NOISE element

City of Long Beach General Plan

Volume I: Draft Environmental Impact Report

State Clearinghouse No. 2019050009

March 2021

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CITY OF LONGBEACH

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VOLUME I:

DRAFT ENVIRONMENTAL IMPACT REPORT

STATE CLEARINGHOUSE NO. 2019050009

GENERAL PLAN NOISE ELEMENT AND

AMENDMENTS TO THE CITY'S NOISE ORDINANCE

CITY OF LONG BEACH

Submitted to:

City of Long Beach
Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802

Prepared by:

LSA

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local government agencies, before taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide both the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making.

This Executive Summary has been prepared according to *State CEQA Guidelines* Section 15123 for the Draft EIR for the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). This Draft EIR has been prepared for the City of Long Beach (City) to analyze the proposed project's potential impacts on the environment; to propose mitigation measures for identified potentially significant impacts that would minimize, offset, or otherwise reduce or avoid those environmental impacts; and to discuss alternatives that could reduce the potentially significant impacts of the proposed project.

1.2 SUMMARY OF LOCATION AND SETTING

The location for the Noise Element project (also referred to as the "planning area") encompasses 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, located northeast and east of the City) provide access to the eastern portion of the City.

In addition, a variety of bus transit routes maintained by the Metropolitan Transportation Authority (Metro), Long Beach Transit, and the Orange County Transportation Authority (OCTA) provide both regional and local access to and within the City. Metro also provides passenger rail service via the Blue Line, which connects the City to Metro's regional transportation system throughout greater Los

Angeles County. 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.

1.3 SUMMARY OF THE PROJECT DESCRIPTION

The proposed project involves both the adoption of a new General Plan Noise Element Project and amendments to the City's Noise Ordinance, Long Beach Municipal Code (LBMC) Section 8.80, which regulates noise and implements the policies of the Noise Element. These project components are summarized below. See Chapter 3.0, Project Description, for a complete description of the project components.

1.3.1 Proposed Noise Element

The proposed project is the adoption of a new General Plan Noise Element (included as Appendix B of this Draft EIR), which would replace the City's existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

The topics of noise and vibration are introduced with a discussion of the function of a Noise Element and its role within other planning and regulatory frameworks, the community engagement involved in shaping the element, and concepts for implementing the vision of the element. The Noise Element also includes information related to noise fundamentals, such as the characteristics of sound, measurement of sound and definitions of acoustical terms, physiological effects of exposure to noise, and common sound levels and their noise sources.

As part of the Noise Element, the City has established 16 strategies related to noise, which would aid review of future projects and their associated environmental impacts. In addition to the 16 strategies, the proposed Noise Element contains numerous policies that work together to achieve the goals of creating a healthy, livable community with the equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city. These citywide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

Chapter 5 of the proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management.

Chapter 6.0 of the proposed Noise Element includes implementation measures (comprised of tools and strategies), which are intended to be used to effectively implement the goals and policies contained in the Noise Plan. Implementation tools consist of the City's regulatory processes, such as zoning regulations, the Noise Ordinance which is being updated as part of this project, development review, building and housing codes, CEQA compliance, City noise procedures and management,

interagency coordination, and enforcement. The implementation strategies summarize goals and policies from the Noise Plan and identify the responsible City departments and general timeframes for completion. Periodic progress reports will be prepared every two to three years to ensure that the City is adhering to implementation strategies outlined in the Noise Element.

1.3.2 Proposed Noise Ordinance Amendments

The City of Long Beach Noise Ordinance is contained in Title 8, Health and Safety, Chapter 8.80, Noise, of the City's Municipal Code. Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise.

As detailed in Chapter 3.0, Project Description, several amendments to the Noise Ordinance would be included as part of the proposed project.

1.3.3 Project Design Feature

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 Draft EIR because it is intended to reduce potential project impacts. If applicable, PDFs are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for each environmental topic.

Project Design Feature 4.4.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, the project shall implement a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.

1.4 ALTERNATIVES

As required by CEQA, the No Project Alternative to the proposed project was selected for consideration in the alternatives analysis. However, it should be noted that two other alternatives, including the Alternative Site and Reduced Project Alternatives, were determined to be infeasible.

- **Alternative 1: No Project Alternative.** This alternative would involve no amendments to the City of Long Beach's (City) General Plan or the Long Beach Municipal Code Noise Ordinance. The existing General Plan Noise Element (1975) and the current Noise Ordinance would continue to guide and regulate the City's noise environment.

The alternatives analysis is described in greater detail in Chapter 5.0, Alternatives.

1.5 AREAS OF CONTROVERSY

Pursuant to *State CEQA Guidelines* Section 15123, this EIR acknowledges the areas of controversy and issues to be resolved that are known to the City or that were raised during the scoping process and the scoping meeting held on May 30, 2019. Key environmental issues and concerns raised in the response to the Initial Study/Notice of Preparation (IS/NOP) scoping process or at the scoping meeting were all related to noise, but many comments were directed at existing special events that occur in the City, and not related to the scope of the Noise Element EIR. The following issues were raised during the scoping process: (1) concerns regarding the health and welfare of City residents being impacted by the existing noise environment and noise exposure in the City, especially in the Downtown and Waterfront areas; (2) concerns that the noise complaint process with the City is ineffective; (3) recommendations that the Noise Element should include regulations limiting noise levels; (4) recommendations that the Noise Element should include regulations limiting the maximum number of days permitted special events are allowed or can exceed allowable noise levels; (5) recommendations that acoustical neighborhoods should be considered instead of land uses when regulating allowable noise limits; (7) requests to measure existing noise conditions from residences located near special event locations; and (8) recommendations for changes to the City's current practices, such as making temporary events accountable to existing noise standards, hiring a sound technician and compliance officer to oversee standards related to noise generated from special events, and directing all amplified sounds away from City residences.

Please note that these are not exhaustive lists of areas of controversy, but rather key issues that were raised during the scoping process and public review period for the IS/NOP.

This Draft EIR addresses each of these areas of concern or controversy in detail as they relate to the proposed project, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts of the proposed project.

1.6 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table 1.1 identifies the potential environmental impacts and level of significance associated with implementation of the proposed project. Table 1.1 also identifies cumulative impacts resulting from the proposed project. Environmental topics addressed in this Draft EIR include land use and planning, noise, and transportation.

Refer to Section 2.0, Introduction, of this Draft EIR for a discussion of additional effects found not to be significant through the IS/NOP process, including aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire.

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
4.1: LAND USE AND PLANNING		
Threshold 4.1.2: Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? **Less Than Significant Impact.** **General Plan.** The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance. Proposed amendments to the City's Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with existing elements of the General Plan because they are consistent with the intent of the proposed Noise Element. The goals and policies in the proposed Noise Element are intended to provide protection for land uses, as identified in the Land Use Element (LUE), from excessive noise. The Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. These goals and policies would reduce potential impacts related to incompatible uses and noise, and would promote a healthy environment to accommodate future projections in housing, population, and employment in the City. As described in detail throughout Table 4.1.3, in Section 4.1, Land Use and Planning, the strategies and policies included in the proposed Noise Element are internally consistent with the City's General Plan LUE, Urban Design Element (UDE), Housing Element, Open Space and Recreation Element, and Mobility Element. The proposed Noise Element would not result in inconsistencies with the Air Quality Element, Conservation Element, Historic Preservation Element, Public	No mitigation is required. However, the proposed project would be required to adhere to the following project design feature related to land use and planning. **Project Design Feature 4.1.1:** To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, a program shall be implemented to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.	Less than Significant Impact.

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Safety, or Seismic Safety Element because, although these elements, together with the Noise Element, would serve to guide the overall development and urban form of the City, the Noise Element is not specifically interrelated with the goals, policies, and strategies of these elements. Therefore, the proposed project would be consistent with the applicable goals and policies outlined in the City's General Plan. Impacts are considered less than significant, and no mitigation is required. **Airport Land Use Plans.** The proposed Noise Element includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. The proposed Noise Element also includes Policy N 10-9, which requires the evaluation of potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). As such, the proposed project would be consistent with applicable airport land use plans because future development would be required to evaluate potential noise impacts associated with discretionary development and ensures compatibility with the noise environment under the airport land use plans. Further, proposed amendments to the City's Noise Ordinance would not conflict with adopted airport land use plans. Therefore, the proposed project would be consistent with adopted airport land use plans. Impacts are considered less than significant, and no mitigation is required. **Municipal Code.** Several amendments to the Noise Ordinance (Long Beach Municipal Code [LBMC] Chapter 8.80, Noise) would be included as part of the proposed project. In the Section 8.80.030, Administration and Enforcement, of the City's Municipal Code, text would be added to clarify and expand the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes.		

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Proposed amendments to the Noise Ordinance also include updates to the boundaries of the noise districts to better reflect and be consistent with the recently adopted LUE PlaceTypes. The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed use development or are planned for mixed-uses and commercial uses in the future. The proposed amendments to the Noise Ordinance also include adding mixed use as a land use type in Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code. These proposed amendments would be consistent with proposed amendments to the Noise District Map. Upon approval of the proposed project, these amendments would result in project consistency with the City's Municipal Code. Additionally, the proposed amendments would ensure consistency between the proposed Noise Element and the City's Municipal Code. To ensure that the proposed project complies with and would not conflict with or impede the City's Municipal Code, including the Noise Ordinance, the proposed project includes Project Design Feature 4.1.1, which requires the implementation of a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. All inconsistencies between the Noise Element and Municipal Code are required to be resolved through text amendments within 36 months following project approval. Therefore, with incorporation of Project Design Feature PDF 4.1.1, the proposed project would be consistent with the City's Municipal Code. No mitigation is required.		

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Cumulative Land Use and Planning Impacts. **Less Than Significant Impact.** The cumulative impact area for land use for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would be less than significant. Implementation of the proposed project would not conflict with applicable land use documents. The project would also address potential inconsistencies with the City's Noise Ordinance (as outlined in Project Design Feature PDF No. 4.1.1), which would reduce cumulative project impacts related to potential Municipal Code inconsistencies to a less than significant level. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, land use impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.	No mitigation is required. Refer to Project Design Feature PDF 4.1.1, above.	Less than Significant Impact.
4.2: NOISE		
Threshold 4.2.1: Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? **Less Than Significant Impact.** **Short-Term Construction-Related Noise Impacts.** The proposed project involves the adoption of the General Plan Noise Element and	No mitigation is required.	Less than Significant Impact.

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amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would generate noise. However, since construction noise is regulated by the Noise Ordinance, noise impacts associated with construction activities are discussed below. Construction activities associated with future development could result in substantial temporary or periodic increases in ambient noise levels at development sites throughout the City. Construction activities as part of future projects could adversely affect nearby noise-sensitive land uses. Proposed changes to the Noise Ordinance maintain current standards for interior noise levels for residential uses and schools and add a "mixed-use" land use type with corresponding maximum daytime and nighttime decibel levels to Table C in Section 8.80.170 of the City's Municipal Code. Changes to exterior standards only consist of the addition of the "mixed use" land use type to District 2 in Table A in Section 8.80.160 of the City's Municipal Code and would not result in any changes to the maximum noise criteria outlined in Section 8.80.160. Therefore, any future construction activities and development would be required to adhere to the same exterior and interior noise standards for noise-sensitive receptors as required under the City's existing Municipal Code regulations. Impacts would, therefore, be considered less than significant. Construction noise is permitted by the City's Municipal Code when activities occur between the hours of 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 noise impacts are currently exempt from specific noise levels limits; these limits would not change under the proposed project, and impacts would therefore be considered less than significant. Additionally, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas		

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and other locations near noise-sensitive uses where possible. Policies N 12-1 though N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise. Therefore, short-term construction-related noise impacts would be less than significant. No mitigation is required. **Long-Term Stationary-Source Noise Impacts.** Future development projects may include the installation or creation of new stationary sources of noise, or could include the development of new sensitive land uses in the vicinity of existing noise sources. The proposed Noise Element includes policies and strategies to protect sensitive receptors from stationary noise sources and encourage land use compatibility. Strategy No. 1 applies site planning and other design standards to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes. Policies N 1-1 through N 1-9 integrate noise considerations into the land use planning process to prevent new noise conflicts, requires noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptors, and ensures that project site design and function minimize noise. In addition, any new noise-generating sources would be subject to compliance with Chapter 8.80, Noise (including the amendments proposed as part of the project), which sets exterior and interior noise standards for the various land uses within the City. The proposed Noise Element includes policies and strategies that would ensure future development projects incorporate site planning and project design strategies to protect sensitive receptors from stationary noise sources in excess of acceptable levels. Additionally, the proposed project includes amendments to the Noise Ordinance to better reflect		

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and be consistent with the recently adopted LUE PlaceTypes. Finally, the proposed project does not change the exterior and interior noise standards for the various land uses (except to update the boundaries of the Noise Districts and add Mixed Use as a land use type). Therefore, implementation of the proposed project, which includes no physical development, would not expose persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required. **Long-Term Traffic Noise Impacts.** It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE and buildout of the General Plan. This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. Traffic noise increase under the recently adopted LUE would be up to 2.1 dBA, which is considered less than the threshold of perceptibility for humans (i.e., 3 dBA). Therefore, traffic noise that is regulated under the proposed project would not be readily perceptible in suburban or urban outdoor environments. The noise contours presented in the proposed Noise Element would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element would include allowable interior and exterior noise exposure levels from transportation sources for various land uses proposed by the Noise Element. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. Adherence to allowable interior and exterior noise exposure levels from transportation sources would ensure that noise impacts resulting from transportation sources would be less than significant.		

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Additionally, Strategy Nos. 6 through 8, included in the proposed Noise Element, are aimed at managing traffic-related noise. The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies to better reflect the recently adopted LUE PlaceTypes and reduce long-term transportation noise impacts. Therefore, implementation of the proposed project would not allow the exposure of persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.		
Threshold 4.2.2: Would the project generate excessive ground-borne vibration or ground-borne noise levels? **Less Than Significant Impact.** The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would generate vibration or noise. However, future construction activities considered by the proposed Noise Element could result in the generation of ground-borne vibration. Chapter 8.80 of the City's Noise Ordinance would continue to limit the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any future construction activities would be required to comply with the Noise Ordinance requirements. Therefore, future construction activities would not result in the exposure of sensitive receptors to excessive ground-borne vibration or noise levels. The proposed Noise Element also includes policies and strategies that protect sensitive receptors from vibration in excess of acceptable levels including Strategy No. 12, which minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Therefore, implementation of the proposed project would not expose persons to excessive ground-borne	No mitigation is required.	Less than Significant Impact.

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Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
vibration and/or ground-borne noise levels, and impacts are considered less than significant. No mitigation is required.		
Threshold 4.2.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? **No Impact.** Aircraft noise in the City of Long Beach 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. The proposed Noise Element includes Strategy No. 10, which requires measures to minimize the adverse effects of aircraft-related noise. The proposed Noise Element also includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would have the potential to expose people residing or working in the project area to excessive noise levels. Therefore, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. No mitigation is required.	No mitigation is required.	No Impact.
Cumulative Noise Impacts. **Less Than Significant Impact.** The cumulative area for noise impacts is the planning area and any sensitive receptors within the planning area. Cumulative growth within the City could result in temporary or periodic increases in ambient noise levels at development sites throughout the City. However, construction-related noise would be temporary and would no longer occur once construction of individual future projects is	No mitigation is required.	Less than Significant Impact.

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Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
completed. In addition, future construction activities would be subject to compliance with the City's Noise Ordinance and proposed amendments to the City's Noise Ordinance to ensure that noise impacts from construction sources are reduced. In addition, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses, where possible. Policies N 12-1 though N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise. Because implementation of the proposed project does not result in any physical construction activities that would produce noise, the proposed project would not be considered to have a cumulatively considerable contribution to the total noise environment in the City. The proposed project would not create a cumulatively considerable contribution to regional noise conditions as it does not include any physical improvements or development. Implementation of the proposed project would not impact traffic volumes and would not generate a significant impact under cumulative noise conditions. Additionally, implementation of the proposed Noise Element strategies and policies would require the City to consider noise and land use compatibility issues when evaluating individual future development proposals. Finally, the future noise contours and allowable interior and exterior noise exposure levels from transportation sources for various land uses included in the proposed Noise Element as described above are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. For the reasons stated above, implementation of the proposed project would not result in a substantial cumulative increase in noise. Further, the proposed project involves the adoption of the General Plan Noise		

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Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable noise impacts. Therefore, noise impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.		
4.3: TRANSPORTATION		
Threshold 4.3.1: Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? **Less Than Significant Impact.** The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to traffic. However, since the proposed Noise Element is intended to manage transportation noise, general transportation impacts are discussed below. **General Plan Mobility Element.** The planning area includes multiple sources of noise related to mobility, including vehicles, rail, aircraft, and watercraft. Proposed Noise Element Strategy Nos. 6 through 11 are aimed at managing mobility-related noise. Strategies include minimizing vehicular traffic noise in residential areas and near noise-sensitive land uses; promoting multimodal mobility to reduce noise generated from vehicular traffic; implementing street design and maintenance practices to minimize vehicular noise impacts; minimizing train noise in residential areas and near noise-sensitive land uses; minimizing the adverse effects of aircraft-related noise; and minimizing watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible. These strategies and their associated policies further the goals of the Mobility Element. Therefore, the proposed Noise Element would be consistent with the overall intent of the City's General Plan Mobility Element.	No mitigation is required.	Less than Significant Impact.

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The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance. Proposed amendments to the City's Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with the Mobility Element because they are consistent with the intent of the proposed Noise Element. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE and buildout of the City. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions. The proposed Noise Element includes detailed future traffic noise contours. The noise contours would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element includes allowable interior and exterior noise levels from transportation sources for various land uses. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies aimed at managing long-term transportation noise impacts. Overall, the proposed Noise Element is consistent with assumptions made in, and the intent of, the Mobility Element. Therefore, implementation of the proposed project would not conflict with the Mobility Element.		

Table 1.1: Summary of Potential Environmental Impacts, Project Design Features, Mitigation Measures, Compliance Measures, and Levels of Significance

Potential Environmental Impacts	Project Design Features and Mitigation Measures	Level of Significance After Mitigation
Congestion Management Program. Since implementation of the project would not result in increases in volume-to-capacity ratio, the proposed project would not result in significant impacts with respect to the Congestion Management Program (CMP). Therefore, implementation of the proposed project would not conflict with the Los Angeles County CMP. As discussed above, the proposed project would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.		
Cumulative Transportation Impacts. **Less Than Significant Impact.** The cumulative impact area for transportation for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own transportation consistency analysis and would be reviewed for consistency with adopted programs, plans, ordinances or policies addressing the circulation system. For this reason, cumulative impacts associated with inconsistency of future development with adopted programs, plans, ordinances, or policies addressing the circulation system would be less than significant. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered a policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, transportation impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.	No mitigation is required.	Less than Significant Impact.

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2.0 INTRODUCTION

2.1 OVERVIEW

This Draft Environmental Impact Report (EIR) has been prepared to evaluate environmental impacts associated with the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project) in the City of Long Beach (City). The City is the "public agency which has the principal responsibility for carrying out or approving the project" and, as such, is the "Lead Agency" for this project under the California Environmental Quality Act of 1970 (CEQA) (*State CEQA Guidelines for Implementation of CEQA* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary action. This Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. The anticipated project approvals associated with the proposed project are described in Chapter 3.0, Project Description.

An Initial Study (IS) (LSA, May 2019) (provided in Appendix A of this Draft EIR) was prepared for the proposed project. Following preparation of the IS, the City of Long Beach, as the Lead Agency, determined that the proposed project may have a significant effect on the environment and that an EIR would be required to more fully evaluate potential adverse environmental impacts that may result from development of the project. As a result, this Draft EIR has been prepared in accordance with CEQA, as amended (Public Resources Code [PRC] Section 21000, et seq.), and the CEQA Guidelines for Implementation of CEQA (California Code of Regulations [CCR], Title 14, Section 15000, et seq.). This Draft EIR also complies with the procedures established by the City for the implementation of CEQA.

Questions regarding the preparation of this Draft EIR and the City's review of the proposed project should be referred to the following:

Jennifer Ly, Planner
City of Long Beach Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802
Phone: (562) 570-6368
Email: LBDS-EIR-Comments@LongBeach.gov

2.2 ENVIRONMENTAL REVIEW PROCESS

The California Environmental Quality Act (CEQA) Public Resources Code (PRC) Section 21000, et seq., requires that a public agency prepare an EIR when the public agency finds substantial evidence that the project may have a significant effect on the environment (PRC Section 21080 (d)). The basic purposes of CEQA are to:

1. Inform governmental decision makers and the public about the potential significant environmental effects of proposed activities;

2. Identify the ways that environmental damage can be avoided or significantly reduced;

3. Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

4. Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

In compliance with the *State CEQA Guidelines,* the City has taken steps to maximize opportunities for the public and other public agencies to participate in the environmental review process. The City conducted the scoping process and held a public scoping meeting, issued a Notice of Preparation (NOP) for the proposed project, and determined that an EIR was required to evaluate the potentially significant environmental effects of the proposed project and related actions. Further, this Draft EIR is subject to public review and comment. These topics related to the environmental review process are described in further detail below.

2.2.1 Initial Study and Notice of Preparation

The City, as the Lead Agency, originally prepared an Initial Study (IS) and issued a Notice of Preparation (NOP) on an EIR for the original project on May 17, 2019, which was distributed via the State Clearinghouse (SCH). The SCH issued a project number for the EIR (SCH No. 2019050009). The primary purpose of preparing the Initial Study was to scope the environmental analysis and evaluate potential environmental impacts that may result from project approval. The Initial Study was also used to scope out environmental issues that were determined to be "less than significant" or "no impact."

