, CALIFORNIA

Submitted to:

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Project No. CLB1904.21

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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 (LUE/UDE) Project, which proposed an update to the City's General Plan intended to guide growth and future development through the horizon year 2040. The LUE/UDE 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)[1] for the LUE/UDE 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 LUE/UDE Project.

The adopted LUE requires future amendments 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. Therefore, an addendum to the 2019 EIR (Addendum No.1) was prepared in May 2020 to establish 12 zones and to rezone select properties in North Long Beach (referred to as the North Long Beach Major Corridor Rezoning Project) and was the first such rezoning to bring the LUE General Plan PlaceTypes Map and the City's Zoning Code into consistency. Together, the LUE/UDE Project and the North Long Beach Major Corridor Rezoning Project are referred to herein as the "Approved Project".

This Addendum No. 2 to the EIR for the General Plan Land Use Element and Urban Design Elements Project (2019 Certified EIR) has been prepared to evaluate environmental impacts associated with the General Plan Housing Element Update (City of Long Beach, September 2021) (provided in Appendix A of this Addendum), amendments to the Long Beach Zoning Code (Titles 21 and 22) and rezoning of specific properties identified in the Housing Element. These two components constitute the proposed project, as further described in Chapter 2.0, Project Description, of this Addendum. The Housing Element builds off the LUE goals, policies, and strategies and provides a more detailed roadmap for creating sufficient capacity for needed housing in the City, including through rezoning of properties on the Housing Element Site Inventory to be rezoned in alignment with and in order to implement the adopted LUE. The updates to the Housing Element and rezoning of specific properties do not result in any physical improvements but rather are planning actions intended to comply with State law and identify a plan to meet the housing needs of the City. Therefore, this Addendum No. 2 to the 2019 Certified EIR is programmatic and does not analyze project-level development that may be facilitated by the updates, as the specifics of future potential projects are unknown and speculative at this time.

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

The scope of the proposed project involves an update to the City's General Plan Housing Element, amendments to the Long Beach Zoning Code (Titles 21 and 22) and rezoning and is a planning action that does not involve any physical improvements. In addition, the proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. Therefore, impacts resulting from this planning document update, zoning code amendments and rezoning would be similar to those impacts previously covered by the 2019 Certified EIR and Addendum No. 1. Future discretionary development facilitated by the proposed project would be subject to California Environmental Quality Act (CEQA) review as appropriate at the time such projects are proposed. The proposed project implements the Approved Project through policies and programs, including a rezoning program, that are aligned with and help implement the Approved Project. Consequently, the Approved Project does not require major revisions of the 2019 Certified EIR and Addendum No. 1, nor does it result in new significant environmental effects and, therefore, preparation of an Addendum is the appropriate CEQA documentation.

1.2 EVALUATION OF ENVIRONMENTAL IMPACTS

1.2.1 Approved Project and 2019 Certified EIR Addendum No. 1

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 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 General Plan LUE/UDE 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.

As described above, Addendum No. 1 to the 2019 Certified EIR was prepared in May 2020 to establish 12 zones and to rezone select properties in North Long Beach (referred to as the North Long Beach Major Corridor Rezoning Project) and was the first such rezoning to bring the LUE General Plan PlaceTypes Map and the City's Zoning Code into consistency. The City approved Addendum No. 1 and adopted Title 22 (UPLAN Zoning Code) to implement the LUE/UDE in December 2020.

1.2.1.2 Type of EIR

The 2019 Certified EIR and Addendum No. 1 serve as a Program EIR pursuant to the *State CEQA Guidelines*, Section 15168. In addition, Addendum No. 1, which tiered from the 2019 Certified Program EIR, is also programmatic in nature.

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 LUE/UDE 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 LUE/UDE Project that would require approval of a discretionary action (e.g., rezoning) would require a project-specific analysis of

environmental impacts associated with implementing those maps, plans, and approvals. Therefore, Addendum No. 1 was prepared to analyze the subsequent impacts of the proposed rezoning of the North Long Beach Major Corridor Rezoning Project. 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, Addendum No. 1, and any subsequent addenda 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 and addenda, a site-specific analysis is required under CEQA. For example, a new EIR may be required for future specific development plans facilitated by new policies or programs of the Housing Element.

1.2.2 Proposed Project and Addendum No. 2

This Addendum No. 2 compares anticipated environmental effects of the proposed project with those disclosed in the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1:

- 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 LUE/UDE 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 in the IS that was prepared for the LUE/UDE Project, included as Appendix A to the 2019 Certified EIR. The City also determined in Addendum No. 1 that the nature of the project did not necessitate a change in these determinations from those identified in the 2019 Certified EIR. Similarly, the proposed project does not necessitate a change in these determinations as the existing conditions and nature of the project have not substantially changed from those identified for the Approved Project as analyzed in the 2019 Certified EIR and Addendum No. 1, and no new impacts have been identified or new mitigation required. Therefore, these effects, which were found to have less than significant impacts or no impacts, are summarized in Section 3.1, Impacts Identified in the 2019 Certified EIR and Addendum No. 1, below but are not addressed further in this Addendum No. 2.

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

1.4 FINDINGS OF THIS ADDENDUM NO. 2

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

1. There are no substantial changes to the project that would require major revisions of the 2019 Certified EIR and Addendum No. 1 due to new significant environmental effects or a substantial increase in severity of impacts identified in the 2019 Certified EIR and Addendum No. 1;
2. Substantial changes have not occurred in the circumstances under which the proposed project is being undertaken that will require major revisions to the 2019 Certified EIR and Addendum No. 1 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 Addendum No. 1; and
3. There is no new information of substantial importance that was not known at the time the 2019 Certified EIR and Addendum No. 1 were certified, indicating any of the following:
    - The proposed project will have one or more new significant effects not discussed in the 2019 Certified EIR and Addendum No. 1;
    - There are impacts determined to be significant in the 2019 Certified EIR and Addendum No. 1 that would be substantially more severe;

- There are additional mitigation measures or alternatives to the proposed project that would substantially reduce one or more significant effects identified in the 2019 Certified EIR and Addendum No. 1; 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 and Addendum No. 1 that would substantially reduce a significant impact identified in the 2019 Certified EIR or Addendum No. 1.

The complete evaluation of potential environmental effects of the proposed project, including rationale and facts supporting the City's findings, is provided in Chapter 3.0 of this Addendum No. 2.

1.5 FORMAT OF ADDENDUM NO. 2

This Addendum No. 2 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 Addendum No. 2, previous environmental documentation, project approvals, findings of Addendum No. 2, 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 and Addendum No. 1. 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 Certified EIR and 2020 Addendum No. 1 were 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 PRC 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 No. 2 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 No. 2. Documents incorporated by reference are available for review on the City's website and at the City of Long Beach Development Services, Planning Bureau, located at 411 W. Ocean Boulevard, Long Beach, CA 90802. Contact Cynthia de la Torre at (562) 570-6559 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, Addendum to the Environmental Impact Report for the General Plan Land Use and Urban Design Elements Project for the North Long Beach Major Corridor Rezoning Project, May 2020 (herein referred to as Addendum No. 1);
- City of Long Beach; General Plan, as amended; and
- City of Long Beach Municipal Code.

1.7 CONTACT PERSONS

The Lead Agency for Addendum No. 2 for the proposed project is the City of Long Beach. Questions regarding preparation of this Addendum No. 2, its assumptions, or its conclusions should be referred to the following:

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2.0 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

The City of Long Beach is proposing the General Plan Housing Element Update (City of Long Beach, September 2021) (provided in Appendix A of this Addendum No. 2), zoning code amendments and rezoning of specific properties identified in the proposed Housing Element. These two components constitute the proposed project. The proposed project is intended to update the City's current Housing Element, implement the updated General Plan Land Use Element (LUE) PlaceTypes, and 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 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 1975 Scenic Routes Element (SRE), respectively. The City, as Lead Agency, prepared a Recirculated Program Environmental Impact Report (EIR)[2] 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 General Plan LUE/UDE EIR (2019 Certified 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 a Statement of Overriding Considerations, and approved the project. Additionally, an addendum to the 2019 EIR (Addendum No. 1) was prepared in May 2020 to establish 12 zones and to rezone select properties in North Long Beach (referred to as the North Long Beach Major Corridor Rezoning Project). Addendum No. 1 concluded no new significant effects or more severe impacts than were identified in the 2019 Certified EIR would occur with the North Long Beach Major Corridor Rezoning Project. Similar to the 2019 Certified EIR, 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 approved Addendum No. 1 in November 2020 and adopted Title 22 in December 2020 to implement the zoning update.

The 2019 Certified EIR and Addendum No. 1 remain the valid CEQA documentation for future planning actions in the planning area and are used to determine whether future development falls within the size and type of uses analyzed in the 2019 Certified EIR and Addendum No. 1.

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

This Addendum No. 2 to the 2019 Certified EIR has been prepared to evaluate whether the environmental impacts that may result from implementation of the proposed housing element project are within the scope of the 2019 Certified EIR and Addendum No. 1. As Lead Agency, the City has the authority for preparation of this Addendum No. 2 and approval of the proposed project as described in this Addendum No. 2. The City and Responsible Agencies have the authority to make decisions on discretionary actions related to the approval of the proposed project. The analysis in this Addendum No. 2 is based on the proposed General Plan Housing Element Update (provided in Appendix A of this Addendum No. 2) and the rezoning of properties identified in the proposed Housing Element.

2.2 APPROVED PROJECT

2.2.1 Planning Area and Setting

As illustrated on Figure 2-1, Project Location (figures are provided at the end of this Addendum No. 2 chapter), the proposed project (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.

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 (LBT), 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 and Addendum No. 1, 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 and Addendum No. 1, the LUE requires updates to the City's Zoning Code to bring it into consistency and to resolve several specific inconsistencies. 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).

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.

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 Approved Project and does not constitute a mitigation measure. It was included in the 2019 Certified EIR and Addendum No. 1 to reduce potential land use inconsistencies associated with 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.

2.2.2.4 2019 Certified EIR and 2020 Addendum No. 1 to the Certified EIR

Chapter 4.0, Environmental Analysis, of the 2019 Certified EIR and Addendum No. 1 found that implementation of the LUE/UDE 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.

Subsequent to approval of the General Plan LUE/UDE project and certification of the 2019 EIR, the City developed new zones needed to implement the new General Plan PlaceTypes. The action was initiated by the North Long Beach Zoning Project, which established 12 new zoning districts to be placed in a new Title 22 of the City's Municipal Code. As a first phase, the City adopted 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 rezoned select properties within the North Long Beach area to these new zones. An Addendum to the 2019 Certified EIR (Addendum No. 1) was prepared and approved by the City on November 17, 2020.

The 2019 Certified EIR and Addendum No. 1 remain the valid CEQA documentation for future planning actions in the planning area, and are used to determine whether future development falls within the size and type of uses analyzed in the 2019 Certified EIR and Addendum No.1.

2.3 PROPOSED PROJECT

The proposed project includes the proposed General Plan Housing Element Update (provided in Appendix A of this Addendum No. 2), amendments to Long Beach Zoning Code (Titles 21 and 22) and rezoning of specific properties identified in the proposed Housing Element. The Housing Element builds off the LUE goals, policies, and strategies and provides a more detailed roadmap for creating sufficient capacity for needed housing in the City, including through rezoning of properties on the

Housing Element Site Inventory to be rezoned in alignment with and to implement the LUE. The updates to the Housing Element, zoning code amendments and rezoning of specific properties do not result in any physical improvements but rather are planning actions intended to comply with State law, identify a plan to meet the housing needs of the City, and implement the Zone Change Program and intent of adopted LUE. Therefore, this Addendum No. 2 to the 2019 Certified EIR is also programmatic and does not analyze project-level development that may be facilitated by the updates, as the specifics of future potential projects are unknown and speculative at this time. Future discretionary development facilitated by the proposed project would be subject to California Environmental Quality Act (CEQA) review as appropriate at the time such projects are proposed. Future discretionary projects would include preparation of the Environmental Compliance Checklist to the 2019 Certified Program EIR to determine potential project-specific impacts and demonstrate compliance with all compliance measures, mitigation measures, and project design features of the 2019 Certified EIR. The proposed project components addressed in this Addendum No. 2 are discussed in further detail below.

2.4 HOUSING ELEMENT UPDATE

2.4.1 Housing Element Update Summary

The proposed project includes the adoption of an updated Housing Element, which would replace the existing Housing Element (2014) in the City's General Plan. The proposed Housing Element is a housing planning document covering the planning period 2021–2029. It is comprised of a set of goals, policies, strategies, and implementing actions to guide the City's efforts over the next 8 years.

State housing element law, established in 1969, recognizes the vital role local governments play in the supply and affordability of housing and requires all cities and counties in California to establish a long-range plan to meet their fair share of regional housing needs, or Regional Housing Needs Allocation (RHNA) assessment. The housing element is the primary tool used by the State to ensure local governments are appropriately planning for and accommodating enough housing across all income levels. Therefore, the City's Housing Element is being updated to address the City's RHNA allocation of 26,502 housing units, as described in more detail in the following sections.

Though the proposed Housing Element is predominantly a housing planning document, the City recognizes the importance of an aligned, coordinated strategy with other local initiatives to achieve a broader range of City priorities. As such, the proposed Housing Element aims to promote housing policies that also further other goals, such as building inclusive and equitable communities and addressing climate change.

2.4.1.1 Relationship to Other General Plan Elements

The Housing Element is one of nine mandatory elements of the City's General Plan, a long-range vision document that provides guidance for future development in Long Beach. For the General Plan to provide effective guidance on land use issues, the goals, policies, and programs of each element must be internally consistent with other elements. The proposed Housing Element builds upon the existing General Plan and is consistent with its goals and policies. In the event an element of the General Plan is amended, the City will consider the impacts of the amendment on the other elements to maintain consistency across all documents.

The Housing Element is a mandatory part of a jurisdiction's General Plan but differs from other General Plan elements in two key aspects. The Housing Element must be updated every 8 years for jurisdictions within a metropolitan planning organization (MPO) on a 4-year regional transportation plan (RTP) cycle. In this case, all Cities that are part of the Southern California Association of Governments (SCAG) MPO are on the same cycle. The housing element must also be reviewed and approved (i.e., certified) by the California Department of Housing and Community Development (HCD) to ensure compliance with statutory requirements. The proposed 2021–2029 Housing Element would replace the existing Housing Element prepared for the planning years 2013–2021, which was certified by HCD on April 2, 2014.

2.4.1.2 Organization of the Housing Element

The proposed Housing Element is organized into the following sections:

- Section I: Introduction
- Section II: Housing Needs Summary
- Section III: Projected Housing Need
- Section IV: Housing Resources
- Section V: Housing Constraints
- Section VI: Housing Plan

Per California Government Code Sections 65580–65589, a housing element must consist of the following components:

- **Review of the Previous Housing Element:** This section reviews the results of the goals, policies, and programs adopted in the previous Housing Element and compares projected outcomes with actual achieved results.

- **Housing Needs Assessment:** This section reviews the existing and projected housing needs of the community. It provides a profile of socio-demographic information, such as population characteristics, household information, housing stock, tenure, and housing affordability. The assessment also considers local special housing needs, such as seniors, farmworkers, individuals experiencing homelessness, large households, and female-headed households.

- **Resources and Inventory of Adequate Sites:** This section provides resources and an inventory of adequate sites that are suitably zoned and available within the planning period to meet the jurisdiction's fair share of regional housing needs across all income levels. If sites on the site inventory are not currently suitably zoned, they must be rezoned within three years of adopting the Housing Element update.

- **Governmental and Nongovernmental Constraints:** This section identifies and analyzes impediments to housing production across all income levels. Examples of governmental constraints include land use controls, residential development standards, permit processing, fees and exactions, and other governmental procedures. Examples of market constraints include the availability of financing, the price of land, and construction costs.

- **Housing Plan:** This section provides a statement of the community's goals, quantified objectives, and policies to maintain, preserve, improve, and develop housing, as well as a schedule of implementable actions to be taken during the planning period to achieve the aforementioned goals, objectives, and policies. Quantified objectives for new construction, rehabilitation, and conserved units by income category (i.e., very low, low, moderate, and above moderate) are included to make sure that both the existing and the projected housing needs are met, consistent with the City's share of the RHNA.

Sections II through V of the proposed Housing Element provide a summary of the above technical analyses, and Section VI contains the implementation plan that undergirds the City's housing strategy. The proposed Housing Element is supported by comprehensive research and analysis, which are compiled in appendices at the end of the document. These appendices contain the full set of information used to inform the City's goals, policies, and programs. The appendices to the proposed Housing Element are as follows:

- Appendix A: Public Participation Report
- Appendix B: Housing Needs Assessment
- Appendix C: Sites Inventory
- Appendix D: Housing Constraints
- Appendix E: Review of the Past Accomplishments
- Appendix F: Fair Housing Assessment

2.4.2 Projected Housing Need

State housing element law (Government Code Section 65580 et. seq.) requires regional MPOs to identify for each member jurisdiction its "fair share allocation" of the RHNA provided by HCD. In turn, each city and county must demonstrate the capacity to accommodate their local share of regional housing needs in the community's housing element. Each jurisdiction's responsibility for meeting the overall regional housing need is established as a RHNA.

SCAG, the MPO for the City, adopted its 6th Cycle RHNA Allocation Methodology in March 2020 and adopted its 6th Cycle RHNA Final Allocation Plan in March 2021. SCAG considered several factors in preparing the methodology, which weighed both projected and existing needs. Projected need was informed by household growth, future vacancy need, and replacement need, while existing need considered transit accessibility, job accessibility, and residual need in disadvantaged communities demonstrated by factors such as household overcrowding. The distribution of the RHNA across the four income categories factored in a social equity adjustment, which allocated a lower proportion of lower-income RHNA to jurisdictions that already had a high concentration of such households in comparison to the County, and inversely, allocated a greater proportion of such households to jurisdictions with an existing low concentration of lower-income households. The social equity

adjustment also included the goal to Affirmatively Further Fair Housing (AFFH), which adjusted the distribution of RHNA in jurisdictions considered either very low or very high resource areas.[3]

The projected housing needs are broken down by income category based on definitions in the California Health and Safety Code (Section 50079.5). HCD calculates "extremely low", "very low", "low", "median", "moderate", and "above moderate" income limits, and publishes these limits at the county level. Los Angeles County's 2021 income limits are shown in Table 2.A, below.

Table 2.A: Los Angeles County 2021 Income Limits

Income Category	Number of Persons in Household			
	1	2	3	4
Extremely Low	$23,700	$27,050	$30,450	$33,800
Very Low	$39,450	$45,050	$50,700	$56,300
Low	$63,100	$72,100	$81,100	$90,100
Median	$54,100	$61,850	$69,550	$77,300
Moderate	$64,900	$74,200	$83,500	$92,750

Source: Table 1, Proposed Housing Element (City of Long Beach, September 2021).