In accordance with the *State CEQA Guidelines,* Section 15082, the NOP was circulated to responsible agencies and individuals for a period of 32 days, during which time written comments were solicited pertaining to environmental issues and topics that the EIR should evaluate.

Responses to the IS/NOP were received from the following agencies and groups:

- California Department of Transportation (Caltrans), District 7
- Los Angeles County Metropolitan Transportation Authority (Metro)
- Native American Heritage Commission (NAHC)
- Ocean Residents Community Association (ORCA)

The following individuals submitted written comments on the NOP:

- Linda Scholl
- Diana Lejins
- Katherine Kelton
- Leroy M. J. Keife
- Sarah Bedy
- Kathy Kelton
- Robert Fox
- Bob Kelton
- Maria Gonzalez
- Margaret Moustafa
- Gregory Samaras
- Laurence Gresko
- Genny Hulbrock
- William Sheehan
- Dianne Sundstrom
- Robert W. Cash
- Phil Dandridge
- Mary M. Hester

- Thomas Dorich
- Claire Heiss
- Feeruza Shah
- James A. Goodin
- Heidi Maerker
- Sandra Stanton
- Dennis L. Stone
- Pat Welch

2.2.2 Scoping Meeting Summary

The City held a public scoping meeting to present the original project and to solicit input from interested individuals regarding environmental issues that should be addressed in the Draft EIR. The scoping meeting was held on May 30, 2019 from 6:00 p.m. to 7:30 p.m. at Bixby Park Social Hall, located at 130 Cherry Avenue in the City of Long Beach. Key environmental issues and concerns raised in the response to the IS/NOP scoping process or at the scoping meeting were all related to noise, but many comments were directed at existing special events that occur in the City, and not related to the scope of the Noise Element EIR. The following issues were raised during the scoping process:

- Concerns that the health and welfare of City residents are impacted by the existing noise environment and noise exposure in the City, especially in the Downtown and Waterfront areas.
- Concerns that the noise complaint process with the City is ineffective.
- Recommendations that the Noise Element should include regulations limiting noise levels.
- Recommendations that the Noise Element should include regulations limiting the maximum number of days permitted special events are allowed or can exceed allowable noise levels.
- Recommendations that acoustical neighborhoods should be considered instead of land uses when regulating allowable noise limits.
- Requests to measure existing noise conditions from residences located near special event locations.
- Recommendations for changes to the City's current practices, such as making temporary events accountable to existing noise standards, hiring a sound technician and compliance officer to oversee standards related to noise generated from special events, and directing all amplified sounds away from City residences.

Please note that these are not exhaustive lists of areas of controversy, but rather key issues that were raised during the scoping process. The Draft EIR addresses each of these areas of concern or controversy in detail, examines project-related and cumulative environmental impacts, identifies significant adverse environmental impacts, and proposes mitigation measures designed to reduce or eliminate potentially significant impacts. Appendix A includes the IS/NOP and copies of written comments received in response to the IS/NOP, as well as written comment cards received in response to the public scoping meeting.

2.2.3 Draft EIR

This Draft EIR is being distributed to numerous public agencies and other interested parties for review and comment. The Draft EIR is also available at the location listed below. It should be noted that this location may not be open to the public due to the ongoing COVID-19 public health concerns. Copies of the Draft EIR are also available on the City's website, which is provided below.

City of Long Beach City Hall
411 West Ocean Boulevard, First Floor
Long Beach, CA 90802
Hours: Monday through Friday, 7:30 a.m. to 4:30 p.m.
Note City closure dates on alternating Fridays: www.longbeach.gov/furlough
Saturday and Sunday, Closed

The Draft EIR is also available on the City's website:

http://www.longbeach.gov/lbds/planning/environmental/reports/

All comments received from agencies and individuals on the Draft EIR will be accepted during the public review period, which will not be less than 45 days, in compliance with CEQA. All comments on the Draft EIR should be sent to the following City contact person:

Jennifer Ly, Planner
City of Long Beach Development Services, Planning Bureau
411 West Ocean Boulevard, Third Floor
Long Beach, CA 90802
Phone: (562) 570-6368
Email: LBDS-EIR-Comments@LongBeach.gov

Comments will only be accepted in written form via e-mail and/or hardcopy letter delivered to the above-referenced e-mail and mailing addresses, respectively. After the public review and comment period, written responses to all comments received pertaining to environmental issues will be prepared as part of the Final EIR. As required by CEQA, responses to comments submitted by responsible public agencies will be distributed to those agencies for review at least 10 days (in accordance with Section 15088 of the *State CEQA Guidelines*) prior to consideration and approval of the Final EIR by the Planning Commission and City Council. Upon completion of the Final EIR and other required documentation, the City Council may certify the Final EIR, adopt findings relative to the proposed project's environmental effects after implementation of mitigation measures, and approve or deny the project.

2.3 SCOPE OF THIS DRAFT EIR

This Draft EIR has been prepared to evaluate environmental impacts that may result from implementation of the proposed project. As the Lead Agency, the City has the authority for preparation of this Draft EIR and, after the comment/response process, certification of the Final EIR (FEIR) and approval of the proposed project as described in this Draft EIR.

The City has the authority to make decisions on discretionary actions relating to development of the proposed project. As previously stated, this Draft EIR is intended to serve as an informational document to be considered by the City during deliberations on the proposed project. This Draft EIR evaluates and mitigates a reasonable worst-case scenario of potential impacts associated with the proposed project.

As previously stated, the City is the Lead Agency for the proposed project under CEQA (*State CEQA Guidelines* Section 15367). CEQA requires the Lead Agency to consider the information contained in the EIR prior to taking any discretionary actions. This Draft EIR provides information to the Lead Agency and other public agencies, the general public, and decision makers regarding the potential environmental impacts from construction and operation of the proposed project. The purpose of the public review of the Draft EIR is to evaluate the adequacy of the environmental analysis in terms of compliance with CEQA. Section 15151 of the *State CEQA Guidelines* states the following regarding standards from which adequacy is judged:

> "An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure."

Under CEQA (PRC Section 21002.1[a]):

> "The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to the project, and to indicate the manner in which those significant effects can be mitigated or avoided."

As previously discussed in Chapter 1.0, Executive Summary, an EIR is the most comprehensive form of environmental documentation identified in CEQA and the *State CEQA Guidelines* and provides the information needed to assess the environmental consequences of a proposed project. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that has the potential to result in significant, adverse environmental impacts.

2.4 EFFECTS FOUND NOT TO BE SIGNIFICANT

As required by *State CEQA Guidelines* Section 15128, this Draft EIR identifies the potential effects of the proposed project that were determined not to be significant and adverse, and therefore, not addressed in the Draft EIR. The proposed project would not result in adverse impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural

resources, utilities and service systems, and wildfire. These issues are briefly discussed below along with the substantiation for why they were determined not to be significant.

2.4.1 Aesthetics

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or developments that would result in impacts to scenic vistas. The project would not result in changes to height or density of land uses, and consequently, the project would not impact views of scenic resources in the planning area. As a result of implementation of the proposed project, the existing scenic quality of the planning area would remain unchanged and sources of light and glare in the planning area would remain the same as existing conditions. Each future discretionary project within the City would be evaluated individually and project-specific mitigation would be proposed as needed. For these reasons, approval of the proposed project would not result in substantial adverse impacts to aesthetics. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.2 Agricultural and Forestry 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 protected by a Williamson Act contract. As such, implementation of the proposed project would not result in environmental changes that could result in the conversion of farmland to non-agricultural use or the conversion of forest land to non-forest use. Furthermore, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to agricultural and forestry resources. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.3 Air Quality

The planning area includes the entirety of the City of Long Beach, which is part of the South Coast Air Basin (Basin). The Basin includes all of Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Air quality within the Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) adopted the *2016 Air Quality Management Plan* (2016 AQMP) in March 2017.

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would conflict with the 2016 Air Quality Management Plan (AQMP), result in an exceedance of SCAQMD criteria pollutant emission thresholds, result in increased short- or long-term emissions, or generate odors within the planning area. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.4 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, riparian habitat, and wetlands) that have the potential to support sensitive biological resources. However, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources. Existing habitat and species would not be affected as a result of implementation of the proposed project.

According to the National Wetlands Inventory managed by the USFWS, although the majority of the planning area is urban in nature, the planning area does contain riparian habitat that has the potential to support sensitive biological resources; however, the planning area does contain State and federally protected wetlands that have the potential to support sensitive biological resources.[1] As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

The Migratory Bird Treaty Act (MBTA) and California Fish and Game Code 3503 protect most native bird species from destruction or harm. This protection extends to individuals, as well as any part, nest, or eggs of any bird listed as migratory. Most native North American bird species are on the MBTA list. Implementation of the proposed project would not result in impacts related to interference with the movement of species within wildlife corridors. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

The City of Long Beach Municipal Code (Ordinance C-7642) regulates the care and removal of trees on public property and is intended to preserve and protect the community's urban forest and to promote the health and safety of City trees. The City's Municipal Code requires that a municipal permit from the City of Long Beach Director of Public Works be obtained prior to the removal of trees on City-owned property. The City's Tree Maintenance Policy also requires a 1:1 replacement ratio and payment of a fee that is equivalent to a City-approved 15-gallon tree. Implementation of the proposed project would not conflict with the City's tree preservation policies. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise

[1] United States Fish and Wildlife Service (USFWS). National Wetlands Inventory. Website: https://www.fws.gov/wetlands/data/mapper.html (accessed March 25, 2020).

Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to biological resources.

There are no adopted Habitat Conservation Plans (HCP), Natural Communities Conservation Plans (NCCP), or other similar plans within the City.

For the reasons stated above, the proposed project would not result in significant impacts to biological resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.5 Cultural and Tribal Cultural Resources

Implementation of the proposed project would not cause a substantial change in the significance of a historical, archaeological, or tribal cultural resource.

CEQA defines a "historical resource" as a resource that meets one or more of the following criteria: (1) listed in, or determined eligible for listing in, the California Register of Historical Resources; (2) listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k); (3) identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1(g); or (4) determined to be a historical resource by a project's Lead Agency (PRC Section 21084.1 and *State CEQA Guidelines* Section 15064.5[a]). The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to historical resources.

The City's General Plan Land Use Element aims to minimize potential impacts to unknown archaeological resources through compliance with applicable federal, State, and local guidelines. In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to archaeological resources. Similarly, the proposed project would not disturb any human remains.

For the reasons stated above, the proposed project would not result in significant impacts to cultural resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.6 Energy

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require energy consumption. As such, the proposed project would not result in an environmental impact due to wasteful, inefficient,

or unnecessary consumption of energy resources because the project would not require energy consumption, nor would it conflict with state or local plans for renewable energy or energy efficiency. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.7 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). According to the City's General Plan Seismic Safety Element (1988), the most prominent fault zone in the City is the Newport-Inglewood Fault Zone, which transverses the City from the northwest to the southeast. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. Future individual projects subject to discretionary approval would be required to be consistent with City requirements established in the Seismic Safety Element and would be required to comply with current applicable building codes. As such, implementation of the proposed 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).

As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would 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. Compliance with applicable building codes in effect at the time 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.

In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. Consequently, much of the planning area has been previously disturbed as a result of past construction activities in the City. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would impact paleontological resources. As a result of implementation of the proposed project, the existing paleontological setting would remain unchanged.

For the reasons stated above, the proposed project would not result in significant impacts to geology and soils. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.8 Greenhouse Gas Emissions

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would directly or indirectly generate GHG emissions or conflict with any plans, policies, or regulations adopted for the purpose of reducing GHG emissions. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.9 Hazards and Hazardous Materials

Hazardous materials are chemicals that could potentially cause harm during an accidental release or mishap, and are defined as being toxic, corrosive, flammable, reactive, and an irritant or strong sensitizer.[1] Hazardous substances include all chemicals regulated under the United States Department of Transportation "hazardous materials" regulations and the United States Environmental Protection Agency (EPA) "hazardous waste" regulations. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment. The probable frequency and severity of consequences from the routine transport, use, or disposal of hazardous materials is affected by the type of substance, the quantity used or managed, and the nature of the activities and operations. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would involve the transport, use, or disposal of hazardous materials; create a hazard to the public or the environment through the release of hazardous materials; emit hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of any school; result in a significant impact related to a known hazardous materials site pursuant to Government Code Section 65965.5, and therefore, would not create a significant hazard to the public or the environment; interfere with air traffic patterns, conflict with established Federal Aviation Administration (FAA) flight protection zones, or conflict with building height standards established by the FAA for structures on and adjacent to the Long Beach Airport; interfere with an adopted emergency response plan or emergency evacuation plan; nor expose people or structures to a significant risk of loss, injury, or death from wildland fires. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Further, future individual projects subject to discretionary approval would be required to comply with all policies set forth in the City's Emergency Operations Plan and the General Plan Public Safety Element (1978). Therefore, this issue is not evaluated further in this Draft EIR.

2.4.10 Hydrology and Water Quality

The City is subject to the requirements of the *Waste Discharge Requirements for Municipal Separate Storm Sewer System Discharges from the City of Long Beach* (City of Long Beach MS4 Permit), Order

[1] A "sensitizer" is a chemical that can cause a substantial proportion of people or animals to develop an allergic reaction in normal tissue after repeated exposure to a chemical (U.S. Department of Labor, 2017. Appendix A TO Sections 1910.1200—Health Hazard Criteria, Section A.4, Respiratory or Skin Sensitization. Website: https://www.osha.gov/dsg/hazcom/hazcom-appendix-a.html [accessed March 25, 2020]).

No. R4-2014-0024, NPDES No. CAS004003. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the violation of water quality standards or waste discharge requirements. Further, future projects would be designed to implement Storm Water Prevention Plans, Construction Best Management Practices (BMPs), Low Impact Development (LID) Plans, and other mitigation, where necessary, to mitigate adverse impacts related to water quality standards or waste discharge requirements.

The City is highly urbanized, with infrastructure in place to accommodate future development projects. Approximately 60 percent of the City's existing water supply consists of groundwater extracted from the local Central Basin of the Los Angeles groundwater basin, with the remaining 40 percent consisting of imported water purchased from the Metropolitan Water District of Southern California.[1] As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the depletion of groundwater supplies or interference with groundwater recharge. Additionally, implementation of the proposed project would not result in the alteration of existing drainage patterns or alterations to the course of a stream or river. The proposed project does not include or facilitate physical improvements that would be at risk of inundation in the event of flood, tsunami, or seiche events. Lastly, the proposed project addresses the noise environment in the City and does not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

For the reasons stated above, the proposed project would not result in significant impacts to hydrology and water quality. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.11 Mineral Resources

According to the City's General Plan Conservation Element (1973), 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 proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in the loss of availability of a known mineral resource of value. As a result of project implementation, availability of existing mineral resources and locally important mineral resource recovery sites would remain unchanged. Any future

[1] Long Beach Water Department (LBWD). Water Sources. Website: https://lbwater.org/water-sources/ (accessed March 25, 2020).

discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.12 Population and Housing

In its existing condition, the City is urbanized and includes a range of housing types and land uses that provide housing and employment opportunities to its residents. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development and would not directly or indirectly induce substantial unplanned population growth. No physical improvements are proposed as part of the project, and therefore, no new homes, businesses, roads, or other infrastructure would be constructed within the City as a result of project implementation. As a result of project implementation, no existing people or housing would be displaced, and the construction of replacement housing would not be necessary. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.13 Public Services

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that may require fire protection services, police protection services, or school services. Additionally, implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks, recreational facilities, or other public facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not necessitate the need for new fire, police, school, parks and recreation, or other public facilities. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.14 Recreation

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to recreational facilities. Additionally, implementation of the proposed project would not result in an increase in the use of existing neighborhood and regional parks or recreational facilities. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, implementation of the proposed project would not result in impacts to park and recreation. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.15 Tribal Cultural Resources

As discussed in Section 2.4.5, Cultural Resources, the proposed project would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the *State CEQA Guidelines* or PRC Section 5020.1(k) because the project involves the adoption of the General

Plan Noise Element and amendments to the City's Noise Ordinance. As a planning/policy action, the proposed project does not include or facilitate any physical improvements or development that would result in impacts to historical resources.

The proposed project would be required to comply with Assembly Bill (AB) 52 and Senate Bill (SB) 18 regarding tribal consultation. In compliance with AB 52 and SB 18, letters were distributed to the following local Native American tribal representatives on April 1, 2020:

- Gabrieleno Band of Mission Indians – Kizh Nation, Andrew Salas
- Gabrieleno/Tongva San Gabriel Band of Mission Indians, Anthony Morales
- Gabrieleno Tongva Indians of California Tribal Council, Robert Dorame
- Gabrieleno/Tongva Nation, Sandonne Goad
- Gabrieleno-Tongva Tribe, Charles Alvarez
- Soboba Band of Luiseno Indians, Joseph Ontiveros
- Torres Martinez Desert Cahuilla Indians, Michael Mirelez
- Gabrielino-Tongva Tribe, Linda Candelaria

The letters are included as Appendix C of this Draft EIR. The letters provide each tribe the opportunity to request consultation with the City regarding the project. In compliance with AB 52, tribes have 30 days from the date of receipt of notification to request consultation on the project. SB 18 mandates that tribes receive 45 days from the date of receipt of notification to request consultation on the project. No responses from tribal representatives were received during the consultation period. As such, the tribal consultation process is considered closed.

As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements that would result in impacts to tribal cultural resources.

For the reasons stated above, the proposed project would not result in significant impacts to tribal cultural resources. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.16 Utilities and Service Systems

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require or result in the relocation or construction of new or expanded water or wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Implementation of the project would not require water usage or wastewater generation, and does not include any utility improvements related to water or wastewater. Similarly, as a policy/planning action, the project does not include or facilitate any physical improvements or development that would generate solid waste. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be

proposed as needed. As such, impacts to utilities and service systems would be less than significant. Therefore, this issue is not evaluated further in this Draft EIR.

2.4.17 Wildfire

In its existing setting, the planning area is almost entirely developed and is located in an urban area of Los Angeles County. California Department of Forestry and Fire Protection (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.[1] The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in exacerbated wildfire risk. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, this issue is not evaluated further in this Draft EIR.

2.5 FORMAT OF THE EIR

Pursuant to *State CEQA Guidelines,* Section 15120(c), this Draft EIR contains the information and analysis required by *State CEQA Guidelines,* Sections 15122 through 15131. Each of the required elements is covered in one of the Draft EIR chapters described below.

Chapter 1.0: Executive Summary

Chapter 1.0 contains the Executive Summary of the Draft EIR, listing all significant project impacts and the level of significance of each impact. The summary is presented in a tabular format.

Chapter 2.0: Introduction

Chapter 2.0 contains a discussion of the purpose and intended use of the Draft EIR. A summary discussion of effects found not to be significant and, therefore, not included in the Draft EIR analysis is also included in this chapter.

Chapter 3.0: Project Description

Chapter 3.0 includes a discussion of the project's geographical setting, the history of the planning area, the project's goals, objectives, characteristics, and components, and the anticipated discretionary action for the project.

Chapter 4.0: Environmental Analysis, Impacts, and Mitigation Measures

Chapter 4.0 includes an analysis of the proposed project's environmental impacts. It is organized into the following topical sections: land use and planning, noise, and transportation/traffic. The

[1] California Department of Forestry and Fire Protection (CAL FIRE). 2011. Very High Fire Hazard Severity Zones in Local Responsibility Areas. Los Angeles County. September 2011.

environmental setting discussions describe the "existing conditions" of the environment in the planning area and in the vicinity of the site as they pertain to the environmental issues being analyzed (Section 15125 of the *State CEQA Guidelines*).

The project impact discussions identify and focus on the significant environmental effects of the proposed project. The direct and indirect significant effects of the proposed project on the environment are identified and described, giving due consideration to both the short-term and long-term effects, as necessary (Section 15126.2[a] of the *State CEQA Guidelines*).

Chapter 4.0 also includes a discussion of the cumulative effects of the proposed project within the analysis of each environmental topic when considered in combination with other projects, causing related impacts as required by Section 15130 of the *State CEQA Guidelines*. Cumulative impacts are based on the anticipated General Plan build out scenario.

Chapter 5.0: Alternatives to the Proposed Project

In accordance with *State CEQA Guidelines* Section 15126.6, the alternatives discussion in Chapter 5.0 describes a reasonable range of alternatives that could feasibly attain the basic objectives of the project and that are capable of eliminating any significant adverse environmental effects or reducing them to a less than significant level. The alternative analyzed in Chapter 5.0 includes the No Project Alternative. Other alternatives commonly considered, including the Reduced Project Alternative and the Alternate Location Alternative, are not applicable due to the nature of the proposed project being a policy/planning action that does not include or facilitate any physical improvements or development. The substantive reasons for the elimination of such alternatives are provided in this chapter. The environmentally superior alternative is also identified.

Chapter 6.0: Long-Term Implications of the Project

Chapter 6.0 includes CEQA-mandated discussions required by Section 15126.2 of the *State CEQA Guidelines* regarding: (a) significant irreversible environmental changes that would result from implementation of the proposed project, (b) significant adverse environmental impacts for which either no mitigation or only partial mitigation is feasible, and (c) growth-inducing impacts of the proposed project.

Chapter 7.0: List of Preparers and Persons Consulted

Chapter 7.0 provides a list of the preparers of the Draft EIR and the General Plan Noise Element, as well as persons consulted during preparation of the Draft EIR.

Chapter 8.0: References

Chapter 8.0 provides the references used in this Draft EIR.

2.6 INCORPORATION BY REFERENCE

As permitted in Section 15150 of the *State CEQA Guidelines*, an EIR may reference all or portions of another document that is a matter of public record or is generally available to the public. Information from the documents that have been incorporated by reference has been briefly summarized in the

appropriate sections of this Draft EIR, along with a description of how the public may obtain and review these documents. These documents include:

- City of Long Beach General Plan Elements (as amended) (website: http://www.longbeach.gov/lbds/planning/advance/general-plan/)
- City of Long Beach Municipal Code and other titles referenced herein (website: https://www.municode.com/library/ca/long_beach/codes/municipal_code?nodeId=16115)
- Proposed Long Beach General Plan Noise Element (December 2019) (Appendix B) (website: http://www.longbeach.gov/lbds/planning/advance/general-plan/)

Documents that are incorporated by reference are available for review at the website links noted above and at the City of Long Beach, Department of Development Services, 411 West Ocean Boulevard, 3rd Floor, Long Beach, California 90802.

3.0 PROJECT DESCRIPTION

This Draft Environmental Impact Report (EIR) has been prepared to evaluate the environmental impacts that may result from implementation of the proposed General Plan Noise Element Project and amendments to the City of Long Beach's (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Chapter 8.80), which regulates noise and implements the policies of the General Plan Noise Element (proposed project). As Lead Agency, the City has the authority for preparation of this Draft EIR and, after the comment/response process, certification of the Final EIR and approval of the proposed project as described in this Draft EIR. The City and Responsible Agencies have the authority to make decisions on discretionary actions related to the approval of the proposed project. This Draft EIR is intended to serve as an informational document to be considered by the City and the Responsible Agencies during deliberations on the proposed project. This Draft EIR evaluates for a reasonable worst-case scenario of potential environmental impacts associated with the proposed project and provides mitigation where necessary. The analysis in this Draft EIR is based on the General Plan Draft Noise Element (City of Long Beach, December 2019) (Appendix B).

3.1 PROJECT LOCATION AND SETTING

As illustrated in Figure 3-1, Project Location (figures provided at the end of this chapter), the location for the Noise Element project (also referred to as the "planning area") encompasses 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, located northeast and east of the City) provide access to the eastern portion of the City.

In addition, a variety of bus transit routes maintained by the Metropolitan Transportation Authority (Metro), Long Beach Transit, and the Orange County Transportation Authority (OCTA) provide both regional and local access to and within the City. Metro also provides passenger rail service via the Blue Line, which connects the City to Metro's regional transportation system throughout greater Los Angeles County. 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.

3.2 LONG BEACH GENERAL PLAN

The proposed project is the adoption of a new General Plan Noise Element (included as Appendix B of this Draft EIR), which would replace the City's existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan.

The Long Beach General Plan represents a comprehensive approach for managing the community's future. The Long Beach General Plan also reflects the City's long-term strategy for directing physical, economic, and cultural development. The General Plan is a legally binding policy document intended to serve as a guide for developers and communities and to inform decisions made by City officials regarding future development and the management of land and natural resources.

In relation to development, the Long Beach General Plan serves as a blueprint guiding the type of community the City desires for its future, and also provides the means by which that desired future can be attained. The General Plan establishes goals, policies, and a vision for the future and utilizes text, maps, and graphic illustrations to express the organization of the physical, environmental, economic, and social environment sought by the community in order to achieve a healthful, functional, and desirable place in which to reside and work.

3.2.1 State General Plan Requirements

Government Code Section 65302 et seq. requires that every city and county in the State of California (State) prepare and adopt a "comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." As further mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development;
- Provide a framework within which both the City Planning Commission and the City Council can make land use decisions;
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area; and
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules that will guide both environmental protection and land development decisions within the City and surrounding planning area.

State law requires that the General Plan include the following seven mandatory elements: Land Use, Circulation,[1] Housing, Conservation, Open Space, Noise, and Safety. While these seven elements are

[1] The Circulation Element, as required by State law, is titled the Mobility Element in the City's current General Plan.

required, State law also allows flexibility in how each local jurisdiction structures these elements. In addition to these seven elements, the existing Long Beach General Plan includes elements addressing the following issues beyond those required by State law: Historic Preservation, Air Quality, Seismic Safety, and Urban Design.[1] While State law does not mandate discussion of these issues, once adopted, "optional" issues have the same force and effect as policies related to the General Plan elements required by the State. In addition, the City also has a certified Local Coastal Program (LCP) governing land use in coastal areas of the City. As required by the California Coastal Act, the City's LCP is consistent with the land use plan, goals, objectives, and policies established in the City's General Plan.

Government Code Section 65040.2 requires the State Office of Planning and Research (OPR) to adopt and periodically revise the General Plan Guidelines (GPG). The 2017 GPG are used to guide cities and counties in the State regarding the preparation and content of general plans. In order to streamline the process and reduce costs associated with adopting or amending a general plan, the 2017 GPG provides free online tools and resources, promotes increased use of online data, and includes templates and sample policies.

Government Code Section 65302(f) states that a Noise Element should identify and assess noise problems in the community. Specifically, the noise element should analyze and quantify current and projected noise levels for the following sources:

- Highways and freeways;
- Primary arterials and major local streets;
- Passenger and freight online railroad operations and ground rapid transit systems;
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation;
- Local industrial plants, including, but not limited to, railroad classification yards; and
- Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

Noise contours should be shown for the above sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (L_{dn}). Additionally, the noise contours should be used as a guide for establishing a pattern of land uses in the Land Use Element that minimizes the exposure of community residents to excessive noise. Further, the Noise Element should include implementation measures and feasible solutions that address existing and foreseeable noise problems. Once adopted, this Noise Element will carry the same legal weight as any of the seven

[1] The City of Long Beach General Plan Urban Design Element (UDE) was adopted in December 2019 and replaced the 1975 Scenic Routes Element.

mandatory elements and will be consistent with all the other elements, as required by Government Code Section 65300.5.

3.2.2 General Plan Consistency

In addition to providing a comprehensive strategy for directing future growth, State law mandates that the General Plan be internally consistent. Specifically, Government Code Section 65300.5 requires the various components of a General Plan to, "comprise an integrated, internally consistent and compatible statement of policies." The three primary components required to maintain internal General Plan consistency are as follows:

1. **Equal Status among General Plan Elements.** All elements of a General Plan have equal status and no one General Plan element takes precedence over any other. As such, the General Plan elements must be consistent in order to avoid potential conflicts between or among the elements.

2. **Consistency between Elements and within Individual Elements.** All General Plan elements must be consistent with each other. For example, policies and implementation strategies outlined in one General Plan element must not require or encourage an action that would be prohibited or discouraged by policies and implementation strategies in another General Plan element.

3. **General Plan Text, Diagram, and Map Consistency.** Text, diagrams, and maps must be consistent with one another and with goals and policies outlined in all elements of the General Plan.

The Noise Element interrelates with policies in other elements of the General Plan, including the Land Use Element, the Urban Design Element, the Housing Element, the Mobility Element, and the Open Space Element. The interrelationship between the Noise Element and the five other elements should be acknowledged in order to prepare an integrated General Plan. The relationship between noise and the aforementioned elements is described below.

- **Land Use Element.** In December 2019, the City adopted a new Land Use Element (LUE), which replaced the previous 1989 LUE. The updated LUE introduces the concept of "PlaceTypes," which replaces the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to 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 future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE. The proposed Noise Element provides existing and future noise contours that may be used, along with the LUE, to evaluate future land use proposals.

- **Urban Design Element.** In December 2019, the City adopted the Urban Design Element (UDE), which replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance 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. In addition, the City intends to utilize 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. Urban design techniques and policies, such as incorporation of noise attenuation methods, can be employed to mitigate noise impacts and are included in both the UDE and proposed Noise Element.

- **Housing Element.** The 2014 Housing Element covers an eight-year planning period (from October 15, 2013, to October 15, 2021) and includes discussion regarding adequate sites for new housing and standards for housing stock. The Housing Element identifies policies, programs, and objectives that focus on conserving and improving existing affordable housing; providing adequate sites for new housing; assisting in development of affordable housing; removing governmental constraints to housing development; and promoting equal housing opportunities. Since residential uses are considered noise sensitive, the noise exposure and contour information provided in the Noise Element can be utilized for future planning efforts, and helps to identity potential noise constraints.

- **Mobility Element.** The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents through transportation and mobility planning. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the Mobility Element.

- **Open Space Element.** The 2002 Open Space Element covers four topic areas related to open space: the preservation of natural resources, the managed production of resources, public health and safety, and outdoor recreation. Excessive noise can adversely affect the enjoyment of recreation activities in designated open space. As such, noise exposure levels should be considered when planning open space. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setbacks and landscaping.

It is also important to note that the General Plan aims to balance competing objectives and community priorities. As such, in interpreting goals, policies, and implementation strategies in the General Plan, care must be given to determine the "best fit" for the action to be taken, aimed towards achieving the City's short-term and long-term priorities.

3.2.3 Comprehensive Nature of the General Plan

The Long Beach General Plan establishes goals, policies, and implementation strategies aimed at guiding the physical, social, environmental, and economic environments. In addition to addressing the State-mandated components of a General Plan, the Long Beach General Plan also responds to current and future issues the City faces. In order to fully address these issues, the Long Beach General Plan planning area encompasses the current City limits, while also keeping in mind the regional context of its planning efforts. For example, certain issues such as traffic, transit, air quality, and greenhouse gas (GHG) emissions have both a local and regional component. In such cases, the

General Plan addresses the degree to which the City's interests, values, and concerns are congruent or conflict with existing regional policies. Furthermore, it is also the role of the Long Beach General Plan to define the extent to which the City can address local issues as well as those issues that require cooperative actions among several jurisdictions.

3.3 PROJECT HISTORY

3.3.1 Noise Element Update

The City's Noise Element was last updated in 1975, and at that time, it was implemented through a 1977 Noise Ordinance. Since then, the City's physical development, population, regional context, and the regulatory guidance involving noise have changed significantly. In order to allow for increased flexibility in responding to such changes, the City proposes to update and replace the existing 1975 Noise Element with a new Noise Element.

The Noise Element update will also incorporate and respond to important policy objectives of the General Plan Land Use Element (LUE), adopted in December 2019, which encourages mixed land uses. This is critical to the broader goal of attaining more sustainable development patterns in the future by better linking land use and transportation, allowing residents and employees to live and work in proximity to the goods and services they access on a daily basis, and encouraging the co-location of jobs and housing. Because of the nature of noise levels, some degree of elevated noise is anticipated to allow the range of previously mentioned uses to co-exist; the Noise Element update seeks to balance goals to maintain a healthy noise environment with the ability to achieve the above-stated objectives contained in the recently updated LUE, which include the sustainable development patterns and economic development derived from mixed land uses and accommodating an array of regional and visitor-serving uses.

The Noise Element update will accomplish the following:

- Guide physical development in the City based on the projected population increases through the year 2040;
- Provide a tailored approach to noise policy across neighborhoods, recognizing the unique characteristics of areas that are currently or anticipated to contain more mixed uses, such as Downtown, major transportation corridor environments, and major activity centers in the City;
- Limit noise exposure, particularly in areas with nearby housing, hospital, school or day care center uses;
- Improve the health of City residents through urban planning approaches; and
- Respond to changing technologies.

3.3.2 Initial Study/Notice of Preparation

The City, as the Lead Agency, prepared an Initial Study (IS) and issued a Notice of Preparation (NOP) for an EIR for the proposed project on May 17, 2019, which was distributed via the State Clearinghouse (SCH). In accordance with the *State CEQA Guidelines,* Section 15082, the NOP was circulated to responsible agencies and individuals for a period of 32 days, during which time written comments were solicited pertaining to environmental issues and topics that the Draft EIR should evaluate.

On May 30, 2019, a public meeting was held at the Bixby Park Community Center, located at 130 Cherry Avenue in Long Beach. The meeting functioned as a joint open house/scoping meeting intended to solicit input regarding the proposed Noise Element, as well as input regarding the scope and content of this Draft EIR.

A total of 53 public comment letters were received at the public scoping meeting and during the public review period or shortly thereafter. Many of the comment letters received were related to a study that was concurrently being prepared on noise and noise management of special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR.

For more discussion regarding the IS/NOP prepared for the project and the scoping process, refer to Chapter 1.0, Introduction.

3.3.3 Special Events

On April 17, 2018, in response to concerns about special events noise voiced by Downtown residents living within proximity of the City's waterfront, the Long Beach City Council directed City staff to prepare a Special Events Noise Study in order to better understand noise impacts related to special events. The report was released to the public by the City on July 17, 2019, and outlined best practices that the City could implement to better manage noise from special events—a number of which have already been implemented by the City. Those best practices include strategies such as improving interdepartmental coordination among departments, which regulate special events noise and respond to noise complaints; installing professional sound level meters to monitor decibel levels during special events and making decibel readings publicly available; and generally improving outreach and notification to residents. The study also informed the update to the City's General Plan Noise Element.

3.4 PROPOSED PROJECT

The proposed project is a new General Plan Noise Element, which would replace the City's existing 1975 Noise Element. As required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan. The following discussion summarizes the key components of the proposed Noise Element.

3.4.1 Project Summary

The proposed project includes the approval of an updated Noise Element for incorporation into the City's General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

The topics of noise and vibration are introduced with a discussion of the function of a Noise Element and its role within other planning and regulatory frameworks, the community engagement involved in shaping the element, and concepts for implementing the vision of the element. The Noise Element also includes information related to noise fundamentals, such as the characteristics of sound, measurement of sound and definitions of acoustical terms, physiological effects of exposure to noise, and common sound levels and their noise sources.

The proposed project would also include several amendments to the City's Noise Ordinance (Long Beach Municipal Code, Chapter 8.80, Noise).

3.4.2 Project Objectives

The City has established the following intended objectives, which would aid decision-makers in their review of the project and its associated environmental impacts:

1. Create and maintain a healthy noise environment in Long Beach.

2. Balance business practices within dynamic, active, and engaging areas to promote activity, including special events, while respecting adjacent sensitive uses.

3. Create allowances associated with noise so that Long Beach can thrive as a dynamic, growing city.

4. Limit the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.

5. Strive for a more equitable distribution of noise.

6. Apply site planning, building design, street design, and other design strategies to reduce noise impacts.

7. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

8. Generally maintain the current allowable interior and exterior noise thresholds as identified in the City Municipal Code Chapter 8.80, while better accommodating mixed land uses as contemplated by the recently updated General Plan Land Use Element.

3.4.3 Proposed Noise Element

3.4.3.1 Project Strategies

As part of the Noise Element, the City has established the following strategies related to noise, which would aid review of future projects and their associated environmental impacts:

1. Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential – Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

2. Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

3. Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, and Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.

4. Protect and buffer noise sensitive areas and uses through effective building design and material selection.

5. Implement best practices to reduce impacts of noise from industrial sources.

6. Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

7. Promote alternative forms of mobility to reduce noise generated from vehicular traffic.

8. Implement street design and maintenance practices to minimize vehicular noise impacts.

9. Minimize train noise in residential areas and near noise-sensitive land uses.

10. While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

11. Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

12. Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

13. Balance the needs of special events while prioritizing the well-being of residents.

14. Ensure meaningful participation in the public process by all members of the community, especially historically excluded or marginalized groups.

15. Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.

16. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

In addition to these 16 strategies, the proposed Noise Element contains numerous policies that work together to achieve the goals of creating a healthy, livable community with the equitable distribution of noise, minimizing exposures to excessive noise, and allowances for elements necessary for a dynamic, growing city. These citywide policies aim to provide a holistic and comprehensive guide for the City, whereas future projects facilitated by project approval would provide a refined direction for distinct areas within the City.

3.4.3.2 Noise Plan

Chapter 5 of the proposed Noise Element includes a Noise Plan, which addresses strategies and policies related to six topic areas describing sources of existing noise and vibration: (1) PlaceType Characteristics and Land Use Compatibility; (2) Mobility, including vehicular noise, rail, aircraft, and watercraft; (3) Construction; (4) Special Events; (5) Environmental Justice and Social Equity; and (6) Noise Management. Figure 3-2, Existing Major Sources of Noise, shows existing major sources of noise in the planning area. Each of these six topic areas will be discussed in more detail below.

(1) PlaceType Characteristics and Land Use Compatibility. As noted previously, the updated 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. PlaceTypes identified within the LUE establish neighborhood form, character, and community scaled districts structured around development patterns, streetscape design, and urban form. In addition, these PlaceTypes range in development intensity and activity. Policies in the proposed Noise Element correspond to the LUE PlaceTypes that reflect differentiated area characteristics. Refer to Strategy Nos. 1 through 5 in Section 2.4.2, Project Strategies, related to PlaceType characteristics and land use compatibility.

The 14 PlaceTypes included in the LUE are illustrated in Figure 3-3, Land Use Element PlaceTypes, and described in further detail below.

1. **Open Space PlaceType.** The Open Space (OS) PlaceType aims to promote and conserve the emotional and physical health of the City's residents through the provision of natural environments, which include recreational open space; scenic, natural, or cultural features; and utilities and/or infrastructure with environmentally sensitive resources. Allowable uses within this PlaceType include parks, beaches, golf courses, marinas, flood control channels and basins, rivers, utility rights-of-way, oil islands, inland bodies of water, nature preserves, marine habitats, estuaries, wetlands, lagoons, and limited commercial recreation uses that support existing programs and facilities.

2. **Founding and Contemporary Neighborhood PlaceType.** The Founding and Contemporary Neighborhood (FCN) PlaceType represents the City's low-density residential neighborhoods, from older street car urban neighborhoods (Founding Neighborhoods) to post-World War II suburban housing (Contemporary Neighborhoods), which are predominantly characterized by single-family uses separated by large commercial centers.

3–4. **Multi-Family Residential—Low and Moderate PlaceTypes.** The Multi-Family Residential (MFR-L and MFR-M) PlaceTypes aim to provide a variety of housing options (i.e., condominium duplex, triplex, and garden apartment uses) adjacent to neighborhood-serving commercial uses to meet the range of lifestyles of the City's community members.

5–6. **Neighborhood-Serving Centers and Corridors—Low and Moderate PlaceTypes.** Commercial corridors and centers are located throughout the City. As such, the Neighborhood-Serving Centers and Corridors (NSC-L and NSC-M) PlaceTypes aim to locate low- to moderate- intensity mixed uses (i.e., residential/retail) near these areas in an effort to provide goods and services near housing.

7–8. **Transit-Oriented Development—Low and Moderate PlaceTypes.** The City is currently served by bus, shuttle, and other transit services. In particular, the Metro Blue Line light rail has a significant presence along Long Beach Boulevard and the City's Downtown area. As such, the Transit-Oriented Development (TOD-L and TOD-M) PlaceTypes aim to provide multi-family residential uses near areas adjacent to the Metro Blue Line and the continuation of mixed-uses (residential and community-serving commercial uses) at a higher intensity to promote a pedestrian-friendly, active streetscape.

9. **Community Commercial PlaceType.** The Community Commercial (CC) PlaceType allows for auto-oriented commercial development along primary arterials in the City, with residential uses strictly prohibited. Allowable uses within this PlaceType include commercial uses that serve community-based needs for goods and services.

10. **Industrial PlaceType.** The Industrial (I) PlaceType would allow for light industrial research parks, warehousing or storage activities, industrial manufacturing, and machining operations in areas generally separated from residential uses. Allowable uses within this PlaceType include research and development activities, storage, industrial, and manufacturing activities, tank farms, and oil-drilling activities.

11. **Neo-Industrial PlaceType.** The Neo-Industrial (NI) PlaceType encourages light industrial activities, particularly those related to innovative start-up businesses and creative design offices in the arts, engineering, sciences, technology, media, education, and information industries. Allowable uses within this PlaceType include light industrial, clean manufacturing, offices, commercial uses to support business endeavors, and repurposed buildings with live/work artist studios.

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

13. **Downtown PlaceType.** The Downtown (DT) PlaceType encompasses the area overlooking the Pacific Ocean where the Los Angeles River and the Port of Long Beach meet. In its existing setting, the Downtown area consists of offices, and government and tourism uses, and is home to several historic and cultural districts. The 2012 Downtown Plan currently serves as the land use plan guiding development in the Downtown area.

14. **Waterfront PlaceType.** The Waterfront (WF) PlaceType includes three primary areas along the City's shoreline, including the Downtown Shoreline Area waterfront, Alamitos Bay Marina, and the Belmont Pier and Pool Complex area. Specifically, the Waterfront PlaceType would encourage high-intensity, compact, and diverse uses (e.g., housing, offices, hotels, and tourism attractions) in the Downtown Shoreline Area (e.g., the Queen Mary and the Long Beach Aquarium of the Pacific).

(2) Mobility. The planning area includes multiple sources of noise related to mobility, including vehicles, rail, aircraft, and watercraft. Figure 3-4, Future Traffic Noise Contours (2040), shows the future traffic noise contours, which are consistent with the LUE and Mobility Element assumptions. For more detailed future traffic noise contours, see Figures 4.2-1(a) through 4.2-1(e) in Section 4.2, Noise. Table 3.1, below, identifies allowable interior and exterior noise exposure levels from transportation sources for various land uses proposed by the Noise Element.

Strategy Nos. 6 through 11, in Section 3.4.2, Project Strategies, are aimed at managing mobility-related noise.

(3) Construction. Construction activities are a recurrent source of noise throughout the planning area, the duration of which can range in length from a few hours to several months. The type of construction equipment and duration of activities greatly affect the amount of noise and vibration created. Typical construction activities include hauling materials, site preparation, grading, building erection, and other specialized construction activities. Construction activities are regulated by the City's Municipal Code, which limits typical construction activities to occur Monday through Friday from 7:00 a.m. to 7:00 p.m., and Saturdays from 9:00 a.m. to 6:00 p.m.

Strategy No. 12 in Section 3.4.2, Project Strategies, above, is aimed at managing construction-related noise.