As stated above, SCAG adopted its 6th Cycle RHNA Final Allocation Plan in March 2021. The RHNA for the City is shown in Table 2.B. The City has a total allocation of 26,502 units for the October 2021 to October 2029 planning period. In the prior planning period, the City was allocated 7,048 units. The current 6th Cycle RHNA for the planning period of 2021–2029 represents an increase of 275 percent, which not only considers projected future demand for housing but also existing need as described above.

Table 2.B: 6th Cycle Regional Housing Needs Allocation

Income Category	Region					
	Long Beach		Los Angeles County		SCAG	
	Number of Units	Percent	Number of Units	Percent	Number of Units	Percent
Very Low	7,141	26.9%	217,273	26.8%	351,796	26.2%
Low	4,047	15.3%	123,022	15.1%	206,807	15.4%
Moderate	4,158	15.7%	131,381	16.2%	223,957	16.7%
Above Moderate	11,156	42.1%	340,384	41.9%	559,267	41.7%
TOTAL	**26,502**	**100%**	**812,060**	**100%**	**1,341,827**	**100%**

Source: Table 2, Proposed Housing Element (City of Long Beach, September 2021).
SCAG = Southern California Association of Governments

[3] Very low and very high resource areas are shown in Opportunity Area Maps developed by the State Tax Credit Allocation Committee (TCAC) and the Department of Housing and Community Development (HCD). The TCAC/HCD Opportunity Area Map calculates regionally derived opportunity index scores for areas based on twenty-one indicators of opportunity. Very low resource areas represent areas that have the lowest opportunity index scores, and very high resource areas represent areas that have the highest opportunity index scores. For more information, please refer to the 2021 TCAC/HCD Opportunity Maps and Methodology (website: https://www.treasurer.ca.gov/ctcac/opportunity.asp) (accessed April 29, 2021).

The City is not responsible for the actual construction of these units. The City is, however, responsible for creating a regulatory environment in which the private market could build the housing unit amounts and types included in the RHNA allocation. This includes the creation, adoption, and implementation of policies, zoning standards, municipal code changes, and/or economic incentives to encourage the construction of various types of units. Although certain implementation programs contained within the proposed Housing Element, such as Action 2.1.1: Continue to offer regulatory incentives to accommodate the development of accessible and affordable housing, could result in additional development beyond the 26,502 units to accommodate the RHNA under the proposed project, the total increase and general location of development focused near transit under the proposed project would not exceed the total contemplated in the adopted 2019 Certified EIR. Therefore, the scope of the analysis provided in this Addendum No. 2 is limited to impacts that would occur under the regulatory environment that would result from the proposed project, while impacts from the anticipated General Plan Buildout are covered under the 2019 Certified Program EIR.

2.4.3 Housing Resources

2.4.3.1 Site Inventory

The proposed Housing Element's Site Inventory (refer to Appendix C of the proposed Housing Element) identifies a list of sites that are suitable for future residential development. State law mandates that each jurisdiction ensure availability of an adequate number of sites that have appropriate zoning, development standards, and infrastructure capacity to meet its fair share of the regional housing need at all income levels. The inventory is a tool that assists in determining if the jurisdiction has enough land and zoning capacity to meet its RHNA given its current regulatory framework. Potential dwelling units identified in the site inventory include the following: accessory dwelling units (ADUs); developments that are already entitled or proposed; and the identification of potential sites suitable for housing under two separate scenarios: (1) sites allowable under the current Zoning Code, and (2) sites that would facilitate housing under the General Plan Land Use Element (LUE) PlaceType to be implemented when sites on the site inventory are rezoned to implement the LUE.

As described in Section 2.2 above, the City recently updated its General Plan LUE in December 2019 using PlaceTypes to designate allowable land uses. The City has since been incrementally amending its Zoning Code to add new zones and rezone properties to implement the new LUE, but current zoning regulations do not yet fully implement the LUE PlaceTypes. As such, the proposed Housing Element includes Program 1.1: Adequate Sites for RHNA, which commits the City to completing updates to the Zoning Code and rezoning of properties for sites on the site inventory within three years of the Housing Element statutory deadline to implement the LUE. Program 1.1 has been included as Project Design Feature 4.1.1. Refer to Section 2.5.1, Project Design Feature, below, for further discussion of this requirement.

2.4.3.2 Dwelling Unit Capacity under the Current Zoning Code

Under the City's current Zoning Code (Title 21), the City can accommodate about 14,500 units. The most updated analysis as of September 2021 shows that under the current Zoning Code, there are almost 800 parcels spanning approximately 230 acres that can facilitate the development of almost 3,000 lower-income units and about 11,500 above moderate income units. Therefore, the RHNA cannot be accommodated under the current Zoning Code. Table 2.C, below, shows the dwelling unit capacity under the City's current Zoning Code.

Table 2.C: Dwelling Unit Capacity under Current Zoning Code

Zone	Zone Name	Number of Units	Acres	Number of Parcels
Affordable (Lower Income)		**2,908**	**32.26**	**86**
PD-22	Pacific Railway District	23	0.57	1
PD-30	Downtown District	1,046	6.94	14
SP-1-CDR	Midtown Corridor District	1,030	14.67	38
SP-1-TN	Midtown Transit Node District	809	10.08	33
Market-Rate		11,759	198.07	711
Moderate-Income		221	24.43	125
R-1-M	Single-family Residential, moderate lot	7	0.8	1
R-1-N	Single-family Residential, standard lot	71	11.53	57
R-2-A	Two-family Residential, accessory second unit	11	0.88	6
R-2-N	Two-family Residential, standard lot	132	11.22	61
Above Moderate-Income		**11,538**	**173.64**	**586**
CCN	Community R-4-N Commercial	105	4.83	13
CCR	Community R-4-R Commercial	13	0.61	1
CNR	Neighborhood Commercial and Residential	263	23.26	103
CO	Office Commercial	46	2.19	10
PD-22	Pacific Railway District	11	0.27	1
PD-30	Downtown District	7,899	52.29	182
R-3-4	Low-density Multi-family Residential	59	2.98	18
R-3-S	Low-density Multi-family Residential, small lot	117	7.29	40
R-3-T	Multi-family Residential, Townhouse	106	9.3	50
R-4-N	Medium-density Multiple Residential	182	8.28	29
R-4-R	Moderate-density Multiple Residential	208	9.66	53
R-4-U	Dense Multiple Residential, urban	12	0.56	1
SP-1-CDR	Midtown Corridor District	446	6.28	38
SP-1-TN	Midtown Transit Node District	668	8.36	37
SP-2	Southeast Area Specific Plan	1,403	37.48	10
	TOTAL	**14,667**	**230.33**	**797**

Source: Table 3, Proposed Housing Element (City of Long Beach, September 2021).

2.4.3.3 Dwelling Unit Capacity under General Plan Land Use Element PlaceTypes

As stated previously, PlaceTypes are land use designations under the City's General Plan LUE, which was adopted in 2019. The LUE projected an estimated buildout of 28,524 units. The proposed Housing Element Site Inventory (September 2021) under the PlaceType Scenario identifies approximately 1,200 parcels across just over 400 acres that could potentially facilitate the development of approximately 30,000 units including approximately 15,000 lower-income units

based on the PlaceTypes approach and just under 15,000 market-rate units. The identified capacity for approximately 30,000 dwelling units under the adopted PlaceTypes is intended to demonstrate the ability to meet the RHNA allocation of 26,502 units for the October 2021 to October 2029 planning period. This includes a small buffer given that not every site with demonstrated capacity would be developed in the planning period. Table 2.D, below, shows the dwelling unit capacity under the General Plan LUE PlaceTypes.

Table 2.D, below, shows the dwelling unit capacity under the General Plan LUE PlaceTypes.

Table 2.D: Dwelling Unit Capacity under PlaceTypes

PlaceType	PlaceType Name	Number of Units	Acres	Number of Parcels
Affordable (Lower Income)		**15,194**	**210.13**	**441**
DT	Downtown	1,150	6.94	14
MFR-L	Multi-Family Residential - Low	219	5.8	11
MFR-M	Multi-Family Residential - Moderate	460	7.92	23
NSC-L	Neighborhood-Serving Center or Corridor - Low	1,532	39.43	88
NSC-M	Neighborhood-Serving Center or Corridor - Moderate	7,868	116.53	197
TOD-L	Transit-Oriented Development - Low	1,860	18.22	52
TOD-M	Transit-Oriented Development - Moderate	2,105	15.29	56
Market-Rate (Moderate/ Above)		**14,921**	**212.57**	**813**
DT	Downtown	7,672	52.29	182
MFR-L	Multi-Family Residential - Low	231	7.56	39
MFR-M	Multi-Family Residential - Moderate	494	12.08	71
NSC-L	Neighborhood-Serving Center or Corridor - Low	1,308	42.49	198
NSC-M	Neighborhood-Serving Center or Corridor - Moderate	1,790	37.44	182
RSF	Regional Serving Facility	1,391	37.09	9
TOD-L	Transit-Oriented Development - Low	736	10.06	61
TOD-M	Transit-Oriented Development - Moderate	1,299	13.56	71
	TOTAL	**30,115**	**422.7**	**1,254**

Source: Table 4, Proposed Housing Element (City of Long Beach, September 2021).

Table 2.E summarizes the City's ability to meet the RHNA under both the current Zoning Code and PlaceType scenarios. In addition to the site inventory numbers for both scenarios, the dwelling unit potential also includes projected units for which the City can take credit under State law, both for residential development projects in the pipeline, and the projected number of Accessory Dwelling Units (ADUs). As Table 2.E below demonstrates, the Current Zoning scenario yields a shortfall of approximately 10,000 dwelling units; however, under the PlaceType scenario, the RHNA can be accommodated and there is a projected buffer of approximately 5,000 dwelling units.

Figure 2-3, Site Inventory, depicts the sites selected in the site inventory under the PlaceTypes scenario.

Table 2.E: Residential Dwelling Unit Potential and RHNA

	Very Low Income	Low Income	Moderate-Income	Above Moderate-Income	Total
RHNA	**7,141**	**4,047**	**4,158**	**11,156**	**26,502**
Approved Projects	53	34	1	0	88
Proposed/Pipeline Projects	293	161	6	0	460
Accessory Dwelling Units	299	567	27	379	1,272
Remaining RHNA	**6,496**	**3,285**	**4,124**	**10,777**	**24,682**
Zoning Capacity	2,908		221	11,538	14,667
Zoning (Shortfall)/Buffer	**(6,873)**		**(3,903)**	**761**	**(10,776)**
PlaceType Capacity	15,194		14,921		30,115
PlaceType (Shortfall)/Buffer	**5,413**		**20**		**5,433**

Source: Table 5, Proposed Housing Element (City of Long Beach, September 2021).
RHNA = Regional Housing Needs Allocation

2.4.4 Housing Plan

The City's housing strategy for the 6th Cycle planning period (2021–2029) is covered in the Housing Plan within the proposed Housing Element. The Housing Plan is organized by goals. Goals are aspirational purpose statements that indicate the City's direction on housing-related needs. Each goal encompasses several policies or statements that describe the City's preferred course of action among a range of other options. Each goal also includes programs or efforts taken to achieve the City's goals. Each program is associated with actions, which are steps the City will take to implement the program and further the City's policies and goals.

The goals, policies, and programs within the proposed Housing Element were developed to meet the needs of all economic segments of the City. They are informed by the technical assessments conducted throughout the Housing Element update, such as the housing needs assessment, governmental and non-governmental constraints assessment, and review of the prior Housing Element. Strategies in the proposed Housing Element were also informed by notable best practices in other jurisdictions, as well as feedback gathered from local stakeholders and advocacy groups.

Senate Bill 1000 was approved by Governor Jerry Brown on September 24, 2016. SB 1000 amended Government Code Section 65302 to require that both cities and counties that have disadvantaged communities incorporate environmental justice policies into their general plans, either in a separate environmental justice element or by integrating related goals, policies, and objectives throughout the other elements upon the adoption or next revision of two or more elements concurrently. Environmental justice refers to the fair treatment and meaningful involvement of all people regardless of race, color, religion, origin, income or sexual orientation with respect to the development, implementation and enforcement of environmental laws, regulations, and policies. The purpose of Senate Bill 1000 is to identify disadvantaged communities and to put forward strategies to reduce unique or compounded health risks to these communities, identify objectives and policies to promote civil engagement in the public decision-making process, and identify objectives and policies that prioritize improvements and programs that address the needs of

disadvantaged communities. Therefore, to comply with Government Code Section 65302(h), environmental justice policies are incorporated in the Housing Element Update.

The following is a list of goals and strategies as proposed by the Housing Element (refer to Section VI of the proposed Housing Element for a full list of programs).

Goal 1: Provide Increased Opportunities for the Construction of High-Quality Housing

- **Policy 1.1:** Implement the 2019 Land Use/Urban Design Element update through a comprehensive rezoning program citywide that will provide adequate sites, zoned at the appropriate densities and development standards, to facilitate the housing production and affordability goals set forth in the 2021-2029 RHNA.

- **Policy 1.2:** Facilitate the development of affordable housing by streamlining the approval process for projects with substantial levels of affordable housing.

- **Policy 1.3:** Achieve a balance of rental and homeownership opportunities, including apartments, townhomes, condominiums, single-family homes, and accessory dwelling units, micro-units and alternative housing options to accommodate the housing needs of all socioeconomic segments of the community, including large families.

- **Policy 1.4:** Facilitate the development of medium density housing options such as duplex, triplex, fourplex, garden court apartments, and cottages to bridge the "missing middle" housing gap between high density apartments and condominiums and low density single-family houses.

- **Policy 1.5:** Encourage new high-quality rental and ownership housing through the implementation of objective design standards, and architectural and green building standards in alignment with the Urban Design Element of the General Plan.

- **Policy 1.6:** Facilitate adaptive reuse of existing structures for residential purposes.

- **Policy 1.7:** Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts in alignment with the City's Climate Action and Adaptation Plan (CAAP) to minimize carbon emissions by focusing new housing near transit and jobs.

- **Policy 1.8:** Maintain a vacant and underutilized residential sites inventory, including City-owned sites, and assist residential developers in identifying land suitable for residential development.

- **Policy 1.9:** Establish and maintain partnerships with nonprofit organizations, affordable housing builders, and for-profit developers, to provide greater access to affordable housing funds.

- **Policy 1.10:** Support the development of housing that is technology-friendly and designed to meet the housing needs of the emerging information, remote learning and working, and technology industry workforce.

- **Policy 1.11:** Utilize inclusionary housing and enhanced density bonuses that expand upon the density bonus and development standard concessions and incentives offered as tools to facilitate the development of more affordable housing, with a mix of affordability levels within mixed-income housing.

- **Policy 1.12:** Provide incentives for housing that is accessible and affordable to lower income households, seniors, and disabled persons (including persons with developmental disabilities), such as through density bonus incentive programs that offer bonuses and concessions beyond those offered by the State Density Bonus Statute (Government Code Section 65915).

- **Policy 1.13:** Promote mixed income and/or mixed-generation housing that fosters integration of residents of different socioeconomic backgrounds.

- **Policy 1.14:** Expand partnerships with local colleges, universities, and vocational training programs to provide a well-trained workforce to construction trades.

- **Policy 1.15:** Explore mechanisms to pay for the removal and remediation of oil and gas wells on vacant or underutilized sites, to increase the number of lots available for development.

- **Policy 1.16:** Explore additional locations that may be suitable for housing, such as within the City's Tidelands area or on other publicly owned land.

Goal 2: Mitigate Government Constraints to Housing Investment and Affordability

- **Policy 2.1:** Evaluate existing zoning and design policies, impact fees and other regulations for their impact on housing construction costs through unnecessary delays or logistical roadblocks.

- **Policy 2.2:** Reform the Site Plan Review process to assure objective standardized reviews are done as quickly as possible while still upholding high-quality design and community standards.

- **Policy 2.3:** Offer financial and/or regulatory incentives, such as density bonuses and fee reductions or waivers, where feasible, to reduce the costs and/or to remove impediments to developing affordable housing, particularly near transit.

- **Policy 2.4:** Utilize hybrid zoning and other planning tools to allow flexible residential development standards in designated areas.

- **Policy 2.5:** Explore removing minimum unit size requirements, based on results of the micro-unit pilot program, as a means to provide market-rate units that are affordable by virtue of their housing typology and can provide more affordable housing options for students and young professionals.

- **Policy 2.6:** Provide density bonus incentives beyond those offered by the State Density Bonus Statute (Government Code Section 65915) to further facilitate the construction of affordable housing as part of mixed-income, multi-family housing development citywide, while also

offering no net loss protections that exceed those required by the State and the City's local ordinance.

- **Policy 2.7:** Provide for streamlined, timely and coordinated processing of development projects and associated environmental clearances to minimize project-holding costs.

- **Policy 2.8:** Support the use of technology to improve communications between the City government and the community, and to facilitate housing development such as upgraded permit software to provide a streamlined planning and building review and inspection process.

Goal 3: Provide Housing Assistance and Preserve Publicly Assisted Units

- **Policy 3.1:** Leverage local financial assistance with other sources of funding for affordable housing to maximize the number of affordable units and to reach the deepest level of affordability.

- **Policy 3.2:** Utilize a Notice of Funding Availability (NOFA) or other competitive application processes to solicit affordable development proposals that incorporate innovative designs and housing options.

- **Policy 3.3:** Identify new funding sources and strategies to support affordable housing.

- **Policy 3.4:** Continue implementing the Housing Choice Voucher (HCV) and other rent subsidies programs.

- **Policy 3.5:** Provide emergency rental assistance for residents in greatest need as a strategy for preventing homelessness.

- **Policy 3.6:** Work with property owners and nonprofit housing providers to preserve assisted multi-family units at risk of conversion to market rents and extend the affordability covenants in perpetuity whenever feasible.

- **Policy 3.7:** Continue the City's rehabilitation loan and grant programs to assist in the preservation of affordable housing units.

- **Policy 3.8:** Preserve and expand the stock of single room occupancy housing as a source of permanent, affordable housing.

- **Policy 3.9:** Preserve mobile home parks as an important resource of affordable housing, especially to seniors.

- **Policy 3.10:** Incentivize the development of for-sale housing that is priced for entry-level homeowners, including smaller units and affordable homeowner's association fees.

- **Policy 3.11:** Assist first-time homebuyers with financial readiness, such as financial literacy and credit counseling.

- **Policy 3.12:** Pursue opportunities to partner with lenders to provide a streamlined application process and favorable terms for mortgage financing to lower income households.

- **Policy 3.13:** Pursue homeownership opportunities, with an emphasis on providing affordable options for lower and moderate-income households with a particular focus on black households and households of color who historically could not access homeownership.

Goal 4: Address the Unique Housing Needs of Special Needs Residents

- **Policy 4.1:** Continue efforts to implement and expand the Long Beach Continuum of Care for people experiencing homelessness.

- **Policy 4.2:** Provide housing that addresses the needs of the disabled (including persons with developmental disabilities), the mentally ill, persons with substance problems, persons with HIV/AIDS, veterans and other groups needing transitional and supportive housing.

- **Policy 4.3:** Encourage universal design of housing products and environments, making them usable by a wide range people with different physical and mental abilities.

- **Policy 4.4:** Integrate and disperse special needs housing within the community and in close proximity to transit and public services.