Table 3.1: Maximum Allowable Noise Exposure from Transportation Sources

PlaceType	Uses	CNEL (dBA)	
		Interior[1,2]	Exterior[3]
Open Space	Playgrounds, neighborhood parks	N/A	70
• Open Space (OS)	Golf Courses, riding stables, water recreation, cemeteries	N/A	N/A
Neighborhoods	Single-family, duplex and multiple-family	45	65
• Founding and Contemporary Neighborhood (N) • Multi-Family Residential-Low (MRF-L) • Multi-Family Residential-Moderate (MRF-M)	Mobile home park	N/A	65
Mixed-Use	Single-family	45	65
• Neighborhood-Serving Center or Corridor – Low (NC-L) • Neighborhood-Serving Center or Corridor – Low (NC-M) • Transit-Oriented Development – Low (TOD-L) • Transit-Oriented Development – Moderate (TOD-M)	Mobile home park	N/A	65
	Multiple-family, mixed-use	45	65[4]
	Transient lodging-motels, hotels	45	65
	Sports arenas, outdoor spectator sports	N/A	N/A
	Auditoriums, concert halls, amphitheaters	45	N/A
	Office buildings, business, commercial and professional	50	N/A
Employment	Manufacturing, utilities, agriculture	N/A	N/A
• Community Commercial (CC) • Industrial (I) • Neo-Industrial (NI)	Office buildings, business, commercial and professional	50	N/A
Unique	Schools, nursing homes, day care facilities, hospitals, convalescent facilities, dormitories	45	65
• Regional Serving Facility (RSF) • Downtown (DT) • Waterfront (WF)	Government Facilities – offices, fire stations, community buildings	45	N/A
	Places of Worship, churches	45	N/A
	Libraries	45	N/A
	Multiple-family, mixed-use	45	65[4]
	Utilities	N/A	N/A
	Cemeteries	N/A	N/A

Source: Proposed Long Beach General Plan Noise Element, Table N-5 (December 2019).

[1] Interior habitable environment excludes bathrooms, closets, and corridors.

[2] Interior noise standards shall be satisfied with windows in the closed position. Mechanical ventilation shall be provided per Uniform Building Code requirements.

[3] Exterior noise level standard to be applied at outdoor activity areas (e.g., private yards, private patio, or balcony of a multifamily residence). Where the location of an outdoor activity area is unknown or not applicable, the noise standard shall be applied inside the property line of the receiving land use.

[4] Within the NC-M, TOD-L, TOD-M, DT and WF PlaceType designations, exterior space standards apply only to common outdoor recreational areas.

CNEL = community noise equivalent level
dBA = A-weighted decibels
N/A = not applicable

(4) Special Events. Special events regularly occur within the planning area, including community festivals, runs/walks, holiday celebrations, the Long Beach Grand Prix, the Long Beach Marathon, the Long Beach Lesbian and Gay Pride Parade and Celebration, the Jazz Festival, film production, and events hosted at the Queen Mary and the Convention Center. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. As such, the Noise Element aims to manage the distribution and intensity of noise from special events in order to prioritize the wellbeing of residents.

Strategy No. 13, in Section 3.4.2, Project Strategies, above, is aimed at managing noise related to special events.

(5) Environmental Equity and Social Justice. Creating a more equitable distribution of noise is one of the four primary goals of the proposed Noise Element. Environmental justice ensures the equitable treatment and meaningful participation of marginalized groups, as well as enforcement of environmental laws, regulations, and policies as they may disproportionately affect these groups. Environmental justice and social equity, as they relate to noise, are important aspects of planning for a healthy noise environment for all residents of the City.

Strategy Nos. 14 and 15, in Section 3.4.2, Project Strategies, above, are aimed at managing noise impacts related to environmental justice and social equity.

(6) Noise Management. The City is responsible for regulating noise and creating buffers from sources of noise to surrounding noise-sensitive uses. Noise regulations can be managed and imposed through ensuring compliance with CEQA on a project-specific basis. Through the review of discretionary projects and in compliance with CEQA, noise mitigation measures are formulated to limit and reduce excessive noise.

Strategy No. 16, in Section 3.4.2, Project Strategies, above, discusses minimizing noise impacts through management and regulation.

3.4.3.3 Administration and Implementation

Chapter 6 of the proposed Noise Element includes implementation measures (comprised of tools and strategies), which are intended to be used to effectively implement the goals and policies contained in the Noise Plan. Implementation tools consist of the City's regulatory processes, such as zoning regulations, the Noise Ordinance (which is being updated as part of this project), development review, building and housing codes, CEQA compliance, City noise procedures and management, interagency coordination, and enforcement. The implementation strategies summarize goals and policies from the Noise Plan and identify the responsible City departments and general timeframes for completion. Periodic progress reports will be prepared every two to three years to ensure that the City is adhering to implementation strategies outlined in the Noise Element.

3.4.4 Proposed Noise Ordinance Amendments

The City of Long Beach Noise Ordinance is contained in Title 8, Health and Safety, Chapter 8.80, Noise, of the City's Municipal Code. Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise.

As outlined in the following subsections, several amendments to the Noise Ordinance would be included as part of the proposed project. Deletions are shown with ~~strikethrough~~, and additions are shown with underline.

3.4.4.1 Municipal Code Section 8.80.030

In Long Beach Municipal Code Section 8.80.030, Administration and Enforcement, the following underlined text would be added to clarify and expand the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes:

> The noise control program established by this Chapter shall be administered by the noise control office as designated by the City Manager. An official within the noise control office shall be appointed as the Noise Control Officer and shall be a person with sufficient knowledge of environmental acoustics to enforce noise regulations. All departments with noise regulation responsibilities may, based on circumstance and need, carry out the duties of the Noise Control Officer to help ensure that noise complaints from the public are adequately addressed. This includes, but is not limited to, taking noise measurements and acting as a case manager, upon receiving a noise complaint. Such duties may include coordination with relevant departments and public agencies as appropriate and conduct other actions necessary to facilitate resolution of the noise complaint.

3.4.4.2 Municipal Code Section 8.80.150

Section 8.80.150 of the Long Beach Municipal Code, *Exterior noise limits—Sound levels by receiving land use district,* regulates exterior noise limits by receiving land uses, which are delineated by noise districts, as shown in the Noise District Map found in Section 8.80.160. Proposed amendments to the Noise Ordinance include updates to the boundaries of the noise districts to better reflect and be consistent with the recently adopted General Plan Land Use Element (LUE) PlaceTypes. The General Plan LUE PlaceTypes established a number of mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential, and other compatible land uses will be integrated. Refer to Figure 3-5, Proposed Noise District Map, which shows the proposed refinements to the noise district boundaries.

Currently, District Two consists of areas that contain predominantly commercial uses with other land use types also present. The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed-use development or are planned for mixed uses and commercial uses in the future. Largely, this is accomplished by refining District Two boundaries and adding mixed use as a land use type in existing Table A in

Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code, with the corresponding maximum allowable daytime and nighttime decibel levels shown in Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits, below, respectively. These proposed changes maintain current standards for indoor and outdoor noise limits for residential and other noise-sensitive land uses such as schools. The total area of District Two, including its expanded boundaries, is limited to a total of 4 percent of the City's land area.

The areas included in the District Two boundaries were determined based on geography, PlaceType, and existing and anticipated activity centers and development patterns. Geographically, the proposed District Two boundaries expand upon the existing area to include additional portions of Downtown, Midtown, Central, and West Long Beach and key Waterfront areas, as well as portions of Belmont Shore. Based on PlaceType, the proposed area of District Two generally includes areas found in the Downtown (DT), Waterfront (WF), Transit-Oriented Development Moderate Density (TOD-M), Transit-Oriented Development Low Density (TOD-L) PlaceTypes and a select area in the Neighborhood Serving Center or Corridor – Low Density (NSC-L) PlaceType. In general, these areas tend to be high intensity, mixed-use areas that are served by transit, function as regional destinations, and incorporate visitor-serving uses. For example, the areas that have the Waterfront (WF) PlaceType that are included in District Two encompass uses such as the Queen Mary, the Long Beach Aquarium of the Pacific, and Shoreline Village. Second Street, between Livingston Drive and Bay Shore Avenue in Belmont Shore, is included within proposed District Two as a major pedestrian commercial area ("Area D" of the Coastal Zone) within the City. The Belmont Pool Complex and nearby major retail center are also included within proposed District Two. As proposed, District Two would not include any areas designated primarily for residential uses (such as Founding and Contemporary Neighborhood [FCN] and Multi-Family Residential – Low and Moderate [MFR-L and MFR-M]). The proposed expansion of District Two is intended to include existing and planned areas designated for mixed-use and major activity centers in the City to align noise districts with the relevant LUE PlaceTypes.

3.4.4.3 Municipal Code Section 8.80.160

Table A, Exterior Noise Limits, in Long Beach Municipal Code Section 8.80.160, *Exterior noise limits—Correction for character of sound,* would be updated to include mixed-use land uses under District Two. Table 3.2, Exterior Noise Limits, below, shows the proposed text amendment. In this table, District Two is modified to be defined as "*Mixed-use or* predominantly commercial with other land use types also present." This change implements in the Municipal Code the expansion of District Two as described in Section 3.4.4.2, above.

Table 3.2: Exterior Noise Limits

Receiving Land Use District	Maximum Noise Criteria (dB L_{max})	
	Daytime (7:00 a.m. to 10:00 p.m.)	**Nighttime (10:00 p.m. to 7:00 a.m.)**
District One — Predominantly residential with other land use types also present	50	45
District Two — Mixed-use or ~~p~~Predominantly commercial with other land use types also present	60	55
District Three[1] — Predominantly industrial with other land use types also present	65	65
District Four[1] — Predominantly industrial with other land types use also present	70	70
District Five — Airport, freeways, and waterways regulated by other agencies	Regulated by other agencies and laws	

Source: City of Long Beach Municipal Code, Section 8.80.160, Table A, Exterior Noise Limits (adopted 1977, amended 2009).
[1] Districts Three and Four limits are intended primarily for use at their boundaries rather than for noise control within those districts.
dB = decibel(s)
L_{max} = maximum instantaneous noise level

3.4.4.4 Municipal Code Section 8.80.170

Table C in Long Beach Municipal Code Section 8.80.170, *Interior noise limits—Maximum sound levels*, would be updated to include interior noise limits for mixed uses. Table 3.3, Interior Noise Limits, below, shows the proposed text amendment. As shown in Table 3.3, the mixed-use land use district is introduced into the table with interior noise limits of 45 dBA from 10:00 p.m. to 7:00 a.m. (nighttime) and 50 dBA from 7:00 a.m. to 10:00 p.m. (daytime). This is based on existing allowable interior noise levels (dBA) for the residential land use district.

Table 3.3: Interior Noise Limits

Receiving Land Use District	Type of Land Use	Time Interval	Allowable Interior Noise Level (dBA)
All	Residential	10:00 p.m.–7:00 a.m.	35
		7:00 a.m. –10:00 p.m.	45
All	Mixed-Use	10:00 p.m.–7:00 a.m.	45
		7:00 a.m. –10:00 p.m.	50
All	School	7:00 a.m. –10:00 p.m. (while school is in session)	45
Hospitals and designated ~~quiet zones, and~~ noise-sensitive zones		Any time	40

Source: City of Long Beach Municipal Code, Section 8.80.170, Table C (adopted 1977, amended 2009).
dBA = A-weighted decibel(s)

Similar to the proposed changes to exterior noise levels, the proposed changes maintain current standards for interior noise levels for residential uses and schools and add a “mixed-use” land use type with corresponding maximum daytime and nighttime decibel levels.

3.4.5 Project Design Feature

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 Draft EIR because it is intended to reduce potential project impacts. If applicable, PDFs are also described in the relevant sections of Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for each environmental topic.

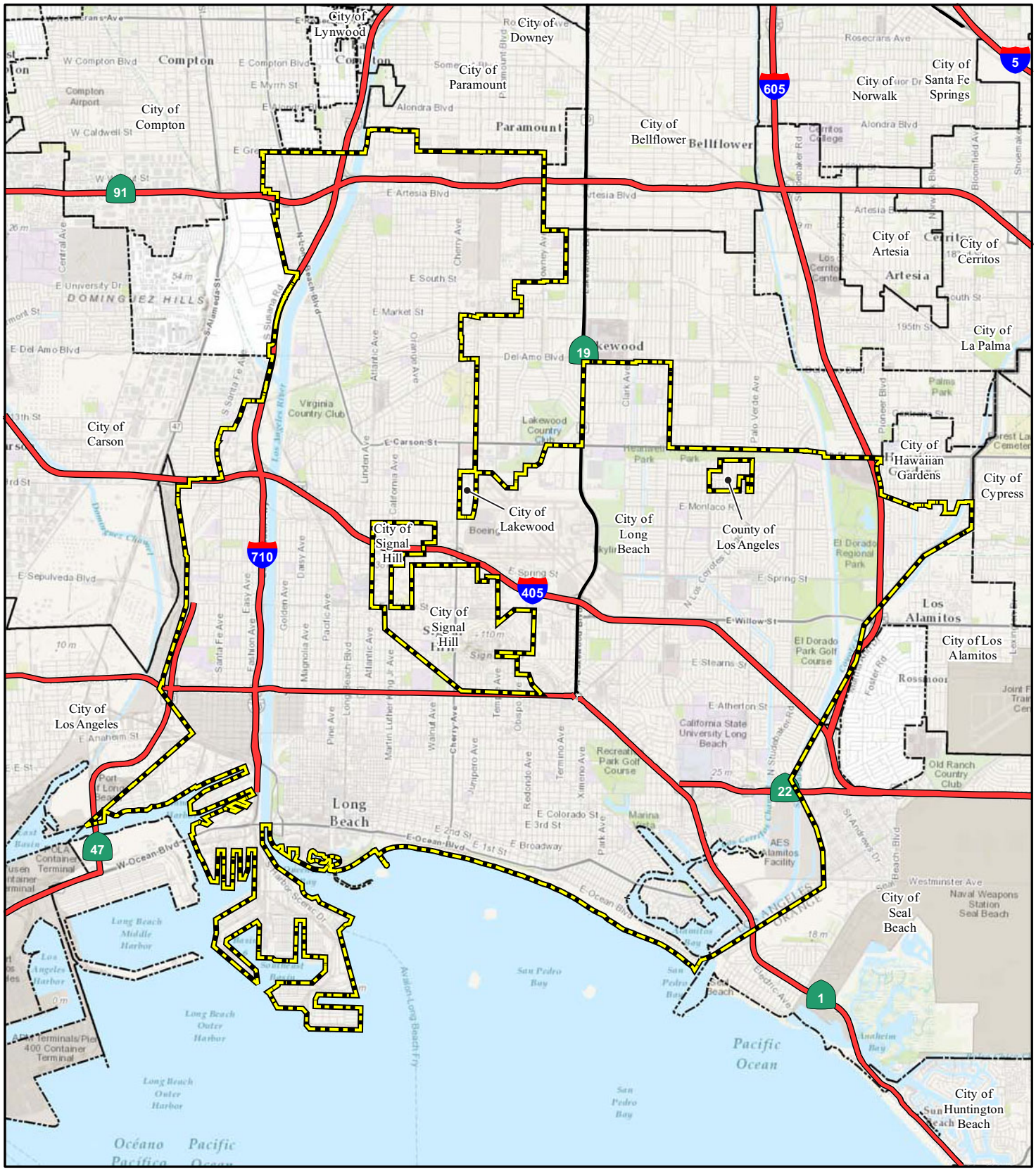
Project Design Feature 4.1.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, the project shall implement a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.

3.5 DISCRETIONARY ACTIONS, PERMITS, AND OTHER APPROVALS

In accordance with Sections 15050 and 15367 of the *State CEQA Guidelines*, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

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

- **General Plan Update/Amendment:** The project would require amendments to the City's General Plan to replace the existing General Plan Noise Element with a new General Plan Noise Element.
- **Noise Ordinance Amendment:** The project would require adoption of an ordinance amending the City's Noise Ordinance to ensure consistency with the updated Noise Element.
- **Municipal Code Amendment(s):** The project may require ordinances amending additional sections of the City's Municipal Code, related to noise, to ensure consistency with the updated Noise Element.
- **Certification of the EIR:** The project would require certification of the EIR and adoption of the Mitigation Monitoring and Reporting Program.



LSA

LEGEND

Project Area (City of Long Beach)

FIGURE 3-1

N

0 1 2

MILES

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

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Long Beach General Plan
Noise Element

Project Location

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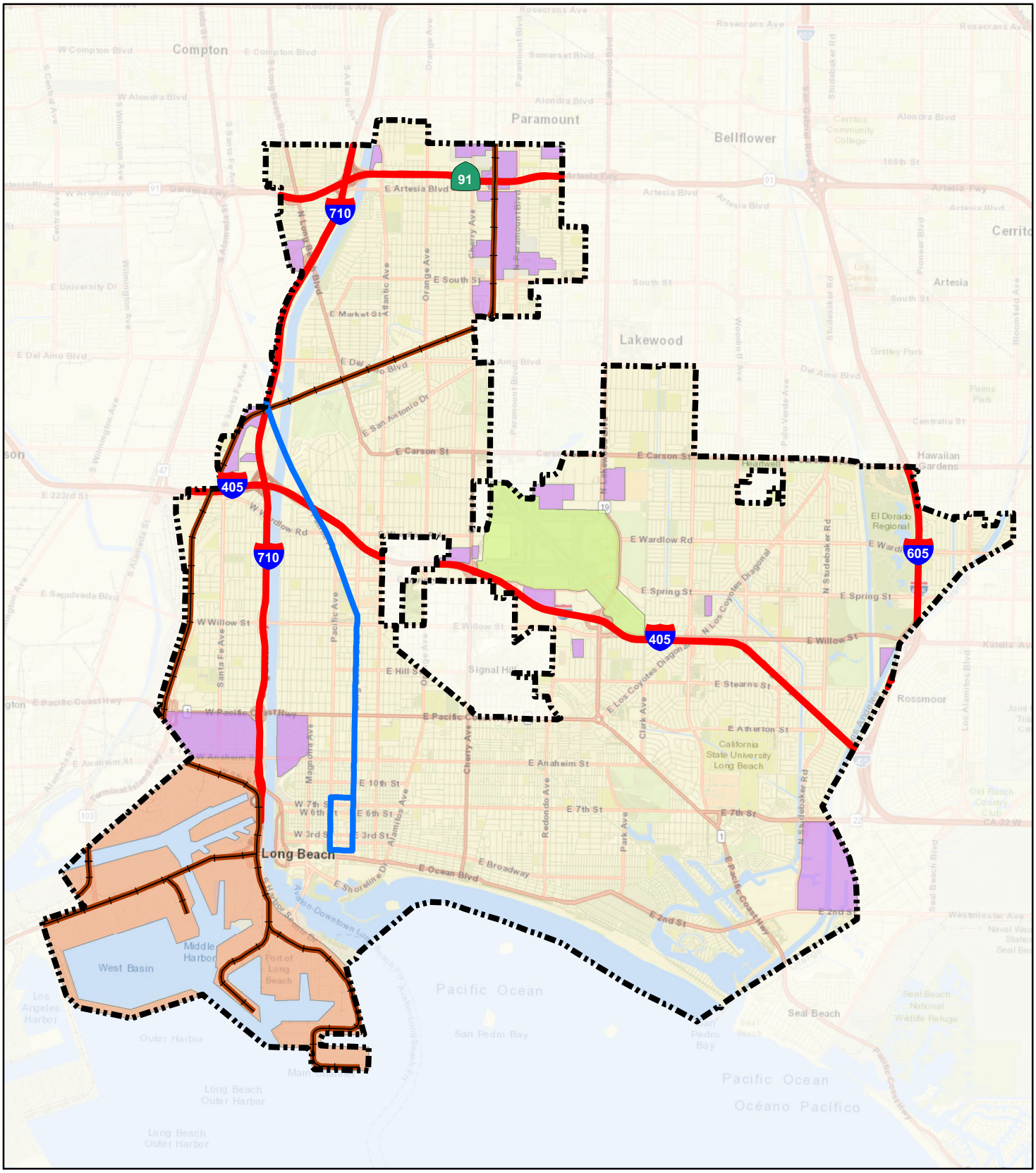

LSA

LEGEND

- Long Beach City Boundary
- Long Beach Airport
- Port of Long Beach
- Industrial Area
- Freeway
- Metro Blue Line
- Freight Line

0 0.75 1.5
MILES

SOURCE: Esri (2016); LSA (5/2017)