- **Policy 4.5:** Encourage California State University at Long Beach and other institutions of higher education to build student, staff, and faculty housing to meet the needs of their students and employees. Partner with educational institutions to expand on-campus and near-campus student housing, in order to relieve the strain on supply for the general city population/housing.

- **Policy 4.6:** Proactively seek out new models and approaches for the provision of affordable housing, such as co-housing, micro units, motel/hotel conversions, and assisted living facilities.

- **Policy 4.7:** Identify stable revenue sources for the Housing Trust Fund.

Goal 5: Retain and Improve the Quality of Existing Housing and Neighborhoods

- **Policy 5.1:** Maintain and improve the housing stock and neighborhood conditions.

- **Policy 5.2:** Ensure that City regulations support the ability for property owners to maintain and improve existing housing stock.

- **Policy 5.3:** Promote continued maintenance of quality ownership and rental housing by offering assistance to encourage preventative maintenance and repair.

- **Policy 5.4:** Prioritize public improvements (such as streets and drainage, sidewalks and alleys, green spaces and parks, street trees, and other public facilities, amenities and infrastructure) in neighborhoods with the greatest need, including neighborhoods with high concentrations of poverty and limited existing resources and amenities.

- **Policy 5.5:** Preserve and maintain the City's historical and architecturally significant buildings and neighborhoods by maintaining historic landmarks and districts.

- **Policy 5.6:** Create healthy neighborhoods by performing ongoing property inspections, eliminating threats to the public health, promoting business establishments that offer healthy food choices, and encouraging sustainable cooling options (solar panels, tree-planting, and cool building materials and pavements) to protect at-risk populations such as children and older adults.

- **Policy 5.7:** Encourage place-based strategies for neighborhood planning and improvements that incorporate biking, pedestrian, and public transit connections from lower-resource to higher-resource areas and providing shade coverage, such as tree canopy or awnings, at public transit to enhance access to amenities throughout the City.

- **Policy 5.8:** Promote strong, on-site management of multi-family complexes to ensure the maintenance of housing and neighborhood quality.

- **Policy 5.9:** Conduct education and outreach to tenants regarding the City's Code Enforcement program and their rights as a tenant to decent, safe, and sanitary housing.

- **Policy 5.10:** Link affordable housing with programs and projects that complement other community development goals and resources.

- **Policy 5.11:** Promote green building standards in the rehabilitation of existing housing.

- **Policy 5.12:** Balance the need for safety with housing supply and affordability in any citywide mandatory seismic upgrade policy. Provide incentives for affordability in upgraded buildings.

Goal 6: Ensure Fair and Equal Housing Opportunity

- **Policy 6.1:** Ensure planning policies and development regulations follow the principle of equal access to housing opportunities.

- **Policy 6.2:** Avoid the overconcentration of lower income housing in neighborhoods of low resources.

- **Policy 6.3:** Prioritize neighborhood conditions improvements in low income communities of color through coordinated community development efforts.

- **Policy 6.4:** Require at minimum the replacement of housing units that are demolished because of proposed development at the same or greater levels of affordability based on deed restrictions or incomes of previous tenants.

- **Policy 6.5:** Establish programs and actions to mitigate development impacts on displacement and gentrification and offer tenant protection.

- **Policy 6.6:** Conduct fair housing outreach and education for Long Beach residents, property owners, and housing providers to ensure each understands their rights and responsibilities.

- **Policy 6.7:** Identify mechanisms to increase production and access to housing in high resource areas through the City's 2022-2026 Consolidated Plan update.

- **Policy 6.8:** Enforce notification and relocation assistance for low income households displaced due to demolition, condominium conversion, and persons displaced due to code enforcement activities of illegally converted or substandard residential dwellings.

- **Policy 6.9:** Improve the regulatory pathway for legalizing unpermitted dwelling units to help protect tenants in those units and preserve the housing stock.

- **Policy 6.10:** Support Community Land Trusts, neighborhood investment companies and/or other models for facilitating community ownership of affordable housing and to provide ways to empower community members to participate in community development.

- **Policy 6.11:** Facilitate affordable housing in high opportunity areas, including through the provision of Accessory Dwelling Units and through acquisition, rehabilitation and conversion of existing housing units to be affordable.

- **Policy 6.12:** Seek to expand the City's inclusionary housing program to additional neighborhoods.

- **Policy 6.13:** Pursue funding opportunities to finance ADUs in high-resource areas with tenancy of the ADU restricted for low and moderate-income renters.

- **Policy 6.14:** Increase housing stock accessible to all ability statuses.

- **Policy 6.15:** Continue funding and explore expanding the HOME-funded CHDO program that provides smaller-scale affordable housing, including for those with disabilities, in all areas of the City.

- **Policy 6.16:** Increase access to and knowledge of City resources for low-income neighborhoods.

- **Policy 6.17:** Maximize the preservation and replacement of affordable housing units through no net loss and other strategies.

Goal 7: Ensure Effective and Efficient Delivery of Housing Programs and Services

- **Policy 7.1:** Dedicate staffing and resources necessary to deliver housing programs and services set forth in this Housing Element.

2.5 ZONING CODE AMENDMENTS AND REZONING OF PROPERTIES COVERED BY THE HOUSING ELEMENT

The proposed project includes zoning code amendments and the rezoning of properties in the proposed Housing Element Site Inventory. As discussed previously, the City recently updated its General Plan LUE in 2019, which uses PlaceTypes to designate allowable land uses. Though the City has since been incrementally amending its Zoning Code to add new zones and rezone properties to implement the new LUE, current zoning regulations do not yet fully implement the LUE PlaceTypes. The proposed Housing Element includes Program 1.1: Adequate Sites for RHNA, which commits the City to completing amendments to the Zoning Code and rezoning properties on the site inventory within three years of the Housing Element statutory deadline in order to implement the LUE and create sufficient zoning capacity to meet the RHNA through the LUE strategy of focusing housing and mixed-use near transit stops and corridors, consistent with planning best practice and State law designed to reduce carbon emissions. Approximately 1,300 parcels larger than 0.5 acre in size have been identified for the Housing Element Site Inventory that, if rezoned to implement the LUE, could facilitate a smaller, but similar number of future development of housing units to meet the City's RHNA allocation of 26,502 units. The City estimates that under this PlaceType implementation scenario, it is anticipated that approximately 500 of those parcels could accommodate affordable housing, and another approximately 800 parcels could accommodate market-rate housing, as shown on the Site Inventory Map (Figure 2-3). Of those parcels, many are already zoned to implement the General Plan PlaceTypes (shown on Figure 2-2) including all sites in the Downtown PlaceType and some properties in the Transit-Oriented Development (TOD)-Low, TOD-Moderate, Regional Serving Facility (RSF), Neighborhood-Serving Center or Corridor – (NSC-L) and Neighborhood-Serving Center or Corridor – Moderate (NSC-M) PlaceTypes. Zoning code amendments and the rezoning of the remaining sites on the inventory are still needed to implement the LUE PlaceTypes.

A Project Design Feature (PDF) is a specific component of the proposed project that has been incorporated in the project design to reduce potential environmental effects. This PDF is a part of the proposed project and does not constitute a mitigation measure. It is, however, included in this Addendum No. 2 because it is intended to ensure that the proposed Housing Element Update would not conflict with the adopted LUE and the Approved Project.

PDF 4.1.1 By October 15, 2024, the City of Long Beach (City) shall amend its Zoning Code and rezone properties to implement General Plan Land Use Element (LUE) PlaceTypes for sites where residential development capacity is identified for the Regional Housing Needs Allocation (RHNA). This project design feature is intended to ensure that the proposed project complies with and would not conflict with or impede the City Municipal Code and the General Plan LUE. The program to amend the Zoning Code and rezone properties shall be implemented to the satisfaction of the City Director of Development Services, or designee.

2.6 PROJECT OBJECTIVES

The proposed Housing Element establishes several goals and policies, as discussed above (refer to Section V of the proposed Housing Element for a full list of programs). For CEQA purposes, the

following primary objectives have been established to aid decision-makers in their review of the project and its associated environmental impacts:

1. Create a plan that will help Long Beach achieve the following goals:

    a. Provide increased opportunities for the construction of high-quality housing sufficient to meet the RHNA;

    b. Mitigate government constraints to housing investment and affordability;

    c. Provide housing assistance and preserve publicly assisted units;

    d. Address the unique housing needs of special needs residents;

    e. Retain and improve the quality of existing housing and neighborhoods;

    f. Ensure fair and equal housing opportunity; and

    g. Ensure effective and efficient delivery of housing programs and services.

2. Realize consistency between the City's Zoning Code and the updated General Plan LUE PlaceTypes and rezone specific properties identified in the Housing Element Site Inventory within three years following adoption of the proposed Housing Element.

2.7 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

The discretionary actions to be considered by the City as a part of the proposed project include:

- **Adoption of the Proposed Housing Element:** The project would require adoption of the proposed Housing Element update.

- **Approve Rezoning**: The project would require future approval of the rezoning of sites as identified in the proposed Housing Element.

- **Approval of this Addendum No. 2 to the 2019 General Plan Land Use and Urban Design Elements Project Certified EIR:** The project would require approval of this Addendum No. 2 to the 2019 certified EIR. The City Council would also adopt the updated Mitigation Monitoring and Reporting Program provided with this Addendum No. 2.

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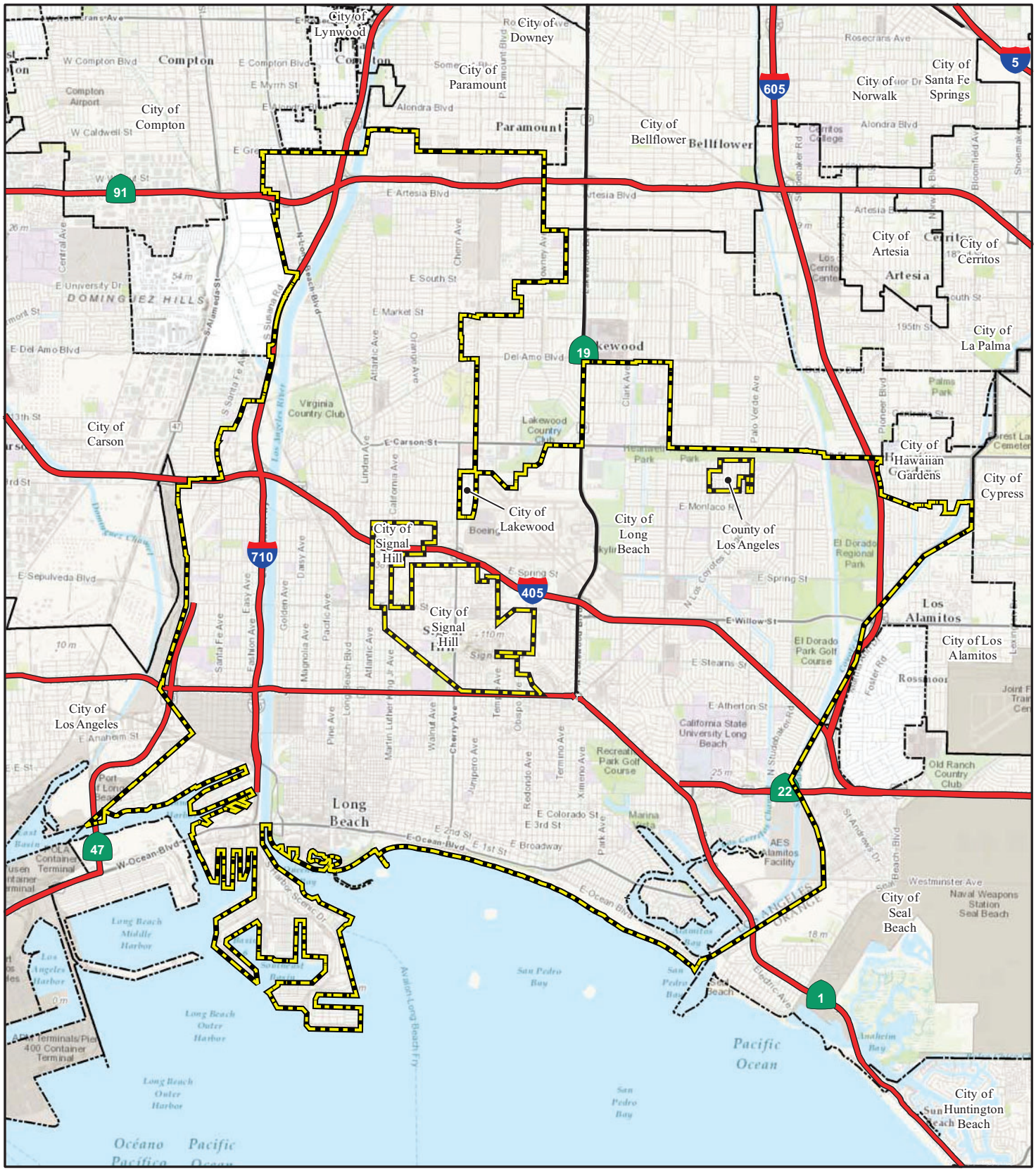

LSA

LEGEND

Planning Area

FIGURE 2-1

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MILES

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

General Plan Housing Element Update Project

Project Location

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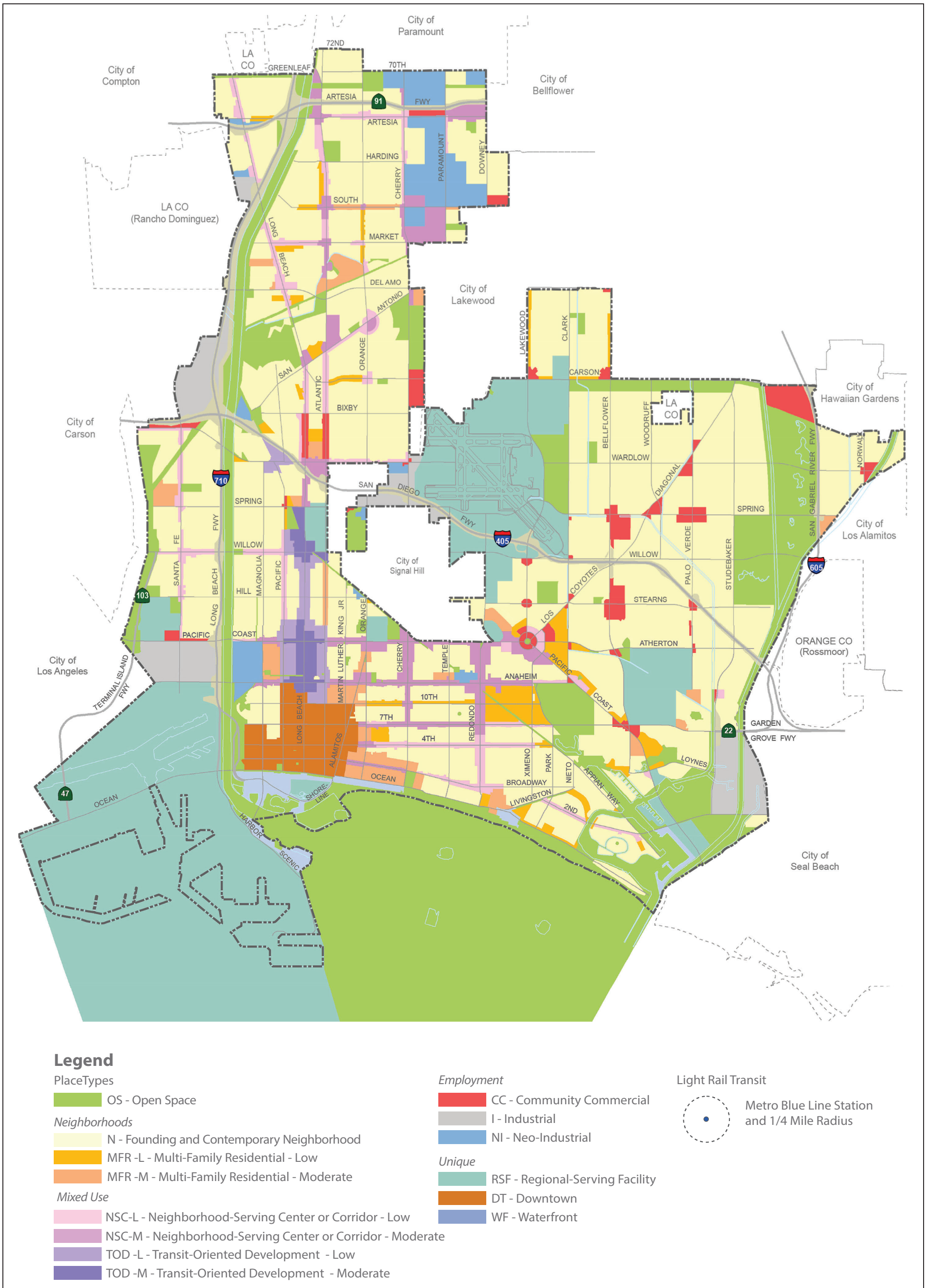

Legend

PlaceTypes

OS - Open Space

Neighborhoods

N - Founding and Contemporary Neighborhood

MFR -L - Multi-Family Residential - Low

MFR -M - Multi-Family Residential - Moderate

Mixed Use

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

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

TOD -L - Transit-Oriented Development - Low

TOD -M - Transit-Oriented Development - Moderate

Employment

CC - Community Commercial

I - Industrial

NI - Neo-Industrial

Unique

RSF - Regional-Serving Facility

DT - Downtown

WF - Waterfront

Light Rail Transit

Metro Blue Line Station and 1/4 Mile Radius

FIGURE 2-2

LSA

N

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MILE

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

General Plan Housing Element Update Project

General Plan LUE PlaceTypes Map (Approved Project)

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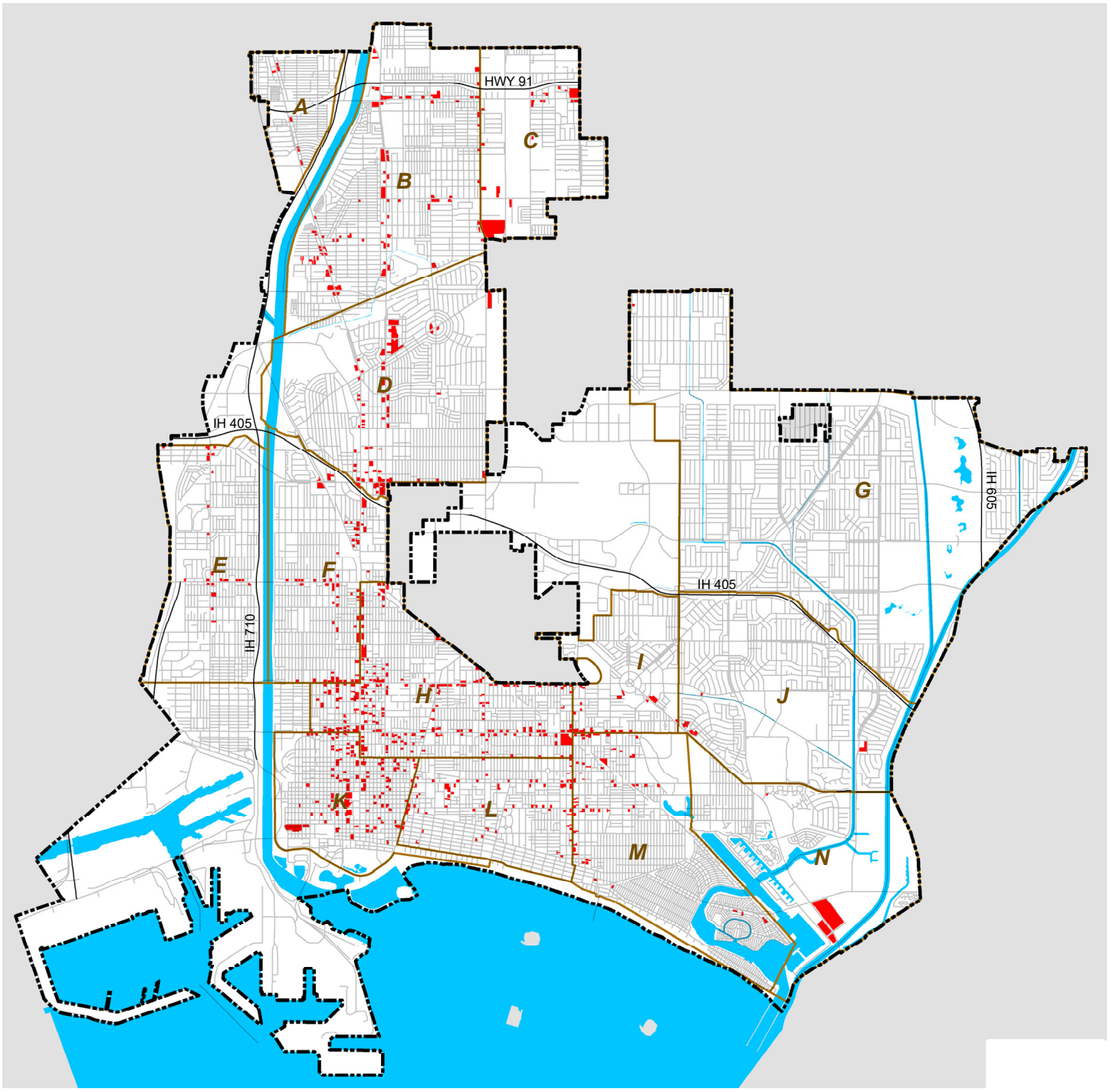

LSA

FIGURE 2-3

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General Plan Housing Element Update Project

Site Inventory

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3.0 COMPARATIVE EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion contains an analysis of the potential impacts of the proposed Housing Element update in relation to the Approved 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, Introduction, 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 and Addendum No. 1 (Approved Project) 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.

IMPACTS IDENTIFIED IN THE 2019 CERTIFIED EIR

As discussed in Chapter 2.0, Project Description, the proposed project involves updates to the Housing Element, zoning code amendments and rezoning of specific properties for residential use to implement the Housing Element. The Housing Element builds off the LUE goals, policies, and strategies and provides a more detailed roadmap for creating sufficient capacity for needed housing in the City, including through zoning code amendments and rezoning of properties on the Housing Element Site Inventory to be rezoned in alignment with and to implement the LUE. Similar to the scope of the Approved Project, the scope of the proposed project involves an update to the City's General Plan Housing Element and rezoning and does not involve any physical improvements. In addition, the proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. Therefore, impacts resulting from this planning document update, zoning code amendments and rezoning would be similar to those impacts previously covered by the 2019 Certified EIR and Addendum No. 1. Although impacts would be similar to those previously covered by the 2019 Certified EIR and Addendum No. 1, a new analysis for impacts is provided in this Addendum No. 2 as required by CEQA. The environmental analysis provided in the 2019 Certified EIR and Addendum No. 1 remains relevant and applicable to the proposed project for topics 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 provided in Appendix A of the 2019 Certified EIR, which is incorporated by reference in this Addendum No. 2. 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. Similarly, Section 3.1 of Addendum No. 1 provided an analysis of these topic areas and determined that no impacts would occur.

- **Agricultural Resources.** The IS prepared for the 2019 Certified EIR and analysis in Addendum No. 1 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 Approved Project 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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 and analysis in Addendum No. 1 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 Approved Project 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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 and analysis in Addendum No. 1 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. The proposed Housing Element update addresses the number of future housing units already identified and contemplated in the Approved Project. Therefore, like the Approved Project, the proposed project would not result in any impacts to historical resources.

  Implementation of the Approved Project 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.

  The conditions of the planning area have not changed since certification of the 2019 EIR and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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 and analysis in Addendum No.1 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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 and analysis in Addendum No. 1 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 Approved Project 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). Any future land uses or activities subject to the provisions of the proposed project that involve the handling and disposal of hazardous or potentially hazardous materials would also be required to comply with Long Beach Municipal Code Sections 8.86 through 8.88, as well as all existing State safety regulations.

  Future developments facilitated by implementation of the Approved Project 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 Approved Project 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 Approved Project 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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 and analysis in Addendum No. 1 determined that the Approved Project would not result in significant impacts to hydrology and water quality.

  Although implementation of 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 will result in the alteration of existing drainage patterns or alterations to the course of a stream or river. Further, implementation of the Approved Project 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/UDE and rezoning would allow 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 Approved Project 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 Approved Project would not substantially increase impervious surface areas in a manner that would substantially decrease infiltration. Therefore, implementation of the Approved Project 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 Approved Project 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 Approved Project 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 Approved Project 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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 and analysis in Addendum No. 1, 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 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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. Furthermore, all future development contemplated by the Approved Project would be subject to development impact fees, which set aside funding for additional services and maintenance facilities, including parks and recreational facilitates. As such, implementation of the Approved Project 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. Similar to the Approved Project, as future individual projects facilitated and allowed by the proposed project are proposed, the City would review the specific impacts related to those projects as part of the environmental review and approval process, and impact development fees would be assessed, as applicable per City standards. 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 Approved Project 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 and Addendum No. 1. The proposed Housing Element update is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. 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 No. 2 to the 2019 Certified EIR.

3.1 AESTHETICS

3.1.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. There have been no major changes to the existing setting of the planning area with respect to the regional visual character or light and glare since the 2019 Certified EIR and Addendum No. 1 were 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.[4]

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 and Addendum No. 1.

3.1.2 2019 Certified EIR and Addendum No. 1

Please refer to Section 4.1 of the 2019 Certified EIR and Section 3.2 of Addendum No. 1 for a detailed analysis of the potential effects of the Approved Project related to aesthetics. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to aesthetics would be less than significant, as described below.

3.1.2.1 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 and Addendum No. 1. However, the City's existing Open

[4] 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 July 2, 2021).

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 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 adopted 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) adopted as part of the Approved Project. The UDE adopted as part of 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 adopted LUE and UDE that are aimed at preserving scenic vistas in the planning area. Furthermore, implementation of the Approved Project for the rezoning of properties and establishing Title 22 in order to be consistent with the adopted LUE and UDE would not result in changes to impacts to scenic vistas or scenic resources as analyzed in the 2019 Certified EIR. Therefore, the 2019 Certified EIR and Addendum No. 1 determined that the Approved Project would have less than significant impacts on scenic vistas, and no mitigation was required.

3.1.2.2 Visual Character

Less Than Significant Impact. As discussed in the 2019 Certified EIR and Addendum No. 1, 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 adopted as part of 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 adopted as part of the Approved Project) aimed at improving the visual character of the planning area. As such, implementation of the Approved Project would ensure that the majority of the planning area, including identified aesthetic resources and scenic vistas, would not be affected by future growth. In addition, the rezoning implemented as part of the Approved Project amended inconsistencies between the City's Zoning Code and the adopted LUE. Therefore, the 2019 Certified EIR and Addendum No. 1 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.

3.1.2.3 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. While the proposed Housing Element Update does not include any new regulations or standards related to light and glare, future development facilitated by the proposed project would be subject to the City's current Zoning Code, which includes development standards, and the adopted UDE which includes policies related to light and glare (see Policy UD 14-6). Therefore, the 2019 Certified EIR and Addendum No. 1 determined that the Approved Project's impact related to light and glare would be less than significant, and no mitigation was required.

3.1.2.4 Cumulative Aesthetic Impacts

Less Than Significant Impact. The 2019 Certified EIR and Addendum No. 1 analyzed a cumulative aesthetic study area for the Approved Project for 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 eight Major Areas of Change identified in the 2019 Certified EIR to signify areas where growth is anticipated to be most profound, as compared to existing conditions. 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 adopted as part of 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. Similarly, future development facilitated under the proposed Title 22 and rezoning included as part of the Approved Project would be consistent with the adopted UDE. 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 and Addendum No. 1 determined that cumulative impacts related to aesthetics would be less than significant. No mitigation was required.

3.1.3 Analysis of the Proposed Project

3.1.3.1 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 and Addendum No. 1 because the proposed

project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE. The proposed project is designed to facilitate the City's ability to accommodate its RHNA of 26,502 housing units through a suite of policies, strategies, and implementation programs including a rezoning program to rezone specific properties consistent with the adopted LUE, including the identification of capacity to facilitate approximately 30,000 dwelling units in the Housing Element Site Inventory. This includes a small buffer given that not every site with demonstrated capacity would be developed in the planning period. The adopted LUE anticipates buildout of 28,524 dwelling units, the impacts of which were already analyzed in the 2019 Certified Program EIR for the Approved Project. The proposed project does not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. As described above, the 2019 Certified EIR and Addendum No. 1 did not identify any City-designated scenic viewpoints or scenic corridors. However, the City's existing Open Space Element (2002) 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 future development that would be allowed under the proposed project. Further, the proposed project involves updating the City's current Housing Element and rezoning specific properties within the City consistent with the updated LUE, and as such, does not propose any development in and of itself.

Future development facilitated by the proposed project under the proposed rezoning of properties identified by the Housing Element would be consistent with the development strategies, policies, and standards in the adopted UDE. Future development allowed under the proposed project would be generally consistent with height and density/intensity limitations for each PlaceType as outlined in the adopted LUE and analyzed in the 2019 Certified EIR and Addendum No. 1. The rezoning of properties by the proposed project would be done in a manner generally consistent with and to implement the adopted LUE PlaceType policy guidance, including for allowable land uses and densities, and therefore would be similar to the Approved Project. Certain implementation programs contained within the proposed Housing Element, such as Action 2.1.1 to offer regulatory incentives to accommodate the development of accessible and affordable housing, and current programs such as the City's Enhanced Density Bonus (EDB) Ordinance, which responds to an existing need for mixed-income housing to accommodate the existing population and projected growth described above, as well as to help address the increased homelessness resulting from a well-documented and chronic housing shortage that exists in the City and the region, could result in larger individual projects than were originally anticipated by the adopted LUE. However, regardless of the number of dwelling units identified on the Site Inventory, or allowed for through implementation programs such as Action 2.1.1, the total number of dwelling units, and general location of development focused near transit under the proposed project, is not anticipated to exceed the total development contemplated in the General Plan buildout analyzed in the 2019 Certified EIR. 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 these views as a result of the rezoning of select properties under the proposed project would be consistent with goals, policies, and strategies outlined in the adopted LUE and UDE aimed at preserving scenic vistas in the planning area. Through implementation of the City's regulatory framework, including the adopted LUE and its

companion UDE, any future discretionary project would include project-specific conditions of approval that minimize its impact on surrounding areas. The visual character and quality of the City would be preserved and enhanced through the application of goals, policies, strategies, and development standards outlined in the adopted LUE and UDE. The UDE includes policies that individual development projects would need to be consistent with to ensure that scenic views are maintained, such as:

- **STRATEGY No. 18:** Improve and preserve the unique and fine qualities of Long Beach to strengthen the City's image and eliminate undesirable or harmful visual elements.
    - **Policy UD 18-1:** Carefully consider the development of iconic sites with visual corridors or structures of the highest visual and architectural quality.
    - **Policy UD 18-2**: Expand the existing network of scenic routes to include additional routes, corridors, and sites.
    - **Policy UD 18-4:** Prioritize aesthetics to enhance the quality of new and existing developments within scenic areas and iconic sites.

Future development facilitated by the proposed project would be designed according to the development strategies, policies, and standards in the adopted UDE aimed at guiding the aesthetic character of new development in a manner that would not significantly inhibit or obstruct scenic vistas in the City. Individual projects would also be required to submit detailed plans to the City to ensure consistency with the City's design requirements, including those in the UDE. Individual projects within the Coastal Zone would also be subject to the requirements of the California Coastal Act to protect views along the ocean and scenic coastal resources. Future development projects within Transit Priority Areas would also be subject to the significance thresholds determined by PRC Section 21099. Consistent with State law, aesthetic impacts related to infill projects within transit priority areas would not be considered significant impacts. Subsequent discretionary development projects would undergo their own environmental review, as required pursuant to CEQA, but the proposed project as a General Plan Housing Element Update and rezoning for housing units already contemplated does not result in adverse impacts to scenic vistas. Therefore, since the proposed project would be consistent with the Approved Project, impacts to scenic vistas would be consistent with those analyzed in the 2019 Certified EIR and Addendum No. 1 and would remain less than significant.

3.1.3.2 Visual Character

Implementation of the proposed project would not result in changes to impacts to visual character as analyzed in the 2019 Certified EIR and Addendum No. 1 because the proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE. The proposed project does not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. Currently, portions of the City's Zoning Code and the adopted LUE are inconsistent. However, implementation of the proposed project would address inconsistencies between the City's

Zoning Code and the adopted LUE, while ensuring compliance with State Housing Law by implementing the Zone Change Program to rezone specific properties identified in the Housing Element Site Inventory. 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 includes updates to the Housing Element and rezoning for the purpose of consistency with goals, policies, strategies, and development standards outlined in the adopted LUE and UDE. Further, the proposed project does not propose any development in and of itself. Future development facilitated by the proposed project under the proposed rezoning of properties would be consistent with the City's regulatory framework, including design requirements aimed at improving the visual character of the planning area as outlined in the adopted UDE and analyzed in the 2019 Certified EIR and Addendum No. 1. Certain implementation programs contained within the proposed Housing Element, and current programs such as the EDB Ordinance, could result in individual development projects larger than those contemplated by the adopted LUE. However, regardless of the number of dwelling units identified on the Site Inventory, or allowed for through implementation programs such as Action 2.1.1, the total number of dwelling units and general location of development focused near transit under the proposed project is not anticipated to exceed the total development contemplated in the General Plan buildout and analyzed in the 2019 Certified EIR. 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 significant future growth as growth is focused by the LUE near major public transit stops and along underutilized commercial corridors served by public transit. The proposed project is designed to facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. Therefore, since the proposed project would be consistent with the Approved Project, impacts to visual character would be consistent with those analyzed in the 2019 Certified EIR and Addendum No. 1 and would remain less than significant.

3.1.3.3 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 and Addendum No. 1 because the proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE. The proposed project does not entitle, propose, or otherwise require the construction of new development or rehabilitation of existing development. Amendments to the City's Zoning Code proposed under the proposed project would be consistent with the design standards within the adopted LUE/UDE, but do not include any additional design standards related to light and glare.

The proposed project involves updating the City's current Housing Element and rezoning specific properties within the City consistent with the adopted LUE, and as such, does not propose any development in and of itself. Future development facilitated by the proposed project under the proposed rezoning of properties 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 adopted UDE and the City's Municipal Code. Although future development would introduce new sources of light that 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 consistent with those analyzed in the 2019 Certified EIR and Addendum No. 1 and would remain less than significant.

3.1.3.4 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 updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE, and as such, does not propose any development in and of itself. Future development facilitated by the proposed project under the proposed rezoning of properties 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, in accordance with policies in the adopted UDE.

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 not result in a cumulatively significant visual impact related to light and glare. Therefore, the contribution of the proposed project to potential cumulative visual and aesthetic impacts in the planning area is considered comparable to impacts under the Approved Project, and cumulative impacts would remain less than significant.

3.1.4 Findings Related to Aesthetics

3.1.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.1.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.1.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.1.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

No significant impacts related to aesthetics were identified in the 2019 Certified EIR and Addendum No. 1 and therefore, no new information, mitigation, or alternatives to the proposed project are necessary to reduce such impacts. Furthermore, similar to the Approved Project, the proposed project would not result in any potentially significant impacts requiring mitigation, and impacts related to aesthetics would be less than significant.

3.1.5 Compliance Measures

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

3.1.6 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.

3.2 AIR QUALITY

3.2.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. 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 most relevant air quality monitoring station 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 2017 to 2019 at the 2425 Webster Street ambient air quality monitoring station in Long Beach, provided in the 2019 Certified EIR and Addendum No. 1, indicate that air quality in the vicinity of the City has generally been good. According to the California Air Resources Board (CARB), this most current year range data for ambient air quality is published. As indicated in the monitoring results, Federal particulate matter (10 microns or less) (PM_{10}) standard had no exceedances in 2017, no exceedances in 2018, and one exceedance in 2019. The State PM_{10} standard was exceeded ten times in 2017, four times in 2018, and four times in 2019. Fine particulate matter (2.5 microns or less) ($PM_{2.5}$) levels exceeded the Federal standard four times in 2017, six times in 2018, and no exceedance in 2019. 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_2, and NO_2 standards were also not exceeded in this area during the 3-year period.

3.2.2 2019 Certified EIR and Addendum No. 1

Please refer to Section 4.2 of the 2019 Certified EIR and Section 3.3 of Addendum No. 1 for a detailed analysis of the potential effects of the Approved Project related to air quality. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to air quality would be less than significant, less than significant with mitigation incorporated, or significant and unavoidable, as described below.

3.2.2.1 Conflicts with Air Quality Plans

Significant and Unavoidable Impact. As described in the 2019 Certified EIR and Addendum No. 1, CEQA requires that general plans be evaluated for consistency with an applicable air quality management plan (AQMP). There were two key indicators of consistency with the AQMP analyzed in the 2019 Certified EIR and Addendum No. 1. 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 buildout of the City, and therefore, emissions of criteria pollutants associated with future development allowed for under the Approved Project would contribute emissions of PM_{10}, $PM_{2.5}$, nitrous oxide (NO_x), and volatile organic compounds (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 adopted LUE/UDE goals and policies. Additionally, future projects are required to comply with existing City policies and regulations, as well as the adopted 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 carbon monoxide (CO) as a result of additional housing anticipated under the Approved Project. Therefore, the 2019 Certified EIR and Addendum No. 1 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 1989 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 vehicle miles traveled (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 1989 General Plan that was adopted at the time the AQMP was developed, prior to adoption of the LUE as part of the Approved Project. The 2019 Certified EIR concluded that 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 needed for the City. This includes needed housing units both to accommodate forecasted population growth and to serve the existing population that is currently in overcrowded housing. The adopted LUE focuses projected growth near transit, consistent with State law and best practices for reducing carbon emissions. 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 buildout by the year 2040, since the exact timing of potential future development is unknown. 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 and Addendum No. 1 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 and Addendum No. 1 determined that this impact would be significant and unavoidable.