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FIGURE 3-2

Long Beach General Plan
Noise Element
Existing Major Sources of Noise

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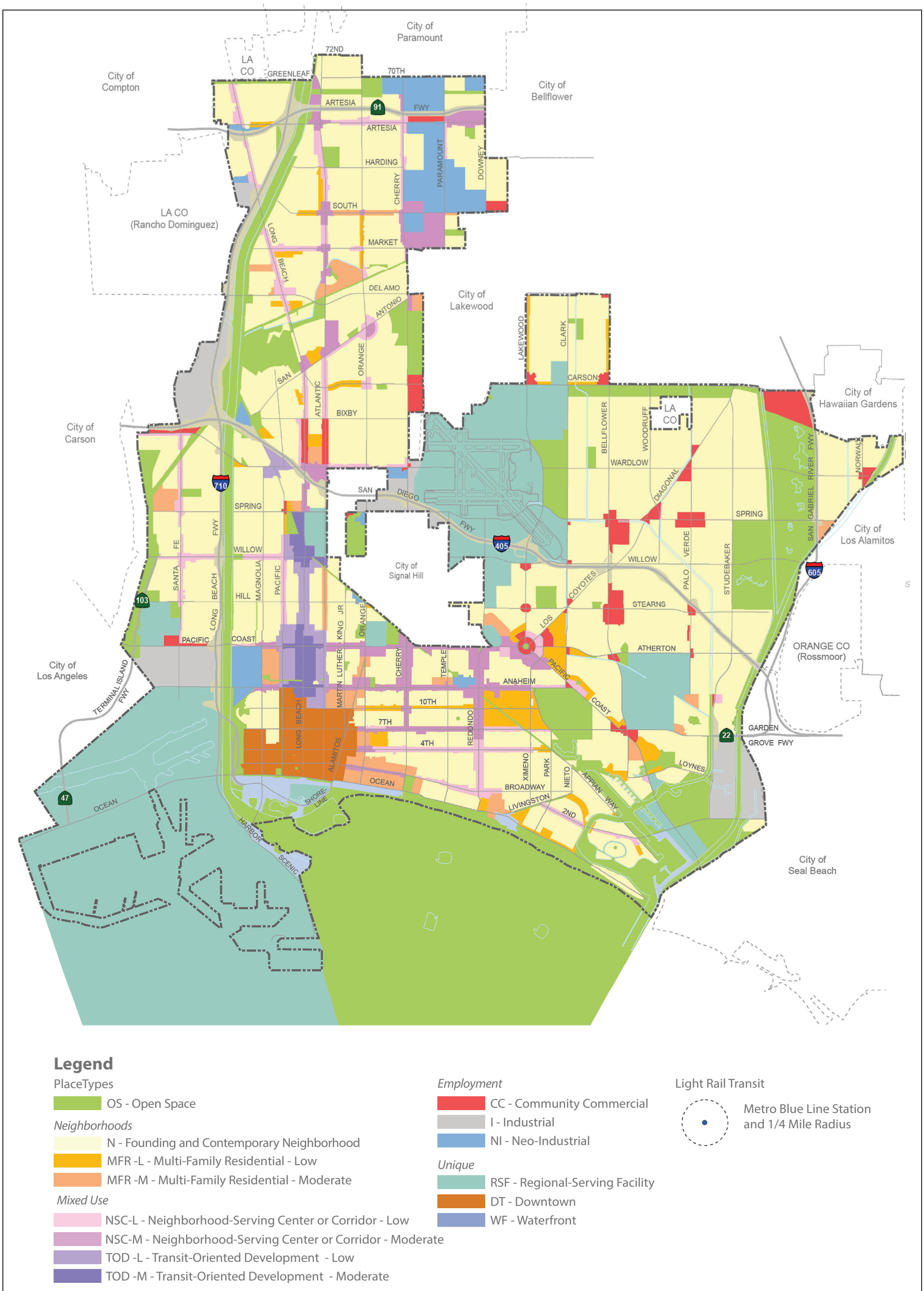

Legend

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 3-3

LSA

N

0 .5 1
MILE

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

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Long Beach General Plan
Noise Element

Land Use Element PlaceTypes

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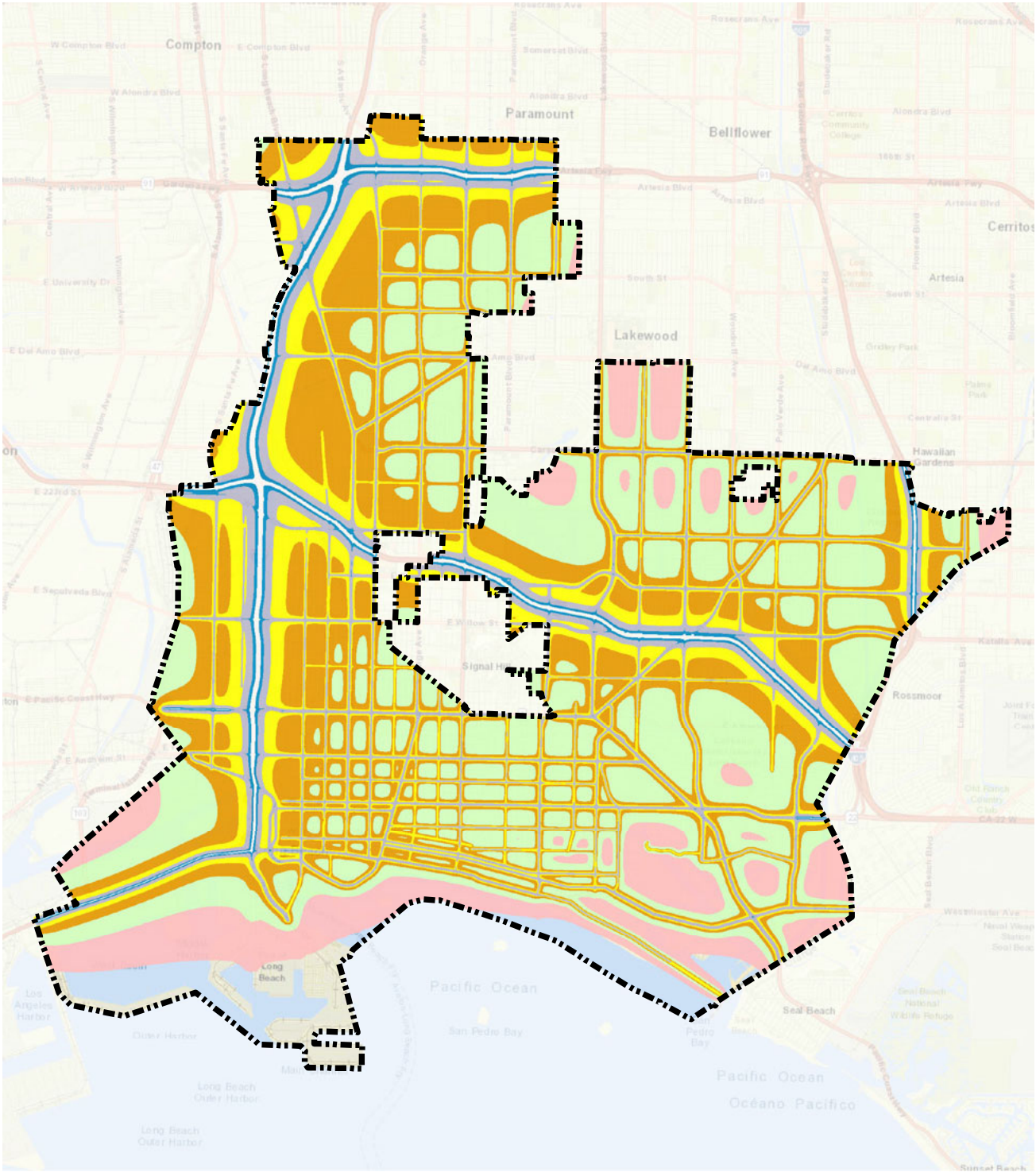

LSA

LEGEND

- Long Beach City Boundary
- Future 2040 Traffic Noise Contours
- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

N

0 0.75 1.5
MILES

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

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FIGURE 3-4

Long Beach General Plan
Noise Element

Future Traffic Noise Contours (2040)

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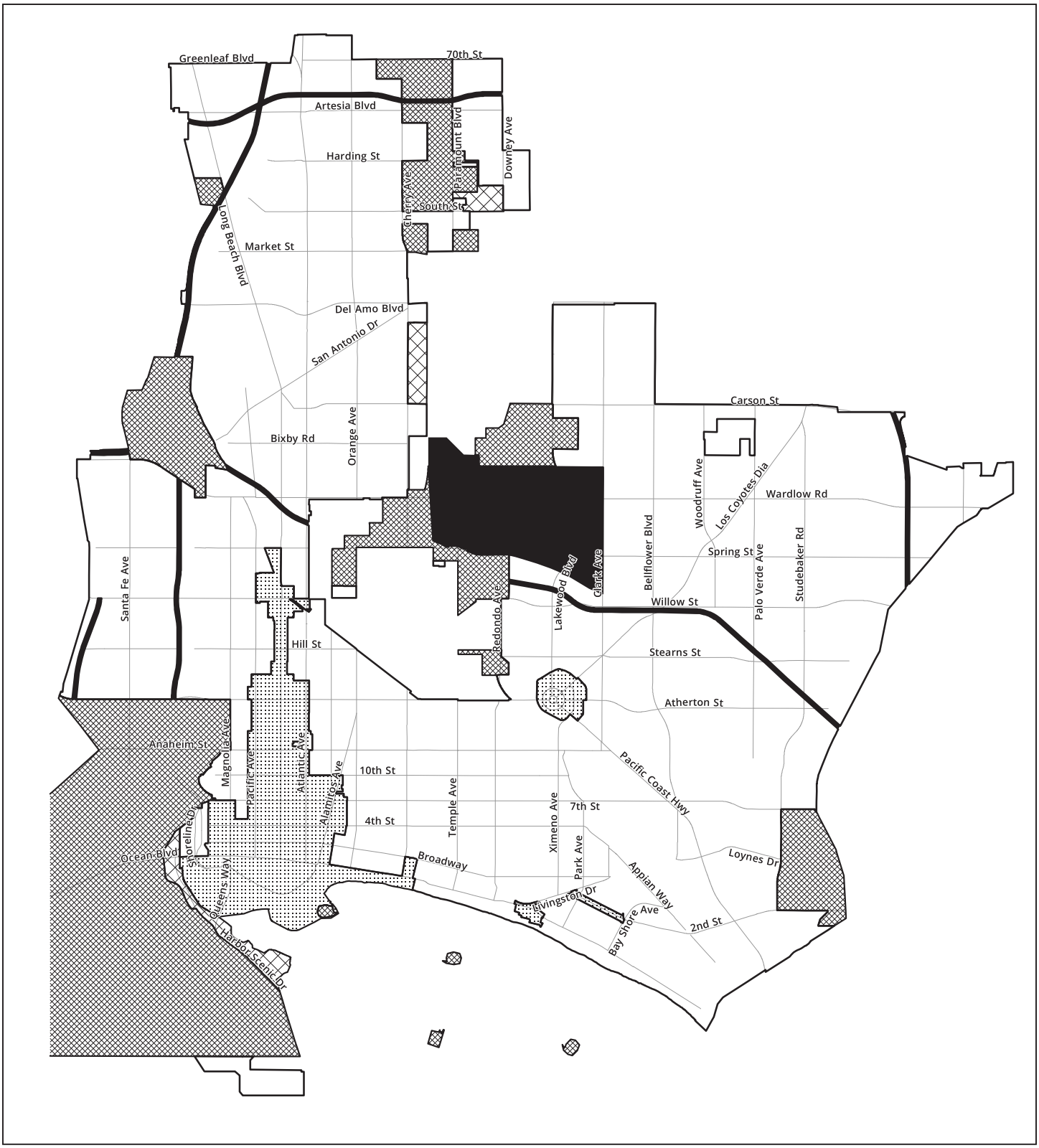

LSA

FIGURE 3-5

Noise Districts

- District 1 - Remainder of City
- District 2
- District 3
- District 4
- District 5 - Other Agencies

N

0 3300 6600

FEET

SOURCE: City of Long Beach Development Services

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Long Beach General Plan
Noise Element

Proposed Noise District Map

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4.0 EXISTING ENVIRONMENTAL SETTING, ENVIRONMENTAL ANALYSIS, IMPACTS, AND MITIGATION MEASURES

The following chapter contains three sections, each of which addresses one environmental topic outlined in Appendix G of the Guidelines for the California Environmental Quality Act (*State CEQA Guidelines*) (California Code of Regulations [CCR] Title 14, Chapter 3, Sections 15000–15397).

For each environmental topic analyzed, the Draft Environmental Impact Report (EIR) includes a detailed explanation of the existing conditions, thresholds of significance that will be applied to determine whether the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project) impacts are significant or less than significant, analysis of the environmental impacts, and a determination of whether the proposed project would have a significant impact if implemented. A "significant impact" or "significant effect" means "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project" (14 CCR 15382). Each environmental topic section in Chapter 4.0 also includes a discussion of the cumulative effects of the project when considered in combination with other projects causing related impacts, as required by Section 15130 of the *State CEQA Guidelines*.

Each of the three sections is organized into subsections, as follows:

- **Introduction** briefly describes the topics and issues covered in the section.
- **Scoping Process** describes the comment letters received during the public review period of the Initial Study/Notice of Preparation (IS/NOP) that are related to the topic.
- **CEQA Baseline** describes the existing conditions which formulate the baseline for the environmental review of the proposed project.
- **Methodology** describes the approach and methods employed to complete the environmental analysis for the issue under investigation.
- **Existing Environmental Setting** describes the physical conditions that exist at the present time that may influence or affect the issue under investigation. This section focuses on physical site characteristics that are relevant to the environmental topic being analyzed.
- **Regulatory Setting** lists and discusses the laws, ordinances, regulations, and policies that relate to the specific environmental topic and how they apply to the proposed project.
- **Proposed Noise Element Goals, Strategies, and Policies** lists the proposed goals, strategies, policies, and implementation measures from the Noise Element that are applicable to the analysis of each topical section of the Draft EIR.

- **Thresholds of Significance** provides the thresholds that are the basis of the conclusions of significance, which are primarily the criteria in Appendix G of the *State CEQA Guidelines*.

- **Project Impacts** describes the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented. Evidence is presented to show the cause-and-effect relationship between the proposed project and potential changes in the environment. The exact magnitude, duration, extent, frequency, and range or other parameters of a potential impact are ascertained to the extent feasible to determine whether impacts may be significant. In accordance with CEQA, potential project impacts, if any, are classified as follows for each of the environmental topics discussed in this Draft EIR.

    - **Significant Adverse Impact.** Significant adverse impacts are those that cannot be fully mitigated or avoided. If the project is approved, decision makers are required to adopt a statement of overriding considerations pursuant to *State CEQA Guidelines* Section 15093 explaining why the project benefits outweigh the unavoidable adverse environmental effects caused by these significant adverse environmental impacts.

    - **Less than Significant Impact with Mitigation Incorporated.** This classification refers to significant environmental impacts that can be feasibly mitigated or avoided. If the project is approved, decision makers are required to make findings pursuant to *State CEQA Guidelines* Section 15091 that adverse significant impacts have been mitigated to the maximum extent feasible through implementation of mitigation measures.

    - **Less than Significant Impact.** Less than significant impacts are environmental impacts that have been identified but are not significant. No mitigation is required for less than significant impacts.

    - **No Impact.** A "no impact" determination is made when the proposed project is found to have no environmental impact.

- **Mitigation Measures and Project Design Features**

  Mitigation Measures are project-specific measures that would be required for the project to avoid, minimize, rectify, reduce, eliminate, or compensate for a potentially significant adverse impact.

  Project Design Features (PDFs) are specific components of the proposed project that have been incorporated to reduce potential environmental effects. PDFs are also described in Chapter 4.0 for reduction of environmental effects of the proposed project. PDFs are not included for every environmental topic.

- **Level of Significance after Mitigation** describes the significance of potential impacts after implementation of mitigation measures. Potential significant unavoidable impacts are clearly stated in this section.

- **Cumulative Impacts** refers to potential environmental changes to the existing physical conditions that may occur as a result of project implementation together with all other reasonably foreseeable, planned, and approved future projects producing related impacts. Section 15355 of the *State CEQA Guidelines* defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts may result from individually minor but collectively significant projects taking place over a period of time. For each of the environmental topics considered in this Draft EIR, the geographic scope of the cumulative analysis is defined. For example, the geographic scope of the cumulative analysis for potential cumulative land use and planning impacts includes all areas within the entire 50 square miles within the limits of the City of Long Beach (referred to the "planning area" throughout this Draft EIR).

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4.1 LAND USE AND PLANNING

This section of the Draft Environmental Impact Report (EIR) analyzes the direct land use impacts associated with the long-term implementation of the proposed General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). The key focus of the analysis is the potential for the proposed Noise Element and amendments to the City's Noise Ordinance to conflict with relevant policy and planning documents. The consistency analysis in this section was prepared in accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the following documents: the proposed General Plan Noise Element (December 2019) (Appendix B of this Draft EIR), the City of Long Beach's (City) existing General Plan (as amended), the City's Municipal Code, the Los Angeles County Airport Land Use Plan (ALUP) (1991), and the Orange County Airport Environs Land Use Plan (AELUP) for the Joint Forces Training Base (JFTB) at Los Alamitos (1975).

4.1.1 Scoping Process

The City received a total of 53 public comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix A of this Draft EIR. Many of the comment letters received were related to a separate study that was concurrently being prepared regarding noise associated with special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR. Four comment letters included comments related to land use and planning impacts related to the Draft EIR. Several letters suggested that acoustical neighborhoods[1] should be considered instead of areas defined by land uses. Refer to page 4-29 in Section 4.1.8, Project Impacts, for discussion related to the use of Noise Districts rather than acoustical neighborhoods.

4.1.2 CEQA Baseline

During the preparation of the Initial Study (IS), the City was in the process of updating and adopting a new proposed Land Use Element (LUE) and Urban Design Element (UDE). Since the time the Notice of Preparation (NOP) was published (May 2019), the Long Beach City Council adopted the new Land Use Element (2019) and Urban Design Element (2019) at a public hearing on December 3, 2019. The new LUE, which replaced the previous 1989 LUE, introduced the concept of "PlaceTypes," which replaced the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. The new UDE replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance 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.

[1] An acoustical neighborhood is defined as an area in which sound is experienced by a group of people in that area. Specific land use and zoning designations would not necessarily be considered when designating an acoustical neighborhood. Designation of an acoustical neighborhood would be subjective by nature due to the differing experiences of users.

The new LUE and UDE have been incorporated into the land use consistency analysis of the Draft EIR for the purpose of evaluating land use impacts associated with project implementation. Therefore, the current General Plan LUE and UDE form the baseline for addressing project-related land use impacts.

4.1.3 Methodology

The impact analysis of this section considers the physical impacts of the proposed project related to land use compatibility and considers whether or not there are potential inconsistencies of the proposed project with applicable planning documents from the City and other agencies with relevant plans or policies. However, it should be noted that the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development. Consistency of a project with an applicable plan is made by the Lead Agency when it acts on the project. The analysis in this Draft EIR discusses the findings of policy review and is meant to provide a guide for decision-makers during policy interpretation.

A project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts. This Draft EIR section determines whether any project inconsistencies with public land use policies and documents would be significant and whether mitigation is feasible. Under this approach, a policy conflict is not in and of itself considered a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse, while in other cases such an inconsistency may not result in significant physical impacts.

4.1.4 Existing Environmental Setting

4.1.4.1 Existing Planning Area

The General Plan addresses all land within the City's jurisdictional limits and corresponding Sphere of Influence. Throughout this Draft EIR, these areas are referred to as the "planning area."

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. The planning area 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 on the east by the Cities of Lakewood, Hawaiian Gardens, Cypress, Los Alamitos, and Seal Beach. The planning area also includes the Port of Long Beach.

4.1.4.2 Existing Land Uses

As illustrated by Table 4.1.1 and Figure 4.1-1 (all figures are included at the end of this section), existing land uses in the City include a mix of residential, commercial, open space, industrial, institutional, and transportation, communications, and utility uses. Figure 4.1-1, Existing Land Uses, shows the planning area of the City and existing land uses within the planning area. Table 4.1.1 and Figure 4.1-1 are based on data provided by SCAG's 2016 Land Use Information for Los Angeles County dataset.[2] It should be noted that there are some limitations to these sets of data. Per the City's General Plan LUE, the City maintains 2,750 acres of parks and open space. Further, the 3,520 acres of land that comprise the Port of Long Beach are categorized as "Transportation, Communications, and Utilities" and "Industrial" as shown in the table below. These land uses are described in further detail below.

Table 4.1.1: Existing Citywide Land Uses

Land Use Type	Acreage	Percentage of Total Acreage
Agricultural	20.86	0.06%
Commercial and Services	1,377.54	4.18%
Education	744.48	2.26%
Facilities	666.44	2.02%
General Office	375.26	1.14%
Mixed Commercial and Industrial	0.77	0.01%
Mixed Residential	3.11	0.01%
Mixed Residential and Commercial	53.78	0.16%
Mobile Homes and Trailer Parks	141.24	0.43%
Single-Family Residential	7,940.42	24.10%
Multi-Family Residential	3,260.34	9.90%
Industrial	1,487.71	4.52%
Open Space and Recreation	1,869.58	5.67%
Under Construction	4.50	0.01%
Undevelopable	119.12	0.36%
Vacant	2,414.32	7.33%
Water	88.92	0.27%
Transportation, Communications, and Utilities	12,378.81	37.57%
Total	**32,947.20**	**100.00%**

Source: Southern California Association of Governments (SCAG). 2016 Land Use Information for Los Angeles County. Website: https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county (accessed April 2, 2020).

4.1.4.3 Residential Uses

Residential uses are the predominant land use currently characterizing the City, comprising approximately 44 percent of the City's total land area (approximately 11,399 acres) (refer to Table 4.1.2, below). Most of this land area is comprised of low-density single-family homes (approximately 24 percent; 7,940.42 acres).

[2] Southern California Association of Governments (SCAG). 2016 Land Use Information for Los Angeles County. Website: https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county (accessed April 2, 2020).

Table 4.1.2: Existing Citywide Residential Land Uses

Land Use Type	Acreage	Percentage of Residential Acreage	Percent of Total Acreage in City
Single-Family Residential	7,940.42	69.66%	24.10%
Mixed Residential	3.11	0.03%	9.90%
Mixed Residential and Commercial	53.78	0.47%	0.16%
Mobile Homes and Trailer Parks	141.24	1.24%	0.43%
Multi-Family Residential	3,260.34	28.60%	9.90%
Total Residential Acreage	**11,398.89**	**100.00%**	**44.49%**

Source: Southern California Association of Governments (SCAG). 2016 Land Use Information for Los Angeles County. Website: https://gisdata-scag.opendata.arcgis.com/datasets/2016-land-use-information-for-los-angeles-county (accessed April 2, 2020).
Note: Citywide acreage is 32,947.20.