3.2.2.2 Violate or Contribute to an Air Quality Standard Violation

Significant and Unavoidable Impact.

Construction Emissions. As described in the 2019 Certified EIR and Addendum No. 1, 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_X, CO, SO_X, $PM_{2.5}$, or PM_{10} emissions. However, because the scale and timing of future construction activities is not known, the 2019 Certified EIR and Addendum No. 1 determined that maximum daily emissions associated with an individual development project could 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 adopted LUE/UDE goals and policies are intended to minimize impacts associated with nonattainment criteria pollutants, the 2019 Certified EIR and Addendum No. 1 require 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 2019 Certified EIR and Addendum No. 1 required the implementation of Mitigation Measure MM AQ-1, which requires the preparation of project-specific technical assessments for all future discretionary projects to evaluate 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 were unknown, the 2019 Certified EIR and Addendum No. 1 determined that this impact is significant and unavoidable.

Operation Emissions. The 2019 Certified EIR and Addendum No. 1 determined that emissions associated with the anticipated General Plan buildout would not exceed the daily SCAQMD regional thresholds for VOC, NO_X, PM_{10}, and $PM_{2.5}$, and CO in 2040 when compared to the

existing conditions (2018) scenario. However, the decrease in emissions was associated with the overall decrease in VMT and reduction in vehicle emission rates that would occur with or without the Approved Project. Therefore, the 2019 Certified EIR and Addendum No. 1 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 ozone [O_3] 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 adopted LUE/UDE project goals and policies.

The 2019 Certified EIR and Addendum No. 1 also require the implementation of Mitigation Measure MM AQ-2, which requires the preparation of project-specific technical assessments for all future discretionary projects 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 were determined to 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 LUE/UDE Project included an analysis of average construction emissions along with the horizon year 2040 project emissions. In addition, future development facilitated by the adopted Title 22 and Rezoning Project would be similar to future development anticipated under the General Plan buildout. Therefore, the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1, a project would have 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 Approved Project would not have produced the volume of traffic required to generate a CO hot spot. Therefore, the 2019 Certified EIR and Addendum No. 1 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.

3.2.2.3 Expose sensitive receptors to substantial pollutant concentrations

Significant and Unavoidable.

Localized Criteria Pollutants. Construction emissions associated with future individual discretionary projects developed under the Approved Project 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 and Addendum No. 1 include 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 during the project-specific CEQA analysis and environmental clearance, which may include use of special equipment to reduce impacts associated with localized criteria pollutants during construction of individual future projects.

Health Effects: As determined in the 2019 Certified EIR and Addendum No. 1, localized construction impacts of future discretionary 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 and Addendum No. 1 determined that without mitigation, exceedances of the LSTs have the potential to cause or exacerbate an exceedance of the AAQS.

SCAQMD only correlates potential health outcomes for very large emissions sources; specifically, 6,620 pounds per day (lbs/day) of NO_X 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 discretionary projects anticipated for the General Plan buildout or facilitated by the Rezoning Project would be of a size or scale that would generate 6,620 lbs/day of NO_X or 89,180 lbs/day of VOC emissions. Rather, based on the scale of development associated with the anticipated General Plan buildout and rezoning intended to facilitate that buildout, construction projects would generate an average maximum of 46.5 lbs/day of NO_X and 60.5 lbs/day of VOCs. However, individual discretionary 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 and Addendum No. 1 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 adopted LUE and Title 22 were 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 were determined to be significant and unavoidable.

3.2.2.4 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 and Addendum No. 1 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 2019 Certified EIR and Addendum No. 1 determined that impacts associated with objectionable odors would be less than significant, and no mitigation is required.

3.2.2.5 Cumulative Air Quality Impacts

Significant and Unavoidable Impact. The 2019 Certified EIR and Addendum No. 1 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 discretionary development projects facilitated by implementation of 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 future discretionary 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_3 exceedance, which could hinder the attainment of air quality standards. Further, cumulative growth anticipated within the City,

which the Approved Project would accommodate, 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 and Addendum No. 1 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.

3.2.3 Analysis of the Proposed Project

3.2.3.1 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 and Addendum No. 1 because the proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE.

As described above, 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 is consistent with the long-term growth associated with the anticipated buildout of the City and would facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. Therefore, emissions of criteria pollutants associated with future development facilitated by the proposed project would contribute emissions of PM_{10}, $PM_{2.5}$, NOx, and VOCs, which would affect the attainment of the AAQS. Future discretionary development projects facilitated by the proposed project would require project-level analysis and clearance under CEQA. Individual future discretionary projects would be required to comply with CARB motor vehicle standards, SCAQMD regulations for stationary sources and architectural coatings, and the Title 24 energy efficiency standards. Additionally, future projects are required to comply with existing City policies and regulations, as well as the adopted LUE/UDE goals and policies, in order to further reduce air quality impacts.

The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed Housing Element Update and proposed rezoning would be similar to and would not exceed the future development contemplated and analyzed under the Approved Project. The rezoning of properties by the proposed project would be done in a manner generally consistent with and to implement the LUE PlaceType policy guidance, including for allowable land uses and

densities. The current 2016 AQMP was developed based on the growth projections in the 2016 RTP/SCS and the total amount of future development from these projections was also contemplated in the 2019 Certified EIR. The proposed project does not include any specific developments or increase intensity of land uses in a matter that would conflict with the SCAG growth forecasts, but rather seeks to rezone parcels near transit, consistent with the goals of the SCAG RTP/SCS. However, similar to the Approved Project, the proposed project would facilitate implementation of the adopted LUE, and future discretionary development facilitated by the proposed project may result in potentially significant impacts associated with VOC and CO emissions that would may exceed SCAQMD thresholds and consistency with the applicable 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. The purpose of the Housing Element Update is to comply with State housing element law requiring the City to show it has adequate land designated to accommodate the existing and projected housing needs reflected in the City's RHNA, which is based on the regional population forecasts. The RHNA does not encourage or promote growth, but rather requires communities to address existing housing need and projected growth and provide its fair share of the regional housing needs to accommodate the forecasted growth. Implementation of the proposed project does not include any physical development and would not result in higher population or generate additional employment for the City compared to SCAG forecasts. The growth projections for the City analyzed in the 2019 Certified EIR and Addendum No. 1 and the associated emissions inventory in SCAQMD's 2016 AQMP are based on SCAG's 2016 RTP/SCS. The proposed project is consistent with the long-term growth associated with the anticipated buildout of the City and would facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project, in the same general locations. Based on the requirements for consistency with emission control strategies in the AQMP, the proposed project would 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 but rather would accommodate the growth already projected to take place. 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.

Summary: Similar to the Approved Project, while the proposed project is consistent with the 2016 AQMP's land use policies aimed at reducing air emissions and would not increase population or employment in the City, the proposed Housing Element Update and rezoning of specific properties identified in the proposed Housing Element would facilitate future development of 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.

3.2.3.2 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 and Addendum No. 1 because the proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE.

Construction Emissions. The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element and as such, does not propose any development in and of itself. The rezoning of properties identified in the proposed Housing Element is intended to make the zoning designations consistent with the adopted LUE Placetypes, helping implement the LUE rezoning program required by Project Design Feature 4.4.1 of the Approved Project, and does not propose any new uses or physical development. Future development on these rezoned properties would be similar to the 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 could be potentially significant. As such, mitigation is required for the Approved Project as described below.

The proposed Housing Element Update 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 updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element, and as such, does not propose any development in and of itself. The rezoning of properties identified in the proposed Housing Element Site Inventory is intended to implement the RHNA, and Project Design Feature PDF 4.1.1 requires the City to amend its Zoning Code to implement General Plan Land Use Element (LUE) PlaceTypes for sites where residential development capacity is identified for the RHNA to ensure that the proposed project complies with and would not conflict with or impede the City Municipal Code and the General Plan LUE. Therefore, the proposed project would be consistent with the adopted LUE Placetypes, and does not propose any new uses or physical development. However, future development allowed by the proposed project under the proposed rezoning of properties identified in the proposed Housing Element would be similar to future development contemplated and analyzed under the Approved 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 adopted 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 and Addendum No. 1, 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 and Addendum No. 1 for the Approved Project included an analysis of average construction emissions along with the horizon year 2040 project emissions. The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the proposed rezoning of specific properties identified in the Housing Element Site Inventory 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 updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed rezoning of properties would be similar to future development contemplated and analyzed under the Approved Project. However, it is reasonable to conclude that the proposed project would not produce the volume of traffic required to generate a CO hot spot as the number and general location of housing units is similar to the Approved Project. Impacts would remain less than significant.

3.2.3.3 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 and Addendum No. 1 because the proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE.

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 buildout, construction projects would generate an average maximum of 46.5 lbs/day of NO_X and 60.5 lbs/day of VOCs. The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element, and as such, does not propose any development in and of itself. The rezoning of properties identified in the Housing Element Site Inventory is intended to implement both the adopted LUE and the RHNA, and Project Design Feature 4.1.1 requires the City to amend its Zoning Code to implement General Plan Land Use Element (LUE) PlaceTypes for sites where residential development capacity is identified for the RHNA to ensure that the proposed project complies with and would not conflict with or impede the City Municipal Code and the General Plan LUE. Therefore, the proposed project would be consistent with the adopted LUE Placetypes, and does not propose any new uses or physical development. However, future development facilitated by the proposed project under the proposed rezoning of properties identified in the proposed Housing Element 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_X and VOCs. Further, future individual discretionary 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.

3.2.3.4 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 and Addendum No. 1 because the proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element Site Inventory consistent with the adopted LUE.

During construction activities associated with future development, construction equipment exhaust and application of asphalt and architectural coatings would temporarily generate odors. 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.

3.2.3.5 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.

The proposed Housing Element includes goals, policies, and programs designed to maintain and improve the existing housing stock, ensure that new development is affordable to a range of household income levels, and provide a variety of housing types; these policy issues would not affect the potential for cumulative impacts to air quality. The Housing Element also provides policies and a rezoning program to facilitate needed capacity for additional housing units to meet the City's RHNA by rezoning properties to be consistent with the adopted LUE. 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 adopted LUE/UDE and proposed Housing Element 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 could result in significant cumulative construction emissions from criteria pollutants. Additionally, even with implementation of Mitigation Measure MM AQ-2, operational impacts from criteria pollutant emissions would contribute to an O_3 exceedance, which would hinder the attainment of air quality standards. Further, cumulative growth within the City would result in potential TAC health risks exceeding 10 in one million and could cumulatively contribute to elevated health risks in the Basin, as identified in the Multiple Air Toxics Exposure Study (MATES).

The proposed Housing Element Update Site Inventory identifies capacity for approximately 30,000 dwelling units under the adopted PlaceTypes in order to demonstrate the ability to meet the RHNA allocation of 26,502 units for the October 2021 to October 2029 planning period. This includes a small buffer given that not every site with demonstrated capacity would be developed in the planning period. Therefore, the proposed Housing Element Update would facilitate a smaller but similar number of future housing units (the RHNA allocation of 26,502 units) already identified and contemplated in the Approved Project for the General Plan buildout analyzed by the 2019 Certified EIR and Addendum No. 1 (28,524 dwelling units). Therefore, the proposed Housing Element Update is consistent with the adopted LUE and does not propose new land uses but rather helps implement the adopted LUE. The proposed project is not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR and Addendum No. 1. 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.

3.2.4 Findings Related to Air Quality

3.2.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.2.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.2.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.2.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

There is no new information, mitigation, or alternatives to the proposed project that would substantially reduce one or more significant impacts pertaining to air quality identified and considered in the 2019 Certified EIR and Addendum No. 1.

3.2.5 Compliance Measures

The following compliance measure pertaining to air quality that was identified in the 2019 Certified EIR and Addendum No. 1 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_X), and particulate matter.

- Install temporary construction power supply meters on site and use these to provide power to electric power tools whenever feasible. If temporary electric power is available on site, forbid the use of portable gasoline- or diesel-fueled electric generators.
- Use of diesel oxidation catalysts and/or catalyzed diesel particulate traps on diesel equipment, as feasible.
- Maintain equipment according to manufacturers' specifications.

- Restrict idling of equipment and trucks to a maximum of 5 minutes (per California Air Resources Board [CARB] regulation).
- Phase grading operations to reduce disturbed areas and times of exposure.
- Avoid excavation and grading during wet weather.
- Limit on-site construction routes and stabilize construction entrance(s).
- Remove existing vegetation only when absolutely necessary.
- Sweep up spilled dry materials (e.g., cement, mortar, or dirt track-out) immediately. Never attempt to wash them away with water. Use only minimal water for dust control.
- Store stockpiled materials and wastes under a temporary roof or secured plastic sheeting or tarp.
- Properly dispose of all demolition wastes. Materials that can be recycled from demolition projects include: metal framing, wood, concrete, asphalt, and plate glass. Unusable, un-recyclable debris should be confined to dumpsters, covered at night, and taken to a landfill for disposal.
- Hazardous debris such as asbestos must be handled in accordance with specific laws and regulations and disposed of as hazardous waste. For more information on asbestos handling and disposal regulations, contact the SCAQMD.

3.2.6 Mitigation Measures

The following mitigation measures pertaining to air quality that were identified in the 2019 Certified EIR and Addendum No. 1 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.)
- 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_x) emissions or newer, cleaner trucks. Operators shall maintain records of all trucks associated with the project construction to document that each truck used meets these emission standards, and shall make the records available for inspection.

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

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

- Require use of electric lawn mowers and leaf blowers.
- Utilize only Energy Star heating, cooling, and lighting devices, and appliances.
- Use of water-based or low volatile organic compound (VOC) cleaning products.

MM AQ-3 Prior to future discretionary approval for projects that require environmental evaluation under CEQA, the City of Long Beach shall evaluate new development proposals for new industrial or warehousing land uses that (1) have the potential to generate 100 or more diesel truck trips per day or have 40 or more trucks with operating diesel-powered transport refrigeration units, and (2) are within 1,000 feet of a sensitive land use (e.g., residential, schools, hospitals, or nursing homes), as measured from the property line of the project to the property line of the nearest sensitive use. Such projects shall submit a Health Risk Assessment (HRA) to the City Department of Development Services. The HRA shall be prepared in accordance with policies and procedures of the most current State Office of Environmental Health Hazard Assessment (OEHHA) and the SCAQMD. If the HRA shows that the incremental health risks exceed their respective thresholds, as established by the SCAQMD at the time a project is considered, the Applicant will be required to identify and demonstrate that best available control technologies for toxics (T-BACTs), including appropriate enforcement mechanisms to reduce risks to an acceptable level. T-BACTs may include, but are not limited to, restricting idling on site or electrifying warehousing docks to reduce diesel particulate matter, or requiring use of newer equipment and/or vehicles. T-BACTs identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site plan.

3.3 GLOBAL CLIMATE CHANGE

3.3.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. 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. Coastal areas within the City are relatively flat and low-lying, and may be directly affected by the change in sea level resulting from global climate change. Global climate change results in an impact of the environment on existing and future projects, and rising sea levels may affect the built environment, including coastal development such as buildings, roads, and infrastructure. This is not an effect of future projects on the environment. As part of preparing the City's Climate Action and Adaptation Plan (CAAP), the City developed a baseline greenhouse gas (GHG) emissions inventory for the year 2015. The City's 2015 total emissions were 3.1 million metric tons (MMT) of carbon dioxide equivalent (CO_2e) with the majority coming from transportation (50 percent) and building energy use (44 percent). The remaining 6 percent comes from solid waste and wastewater. In addition, an emissions inventory of the City was conducted based on the existing land uses in 2018 to provide a baseline for the analysis in the 2019 Certified EIR and Addendum No. 1, which identifies existing land uses as residential, commercial, office, and industrial emissions.

3.3.2 2019 Certified EIR and Addendum No. 1

Please see Section 4.3 of the 2019 Certified EIR and Section 3.4 of Addendum No. 1 for detailed analysis of potential effects of the Approved Project related to global climate change. The 2019 Certified EIR and Addendum No. 1 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.

3.3.2.1 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 and Addendum No. 1, buildout of the Approved Project was expected to reduce the GHG emissions from 3.8 metric tons (MT) of CO_2e per year per service population (CO_2e/yr/SP) down to 2.5 MT of CO_2e/yr/SP. Although GHG emissions per service population would be lower under future year conditions, the emission rate of 2.5 MT CO_2e/yr/SP would exceed the 1.92 MT CO_2e/yr/SP criterion established by the City for purposes of the environmental evaluation included in the 2019 Certified EIR and Addendum No. 1.

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 and Addendum No. 1 require 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 and Addendum No. 1 determined that GHG emission impacts would remain significant and unavoidable.

3.3.2.2 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 and Addendum No. 1 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 and Addendum No. 1 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 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 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.

3.3.2.3 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 and Addendum No. 1.

Implementation of the Approved Project would result in a GHG emission profile that is lower than existing GHG emissions within the City. Additionally, since climate change is a global issue, it is unlikely that the Approved Project would generate enough GHG emissions to influence global climate change on its own. Because the Approved Project's impacts alone would not cause or significantly contribute to global climate change, project-related CO_2e emissions and their contribution to global climate change impacts in the State of California would not result in a significant contribution to cumulatively considerable GHG emission impacts. Therefore, the 2019 Certified EIR and Addendum No. 1 determined that the Approved Project would not result in a significant long-term cumulative impact on global climate change (including sea level rise).

3.3.3 Analysis of the Proposed Project

3.3.3.1 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the proposed Housing Element Site Inventory consistent with the adopted LUE, which focuses new housing and mixed-use development near transit with policies for facilitating the development of less carbon-intensive buildings, in order to help reduce GHG emissions.

Similar to the Approved Project, implementation of the proposed project would contribute to global climate change through direct and indirect emissions of GHGs from future development of various land uses, including housing, within the City. Under existing conditions during the time of preparation of the 2019 Certified EIR and Addendum No. 1, buildout of the Approved Project was expected to reduce the GHG emissions from 3.8 metric tons (MT) of carbon dioxide equivalent (CO_2e) per year per service population (CO_2e/yr/SP) down to 2.5 MT of CO_2e/yr/SP. Although GHG emissions per service population would be lower under future year conditions, the emission rate of 2.5 MT CO_2e/yr/SP would exceed the 1.92 MT CO_2e/yr/SP criterion established by the City for purposes of the environmental evaluation included in the 2019 Certified EIR and Addendum No. 1. The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element Site Inventory, and as such, does not propose any development in and of itself. Future development facilitated by the proposed project under the proposed rezoning of specific properties identified in the Housing Element Site Inventory 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 but would also exceed the 1.92 MT CO_2e/yr/SP criterion established by the City.

While the proposed Housing Element Update 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 cannot be assured, the GHG emission impacts resulting from implementation of the proposed project would remain significant and unavoidable, similar to the Approved Project.

3.3.3.2 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 and Addendum No. 1 because the proposed project

involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE.