Existing residential uses are distributed throughout the planning area and vary widely in type and density. For example, residential uses include detached single-family homes, mixed-style homes (i.e., duplexes, triplexes, and townhomes), and moderate- to high-density housing (i.e., apartments and condominiums). Higher density residential uses are located closer to the City's Downtown area whereas lower density uses are located throughout the City and along its urban edge. The primary contributing factor for the wide range of housing densities and styles in the City is attributable to the time period during which the housing units were constructed. For example, single-family units on smaller lots with separate, detached garages were built from 1900 to 1930, whereas single-family homes built between 1930 and 1950 were developed at a mass-scale on larger lot sizes. However, from 1960 to 1980, housing units began to be developed within existing urban neighborhoods, thereby leading to higher-density housing developments. Large-scale housing development trends and the development of high-density housing units began in the 1980s and continue to the present day.

Commercial and Office Uses. Commercial/services and general office uses comprise approximately 4 percent and 1 percent of the total planning area, respectively (1,377.54 acres and 375.26 acres, respectively).

Commercial uses in the planning area consist primarily of commercial corridors, traditional retail strip commercial uses, pedestrian-oriented neighborhood retail areas, and auto-dominated shopping centers. The primary commercial core in the City is the Downtown area, which is located in the southernmost portion of the City in between the Los Angeles River and Alamitos Boulevard. While the City's Downtown serves as its primary commercial hub, there are several smaller commercial districts located throughout the City that serve surrounding residential neighborhoods. In addition, several commercial corridors are present in the City; they connect the Downtown area with surrounding communities. Examples of these corridors include, but are not limited to, Long Beach Boulevard, Pacific Avenue, Atlantic Avenue, and Alamitos Avenue.

Office uses are found throughout the planning area, primarily near commercial corridors and centers. Larger office buildings are primarily located in the Downtown area, near the Long Beach Airport, and along Long Beach Boulevard and San Antonio Drive. Existing office buildings range in

height from two to 30 stories and typically accommodate parking through the use of parking structures.

Industrial Uses. Industrial uses comprise approximately 5 percent of the planning area (1,487.71 acres). Heavy industrial uses in the City are primarily located near the Port of Long Beach, rail lines, and freeways. Older industrial uses are located adjacent to residential uses, whereas newer industrial uses are located adjacent to each other and are separated from residential and commercial uses. Industrial uses in the City include activities associated with the Port of Long Beach, trucking, packaging, assembly, light manufacturing, fabrication shops, food processing, auto and marine repair shops, and outdoor storage areas.

Institutional and Government Uses. Institutional and government uses include education and facilities uses, each of which comprise approximately 2 percent of the planning area (744.48 acres and 666.44 acres, respectively). These uses consist of civic uses, schools, colleges/universities, medical facilities, libraries, and community centers. Examples of institutional and governmental uses include the Long Beach Civic Center, California State University Long Beach, Long Beach City College, several private colleges and universities, Long Beach Memorial Medical Center, the Veterans Administration Long Beach Medical Center, St. Mary Medical Center, Pacific Hospital of Long Beach, and Community Hospital. These uses are generally located in the southwestern, central, and southeastern portions of the City.

Open Space Uses. As identified by Table 4.1.1, open space and recreational uses in the City comprise approximately 6 percent of the City (1,869.58 acres) and range from small mini parks to large special use areas. The percentage of open space uses reported by SCAG underrepresents the total amount of park acreage in the City, as in reality, as described in the City's LUE, the City maintains approximately 2,750 acres of parks and open space uses (approximately 8.34 percent of the total planning area). The most prominent open space areas in the City include El Dorado Regional Park, cemeteries, golf courses, marinas, bays, and wetlands. The majority open space uses are located along waterways and are scattered throughout residential neighborhoods.

Transportation, Communications, and Utilities. Transportation, communications, and utilities uses comprise approximately 38 percent of the total planning area in the City (12,379 acres). These areas are typically situated along utility corridors (e.g., transmission power lines), roadways, and freeways, and also include the Port of Long Beach and Long Beach Airport.

4.1.4.4 Neighborhoods and Community Plan Areas

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 (refer to Figure 4.1-2, Community Plan Areas). These community plan areas are listed and briefly described below.

1. **North Long Beach.** The North Long Beach area is located west of Interstate 710 (I-710) and includes the residential and industrial areas located west of Cherry Avenue and residential uses north of the Union Pacific Railroad (UPRR). This area predominantly consists of residential and commercial uses; however, North Long Beach is also home to several public schools and a retail/business district.

2. **Bixby Knolls.** The Bixby Knolls area consists of the California Heights, Los Cerritos, Bixby Knolls, Bixby Highlands, Scherer Park, Ridgewood Heights, and Ranton Circle neighborhoods. This community is home to several historic resources as many of the residential units consist of custom homes built between the 1920s and 1940s. This area also includes a retail corridor along Atlantic Avenue between San Antonio Drive and the Interstate 405 (I-405) freeway.

3. **Westside and Wrigley.** The Westside and Wrigley community is located west of I-710 and includes the Westside and Arlington neighborhoods. The majority of the housing units in this area are single-family detached homes, also constructed between the 1920s and 1940s. This community is also home to Cabrillo High School, the Villages at Cabrillo, and the Long Beach Jobs Center.

4. **Eastside.** The Eastside area is bound by the Cities of Los Alamitos and Hawaiian Gardens to the East, the City of Lakewood to the north, and the I-405 freeway to the south. This community is the largest of the nine community plan areas. Predominant uses in the Eastside area include low-density post-World War II housing, shopping centers, schools, religious institutions, and parks. This community plan area also contains an 800-acre open space area that features a community center and a 100-acre nature center, basketball and volleyball courts, a skate park, an archery range, picnic areas, a disc golf course, tennis courts, an 18-hole golf course, playgrounds, and a fishing lake and pond.

5. **Central.** The Central area includes both the Central Area West and Central Area East neighborhoods. The primary uses in this community plan area are residential and commercial. In addition to being one of several historic areas within the City, the Central area is also home to Cambodia Town, a 1-mile long business corridor along Anaheim Street.

6. **Traffic Circle.** The Traffic Circle area consists of a large multi-lane roundabout at the intersection of Pacific Coast Highway (PCH) and Lakewood Boulevard, as well as the Stearns Park, Alamitos Ridge, and Bryant School neighborhoods. Within this area, commercial and high-density residential uses are concentrated adjacent to the roundabout, with more traditional suburban residential neighborhoods located further north.

7. **Downtown.** The Downtown area is the primary commercial hub in the City. This area consists of the Washington School, Wilmore City, West End, East Village, Promenade, North Pine, and the Downtown Shoreline neighborhoods. As the economic center of the City, the Downtown is comprised of commercial, financial, institutional, entertainment, retail, maritime, and high-density/moderate density residential uses.

8. **Midshore.** The Midshore area is comprised of Alamitos Beach, Rose Park, Franklin School, Bluff Heights, and Bluff Park, most of which are considered historic residential districts. While Midshore is home to several historic residential homes, new high-density residential units line Ocean Avenue within this community plan area.

9. **Southeast.** The Southeast area is comprised of Alamitos Heights, Belmont Heights, Belmont Shore, Belmont Park, Naples, Peninsula, Recreation Park, University Park Estates, and the

Southeast Area Specific Plan (SEASP) neighborhoods. This area is predominantly characterized by residential and commercial uses; however, the variety and type, and architectural styles of residential and commercial uses are unique to each neighborhood within this area.

4.1.5 Regulatory Setting

4.1.5.1 Federal Policies and Regulations

There are no federal land use policies or regulations that are applicable to the proposed project with respect to land use regulation.

4.1.5.2 State Policies and Regulations

California Government Code Section 65300. California planning law requires every city and county in California to adopt a "comprehensive, long-term general plan for physical development." State law also requires the General Plan to identify goals and policies for the planning area as they relate to land use and development, provide a framework within which local decision-makers can make land use decisions, provide the public with an opportunity to participate in the decision-making process, and inform the community of the regulations guiding environmental protection and land use development decisions within the City.

State law also requires a General Plan to address seven mandatory topics, which include land use, circulation, housing, conservation, open space, noise, and safety, but allows for flexibility in how these topics are addressed within the General Plan. While these seven elements are required, State law allows for local jurisdictions to adopt "optional" elements beyond those required by law. However, once adopted, these "optional" elements have the same force and effect as policies related to those elements required by State law.

The current Long Beach General Plan includes elements that address each of the seven mandatory issue areas required by State law, but goes beyond these required elements by adopting the Historic Preservation Element (2010), the Air Quality Element (1996), the Seismic Safety Element (1988), and the Urban Design Element (2019).

4.1.5.3 Local and Regional Plans and Policies

The City is covered by several planning documents and programs that have varying degrees of regulation. Pursuant to *State CEQA Guidelines* Section 15125 (d), applicable regional, local, and conservation land use policies and guidelines from each of these planning documents are described below. The following paragraphs explain the regulations, plans, and policies applicable to the proposed project.

Los Angeles County Airport Land Use Plan. Consistent with requirements established by the Federal Aviation Administration (FAA), the County of Los Angeles adopted the Los Angeles County Airport Land Use Plan (ALUP) on December 19, 1991. The overall intent of this plan is to protect public health, safety, and welfare in the County of Los Angeles by ensuring the orderly expansion of airports and the adoption of land use patterns strategies that minimize the public's exposure to excessive noise and safety hazards around public use airports. The Los Angeles ALUP establishes

regulations for over 10 airports in the region, including the Long Beach Airport. The Long Beach Airport is centrally located within the planning area and is within the jurisdiction of the Los Angeles County Airport Land Use Commission (ALUC) and is subject to regulations established in the Los Angeles County ALUP.

The Los Angeles County ALUP outlines compatibility concerns related to noise and safety impacts to surrounding communities that could adversely affect the viability of the airport. Specifically, the Los Angeles County ALUP aims to protect the health, safety, and welfare of residents within the County through the establishment of Runway Protection Zones (easements for which land uses adjacent to the airport need to be controlled) and noise regulations (established in the Airport Noise Compatibility Ordinance).

Orange County Airport Environs Land Use Plan for the Joint Forces Training Base-Los Alamitos. The Los Alamitos Joint Forces Training Base (JFTB) is situated in the City of Los Alamitos and contains the Army Aviation Support Facility and the 1st Battalion of the 140th Aviation Regiment of the California Army National Guard. The facility has two runways that are aligned northeast to southwest.

The Los Alamitos JFTB is within the jurisdiction of the Orange County ALUC, which is required to prepare and adopt an airport environs land use plan (AELUP) for each of the airports within its jurisdiction. As such, the Orange County AELUP for the Los Alamitos JFTB was adopted in 1975 and has since been revised numerous times, with the last revision occurring in 2016.

The Orange County AELUP for the Los Alamitos JFTB aims to safeguard the general welfare of residents within the vicinity of the airport and to ensure the continued operation of the airport. Specifically, the plan seeks to protect the public from adverse aircraft noise and safety impacts. The Orange County AELUP for the Los Alamitos JFTB aims to achieve these goals by regulating land use patterns within the "airport influence area." Specifically, airport influence areas are defined as areas where current or future airport-related noise, overflight, safety, and/or airspace protection may significantly impact land uses or necessitate land use restrictions. The southeastern boundary of the City of Long Beach is located within a portion of the Los Alamitos JFTB airport influence area, and as such, is subject to regulations outlined in the Orange County AELUP for the Los Alamitos JFTB.

City of Long Beach General Plan. The City's General Plan establishes goals, policies, and strategies that combine to serve as a "blueprint" directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space and Recreation, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Urban Design, and Mobility Elements. The Land Use Element (2019) and Urban Design Element (2019) are the most recent General Plan elements to be adopted, as part of the City's larger effort to update older elements of its General Plan.

Noise Element. The existing Noise Element, which was adopted in 1975, identifies noise-sensitive land uses and noise sources, and defines areas of noise impacts. The proposed project addressed in this Draft EIR includes the adoption of a new General Plan Noise Element (included as Appendix B of this Draft EIR), which would replace the City's existing 1975 Noise Element. As

required by Section 65302 of the California Government Code, the Noise Element is a required element of a City's General Plan.

Land Use Element. The City originally adopted its General Plan LUE on July 1, 1989, and subsequently revised the LUE in March 1990, and April 1997. A new LUE was adopted in December 2019. This plan formulated the following broad-range goals guiding land use in the City: manage growth, encourage economic development, revitalize the Downtown area, allow for the construction of new housing, encourage the development of affordable housing, emphasize strong neighborhoods, maintain existing public facilities, and maintain and/or improve the circulation system.

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.

Urban Design Element. The UDE was approved 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.

Mobility Element. The Mobility Element, which was adopted in 2013, addresses the movement of people and goods via automobiles, transit, bicycles, and other modes. It addresses key issues such as trip reduction; parking, bicycle, and pedestrian access; traffic flow; transportation improvements and funding; and traffic safety.

2013–2021 Housing Element. The City's 2013–2021 Housing Element (Housing Element) was adopted for the current planning cycle in January 2014 and was certified by the California Department of Housing and Community Development in April 2014. The City's Housing Element reflects the State's housing unit construction goals as allocated by SCAG in the Regional Housing Needs Assessment for the years between 2014 and 2021. The Housing Element analyzes current

housing needs, estimates future housing needs, considers potential sites for additional housing, and establishes goals, policies, and programs in response to both current and future housing needs.

Conservation Element. The Conservation Element was adopted in 1973. The primary objective of the Conservation Element is to provide direction regarding the conservation, development, and utilization of natural resources. It identifies the City's natural resources and provides goals and policies for their preservation, development, and wise use. This element addresses harbors, water supply (as a resource) and water quality (including river, bay, and ocean water quality, and potable drinking water), terrestrial and marine biological resources, mineral resources, visual resources, soils and beaches, and open space.

Open Space and Recreation Element. The Open Space and Recreation Element, which was adopted in 2002, addresses the provision of parklands and recreation programs for the City's residents. Specific recreational issues and policies contained in the Open Space and Recreation Element include parks and recreation facilities, recreation programs, shared facilities, coastal recreation and support facilities, marine recreation, and public access.

Seismic Safety Element. The Seismic Safety Element, which was adopted in 1988, provides goals and policies to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from seismic hazards.

Public Safety Element. The Public Safety Element, which was adopted in 1975, provides goals and policies to reduce the potential risk of death, injuries, property damage, and economic and social dislocation resulting from natural and human-induced hazards. The Public Safety Element specifically addresses urban fire hazards, coastal hazards, geologic hazards, crime prevention, utility-related hazards, hazardous materials, flood hazards, and disaster planning.

Historic Preservation Element. The Historic Preservation Element, which was adopted in 2010, addresses the protection and sustainability of the City's historic resources. Goals and policies presented within the Historic Preservation Element are intended to recognize, maintain, and protect the community's unique historical, cultural, and archeological sites and structures.

Air Quality Element. The Air Quality Element, which was adopted in 1996, bridges the Land Use and Mobility Elements of the City's General Plan to better recognize the relationship between land use patterns, transportation planning, and air quality, and identifies a broad range of actions that could contribute to cleaner air in the City and surrounding region. The Air Quality Element identifies a series of policies, programs, and strategies that encourage fewer vehicle trips, increased opportunities for alternative transportation modes and fuels, and land use patterns that can be efficiently served by a diversified transportation system.

City of Long Beach Zoning Code. Zoning is the division of a city or county into districts and the application of development regulations specific to each district. The City of Long Beach Zoning Code, Title 21 of the Municipal Code, includes regulations concerning where and under what conditions a business may operate in the City. It also establishes zone-specific height limits, setback requirements, parking ratios, and other development standards, for residential and commercial

sites. The City is currently in the process of establishing Title 22 in order to facilitate a substantial update to the City's Zoning Code consistent with the recently adopted LUE. The intention is to fully transition from Title 21, which is the currently established zoning chapter within the City's Municipal Code, to Title 22, which will eventually regulate zoning throughout the City.

The Zoning Code is a primary tool for implementing the City's General Plan. It is the intent of the City that the General Plan LUE and the Zoning Code are consistent to ensure that goals and policies outlined in the General Plan and development standards outlined in the Zoning Code are implemented in a manner that is identifiable with the City's overall vision for the City. As illustrated by Figure 4.1-3, Zoning Districts, the primary existing zoning districts in the City include residential, commercial, and industrial uses.

In addition to establishing zoning districts, the City's Zoning Code also defines 32 Planned Development Districts throughout the City. All of these Planned Development Districts are more comprehensive than traditional zoning districts and are intended to allow for increased flexibility for development within these areas.

4.1.6 Proposed Noise Element Strategies and Policies

The following proposed strategies and policies contained in the proposed Noise Element are applicable to the analysis of Land Use and Planning and would replace existing policies and strategies outlined in the City's existing Noise Element following project approval:

Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- **Policy N 1-1:** Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts.

- **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.

- **Policy N 1-5:** Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses.

Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

- **Policy N 2-1:** Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.

- **Policy N 2-2:** Require mitigation measures for new high-generating uses adjacent to sensitive receptors.

Strategy No. 3: Capitalize on urban design techniques and business operation strategies within business and employment center PlaceTypes (Community Commercial, Industrial, Neo-Industrial, Regional-Serving Facility, Port of Long Beach) to minimize noise impacts on surrounding adjacent uses.

- **Policy N 3-1:** Provide sufficient spatial separation between industrial uses and sensitive receptors. Utilize mitigation measures where feasible to reduce the noise source, such as noise attenuation methods, interrupting the noise path, or insulating the receptor to minimize the exposure of noise-sensitive uses to excessive industrial-related noise.

- **Policy N 3-5:** Where sensitive receptors are located adjacent to industrial uses, reduce noise impacts through the use of noise barriers, restriction of operating hours, and investment in noise cancelling technology.

- **Policy N 3-6:** Mitigate off-site impacts from port operations and consider development of grant programs for off-site port-related noise mitigations.

Strategy No. 4: Protect and buffer noise sensitive areas and uses through effective building design and material selection.

Strategy No. 5: Implement best practices to reduce impacts of noise from industrial sources.

- **Policy N 5-6:** Site design should consider sensitive receptor locations and place noise sources away from these uses when feasible.

Strategy No. 6: Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

- **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.

- **Policy N 6-2:** Use the "Land Use Compatibility Guidelines" and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.

- **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.

- **Policy N 6-5:** Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.

- **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.

- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.

Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.

- **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.

- **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.

- **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.

- **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public right-of- way.

Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.

- **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.

- **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.

Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.

- **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.

- **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.

- **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.

- **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible.

- **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.

- **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.

- **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.

- **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.

- **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.

- **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.

- **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

Strategy No. 12: Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

- **Policy N 12-1:** Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.

- **Policy N 12-2:** Limit the allowable hours for construction activities and maintenance operations near sensitive uses.

- **Policy N 12-3:** As part of the City's Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform.

- **Policy N 12-4:** Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.

- **Policy N 12-5:** Encourage the following construction best practices:

    - 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 should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.

    - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.

    - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.

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

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

- **Policy N 12-6:** Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.

Strategy No. 15: Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.

- **Policy N 15-1:** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.

- **Policy N 15-2:** Require that proposals for new sensitive land uses incorporate adequate setbacks, barriers, landscaping, or other measures as necessary to minimize noise impacts.

Strategy No. 16: Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

- **Policy N 16-5:** Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices.

- **Policy N 16-8:** Ensure adequate resources are provided for enforcement of City noise regulations.

4.1.7 Thresholds of Significance

The following thresholds of significance criteria are based on Appendix G of the *State CEQA Thresholds of Significance.* Based on these thresholds, implementation of the proposed project would have a significant adverse impact related to land use and planning if it would:

Threshold 4.1.1: **Physically divide an established community**

Threshold 4.1.2: **Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect**

The IS (Appendix A) determined that the approval of the proposed project is considered a policy/ planning action and does not include or facilitate any physical improvements that would result in the division of any established communities. Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, Threshold 4.1.1 will not be discussed further in this Draft EIR.

4.1.8 Project Impacts

Threshold 4.1.2: **Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?**

Less Than Significant Impact. The City of Long Beach General Plan, City of Long Beach Municipal Code, the Los Angeles County ALUP, and the Orange County AELUP for the Los Alamitos JFTB, are applicable to the proposed project and consistency with these applicable local and regional plans are discussed below.

General Plan. The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance. Proposed amendments to the City's Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with existing elements of the General Plan because they are consistent with the intent of the proposed Noise Element.

Approval of the proposed project would ensure that the proposed Noise Element would serve as the guiding document to create and maintain a healthy noise environment in the City and manage the

exposure of community residents to excessive noise generated by future development in the City. The proposed Noise Element would be consistent with California Government Code Section 65302 as it addresses one of the seven required elements (Noise) in the City's General Plan. The proposed Noise Element, together with the other General Plan Elements, would serve to guide the overall development and urban form of the entire City through the horizon year 2040.

The goals and policies in the proposed Noise Element are intended to provide protection for land uses, as identified in the LUE, from excessive noise. The Noise Element identifies potential and anticipated noise sources and establishes programs to avoid or mitigate noise impacts. These goals and policies would reduce potential impacts related to incompatible uses and noise, and would promote a healthy environment to accommodate future projections in housing, population, and employment in the City.

In addition to the LUE, the Noise Element is related to other mandated elements, including Housing, Circulation, and Open Space. Recognition of the interrelationship of noise and these four other mandated elements is necessary in order to prepare an integrated general plan. In addition, the Noise Element is related to policies in the Urban Design Element, an optional element under state law. As described in detail throughout Table 4.1.3 and summarized below, the strategies and policies included in the proposed Noise Element are internally consistent with the following elements of the City's General Plan.

Land Use Element (2019). A key objective of the Noise Element is to provide noise exposure information for use in the LUE. California Government Code Section 65302(f) states that: "The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise." The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE. The proposed Noise Element provides existing and future noise contours that may be used, along with the LUE, to evaluate future land use proposals.

The proposed Noise Element also includes goals and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No.1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9, Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, and Policy N 10-2). Therefore, the proposed Noise Element would be consistent with the overall intent of the LUE.

Urban Design Element (2019). The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance 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. In addition, the City intends to utilize 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.

Urban design techniques and policies, including noise attenuation measures (refer to Policy N 1-2 and Policy N 3-1), can be employed to minimize noise impacts and are included in the proposed Noise Element. The proposed Noise Element also includes strategies and policies that incorporate urban design strategies to provide buffers to noise sensitive uses, and that capitalize on urban design techniques within business and employment center PlaceTypes to minimize noise impacts on surrounding and adjacent uses (refer to Policy N 1-5 and Strategy No. 3). Therefore, the proposed Noise Element would be consistent with the overall intent of the UDE.

Open Space and Recreation Element (2002). The 2002 Open Space Element covers four topic areas related to open space: the preservation of natural resources, the managed production of resources, public health and safety, and outdoor recreation. Excessive noise can adversely affect the enjoyment of recreation activities in designated open space. As such, noise exposure levels should be considered when planning open space. The proposed Noise Element includes noise exposure information for use in planning open space. Additionally, the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise that would minimize noise impacts on open space and recreation areas (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed Noise Element would be consistent with the overall intent of the Open Space and Recreation Element.

Housing Element (2014). The 2014 Housing Element covers an eight-year planning period (from October 15, 2013, to October 15, 2021) and includes discussion regarding adequate sites for new housing and standards for housing stock. The Housing Element identifies policies, programs, and objectives that focus on conserving and improving existing affordable housing; providing adequate sites for new housing; assisting in development of affordable housing; removing governmental constraints to housing development; and promoting equal housing opportunities. Since residential uses are considered noise sensitive, the noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts, and helps to identity potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed Noise Element would be consistent with the overall intent of the Housing Element.

Mobility Element (2013).The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents and visitors through transportation and mobility planning. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the Mobility Element. Additionally, the proposed project includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (Strategy N. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). These strategies and policies further

the goals of the Mobility Element. Therefore, the proposed Noise Element would be consistent with the overall intent of the City's General Plan Mobility Element.

The proposed Noise Element would not result in inconsistencies with the Air Quality Element (1996), Conservation Element (1973), Historic Preservation Element (2010), Public Safety (2002), or Seismic Safety Element (1988) because although these elements, together with the Noise Element, would serve to guide the overall development and urban form of the City, the Noise Element is not specifically interrelated with the goals, policies, and strategies of these elements.

For further detailed discussion related to the proposed Noise Element's consistency with adopted applicable elements of the City's General Plan, refer to Table 4.1.3 below.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Land Use Element (2019)	
Overview. The proposed Noise Element provides existing and future noise contours that may be used, along with the LUE, to evaluate future land use proposals. The proposed Noise Element also includes goals and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with the overall intent of the City's General Plan Land Use Element.	
Goal No. 1: Implement Sustainable Planning and Development Practices	**Consistent.** The proposed Noise Element includes policies requiring noise attenuation measures (refer to Policy N 1-2 and Policy N 3-1), which would help minimize impacts resulting from the implementation of sustainable planning and development practices, which encourage compact, mixed-use developments in certain areas of the City such as downtown, along corridors and surrounding transit stations to create walkable environments in certain areas. The proposed project also includes updates to the boundaries of the Noise District Map found in Section 8.80.160 of the City's Municipal Code to better reflect and be consistent with LUE PlaceTypes (refer to Figure 3-5 in Section 3.0, Project Description). The General Plan LUE PlaceTypes established a number of mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential and other compatible land uses will be integrated. The proposed project would also include updates to Table A, Exterior Noise Limits, in Long Beach Municipal Code Section 8.80.160, Exterior noise limits—Correction for character of sound, to include mixed-use land uses under District Two and Table C in Long Beach Municipal Code Section 8.80.170, Interior noise limits—Maximum sound levels, to be updated to include interior noise limits for mixed-uses. As such, the proposed project would be complementary to this goal of implementing sustainable planning and development practices. Therefore, the proposed project would be consistent with Goal No. 1 of the LUE.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal No. 2: Strengthen the City's Fiscal Health by Stimulating Continuous Economic Development and Job Growth.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations related to the City's economic development. The proposed project would not result in any conflicts related to the strengthening of the City's fiscal health. Additionally, the proposed project would help support the implementation of this goal by managing the distribution and intensity of noise from special events in order to prioritize the wellbeing of residents. Special events provide benefits to the City, including economic development and tourism; however, noise may be a concern for residents living in close proximity to special events. The proposed Noise Element includes Strategy No. 13 and policies Policy N 13-1 through Policy N 13-6, which include measures that would balance the needs of special events while prioritizing the well-being of residents. The Special Events Noise Study prepared by City Staff and released to the public on July 17, 2019 was also used to inform the update to the City's Noise Ordinance and the General Plan Noise Element. The Special Events Noise Study outlined best practices that the City could implement to better manage noise from special events—a number of which have already been implemented by the City. Therefore, the proposed project would be consistent with Goal No. 2 of the LUE.
Goal No. 3: Accommodate Strategic Growth and Change	**Consistent.** The proposed project would be consistent with this goal because the proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources. The LUE identified specific areas for targeted growth. The proposed Noise Element and amendments to the Noise Ordinance would help meet this goal of accommodating strategic growth and change by protecting strategic growth areas from excessive noise and vibration sources by requiring noise attenuation measures to be incorporated into development and redevelopment (refer to Policy N 1-2 and Policy N 3-1). Additionally, the noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts to accommodate strategic growth. Therefore, the proposed project would be consistent with Goal No. 3 of the LUE.
Goal No. 4: Support Neighborhood Preservation and Enhancement	**Consistent.** The proposed Noise Element includes strategies and policies to apply site planning and design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes (refer to Strategy No. 1 and policies Policy N 1-1 through Policy N 1-9). These policies support the City's goal of preserving and enhancing neighborhoods for generations to come. Therefore, the proposed project would be consistent with Goal No. 4 of the LUE.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal No. 5: Diversify Housing Opportunities	**Consistent.** The LUE includes the Multi-Family, Neighborhood Center, Transit-Oriented Development, Neo-Industrial, Downtown, and Waterfront PlaceTypes, which all allow a range of housing types at varying densities, including single-family homes, duplexes, triplexes, garden apartments, condominiums, mixed-use, live/work lofts, and mid- and high-rise residential towers. The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for these diverse housing opportunities allowed by the LUE, and helps to identity potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with Goal No. 5 of the LUE.
Goal No. 6: Ensure a Fair and Equitable Land Use Plan	**Consistent.** Creating a more equitable distribution of noise is one of the four primary goals of the proposed Noise Element. Additionally, the proposed Noise Element includes strategies and policies that are complementary to this Goal and include measures to reduce the disproportionate environmental noise burdens affecting low-income and minority population (Strategy No. 15 and policies Policy N 15-1 through Policy N 15-7). Therefore, the proposed project would be consistent with Goal No. 6 of the LUE.
Goal No. 7: Provide Reliable Public Facilities and Infrastructure to Encourage Investment	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations, which ensure that the City's infrastructure and public facilities will be functional and economically sustainable. The proposed project, which is a planning/policy action, would not result in any conflicts with the functionality or economic sustainability of Long Beach's infrastructure and public facilities. Therefore, the proposed project would be consistent with Goal No. 7 of the LUE.
Goal No. 8: Increase Access to, Amount of and Distribution of Green and Open Space	**Consistent.** The proposed project includes noise exposure information for use in planning open space. Additionally, the proposed Noise Element includes Policy N 1-5, which encourages the incorporation of urban design strategies such as courtyards, paseos, alleys, plazas, and open space areas to provide a buffer to noise sensitive uses. This policy encourages an increase in the amount of and distribution of open space areas. Therefore, the proposed project would be consistent with Goal No. 8 of the LUE.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal No. 9: Preserve, Protect, Restore and Reconnect with Natural Resources	**Consistent.** Excessive noise can adversely affect the enjoyment of recreation activities in designated open space areas. As such, noise exposure levels should be considered when planning open space. The proposed Noise Element includes noise exposure information for use for in planning open space. Additionally the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 9 of the LUE.
Open Space and Recreation Element (2002)	
Overview. The proposed Noise Element includes noise exposure information for use for in planning open space. Additionally, the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise that would minimize noise impacts on open space and recreation areas (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with the overall intent of the City's General Plan Open Space and Recreation Element.	
Goal No. 1: Open space for the preservation of natural resources.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations related to the preservation of natural resources in the City. Additionally, the proposed Noise Element includes noise exposure information for use for in planning open space. The proposed Noise Element also includes strategies and policies that prevent land use conflicts related to noise, which would help facilitate the preservation of open space (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 1 of the Open Space and Recreation Element.
Goal No. 2: Open space for the managed production of resources.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations related to the management of resources in the City. Additionally, the proposed Noise Element includes noise exposure information for use in planning open space, which would facilitate the provision of open space. Therefore, the proposed project would be consistent with Goal No. 2 of the Open Space and Recreation Element.
Goal No. 3: Open space for public health and safety.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations related to public health and safety. Additionally, the proposed Noise Element includes noise exposure information for use for in planning open space, which would facilitate the provision of open space. Additionally the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise, which would ensure a healthy noise environment (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2).

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	Therefore, the proposed project would be consistent with Goal No. 3 of the Open Space and Recreation Element.
Goal No. 4: Open space for recreation and recreational facilities.	**Consistent.** The proposed Noise Element includes noise exposure information for use in planning open space, which would facilitate the provision of open space. Additionally the proposed Noise Element includes strategies and policies that prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 4 of the Open Space and Recreation Element.
Housing Element (2014)	
Overview. The proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with the overall intent of the City's Housing Element.	
Goal No. 1: Provide housing assistance and preserve publicly assisted units.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations, which provide housing assistance. The proposed project would not result in any conflicts with the provision of housing assistance or the preservation of publicly assisted units. The proposed project would not result in any conflicts with providing housing assistance and preservation of publicly assisted units. The proposed Noise Element includes strategies and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise, which would help preserve publically assisted units (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would be consistent with Goal No. 1 of the Housing Element.
Goal No. 2: Address the unique housing needs of special needs residents.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations, which address the housing needs of special needs residents. The proposed project would not result in any conflicts with the unique housing needs of special needs residents. The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for diverse housing opportunities allowed by the LUE, and helps to identity potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
	zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with Goal No. 2 of the Housing Element.
Goal No. 3: Retain and improve the quality of existing housing and neighborhoods.	**Consistent.** The proposed Noise Element includes strategies and policies aimed at protecting existing neighborhoods and existing programs by apply site planning and design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes (Strategy No. 1 and policies Policy N 1-1 through Policy N 1-9). These policies support the City's goal to retain and improve the quality of existing housing and neighborhoods. Therefore, the proposed project would be consistent with Goal No. 3 of the Housing Element.
Goal No. 4: Provide increased opportunities for the construction of high quality housing.	**Consistent.** The proposed project would not result in any conflicts with providing increased opportunities for the construction of high quality housing. The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for the diverse housing opportunities allowed by the LUE, and helps to identity potential noise constraints. Additionally, the proposed Noise Element includes strategies and policies that require noise attenuation measures to be incorporated into development and redevelopment, limit and minimize construction noise in residential areas, and encourage site planning and building design measures that minimize the effects of noise in residential zones (Refer to Policy N 1-2, Policy N 1-5, Strategy No. 2, Policy N 2-1, Policy N 2-2, Policy N 3-1, Policy N 3-5, Strategy No. 4, Policy N 5-6, Strategy No. 6, Policy N 6-2, Policy N 6-4, Policy N 6-5, Policy N 6-6, Policy N 6-9, Strategy No. 9, Policy N 9-4, Strategy No. 12, Policy N 12-2, Policy N 15-1, and Policy N 15-2). Therefore, the proposed project would be consistent with Goal No. 4 of the Housing Element.
Goal No. 5: Mitigate government constraints to housing investment and affordability.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations, which address constraints to housing investment and affordability in the City. The proposed project would not result in any conflicts with respect to the mitigation of government constraints to housing investment and affordability. Therefore, the proposed project would be consistent with Goal No. 5 of the Housing Element.
Goal No. 6: Provide increased opportunities for home ownership.	**Consistent.** Implementation of this goal is ongoing and is reflected in existing programs and regulations, which increase opportunities for home ownership in the City. The proposed project would not result in any conflicts with increasing opportunities for home ownership. The noise exposure and contour information provided in the proposed Noise Element can be utilized for future planning efforts for the diverse housing opportunities allowed by the LUE, and helps to identity potential noise constraints. Therefore, the proposed project would be consistent with Goal No. 6 of the Housing Element.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal No. 7: Fair and equal housing opportunity.	**Consistent.** Existing programs to ensure fair housing would continue with approval of the proposed project. The proposed project would not result in any conflicts with the provision of fair and equal housing opportunity. Additionally, implementation of the proposed Noise Element would result in a more equitable distribution of noise. The proposed Noise Element includes strategies and policies that include measures to reduce the disproportionate environmental noise burdens affecting low-income and minority population (refer to Strategy No. 15 and policies Policy N 15-1 through Policy N 15-7). Therefore, the proposed project would be consistent with Goal No. 7 of the Housing Element.
Urban Design Element (2019)	
Overview. The proposed Noise Element includes strategies and policies that incorporate urban design strategies to provide buffers to noise sensitive uses, and that capitalize on urban design techniques within business and employment center PlaceTypes to minimize noise impacts on surrounding and adjacent uses (Policy N 1-5, Strategy No. 3). Therefore, the proposed project would be consistent with the overall intent of the City's UDE.	
Goal No. 1: Creating Great Places	**Consistent.** As described in the UDE, creating great places allows for friends and strangers to interact in a space that encourages activity, spontaneity, exploration, and discovery. Great Places encourage businesses to relocate for both the quality of life of employees and their families. The proposed Noise Element includes strategies and policies that incorporate urban design strategies to provide buffers to noise sensitive uses, and that capitalize on urban design techniques within business and employment center PlaceTypes to minimize noise impacts on surrounding and adjacent uses (Policy N 1-5, Strategy No. 3). Therefore, the proposed project would be consistent with Goal No. 1 of the UDE.
Goal No. 2: Urban Fabric	**Consistent.** As described in the UDE, defining patterns within the existing urban fabric successfully expresses what makes Long Beach unique, and is reflective of the neighborhoods and context of the City. It allows for the establishment of new development patterns that do not detract from successful, historical development patterns, but rather builds upon and celebrates the pre-existing Urban Fabric, both natural and man-made, as a component of place. The proposed Noise Element includes strategies and policies aimed at protecting existing neighborhoods and existing programs by applying site planning and design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes (Strategy No. 1 and policies Policy N 1-1 through Policy N 1-9). Therefore, the proposed project would be consistent with Goal No. 2 of the UDE.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Goal No. 3: Public Spaces	**Consistent.** As described in the UDE, integrating public spaces allows for the community to come together for informal and formal events, where public art can be put on display, where both children and adults can engage in physical activities, and where civic engagement can occur. These Public Spaces are informed by the context of Long Beach and its history of diversity, uniqueness, and civic involvement. The proposed Noise Element includes Policy N 1-5, which encourages the incorporation of urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses. This policy encourages the integration of public spaces in the City. Therefore, the proposed project would be consistent with Goal No. 3 of the UDE.
Goal No. 4: Edges, Thoroughfares, and Corridors	**Consistent.** As described in the UDE, edges, thoroughfares, and corridors reflect the uniqueness of the natural and urban environments and the neighborhoods that they traverse. Natural and man-made edges, such as the Pacific Ocean, Port of Long Beach, Los Angeles River, and San Gabriel River, act as catalysts for improved environmental health, quality of life, and opportunities for non-motorized modes of transit. Thoroughfares act to define the larger commercial activities of the City, while at the same time integrating pedestrian amenities that allow for transitioning into adjacent districts. Corridors are the heart of the community where individual neighborhood characteristics are celebrated, opportunities for the 'public room' concept are provided, and a wide-array of multimodal transportation options is supported. Functioning corridors enhance the quality of adjacent neighborhoods, connectivity to them, and accessibility to goods and services. The proposed Noise Element includes goals and policies related to site planning and other design strategies to reduce noise impacts resulting from the PlaceTypes included in the LUE and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed Noise Element would support development that would preserve these Edges, Thoroughfares, and Corridors. Therefore, the proposed project would be consistent with Goal No. 4 of the UDE.

Table 4.1.3: General Plan Consistency Analysis

General Plan Policy or Goal	Project Consistency
Mobility Element (2013)	
Overview. The future noise contours presented in the proposed Noise Element are consistent with the goals contained in the Mobility Element. Additionally, the proposed Noise Element includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (refer to Strategy N. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). These strategies and policies further the goals of the mobility element. Therefore, the proposed project would be consistent with the overall intent of the City's General Plan Mobility Element.	
Goal No. 1: Create an efficient, balanced, multimodal mobility network.	**Consistent.** The proposed Noise Element includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (Strategy No. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). Therefore, the proposed project would be consistent with Goal No. 1 of the Mobility Element.
Goal No. 2: Maintain and enhance air, water, and ground transportation capacity.	**Consistent.** The proposed Noise Element includes strategies and policies to promote multimodal mobility to reduce noise generated from vehicular traffic (Strategy N. 7, Policy N 7-1, Policy N 7-2, Policy N 7-3, and Policy N 7-4). Encouraging multimodal mobility would further the maintenance and enhancement of air, water, and ground transportation capacity. Therefore, the proposed project would be consistent with Goal No. 2 of the Mobility Element.
Goal No. 3: Lead the region by example with innovative and experimental practices.	**Consistent.** PlaceTypes included in the LUE, such as Neo-Industrial, represent an innovative approach to creating and retaining employment while reducing the environmental impacts of those uses. The proposed Noise Element includes strategies and policies related to site planning and other design strategies to reduce noise impacts and would integrate noise considerations into the land use process in order to prevent land use conflicts related to noise (refer to Strategy No. 1, Policy N 1-1, Policy N 1-2, Strategy No. 2, Policy N 2-1, Strategy No. 3, Policy N 5-6, Strategy No. 6, Policy N 6-1, Policy N 6-2, Policy N 6-9 Strategy No. 9, Policy N 9-1, Strategy No. 10, Policy N 10-1, Policy N 10-2). Therefore, the proposed project would facilitate innovative and experimental practices and would be consistent with Goal No. 3 of the Mobility Element.

Source: City of Long Beach General Plan, as amended.

For the reasons cited above and as detailed in Table 4.1.3, the proposed project would be consistent with the applicable goals and policies outlined in the City's General Plan. Impacts would be considered less than significant, and no mitigation is required.

Airport Land Use Plans. The Los Angeles County ALUP establishes regulations for over 10 airports in the region, including the Long Beach Airport, which is centrally located within the planning area. The Los Angeles County ALUP outlines compatibility concerns related to noise and safety impacts to surrounding communities that could adversely affect the viability of the airport. Specifically, the Los Angeles County ALUP aims to protect the health, safety, and welfare of residents within the County through the establishment of Runway Protection Zones (easements for which land uses adjacent to the airport need to be controlled) and noise regulations (established in the Airport Noise Compatibility Ordinance). The Orange County AELUP for the Los Alamitos JFTB seeks to protect the public from adverse aircraft noise and safety impacts. The Orange County AELUP for the Los Alamitos JFTB aims to achieve these goals by regulating land use patterns within the "airport

influence area." Specifically, airport influence areas are defined as areas where current or future airport-related noise, overflight, safety, and/or airspace protection may significantly impact land uses or necessitate land use restrictions.

The proposed Noise Element includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. The proposed Noise Element also includes Policy N 10-9, which requires the evaluation of potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA). As such, the proposed project would be consistent with applicable airport land use plans because development under the proposed Noise Element would be required to evaluate potential noise impacts associated with discretionary development and ensures compatibility with the noise environment under the airport land use plans. Further, proposed amendments to the City's Noise Ordinance would not conflict with adopted airport land use plans. Therefore, the proposed project would be consistent with adopted airport land use plans. Impacts would be considered less than significant, and no mitigation is required.

Municipal Code. As described in Section 3.4.4, Proposed Noise Ordinance Amendments, in Chapter 3.0, Project Description, several amendments to the Noise Ordinance (LBMC Chapter 8.80, Noise) would be included as part of the proposed project. In the City's Municipal Code Section 8.80.030, Administration and Enforcement, text would be added to clarify and expand the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes.

Proposed amendments to the Noise Ordinance also include updates to the boundaries of the noise districts shown in the Noise District Map found in Section 8.80.160 to better reflect and be consistent with the recently adopted LUE PlaceTypes (see Figure 3-5, Proposed Noise District Map, in Chapter 3.0, Project Description, for a map of the proposed boundaries). The LUE establishes several mixed-use PlaceTypes that delineate areas that are currently mixed-use in nature and that are planned or anticipated to be more mixed-use in the future, and where commercial, residential and other compatible land uses will be integrated. Currently, District Two consists of areas that contain predominantly commercial uses with other land use types also present. The proposed update to the Noise District Map expands District Two boundaries to better capture areas that currently are characterized by mixed-use development or are planned for mixed-uses and commercial uses in the future. The proposed amendments to the Noise Ordinance also include adding Mixed Use as a land use type in Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code, with the corresponding maximum allowable daytime and nighttime decibel levels shown in Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits (see Chapter 3.0, Project Description, for further information). These proposed amendments to the tables would be consistent with proposed amendments to the Noise District Map. These proposed amendments also maintain current standards for indoor and outdoor noise limits for residential and other noise-sensitive land uses such as schools.