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. The Housing Element includes goals, policies, and programs designed to maintain and improve the existing housing stock, ensure that new development is affordable to a range of household income levels, and provide a variety of housing types. The rezoning program associated with the proposed Housing Element Update would help implement adopted LUE strategies for focusing new development near transit in order to reduce GHG emissions, consistent with the RTP/SCS. The proposed goals, policies, and programs in the Housing Element Update would not conflict with or obstruct the implementation of applicable GHG plans, policies, or regulations. Implementation of Mitigation Measure MM GHG-1, which requires the City to adopt a GHG Reduction Plan or CAAP, is not applicable to the proposed project as implementation of the Climate Action and Adaptation Plan (CAAP) is specific to the adoption of the LUE/UDE. However, the proposed project would not conflict with or inhibit the City's implementation of Mitigation Measure MM GHG-1, and in fact, the proposed project incorporates goals and strategies of the Draft CAAP including HE Policy 1.7: Encourage residential development along transit corridors, in the downtown and close to employment, transportation and activity centers; and encourage infill and mixed-use developments in designated districts in alignment with the City's CAAP to minimize carbon emissions by focusing new housing near transit and jobs. Therefore, 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 updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the proposed rezoning of properties 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, and impacts would remain less than significant.

3.3.3.3 Cumulative Global Climate Change Impacts

Although implementation of the proposed project would facilitate future development that 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 and Addendum No. 1.

The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE, and as such, does not include any development or changes to land use that would result in the emission of

GHGs. Similar to the Approved Project, implementation of the proposed project would facilitate future development that 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_2e emissions and their contribution to global climate change impacts in the State of California would not result in a significant contribution to cumulatively considerable GHG emission impacts. Therefore, similar to the Approved Project, the proposed project would not result in a significant long-term cumulative impact on global climate change.

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 exacerbate sea level rise or 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.

3.3.4 Findings Related to Global Climate Change

3.3.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.3.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.3.4.3 No New Information Showing Greater Significant Effects than in the 2019 Certified EIR and Addendum No. 1

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 and Addendum No. 1 were 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 and Addendum No. 1.

3.3.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

There is no new information, mitigation, or alternatives to the proposed project that would substantially reduce one or more significant impacts pertaining to global climate change identified and considered in the 2019 Certified EIR and Addendum No. 1.

3.3.5 Compliance Measures

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

3.3.6 Mitigation Measures

There are no mitigation measures pertaining to global climate change that are applicable to the proposed project.

3.4 LAND USE

3.4.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. 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.

3.4.2 2019 Certified EIR and Addendum No. 1

Please refer to Section 4.4 of the 2019 Certified EIR and Section 3.5 of Addendum No. 1 for a detailed analysis of potential effects of the Approved Project related to land use and planning. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to land use and planning would be less than significant, as described below.

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

Less Than Significant Impact.

California Coastal Act. As described in the 2019 Certified EIR and Addendum No. 1, the establishment of the adopted 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 and Addendum No. 1 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 adopted LUE 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 as part of 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 will reduce potential inconsistencies with the City's LCP to a less than significant level. Therefore, the 2019 Certified EIR and Addendum No. 1 determined a less than significant impact. No mitigation was required.

SCAG 2008 RCP. As discussed in the 2019 Certified EIR and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1, 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 A Line (formerly the 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 and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1 determined that the Approved Project would be consistent with the 2016–2040 RTP/SCS. 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 adopted LUE, 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 adopted as part of the Approved Project.

The proposed PlaceTypes were found to be 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, once approved, was therefore consistent with adopted land use plans. The 2019

Certified EIR and Addendum No. 1 determined that impacts would be less than significant, and no mitigation was required.

City Zoning Code: The adopted 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 adopted 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 and Addendum No. 1 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.

3.4.2.2 Cumulative Land Use Impact

Less Than Significant Impact. The 2019 Certified EIR and Addendum No. 1 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.

Adoption 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 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.

3.4.3 Analysis of the Proposed Project

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

California Coastal Act. As described in the 2019 Certified EIR and Addendum No. 1, in accordance with Chapter 3 of the CCA, the establishment of the PlaceTypes within the Coastal Zone allows 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. The Approved Project also 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 updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element Site

Inventory consistent with the updated LUE, and as such, does not include any development or any substantial changes to approved 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 and Addendum No. 1, 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. As described in Section 2.5.1 above, the proposed project would further the implementation of PDF 4.4.1 with implementation of PDF 4.1.1, to mandate the City to amend the Zoning Code to implement the LUE PlaceTypes and rezone specific properties identified in the proposed Housing Element Site Inventory consistent with the adopted LUE, adopted UDE, and Regional Housing Needs Allocaton (RHNA). Furthermore, the LCP Housing Policies are aimed at ensuring that the City maintains very low, low, and moderate income housing units throughout the City, including within the Coastal Zone. Therefore, the proposed Housing Element Update policies do not create a conflict with the LCP. Implementation of the proposed project would facilitate the City's ability to accommodate its RHNA through a rezoning program to rezone specific properties consistent with the adopted LUE, including the identification of capacity for approximately 30,000 dwelling units across all income levels as identified in the Housing Element Site Inventory. This includes a small buffer given that not every site with demonstrated capacity would be developed in the planning period. Implementation of the rezoning will lead to consistency with the City's LCP as identified in PDF 4.4.1 of the Approved Project and PDF 4.1.1 of the proposed project. Therefore, impacts related to inconsistencies with the LCP would remain less than significant.

SCAG 2008 RCP. As discussed in the 2019 Certified EIR and Addendum No. 1, 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 adopted 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 and Addendum No. 1 determined that the Approved Project was consistent with the SCAG 2008 RCP. The proposed project contains goals, policies, and programs for meeting the City's housing obligations under the RHNA in a manner consistent with the 2008 RCP and adopted LUE, but focusing development near transit. The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE and the City's RHNA. As such, future development facilitated by the proposed project would be consistent with the SCAG 2008

RCP's goals related to provisions of additional housing. Impacts related to consistency with the SCAG 2008 RCP would be similar and would remain less than significant.

SCAG RTP/SCS Consistency. As discussed in the 2019 Certified EIR and Addendum No. 1, 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 A 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 and Addendum No. 1 determined that the Approved Project would be consistent with the goals of the RTP/SCS. The proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the updated LUE. As such, future development facilitated by the proposed project 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.

General Plan, Specific Plan, Port Master Plan (PMP), and Airport Land Use Plan (ALUP) Consistency. As part of the Approved Project, 14 PlaceTypes were proposed to replace the existing land use designations. Although the proposed PlaceTypes were considered inconsistent with the existing General Plan land use designations, the Approved Project, once approved, adopted the updated General Plan Land Use Element and the PlaceTypes are now consistent with the current General Plan, and the adopted 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 adopted LUE and UDE 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 updating the City's current Housing Element of the General Plan and rezoning specific properties identified in the proposed Housing Element consistent with the updated LUE. As such, future development facilitated by the proposed project would be consistent with these land use plans. Impacts related to consistency with the General Plan, Specific Plan, Port Master Plan (PMP), and Airport Land Use Plan (ALUP) would be similar to the Approved Project and would remain less than significant.

City Zoning Code. The adopted 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 and Addendum No. 1. 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 involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the adopted LUE. Therefore, the proposed project would further the implementation of the Zone Change Program and intent of the adopted LUE consistent with Project Design Feature PDF 4.4.1 of the Approved Project.

Though the City has since been incrementally amending its Zoning Code to add new zones, as well as rezone properties to implement the adopted LUE, current zoning regulations do not fully implement the LUE PlaceTypes. The proposed Housing Element includes Program 1.1: Adequate Sites for RHNA, which commits the City to completing the update to the Zoning Code within three years of the Housing Element statutory deadline to rezone properties in order to create more opportunity for housing development in a manner that is consistent with the LUE. The proposed project includes Project Design Feature 4.1.1, which requires the City to amend its Zoning Code to implement General Plan Land Use Element (LUE) PlaceTypes for sites where residential development capacity is identified for the Regional Housing Needs Allocation (RHNA) assessment by October 15, 2024. This feature is intended to ensure that the proposed project complies with and would not conflict with or impede the City Municipal Code and the General Plan LUE.

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 remain less than significant.

3.4.3.2 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 would allow future development under the proposed rezoning of specific properties identified in the proposed Housing Element, 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 updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the updated LUE, and as such, does not propose any changes to the adopted LUE or UDE, including any changes that would result in conflicts with any land use plan, policies, or regulations. The proposed goals and policies included in the Housing Element encouraging the development of housing to meet housing needs in the City proposed as part of the project (as discussed in Section 2.4.4) would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR and Addendum No. 1. As described in the 2019 Certified EIR and Addendum No. 1, 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). As discussed above, the proposed project would further the implementation of the Zone Change Program and intent of the adopted LUE consistent with Project Design Feature PDF 4.4.1, which addresses potential inconsistencies of the adopted LUE with the City's Zoning Ordinance and Zoning map. The proposed project also includes Project Design Feature

4.1.1, which requires the City to amend its Zoning Code to implement General Plan Land Use Element (LUE) PlaceTypes for sites where residential development capacity is identified for the RHNA to ensure that the proposed project complies with and would not conflict with or impede the City Municipal Code and the General Plan LUE. 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. Similar to the Approved Project, impacts would remain less than cumulatively considerable.

3.4.4 Findings Related to Land Use and Planning

3.4.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.4.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since the preparation of the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.4.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.4.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

No significant impacts related to land use were identified in the 2019 Certified EIR and Addendum No. 1 and, therefore, no new information, mitigation, or alternatives to the proposed project are necessary to reduce such impacts. Furthermore, similar to the Approved Project, the proposed project would not result in any potentially significant impacts requiring mitigation, and impacts related to land use would be less than significant.

3.4.5 Compliance Measures

The following compliance measure pertaining to land use is applicable to the proposed project.

PDF 4.1.1 By October 15, 2024, the City of Long Beach (City) shall amend its Zoning Code to implement General Plan Land Use Element (LUE) PlaceTypes for sites where residential development capacity is identified for the Regional Housing Needs Allocation (RHNA). This feature is intended to ensure that the proposed project complies with and would not conflict with or impede the City Municipal Code and the General Plan LUE. The program to amend the Zoning Code shall be implemented to the satisfaction of the City Director of Development Services, or designee.

Additionally the following compliance measure (PDF 4.4.1) pertaining to land use and planning was identified in the 2019 Certified EIR to reduce potential zoning inconsistencies. PDF 4.4.1 provides specific direction in relation to the Zone Change Program for consistency with the adopted LUE. While this project design feature is specific to the adoption of the LUE/UDE and not applicable to the proposed project, the intent of PDF 4.4.1 is to achieve compliance with the Zoning Code, which is ensured through PDF 4.1.1 of the proposed project, as described above. As such, the proposed project would not conflict with or impede implementation of PDF 4.4.1.

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.

3.4.6 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.

3.5 NOISE

3.5.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. 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.

3.5.2 2019 Certified EIR and Addendum No. 1

Please refer to Section 4.5 of the 2019 Certified EIR and Section 3.6 of Addendum No. 1 for a detailed analysis of the potential effects of the Approved Project related to noise. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to noise would be less than significant with mitigation incorporated, or significant and unavoidable, as described below.

3.5.2.1 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 and Addendum No. 1, 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 and Addendum No. 1. In addition, 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 and Addendum No. 1 determined that construction projects may result in a substantial increase in ambient noise levels, and mitigation would be required. The 2019 Certified EIR and Addendum No. 1 required the implementation of Mitigation Measure MM NOI-1, which required future construction projects implemented under the adopted 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 and Addendum No. 1 determined that this impact would be significant and unavoidable.

Less Than Significant Impact.

Long-Term Stationary-Source Noise Impacts. Development allowed under the adopted 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 adopted LUE was not anticipated to result in increased railroad operations within the City. However, the adopted LUE includes the Transit-Oriented Development PlaceType, which would allow future multifamily developments to be located along the Metro A 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 and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1 determined that implementation of the Approved Project would not result in the generation of substantial traffic noise increases, and no mitigation was required.

3.5.2.2 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 and Addendum No. 1, 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 would be 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 and Addendum No. 1 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 and Addendum No. 1 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.

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

No Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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 and Addendum No. 1 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.

3.5.2.4 Cumulative Noise Impacts

Less Than Significant Impact.

Cumulative Stationary-Source Noise Impacts and Long-Term Traffic Noise Impacts. The 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 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 require the City to consider noise and land use compatibility issues when evaluating individual development proposals. As such, the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1, construction activities associated with development anticipated under the Approved Project would be 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 and Addendum No. 1 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, as 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 and Addendum No. 1 determined that cumulative construction noise impacts would have a significant and unavoidable cumulative contribution to the total noise environment in the City.

3.5.3 Analysis of the Proposed Project

3.5.3.1 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 and Addendum No. 1 because the proposed project involves updating the City's current Housing Element and rezoning specific properties identified in the proposed Housing Element consistent with the updated LUE. No physical development is proposed as part of the Housing Element update.

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 adopted 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; in addition, 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 updating the City's Housing Element and rezoning specific properties identified on the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the proposed rezoning 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 and Addendum No. 1, 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, under the PlaceType implementation scenario for the proposed rezoning, sites within the Transit-Oriented Development PlaceType may be rezoned to be consistent with the adopted LUE and help meet the City's housing needs identified in the Housing Element Site Inventory designed to meet the City's RHNA, allowing for future housing developments to be located along the Metro A Line fixed rail route. This rezoning may result in housing developments near the light-rail corridor, which has the potential to expose sensitive land uses to operational rail noise.

The proposed project would not result in any changes to the adopted LUE/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. Policies from the adopted LUE/UDE including UD 26-2 would apply to the proposed project and requires new development projects to

incorporate site planning and project design strategies to separate or buffer neighborhoods from incompatible activities or land uses. 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 by the proposed project under the proposed Housing Element update and rezoning 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.

3.5.3.2 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 adopted 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 and Addendum No. 1, 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.

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

As described previously, aircraft noise in the City is primarily related to aircraft operations at Long Beach Airport, Los Angeles International Airport, and John Wayne Airport. Long Beach Airport is located centrally within the City, approximately 3 miles northeast of downtown. Implementation of the proposed project would not change the location of business parks and airport-related land uses

surrounding the airport and would not introduce any new noise-sensitive receptors within the 65 dBA noise contour. Therefore, similar to the Approved Project, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. Impacts would remain the same as the Approved Project and there would be no impact.

3.5.3.4 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 and Addendum No. 1 determined that the Approved Project would not create a cumulatively considerable contribution to regional noise conditions. The proposed project involves updating the City's general Plan Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the proposed Housing Element Update for consistency with the adopted LUE and the proposed rezoning to implement the RHNA would be similar to future development contemplated and analyzed under the Approved Project. As described in the 2019 Certified EIR and Addendum No. 1, implementation of the adopted 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 by the proposed project under the proposed Housing Element Update and proposed rezoning 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.

3.5.4 Findings Related to Noise

3.5.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.5.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.5.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.5.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

There is no new information, mitigation, or alternatives to the proposed project that would substantially reduce one or more significant impacts pertaining to noise identified and considered in the 2019 Certified EIR and Addendum No. 1. Similar to the Approved Project, though 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.

3.5.5 Compliance Measures

There are no compliance measures pertaining to noise that are applicable to either the Approved Project or the proposed project.

3.5.6 Mitigation Measures

The following mitigation measure pertaining to noise that was identified in the 2019 Certified EIR and Addendum No. 1 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.

3.6 POPULATION AND HOUSING

3.6.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. There have been no major changes to the existing setting of the planning area with respect to population and housing.

3.6.1.1 Population Growth

In its existing condition, the City is largely urbanized and includes a range of housing types and land uses that provide housing and employment opportunities to its residents. According to the population estimates by the 2019 American Community Survey, the estimated population numbers for the City of Long Beach and the County of Los Angeles in 2019 were 462,628 and 10,039,107 persons, respectively.[5] 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.

In 2019, the City's median age was 34.9, up from 32.6 in 2010. While the City's overall population size has changed little since 2010, the share of people under 18 years of age declined about 15 percent while people over 45 years of age increased by more than 20 percent. The City has a younger population overall compared to the County. Most of the population in both the City and the County fall within two age groups: (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.

3.6.1.2 Housing

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

[5] U.S. Census Bureau, American Community Survey, 2017 American Community Survey 1-Year Estimates, Table B01003. Website: https://www.census.gov/quickfacts/longbeachcitycalifornia > (accessed July 7, 2021).

The proposed project would replace the existing 2013–2021 Housing Element. According to SCAG's 6th Cycle RHNA Final Allocation Plan for the planning period 2021–2029, the City has a total allocation of 26,502 units needed to address both existing and future housing needs.

In addition to the age of the City's existing housing stock, it is important to note that 61 percent of households rent their homes. High housing costs resulting in households doubling up or renting has resulted in overcrowding[6] conditions and explains the discrepancy between the City's high household growth rates and its relatively low population growth rate.

3.6.1.3 Employment

As of May 2021, the City had a labor force of 239,700 and the County had a labor force of 5,120,300, with approximately 25,300 and 519,500 people unemployed, respectively.[7] The May 2021 unemployment rate was 10.1 percent for the City and 10.6 percent for the County. It should be noted the 2021 unemployment rates are reflective of the COVID-19 pandemic and are therefore inflated from historic and anticipated trends. As stated in the 2019 LUE, the percentage of residents employed in the City is anticipated to increase by approximately 18.6 percent resulting in approximately 28,000 new employees by 2040. The County's employment is also anticipated to increase, but to a slightly lesser degree, at 17.1 percent by 2040.

3.6.2 2019 Certified EIR and Addendum No. 1

Please see Section 4.6 of the 2019 Certified EIR and Section 3.7 of Addendum No. 1 for a detailed analysis of the potential effects of the Approved Project regarding population and housing. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to population and housing would be less than significant, as described below.

3.6.2.1 Induce Substantial Unplanned Population Growth

Less Than Significant Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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 physical environment in some other way.

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6 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.

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

The Approved Project would allow for an increase in housing in the City of Long Beach through the horizon year 2040. It is reasonable to conclude that the increase in housing would also allow for an increase in population and employment. 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 and Addendum No. 1 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.

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 adopted LUE. Therefore, the 2019 Certified EIR and Addendum No. 1 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 was required.

3.6.2.2 Cumulative Population and Housing Impact

Less Than Significant Impact. The 2019 Certified EIR and Addendum No. 1 analyzed a cumulative study area to assess potential cumulative population and housing impacts that include 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 and Addendum No. 1 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 adopted 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 previous Regional Housing Needs Allocation (RHNA) cycle. 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 and Addendum No. 1 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 was required.

3.6.3 Analysis of the Proposed Project

3.6.3.1 Induce Substantial Unplanned Population Growth

As stated previously, the Approved Project would facilitate the implementation of the adopted LUE resulting in an increase in population, employment, and housing in the City of Long Beach through the horizon year 2040. Much of the increase in housing units identified in the adopted LUE 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 updating the Housing Element. The proposed Housing Element builds off the adopted LUE goals, policies, and strategies and provides a more detailed roadmap for creating sufficient capacity for needed housing in the City to meet the City's RHNA obligations for the current 6th cycle. The proposed project also involves rezoning specific properties identified in the Housing Element Site Inventory to be consistent with the adopted LUE. It does not propose any development in and of itself.

However, future development facilitated by the proposed project under the proposed rezoning would be similar to future development contemplated and analyzed under the Approved Project. The current RHNA 6th cycle for the City is anticipated to provide housing units for both existing and future residents. The rezoning of properties by the proposed project would be done in a manner consistent with and to implement the adopted LUE PlaceType policy guidance, including for allowable land uses and densities, and therefore would be similar to the Approved Project. Certain implementation programs contained within the proposed Housing Element, such as Action 2.1.1 to offer regulatory incentives to accommodate the development of accessible and affordable housing, and current programs such as the City's Enhanced Density Bonus (EDB) Ordinance, could result in larger individual projects than were originally anticipated by the adopted LUE. However, regardless of the number of dwelling units identified on the Site Inventory, or allowed for through implementation programs such as Action 2.1.1, the total number of dwelling units and general location of development focused near transit under the proposed project is not anticipated to exceed the total development contemplated in the General Plan buildout analyzed in the 2019 Certified EIR. 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 2.4.4) would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR and Addendum No. 1. While the

proposed project would not facilitate implementation of non-residential uses, the Housing Element update and proposed rezoning would ensure consistency with the adopted LUE and would not preclude the increase in non-residential uses facilitated by implementation of the Approved Project. Non-residential development facilitated by the implementation of the proposed project would occur as part of the rezoning and future development for areas to be rezoned with PlaceTypes that allow for mixed-use development. Therefore, it is anticipated that the proposed project would not impact the Approved Project's ability to 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 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.

3.6.3.2 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. Based on the estimates provided in the adopted LUE, the City's population and employment are anticipated to increase by 6,139 persons and 15,865 jobs between 2020 and 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 updated Housing Element and proposed rezoning. Similar to the Approved Project, the proposed project simply helps guide where that anticipated growth will take place, consistent with the adopted LUE. Therefore, similar to the Approved Project, implementation of the proposed project would affect the distribution of projected demographic growth. The proposed project involves updating the Housing element and rezoning specific properties identified on the Housing Element Site Inventory, and as such, does not propose any development in and of itself. Future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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.

3.6.4 Findings Related to Population and Housing

3.6.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.6.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.6.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.6.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

There is no new information, mitigation, or alternatives to the proposed project that would substantially reduce one or more significant impacts pertaining to population and housing identified and considered in the 2019 Certified EIR and Addendum No. 1.

3.6.5 Compliance Measures

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

3.6.6 Mitigation Measures

There are no mitigation measures pertaining to population and housing that are applicable to either the Approved Project or the proposed project.

3.7 PUBLIC SERVICES

3.7.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. There have been no major changes to the existing setting of the planning area with respect to public services. Minor updates to the City's existing public services are provided below consistent with the latest information available from the City.

3.7.1.1 Fire Protection

The Long Beach Fire Department (LBFD) is the primary authority in the City responsible for providing fire protection, medical, rescue, disaster response, public safety education, community service, and environmental emergency services. The LBFD currently serves City residents and visitors from its 23 fire stations located throughout the City, the Beach Operations headquarters, and the LBFD headquarters.[8] The planning area includes the entire area within the City's jurisdictional limits (approximately 50 square miles). As such, all 23 stations, the nine lifeguard facilities, and the related training centers and headquarters would serve the planning area. According to the City's *Fiscal Year 2021 Adopted Budget,* it is the stated goal of the LBFD to respond to structure fire calls within 6 minutes and 20 seconds or less.[9] For 2019, LBFD responded to 86 percent of fire calls within this time and is targeting 90 percent for FY21.

3.7.1.2 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.[10] LBPD strives to respond to Priority 1 Calls for Service (crime in progress/life-threatening situations) in 5 minutes or less, on average. In 2019, the average response time to Priority 1 Calls was 4.3 minutes.[11] 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.

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8 City of Long Beach Fire Department (LBFD). Station Locations. Website: https://www.longbeach.gov/fire/about-us/station-locations/ (accessed June 30, 2021).

9 City of Long Beach. 2021. Fiscal Year 2021 Adopted Budget. Website: https://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finances/budget/budget-documents/fy-21-adopted-budget/full-book-print_for-web_covers-included (accessed June 30, 2021).

10 City of Long Beach Police Department (LBPD). Website: https://www.longbeach.gov/police/ (accessed June 30, 2021).

11 City of Long Beach. Fiscal Year 2021 Adopted Budget. Website: https://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finances/budget/budget-documents/fy-21-adopted-budget/full-book-print_for-web_covers-included (accessed June 30, 2021).

3.7.1.3 Public Schools

The provision of education and school facilities in the City is the responsibility of the Long Beach Unified School District (LBUSD), which is currently the third largest school district in the State and serves approximately 69,700 students in 85 schools in the Cities of Long Beach, Lakewood, Signal Hill, and Avalon (on Catalina Island).[12] According to the Residential and Commercial/Industrial Development School Fee Justification Study, LBUSD schools have a capacity of 82,505 for the school year 2019/2020.[13]

3.7.1.4 Public Libraries

The Long Beach Public Library (LBPL) system provides library services to the City and includes 12 branch locations throughout the City.[14] 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.[15] Using this standard and 462,628 as the estimated 2019 population with a total Citywide library square footage of 237,695, the LBPL currently provides approximately 0.51 sf per capita; according to the service standard, this represents a surplus of library space by 0.05 sf per capita.[16]

3.7.2 2019 Certified EIR and Addendum No. 1

Please see Section 4.7 of the 2019 Certified EIR and Section 3.8 of Addendum No. 1 for detailed analysis of the potential effects of the proposed project regarding public services. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to public services would be less than significant.

3.7.2.1 Fire Protection

Less Than Significant Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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

[12] Long Beach Unified School District (LBUSD). Website: https://www.lbschools.net/District/ (accessed June 30, 2021).

[13] Long Beach Unified School District (LBUSD). 2020. Residential and Commercial/Industrial Development School Fee Justification Study. Website: https://www.lbschools.net/Asset/Files/Business_Services/Developer_Fees/2020/LongBeachUSD_FS_1920_Fn.pdf (accessed July 7, 2021).

[14] Long Beach Public Library (LBPL). Library Locations. Website: http://www.longbeach.gov/library/visit/locations/ (accessed June 30, 2021).

[15] 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. Fiscal Year 2007 Adopted Budget. Library Services. Website: http://www.longbeach.gov/globalassets/finance/media-library/documents/city-budget-and-finances/budget/budget-documents/fy-07-adopted-budget-webpage/library-services-fy-07-adop (accessed June 30, 2021).

[16] United States Census Bureau. Quick Facts City of Long Beach, California. Website: https://www.census.gov/quickfacts/longbeachcitycalifornia (accessed July 6, 2021).

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 fire 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 and Addendum No. 1 determined that sufficient revenue would be available for necessary improvements to provide for adequate fire facilities, equipment, and personnel upon the anticipated General Plan buildout. Additionally, the proposed PlaceType designations permitted the future 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 and Addendum No. 1 determined that impacts would be less than significant, and no mitigation was required.

3.7.2.2 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 buildout. Therefore, the 2019 Certified EIR and Addendum No. 1 determined that impacts would be less than significant, and no mitigation was required.

3.7.2.3 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 and Addendum No. 1 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 and Addendum No. 1 determined that the anticipated General Plan buildout was expected to result in an increase of 5,272 students. With the anticipated General Plan buildout, elementary and middle school enrollment in LBUSD was expected to be within the LBUSD facilities capacity of 82,505 for the school year 2019/2020; however 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 buildout 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 and Addendum No. 1 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.

3.7.2.4 Other Public Facilities

Less Than Significant Impact. The Approved Project did not include any physical improvements but 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 and Addendum No. 1 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 and Addendum No. 1 determined that the LBPL system would need to contain a total of 218,019[17] 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 buildout of the General Plan. In addition, the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 determined that it may be valuable to measure library services by more than a square footage per capita benchmark. For example, at the time the 2019 Certified EIR and Addendum No. 1 were drafted, 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

[17] 0.45 square feet per the City's population of 484,485 in 2040.

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 and Addendum No. 1 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.

3.7.2.5 Cumulative Public Services Impact

Less Than Significant Impact.

Fire Protection. The 2019 Certified EIR and Addendum No. 1 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 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 and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1 determined that the Approved Project would not contribute to any cumulative school impacts, and no mitigation was required.

Public Libraries. The 2019 Certified EIR and Addendum No. 1 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 buildout 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 and Addendum No. 1 determined that the Approved Project's contribution to library impacts would not be cumulatively considerable, and no mitigation was required.

3.7.3 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 and Addendum No. 1 because the proposed project involves updates to the Housing Element and rezoning properties for consistency with the adopted LUE.

3.7.3.1 Fire Protection

The proposed project involves updating the City's general Plan Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. Future development facilitated by the proposed project under the proposed Housing Element Update for consistency with the adopted LUE and the proposed rezoning to implement the RHNA 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 and Addendum No. 1, 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 by 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 fire facilities impact fees, as applicable. 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 buildout, which would be achieved under the proposed Housing Element updated proposed rezoning for consistency with the adopted LUE. Therefore, impacts to fire protection services under the proposed project would be similar to the Approved Project and would remain less than significant.

3.7.3.2 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, as applicable. 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.

3.7.3.3 Public Schools

As discussed above, similar to the Approved Project, the proposed project does not include any physical improvements but identifies the City's RHNA of 26,502 dwelling units for the planning period 2021-2029, which would result in the generation of additional school-age children within the Long Beach Unified School District (LBUSD) service area. The RHNA not only considers project future needs but also address existing housing needs attributed to overcrowding. As such, some of the 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE. The City's RHNA allocation (26,502 dwelling units) is lower than the allocations contemplated under the adopted LUE (28,524 dwelling units). As such, the increase in the number of students under the proposed project would be similar to the Approved Project. Based on student generation factors and projected growth in the City, the 2019 Certified EIR and Addendum No. 1 determined that the anticipated General Plan buildout

would result in an increase of 5,272 students. With the anticipated General Plan buildout, elementary and middle school enrollment in LBUSD are expected to be within the 2019-2020 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 approve project and would remain less than significant.

3.7.3.4 Other Public Facilities

As discussed above, similar to the Approved Project, the proposed project does not include any physical improvements but would facilitate 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory to be consistent with the adopted LUE. 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 and Addendum No. 1 determined that the LBPL system would need to contain a total of 218,019[18] 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 buildout 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.

3.7.3.5 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 consistency with the adopted LUE. While the proposed project would only rezone

[18] 0.45 square feet per the City's population projection of 484,485 in 2040.

specific properties identified in the Housing Element Site Inventory, the proposed project would not preclude or result in inconsistencies with implementation of the adopted 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 is anticipated to be met through project implementation, as the proposed project facilitates consistency with the adopted LUE. While the proposed project would only rezone specific properties identified in the Housing Element Site Inventory, the proposed project would not preclude or result in inconsistencies with implementation of the adopted LUE, which establishes the development of future police stations. In addition, the need for additional law enforcement associated with cumulative growth would be addressed through the annual budgeting process when budget adjustments would be made in an effort to meet changes in service demand. Police facility impact fees are also required for new residential and non-residential development to offset additional costs of new development. Therefore, similar to the Approved Project, cumulative impacts associated with the proposed project with respect to the police protection services would remain less than cumulatively considerable.

Public Schools. 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE, adopted UDE, and RHNA. 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. Incentives for housing proposed as part of the project (as discussed in Section 2.4.4) would be targeted, and therefore, are not expected to increase levels of development and growth beyond what was analyzed in the 2019 Certified EIR and Addendum No. 1. 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 buildout 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.

3.7.4 Findings Related to Public Services

3.7.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.7.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.7.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.7.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

No significant impacts related to public services were identified in the 2019 Certified EIR and Addendum No. 1 and therefore, no new information, mitigation, or alternatives to the proposed project are necessary to reduce such impacts. Furthermore, similar to the Approved Project, the

proposed project would not result in any potentially significant impacts requiring mitigation, and impacts related to public services would be less than significant.

3.7.5 Compliance Measures

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

3.7.6 Mitigation Measures

There are no mitigation measures pertaining to public services that are applicable to either the Approved Project or the proposed project.

3.8 TRANSPORTATION AND TRAFFIC

3.8.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. There have been no major changes to the existing setting of the planning area with respect to transportation and traffic.

3.8.1.1 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 requires support from a greater density of roadways.

3.8.1.2 Existing Transit Service

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

3.8.1.3 Existing Bicycle Network

As part of the effort to provide alternative modes of transportation in place of private automobiles, the City has established a bicycle transportation network and has adopted a Bicycle Master Plan (2001), which was updated in 2017 at which time it became an appendix to the Mobility Element (2013) of the General Plan. The City has 127.1 miles of different types of bike paths, including 34.7 miles of Class 1 bikeways, 59.9 miles of Class II bikeways, 28.1 miles of Class III bike routes, and 4.4 miles of Class IV separated bikeways.[19]

3.8.1.4 Existing Pedestrian Network

The existing conditions within the City include an elaborate network of pedestrian facilities, such as sidewalk coverage, curb cuts, crosswalks, street lighting, landscaping, shared-use paths, promenades, recreational pathways, and signalized intersections that serve the needs of pedestrians. In recent years, the City has made a concerted effort to improve the walkability Citywide with a particular focus on its Downtown and transit-rich communities. After adoption of the Mobility Element in 2013, two pedestrian plans were developed as technical appendices to the

[19] City of Long Beach. 2017. Bicycle Master Plan, Table 3-4. February 2017. Website: https://issuu.com/altaplanning/docs/long_beach_bicycle_master_plan (accessed July 6, 2021).

new element, the Downtown and TOD Pedestrian Master Plan,[20] and the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan.[21]

3.8.1.5 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 level of service (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.

3.8.2 2019 Certified EIR and Addendum No. 1

Please see Section 4.8 of the 2019 Certified EIR and Section 3.9 of Addendum No. 1 for detailed analysis of potential effects of the Approved Project related to transportation. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to transportation would be less than significant or significant and unavoidable, as described below.

3.8.2.1 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 and Addendum No. 1, 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 adopted LUE/UDE is implemented. This has been shown to be true in Long Beach, where overcrowding resulting 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 Buildout (2040) scenario with existing conditions (2018). Results of this analysis indicated that traffic growth associated with the anticipated General Plan Buildout 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 Buildout (2040) No Project and the anticipated General Plan Buildout (2040) With the Project scenarios. Results of this analysis showed that when compared to the previous plan, the

[20] Long Beach Development Services. Downtown and Transit Oriented Development (TOD) Master Plan. 2016. Website: https://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/dt-tod-ped-master-plan/ (accessed July 6, 2021).

[21] Long Beach Development Services. *Physical Activity and Obesity Prevention (CX3) Pedestrian Plan*. 2017. Website: https://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/cx3-pedestrian/ (accessed July 6, 2021).

Approved Project would result in some intersections operating better and some intersections operating poorer due to the redistribution of land uses. However, the 2019 Certified EIR and Addendum No. 1 determined impacts at the 48 intersections were significant and unavoidable.

Congestion Management Program Intersections. As described in the 2019 Certified EIR and Addendum No. 1, 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 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 and Addendum No. 1 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 and Addendum No. 1, 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 traveled (VMT) and GHG emissions.

Based on the guidance provided in the Los Angeles County CMP, the analysis in the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 used population and employment data, respectively. The data developed for the anticipated General Plan Buildout (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 and Addendum No. 1, 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 Metro A 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 and Addendum No. 1 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 and Addendum No. 1, 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 and Addendum No. 1 determined that impacts at these six intersections were significant and unavoidable.

Caltrans Arterial and Freeway Facilities. As described in the 2019 Certified EIR and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1 required the implementation of Mitigation Measure MM T-1.

As required by the 2019 Certified EIR and Addendum No. 1, 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 and Addendum No. 1 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.

3.8.2.2 Consistency with CEQA Guidelines Section 15064.3 Subdivision (b)

It should be noted that while the 2019 Certified EIR and Addendum No. 1 were prepared and certified prior to the State's deadline and the City's adoption of VMT thresholds, an analysis of VMT was provided in both documents.

Less Than Significant Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1 determined that land use changes in the adopted 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 adopted 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 adopted 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 previous LUE, the 2019 Certified EIR and Addendum No. 1 determined that the Approved Project would have a less than significant impact related to *State CEQA Guidelines* Section 15064.3 subdivision (b). No mitigation was required.

Subsequent to certification of the 2019 Certified EIR and approval of Addendum No. 1, the City adopted CEQA Thresholds for evaluation of VMT impacts (*SB 743 Implementation for the City of Long Beach,* May 28, 2020). These adopted VMT thresholds specifically provide significance thresholds for land plans based on VMT per household. The recommended VMT assessment methodology for most land plans is to compare the existing VMT per household for the land plan area with the expected horizon year VMT per household. The recommended target is to achieve a lower VMT per household in the horizon year with the proposed land plan than occurs under existing conditions. Because the Housing Element Site Inventory and sites identified for rezoning are consistent with the general number and location of anticipated housing units analyzed in the 2019 Certified EIR for the LUE, and because the adopted LUE results in a 19 percent decrease in VMT per household compared to existing conditions, the proposed Housing Element is considered to also have a less than significant impact related to household VMT under the adopted thresholds.

3.8.2.3 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 Buildout (2040) 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 and Addendum No. 1 determined that the impacts identified above are considered cumulatively significant and unavoidable for the horizon year of 2040.

3.8.3 Analysis of the Proposed Project

3.8.3.1 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE.

As described in the TIA, traffic growth associated with the anticipated General Plan buildout 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 Buildout (2040) No Project" and the anticipated "General Plan Buildout (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 updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory to be consistent with the adopted LUE, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE.

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 updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory and as such, does not propose any development in and of itself. However, future development facilitated by the updated Housing Element and proposed rezoning 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE. Similar to the Approved Project, the proposed project includes rezoning of specific properties within several PlaceTypes, including Transit-Oriented Development – Low and Transit Oriented Development – Moderate PlaceTypes, which would leverage the existing transit infrastructure and potentially reduce VMT and GHG emissions.

As described in the 2019 Certified EIR and Addendum No. 1, 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 updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory, and as

such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE.

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 and Addendum No. 1 determined that impacts at these six intersections are significant and unavoidable. The proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE.

As determined in the 2019 Certified EIR and Addendum No. 1, the performance of Caltrans roadways experienced vehicle delay as a result of intersection performance, and impacts were significant and unavoidable. The proposed project involves updating the Housing Element and rezoning of specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE.

As stated previously, the TIA prepared for the Approved Project 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 updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the Housing Element update and proposed rezoning 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.

3.8.3.2 Consistency with CEQA Guidelines Section 15064.3 Subdivision (b)

Implementation of the proposed project would not result in changes to consistency with *State CEQA Guidelines* Section 15064.3 subdivision (b) as analyzed in the 2019 Certified EIR and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE. 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 adopted LUE/UDE would reduce to 46.1 VMT per day per household (a 19 percent decrease from existing conditions). The proposed project consists of updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 previous LUE, the 2019 Certified EIR and Addendum No. 1 determined that the Approved Project would have a less than significant impact related to *State CEQA Guidelines* Section 15064.3 subdivision (b). As stated above, the 2019 Certified EIR and Addendum No. 1 were prepared and certified prior to the City's

adoption of VMT thresholds. However, the proposed Housing Element Update includes a similar amount and location of housing units as the Approved Project. 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.

3.8.3.3 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.

3.8.4 Findings Related to Transportation and Traffic

3.8.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.8.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.8.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1 which would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.8.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

There is no new information, new alternatives to the proposed 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 and Addendum No. 1. Similar to the Approved Project, though Mitigation Measure MM T-1 would reduce potentially significant impacts to CMP intersections, since future development facilitated by the updated Housing Element and proposed rezoning would be similar to future development contemplated and analyzed under the Approved Project, this impact would remain significant and unavoidable. Similarly, 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.

3.8.5 Compliance Measures

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

3.8.6 Mitigation Measures

The following mitigation measure pertaining to transportation and traffic that was identified in the 2019 Certified EIR and Addendum No. 1 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.

3.9 UTILITIES AND SERVICE SYSTEMS

3.9.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. There have been no major changes to the existing setting of the planning area with respect to utilities and service systems. Minor updates to the City's existing utilities and service systems are provided below consistent with the latest information available from the City and other providers.

3.9.1.1 Solid Waste

Solid waste collection services are provided by the City's Environmental Services Bureau; however, the City is also a member of the Los Angeles County Sanitation District (LACSD). Based on available disposal reporting data from the California Department of Resources Recycling and Recovery (CalRecycle; formerly known as the California Integrated Waste Management Board [CIWMB]) website, 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) and was approximately 318,891 tons per year (or 637,782,000 pounds per year in 2019. [22] 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).[23] The SERRF currently processes approximately 1,290 tons per day (2,580,000 pounds).[24]

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.[25] 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.

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22 California Department of Resources Recycling and Recovery (CalRecycle). California Solid Waste Statistics. Website: https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Origin/CountywideDetail (accessed July 6, 2021).

23 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/SolidWaste/SiteActivity/Details/3070?siteID=1423 (accessed July 7, 2021).

24 City of Long Beach. 2021. Energy Resources SERRF Operations. Website: https://www.longbeach.gov/energyresources/about-us/serff/operations/ (accessed July 7, 2021).

25 Los Angeles Daily News. *Puente Hills Landfill Will Close Forever Thursday.* Website: https://www.sgvtribune.com/2013/10/30/puente-hills-landfill-will-close-forever-thursday/ (accessed July 7, 2021).

3.9.1.2 Wastewater

The Long Beach Water Department (LBWD) is responsible for operating and maintaining approximately 765 miles of sanitary sewer lines in the City. Through these sanitary sewer lines, the LBWD delivers over 40 million gallons per day (mgd) of wastewater to LACSD facilities located in the region.[26] The majority of the wastewater generated in the City is delivered to the Joint Water Pollution Control Plant (JWPCP) of LACSD (located at 24501 S. Figueroa Street in the City of Carson) with the remaining portion delivered to the Long Beach Water Reclamation Plant (WRP) of LACSD (located at 7400 East Willow Street in Long Beach).

The JWPCP provides both primary and secondary treatment of wastewater and serves over 4.8 million residents. Currently, the JWPCP treats approximately 300 mgd and has a total permitted design capacity of 400 mgd.[27] The Long Beach WRP provides primary, secondary, and tertiary treatment and serves a population of approximately 250,000. Approximately 6 mgd of recycled water produced at the Long Beach WRP are used at over 60 sites. The Long Beach WRP treats an average of approximately 18 mgd and has a total permitted capacity of 25 mgd.[28]

3.9.1.3 Water Service

The LBWD owns, operates, and maintains 27 active groundwater wells and 916 miles of water mains. The LBWD's entire infrastructure is used to provide water service to a service population of approximately 490,000 and 90,000 active customer accounts within an approximate 50-square-mile service area in the City.[29] The LBWD receives approximately 60 percent of its domestic water supply from existing groundwater supplies within the Central Basin[30] and approximately 40 percent from imported water purchased from the Metropolitan Water District of Southern California (MWD).[31] The major sources of water for the LBWD include imported water purchased from the MWD, groundwater pumped and treated by the LBWD, and recycled water produced at the Long Beach WRP.

3.9.1.4 Storm Drain

The City currently has an intricate storm drainage system, which consists of streets and gutters, catch basins, and underground pipes, ditches, streams and creeks, pump stations, and channels/

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26 Long Beach Water Department. 2021. Sewer. Website: https://www.lbwater.org/customer-services/sewer/ (accessed July 7, 2021).

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

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

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

30 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."

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

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.

3.9.1.5 Telecommunications

While there are a number of cable and telephone service providers available to residents in the planning area, the primary service providers in the planning area are Spectrum, AT&T U-Verse, and Frontier. Together, these three service providers hold a franchise issued by the State's Public Utilities Commission to provide services to residents in the City.[32] In addition, the City owns approximately 60 miles of fiber optic cable in the City.

3.9.2 2019 Certified EIR and Addendum No. 1

Please see Section 4.9 of the 2019 Certified EIR and Section 3.10 of Addendum No. 1 for detailed analysis of potential effects of the Approved Project related to utilities. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to utilities would be less than significant, as described below.

3.9.2.1 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 and Addendum No. 1, 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 was determined to be consistent with water demands in the 2015 UWMP and because the LBWD had identified a surplus

[32] City of Long Beach. Cable Television and Telephone Service. Website: https://www.longbeach.gov/ti/telecommunications/ (accessed July 7, 2021).

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 and Addendum No. 1 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.

3.9.2.2 Wastewater

Less Than Significant Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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 buildout scenario under the Approved Project. Therefore, the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1, following the anticipated General Plan buildout, 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 and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1, 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 and Addendum No. 1 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.

3.9.2.3 Stormwater Drainage

Less Than Significant Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1, 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 LUE that are aimed at reducing stormwater runoff and mitigating off-site impacts related to pollutants entering natural water bodies. Therefore, the 2019 Certified EIR and Addendum No. 1 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.

3.9.2.4 Telecommunications Facilities

Less Than Significant Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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 resulted 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 and Addendum No. 1 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.

3.9.2.5 Solid Waste

Less Than Significant Impact. As described in the 2019 Certified EIR and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1 determined that impacts related to solid waste generation would be less than significant, and no mitigation was required.

3.9.2.6 Cumulative Utilities Impacts

Less Than Significant Impact.

> ***Water.*** The 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 determined that cumulative impacts related to water demand would be less than significant, and no mitigation was required.

Wastewater. The 2019 Certified EIR and Addendum No. 1 analyzed a geographic area for the cumulative analysis for wastewater treatment of the City and LACSD. The future anticipated General Plan buildout 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 and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1 were prepared. Therefore, the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 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 and Addendum No. 1, 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 and Addendum No. 1. Solid waste considered unprocessable by SERRF would be taken to landfills in Orange, San Bernardino, and Riverside Counties. The 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 determined that the Approved Project would not have a cumulatively significant impact on waste disposal capacity at LACSD facilities. No mitigation was required.

3.9.3 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE.

3.9.3.1 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and proposed rezoning of specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE, adopted UDE, and RHNA. 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 and Addendum No. 1 were 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 and Addendum No. 1, 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, future development facilitated by 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, the adopted LUE/UDE, and proposed Housing Element 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.

3.9.3.2 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 for individual projects facilitated by 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 and Addendum No. 1 because the proposed project involves

updating the Housing Element and proposed rezoning of specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE. 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 housing unit sites identified in the Housing Element Site Inventory include accessory dwelling units, sites already entitled or proposed for development, and sites allowable under both the current Zoning Code and adopted LUE PlaceTypes and would alleviate overcrowding of existing housing units with existing Long Beach residents who are 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.

3.9.3.3 Stormwater Drainage

Similar to the Approved Project, future development facilitated 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, future development facilitated 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 2021 Capital Improvement Program and included upgrades related to storm drain pipelines, pump stations, and stormwater monitoring equipment.[33]

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 by the proposed project would also be required to comply with goals and policies outlined in the adopted LUE, and proposed Housing Element 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.

3.9.3.4 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 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.

[33] City of Long Beach. 2021. Fiscal Year 2021 Adopted Budget Capital Improvement Program Budget. Website: https://www.longbeach.gov/globalassets/pw/media-library/documents/resources/general/capital-improvement-plan/capital-improvement-plan/fy21-adopted-cip-book (accessed July 7, 2021).

3.9.3.5 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 by 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE. As such, the increase in solid waste generation under the proposed project would be approximately the same as under the Approved Project. The 2019 Certified EIR and Addendum No. 1 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.

3.9.3.6 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 adopted LUE and adopted 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 updating the Housing Element for consistency with the adopted LUE and UDE, which implements these PlaceTypes. In addition, the proposed Housing Element includes Program 1.1: Adequate Sites for RHNA, which commits the City to completing updates to the Zoning Code for sites on the site inventory within 3 years of the Housing Element statutory deadline to implement the LUE. Program 1.1 has been included as Project Design Feature 4.1.1. Therefore, the rezoning of specific properties identified in the Housing Element Site Inventory would also be consistent with the adopted LUE and UDE. Therefore, similar to the Approved Project, cumulative impacts associated with the proposed project with respect to water would remain less than cumulatively considerable.

Wastewater. Similar to the Approved Project, the proposed project analyzes a geographic area for the cumulative analysis for wastewater treatment of the City and LACSD. Similar to the Approved Project, future anticipated development facilitated 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 and Addendum No. 1, 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 by 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 and Addendum No. 1, the SERRF does not exceed its daily maximum permitted disposal capacity. Solid waste that is unable to be processed 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 future development facilitated by the proposed project with respect to solid waste facilities would remain less than cumulatively considerable.

3.9.4 Findings Related to Utilities and Service Systems

3.9.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.9.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since the preparation of the 2019 Certified EIR and Addendum No. 1 that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.9.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.9.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

No significant impacts related to utilities and service systems were identified in the 2019 Certified EIR and Addendum No. 1, and therefore, no new information, mitigation, or alternatives to the proposed project are necessary to reduce such impacts. Furthermore, similar to the Approved Project, the proposed project would not result in any potentially significant impacts requiring mitigation, and impacts related to utilities and service systems would be less than significant.

3.9.5 Compliance Measures

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

3.9.6 Mitigation Measures

There are no mitigation measures pertaining to utilities and service systems that are applicable to either the Approved Project or the proposed project.

3.10 ENERGY

3.10.1 Existing Environmental Setting

No substantial changes to the planning area have occurred since the preparation of the 2019 Certified EIR and Addendum No. 1. There have been no major changes to the existing setting of the planning area with respect to energy. Minor updates to the City's existing energy usage are provided below, consistent with the latest information available from the City and other providers.

3.10.1.1 Electricity

The City receives its electricity from Southern California Edison (SCE). According to the CEC, the electricity consumption in the SCE service area for 2019 was 104,125 gigawatt hours (GWh).[34] The CEC adopted the Demand Forecast 2020 in January 2021. Forecasted electricity consumption within the SCE service area is estimated to be 115,990 GWh by 2025 and 123,743 GWh by 2030 (the furthest horizon year for which data are available). In addition, the CEC estimates that net peak demand and net energy load within SCE's service territory will grow annually by 2.45 percent until 2030.

3.10.1.2 Natural Gas

The City of Long Beach Municipal Energy Resources (ER) Department purchases natural gas from the Southern California Gas Company (SoCalGas) and provides natural gas services to residents and businesses of Long Beach and Signal Hill and portions of surrounding communities, including the Cities of Bellflower, Compton, Lakewood, Los Alamitos, Paramount, and Seal Beach. In 2020, the California Gas and Electric Utilities published the *2020 California Gas Report*. In addition to providing a summary of the existing and historic natural gas demands, the *2020 California Gas Report* provides projected annual gas supplies for future years through year 2035. According to the *2020 California Gas Report*, the natural gas demand for the City of Long Beach is expected to decline from 9 billion cubic feet per year in 2019 to 8 billion cubic feet per year in 2035 (the furthest horizon year for which data are available).[35]

3.10.1.3 Gasoline

California crude oil production levels have been declining over the last 30 years; however, the State still accounts for 4 percent of the United States' crude oil production and petroleum refining capacity in 2019.[36] In 2020, approximately 123.5 billion gallons of gasoline were consumed in the

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

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

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

United States[37] (the lowest level of annual consumption since 1997) and 14 billion gallons were consumed in California.[38]

The average fuel economy for light-duty vehicles (autos, pickups, vans, and SUVs) in the United States has steadily increased from about 14.9 miles per gallon (mpg) in 1980 to 22.2 mpg in 2019.[39] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. The Act, which originally mandated a national fuel economy standard of 35 mpg by year 2020, applies to cars and light trucks of Model Years 2011 through 2020.[40] In 2012, the federal government raised the fuel economy standard to 54.5 mpg for cars and light-duty trucks by Model Year 2025.[41]

According to the CEC Transportation Energy Demand Forecast 2018–2030, the demand for fuel is expected to decrease to between 12.3 billion and 12.7 billion gallons in 2030 (a 20–22 percent reduction) from 15.8 billion gallons in 2017. The reduction in gasoline demand through year 2030 (the furthest horizon year for which data are available) is based on assumptions related to new energy efficiency and regulations at the State and local levels and an increasing number of electric, hydrogen, diesel, and high fuel economy vehicles.[42]

3.10.2 2019 Certified EIR and Addendum No. 1

Please see Section 4.10 of the 2019 Certified EIR and Section 3.11 of Addendum No. 1 for a detailed analysis of the potential effects of the Approved Project regarding energy. The 2019 Certified EIR and Addendum No. 1 concluded that impacts related to energy would be less than significant, as described below.

3.10.2.1 Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

Less Than Significant Impact.

Electricity. As described in the 2019 Certified EIR and Addendum No. 1, 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.

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

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

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

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

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

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

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 Buildout (2040). Therefore, the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 assumed the anticipated General Plan Buildout, 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 and Addendum No. 1, 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 and Addendum No. 1 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 and Addendum No. 1 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.

3.10.2.2 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 and Addendum No. 1 determined that the Approved Project was consistent with applicable plans related to renewable energy and energy efficiency, and no mitigation was required.

3.10.2.3 Cumulative Energy Impact

Less Than Significant Impact.

Electricity. The 2019 Certified EIR and Addendum No. 1 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 Buildout (2040) scenario 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 Buildout (2040) scenario would be within the forecasted electricity demand for the 2040 buildout. Therefore, the 2019 Certified EIR and Addendum No. 1 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 and Addendum No. 1 analyzed the service territory for the Energy Resources (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 Buildout (2040) scenario would be subject to Title 24 requirements and would be evaluated on a case-by-case basis as part of the development review process 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 and Addendum No. 1 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 and Addendum No. 1 analyzed 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. 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 and Addendum No. 1 determined that the Approved Project's contribution to cumulative transportation energy impacts was less than cumulatively considerable, and no mitigation was required.

3.10.3 Analysis of the Proposed Project

3.10.3.1 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 and Addendum No. 1 because the proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory in order to be consistent with the adopted LUE.

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 specific projects facilitated by 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 updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 the proposed project would replace existing uses that already utilize electricity resources. Potential dwelling units identified in the site inventory include the following: accessory dwelling units (ADUs); developments that are already entitled or proposed; and the identification of potential sites suitable for housing under two separate scenarios: (1) sites allowable under the current Zoning Code, and (2) sites that would be allowable under the General Plan Land Use Element (LUE) PlaceType to be implemented with the Zoning Code when updated. Furthermore, energy efficiency technologies would continue to improve through the life of the proposed project. New facilities required to support the demand for

electricity anticipated from the Approved Project 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.

Natural Gas. Similar to the Approved Project, future development facilitated by the proposed project would require natural gas. The proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 and Addendum No. 1 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 and Addendum No. 1 assumed the anticipated General Plan Buildout, 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 by the proposed project would replace existing uses that already utilize natural gas resources. As described above, potential dwelling units identified in the Housing Element Site Inventory include the following: accessory dwelling units (ADUs); developments that are already entitled or proposed; and the identification of potential sites suitable for housing under two separate scenarios: (1) sites allowable under the current Zoning Code, and (2) sites that would be allowable under the General Plan Land Use Element (LUE) PlaceType to be implemented through updates to the Zoning Code.

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 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.

Gasoline. Similar to the Approved Project, future development facilitated by the proposed project would require transportation-related gas usage. The proposed project involves updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning

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.

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

Similar to the Approved Project, future projects facilitated by the proposed project would be required to comply with the CALGreen Code building efficiency standards (Title 24, Part 11) and the California Energy Code Building Energy Efficiency Standards (Title 24, Part 6), which includes provisions related to insulation and design aimed at minimizing energy consumption. Similar to the Approved Project, future projects facilitated by implementation of the proposed project would be required to comply with goals, policies, and strategies outlined in the adopted LUE and UDE and proposed Housing Element 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 updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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.

3.10.3.3 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 updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 buildout, 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 updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under the updated Housing Element and proposed rezoning 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 facilitated by 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 updating the Housing Element and rezoning specific properties identified in the Housing Element Site Inventory, and as such, does not propose any development in and of itself. However, future development facilitated by the proposed project under updated Housing Element and the proposed rezoning would be smaller (the RHNA allocation of 26,502 units), but 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.

3.10.4 Findings Related to Energy

3.10.4.1 No New Significant Effects Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

Based on the foregoing analysis and information, there is no evidence that the proposed project requires a major change to the 2019 Certified EIR and Addendum No. 1. As described above, 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 and Addendum No. 1.

3.10.4.2 No Substantial Change in Circumstances Requiring Major Revisions to the 2019 Certified EIR and Addendum No. 1

No major changes to the planning area have taken place since preparation of the 2019 Certified EIR and Addendum No. 1, that would require revisions to the analysis in the 2019 Certified EIR and Addendum No. 1. 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 and Addendum No. 1.

3.10.4.3 No New Information Showing Greater Significant Effects than the 2019 Certified EIR and Addendum No. 1

This Addendum No. 2 has analyzed all available relevant information to determine whether there is new information that was not available at the time the 2019 Certified EIR and Addendum No. 1 were 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 and Addendum No. 1.

3.10.4.4 No New Information Showing Ability to Reduce Significant Effects in the 2019 Certified EIR and Addendum No. 1

No significant impacts related to energy were identified in the 2019 Certified EIR and Addendum No. 1 and therefore, no new information, mitigation, or alternatives to the proposed project are necessary to reduce such impacts. Furthermore, similar to the Approved Project, the proposed project would not result in any potentially significant impacts requiring mitigation, and impacts related to energy would be less than significant.

3.10.5 Compliance Measures

There are no compliance measures pertaining to energy that are applicable to either the Approved Project or the proposed project.

3.10.6 Mitigation Measures

There are no mitigation measures pertaining to energy that are applicable to either the Approved Project or the proposed project.

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APPENDIX A

GENERAL PLAN HOUSING ELEMENT UPDATE

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