Overall, the proposed amendments to the Noise Ordinance would update the boundaries of the Noise Districts to better align with higher intensity, mixed-use PlaceTypes in the LUE and would add

Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170. As such, implementation of the proposed project would ensure that the PlaceTypes as designated in the LUE would be consistent with the Noise Districts, and would also ensure that noise characteristics in an area are associated with land uses allowable by PlaceType. Noise characteristics are associated with specific land uses, rather than an acoustical neighborhood, and are therefore best regulated through the establishment of Noise Districts consistent with adopted PlaceTypes. For example, residential land uses, such as in Founding and Contemporary Neighborhoods, have lower noise limits than mixed-use land uses. Further, the establishment of acoustical neighborhoods would not be consistent with the adopted PlaceTypes in the LUE. Lastly, the reliance on land uses to establish Noise Districts provides a more objective measure as compared to using an acoustical neighborhood, which is subject to discretion and is inherently more subjective. Therefore, the establishment of Noise Districts consistent with PlaceType designations, as proposed by the project, rather than the establishment of acoustical neighborhoods, is appropriate for regulating noise.

Upon approval of the proposed project, these amendments would result in project consistency with the City's Municipal Code. Additionally, the proposed amendments would ensure consistency between the proposed Noise Element and the City's Municipal Code. To ensure that the proposed project complies with and would not conflict with or impede the City's Municipal Code, including the Noise Ordinance, the proposed project includes Project Design Feature 4.1.1, which requires the implementation of a program to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. All inconsistencies between the Noise Element and Municipal Code are required to be resolved through text amendments within 36 months following project approval. Therefore, with incorporation of Project Design Feature PDF 4.1.1, the proposed project would be consistent with the City's Municipal Code. No mitigation is required.

4.1.9 Level of Significance Prior to Mitigation

There would be no potentially significant impacts related to land use and planning.

4.1.10 Mitigation Measures and Project Design Features

4.1.10.1 Mitigation Measures

The proposed project would not require any mitigation measures related to land use and planning.

4.1.10.2 Project Design Features

The proposed project would be required to adhere to the following project design feature related to land use and planning.

Project Design Feature 4.1.1 To ensure that the proposed project complies with and would not conflict with or impede the City of Long Beach (City) Municipal Code, including the Noise Ordinance, a program shall be implemented to amend the Municipal Code to ensure that changes facilitated by the adopted Noise Element are consistent with the Municipal Code. The program to amend the Municipal

Code shall be implemented to the satisfaction of the City Director of Development Services, or designee. All inconsistencies between the Noise Element and Municipal Code shall be resolved through text amendments within 36 months following project approval.

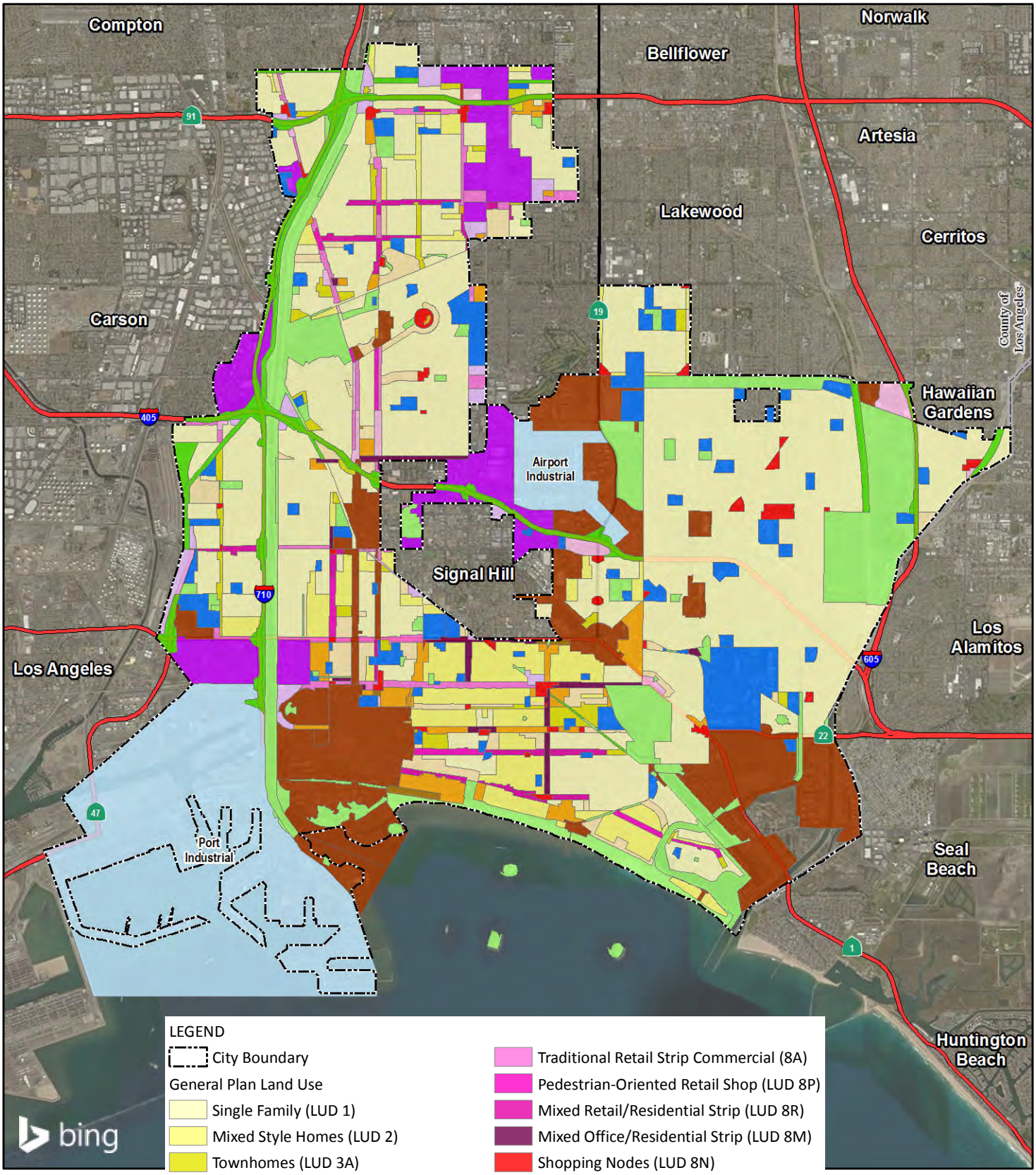
4.1.11 Level of Significance after Mitigation

Project implementation would not result in significant unavoidable adverse impacts related to land use and planning. No mitigation is required.

4.1.12 Cumulative Land Use Impacts

As defined in Section 15130 of the *State CEQA Guidelines,* cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for land use. The cumulative impact area for land use for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own General Plan consistency analysis and would be reviewed for consistency with adopted land use plans and policies. For this reason, cumulative impacts associated with inconsistency of future development with adopted plans and policies would be less than significant.

Implementation of the proposed project would not conflict with applicable land use documents and would achieve consistency with PlaceTypes established by the recently adopted LUE. The proposed project includes amendments to the Noise Ordinance, including updates to the boundaries of the noise districts and amendments to Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code, to better reflect and be consistent with PlaceTypes established by the LUE. As such, project implementation would reduce cumulative project impacts related to any inconsistencies with the City's General Plan. The project would also address potential inconsistencies with the City's Noise Ordinance (as outlined in Project Design Feature PDF No. 4.1.1), which would reduce cumulative project impacts related to potential Municipal Code inconsistencies to a less than significant level. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered a policy/ planning actions and do not include or facilitate any physical improvements that would potentially result in cumulatively considerable impacts. Therefore, land use impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.



LSA

FIGURE 4.1-1

Long Beach General Plan
Noise Element

Existing Land Uses

SOURCE: Bing Maps (2018); City of Long Beach (2019)

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LSA

FIGURE 4.1-2

N

0 0.75 1.5

MILES

SOURCE: City of Long Beach Land Use Element (2019)

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General Plan Noise Element

Community Plan Areas

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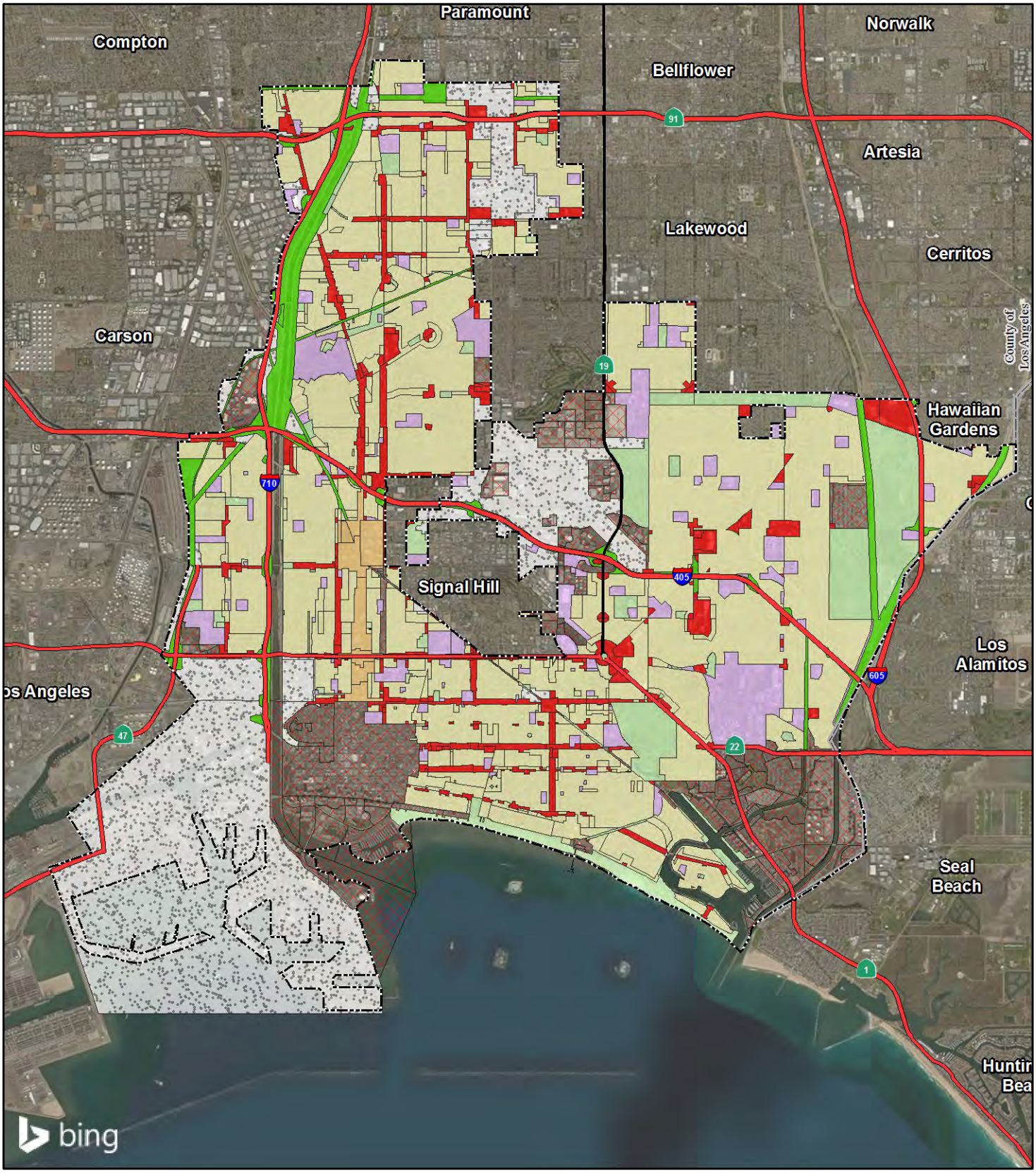

LSA

LEGEND

City Boundary

Zoning

Specific Plan

Residential

Commercial

Industrial

Institutional

Park

Public Right-of-Way

Planned Development

0 0.75 1.5

MILES

SOURCE: Bing Maps (2014); City of Long Beach (2018)

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FIGURE 4.1-3

Long Beach General Plan
Noise Element

Zoning Districts

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4.2 NOISE

This section evaluates the potential short-term and long-term noise and vibration impacts associated with the proposed General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). This analysis evaluates potential noise and vibration impacts within the planning area by evaluating the effectiveness of the proposed Noise Element strategies and policies and amendments to the Noise Ordinance. This section is based on information provided in the proposed Noise Element (December 2019, included as Appendix B of this Draft EIR) of the City of Long Beach's (City) General Plan, and the Noise Ordinance of the City's Municipal Code (adopted 1977, most recent revision 2009), the proposed amendments to the Noise Ordinance, and the *Noise Existing Conditions Report* (LSA, 2018) (Appendix D) prepared to inform the update to the proposed Noise Element.

4.2.1 Scoping Process

The City of Long Beach (City) received a total of 53 public comment letters during the public review period of the IS/NOP. For copies of the IS/NOP comment letters, refer to Appendix A of this EIR. Many of the comment letters received were related to a separate study that was concurrently being prepared regarding noise associated with special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR. Although several comment letters were received related to noise during special events, six comment letters included comments related to noise impacts related to the Draft EIR. One letter states that the noise complaint process with the City is ineffective. Another letter requests the following to be included in the Noise Element: (1) specify noise limits for residential areas; (2) define and limit special events to 2–3 designated events per year that can exceed noise levels; (3) measure existing conditions from residents' balconies, as well as at stage during special events; (4) define acoustical neighborhoods for outdoor entertainment; (5) set noise level standards as a condition in all event permits; (6) where two acoustical neighborhood meet, default to the standards including referencing the lowest level of noise; (7) identify a responsible person for coordination of noise limits at special events; (8) include community leaders of the Downtown residents in the process; and (9) update the Municipal Code to reflect that special events should only be occasionally allowed to exceed noise standards. Several letters stated that the Noise Element should include limits on noise levels, the maximum number of days that permitted events can exceed limits by acoustical neighborhood, and a clear methodology on how residents can escalate issues related to permitted events. One letter suggests that the Noise Element should include a discussion of impacts of amplified entertainment noise generated during special events and that the C-weighted scale should be considered in the Noise Element and Draft EIR due to its ability to more accurately convey impacts to public health. Several comment letters state that the Noise Element fails to regulate and enforce noise limits related to traffic noise.

Analysis of special events is not within the scope of this Draft EIR because special events are temporary and often seasonal in nature; as such, they are not considered representative of typical noise patterns. This Draft EIR analyzes the impacts associated with adoption of the new Noise Element and amendments to the existing Noise Ordinance as contained in Chapter 8.80 of the Municipal Code. Neither of these planning/policy documents sets specific noise levels for special events. However, the Noise Element includes policies aimed at balancing the needs of special events

while prioritizing the well-being of City residents (refer to Strategy No. 13 and Policies N 13-1 through N 13-6 in Section 4.2.6, Proposed Noise Element Strategies and Policies, below).

4.2.2 CEQA Baseline

Noise measurements were taken in February 2014 and May 2017 to record existing noise levels at various locations throughout the City as described in the *Noise Existing Conditions Report*. This provides a baseline that reflects current conditions related to noise at the time the Draft EIR was prepared.

During the preparation of the Initial Study (IS), the City was in the process of updating and adopting a new proposed Land Use Element (LUE) and Urban Design Element (UDE). Since the time the Notice of Preparation (NOP) was published (May 2019), the Long Beach City Council adopted the new Land Use Element (2019) and Urban Design Element (2019) at a public hearing on December 3, 2019. The new LUE, which replaced the previous 1989 LUE, introduced the concept of "PlaceTypes," which replaced the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. The new UDE replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors.

The new LUE and UDE have been incorporated into the analysis of the Draft EIR for the purpose of evaluating noise impacts associated with project implementation.

4.2.3 Methodology

This analysis describes existing and projected future noise and vibration conditions, discusses the characteristics of sound, sets forth criteria for determining the significance of noise and vibration impacts, and estimates the potential noise and vibration impacts resulting from the implementation of the proposed project.

Noise measurements were taken at 14 long-term locations and 32 short-term locations in February 2014 and May 2017 to record the actual existing noise levels at various locations throughout the City. A noise measurement survey of the City was conducted to determine the location of noise measurement sites that would provide a noise profile of the City. Several criteria were used in the site selection process including, but not limited to, the proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Several of the significant noise generators within the City are I-405, I 710, SR-91, SR-1, and Long Beach Boulevard. This is due to the very high volume of automobile and truck traffic at these freeways and roadways. To provide noise measurement coverage of the area, measurement sites were chosen within the confines of the City. After the site selection process was completed, a series of long-term 24-hour and short-term noise 15-minute measurements were taken at the chosen sites.

The noise model SoundPlan was used to evaluate traffic-related noise conditions throughout the City. This model requires various parameters, including traffic volumes, vehicle mix, vehicle speed,

and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The resultant noise levels are weighted and summed over 24-hour periods to determine the L_{dn} contours. Existing traffic volumes (SCAG 2017) were used to assess existing traffic noise levels in the City.

4.2.3.1 Characteristics of Sound

Noise is usually defined as unwanted sound and consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally related to annoyance, while loudness can affect our ability to hear through hearing damage. Pitch is the number of complete vibrations, or cycles per second, of a wave, resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves, combined with the reception characteristics of the human ear. Sound pressure refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be measured precisely with instruments. The project analysis defines the noise environment of the planning area in terms of sound pressure levels and the project's effect on sensitive land uses.

4.2.3.2 Measurement of Sound

Sound pressure is measured through the A-weighted scale to correct for the relative frequency response of the human ear. Unlike linear units (e.g., inches or pounds), decibels are measured on a logarithmic scale representing points on a sharply rising curve. For example, 10 decibels (dB) are 10 times more intense than 1 dB; 20 dB are 100 times more intense than 1 dB; and 30 dB are 1,000 times more intense than 1 dB. Thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

The A-weighted scale was specifically created to conform to the human ear and the frequencies to which it responds. Also, it is the weighting scale most commonly used for Occupational Safety and Health Administration (OSHA) regulatory measurements. The A-weighted scale is used throughout this analysis. The C-weighted scale is another form of measurement of sound pressure and would be most appropriate for very loud, instantaneous events such as blasting. It can also be used if the predominant source of noise is at low frequencies below 500 hertz. The C-weighted scale is not considered in this analysis because the types of sound pressure most appropriately measured by the C-weighted scale are not typical of the ambient noise environment.

Sound levels are generated from a source, and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source (e.g., highway traffic or railroad operations), the sound decreases 3 dBA

for each doubling of distance over hard surfaces, and the sound decreases 4.5 dBA for each doubling of distance in a relatively flat environment with absorptive vegetation.

There are many ways to measure noise for various time periods; an appropriate ambient noise metric affecting humans also accounts for the annoying effects of sound. The equivalent continuous sound level (L_{eq}) is the total sound energy of time-varying noise over a sample period. However, the predominant metrics for communities in the State of California are the L_{eq} and the Community Noise Equivalent Level (CNEL) or the day-night average level (L_{dn}) based on dBA. The CNEL is the time-varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as evening hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). The L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening hours. The CNEL and the L_{dn} are normally within 1 dBA of each other and are considered interchangeable.

Other noise level metrics that are important when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time-averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max}, which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. Half of the time, the noise level exceeds this median noise level, and half of the time, it is less than this median noise level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first category includes audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to changes of 3 dBA or greater since this level has been found to be the lowest audible change perceptible to humans in outdoor environments. The second category, potentially audible, refers to changes in the noise level between 1 and 3 dBA, which are only noticeable in laboratory environments. The last category includes changes in noise levels of less than 1 dBA, which are inaudible to the human ear.

4.2.3.3 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure (typically more than 8 hours, as defined by OSHA) to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions (thereby, affecting blood pressure and functions of the heart and the nervous system). In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dBA, a tickling sensation occurs in the human ear, even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dBA, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dBA will result in dizziness or loss of equilibrium.

4.2.3.4 Vibration

Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as motion of building surfaces, rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage is not a factor for normal transportation projects, including rail projects, with the occasional exception of blasting and pile driving during construction. Annoyance from vibration often occurs when the vibration exceeds the threshold of perception by 10 dB or less. This is an order of magnitude below the damage threshold for normal buildings.

To distinguish vibration levels from noise levels, the unit is written as "vibration velocity decibels" (VdB). Human perception to vibration starts at levels as low as 67 VdB and sometimes lower. Annoyance due to vibration in residential settings starts at approximately 70 VdB. Ground-borne vibrations are almost never annoying to people who are outdoors. Although the motion of the ground may be perceived, without the effects associated with the shaking of the building, the motion does not provoke the same adverse human reaction.

Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Problems with ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet (ft) of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 ft.[1] When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path usually will be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people as well as damage buildings. Although it is very rare for train-induced ground-borne vibration to cause even cosmetic building damage, it is not uncommon for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings.[2] Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). Factors that influence ground-borne vibration and noise include the following:

- **Vibration Source:** Vehicle suspension, wheel types and condition, track/roadway surface, track support system, speed, transit structure, and depth of vibration source

[1] Federal Railroad Administration (FRA). 2012. *High-Speed Ground Transportation Noise and Vibration Impact Assessment.* September.

[2] Ibid.

- **Vibration Path:** Soil type, rock layers, soil layering, depth to water table, and frost depth
- **Vibration Receiver:** Foundation type, building construction, and acoustical absorption

Among the factors listed above, there are significant differences in the vibration characteristics when the source is underground compared to at the ground surface. In addition, soil conditions are known to have a strong influence on the levels of ground-borne vibration. Among the most important factors are the stiffness and internal damping of the soil and the depth to bedrock.

Experience with ground-borne vibration indicates that: (1) vibration propagation is more efficient in stiff, clay soils than in loose, sandy soils; and (2) shallow rock seems to concentrate the vibration energy close to the surface and can result in ground-borne vibration problems at large distances from the source. Factors such as layering of the soil and depth to the water table can have significant effects on the propagation of ground-borne vibration. Soft, loose, sandy soils tend to attenuate more vibration energy than hard, rocky materials. Vibration propagation through groundwater is more efficient than through sandy soils.

In extreme cases, excessive ground-borne vibration has the potential to cause structural damage to buildings. For buildings considered of particular historical significance or that are particularly fragile structures, the damage threshold is approximately 96 VdB; the damage threshold for other structures is 100 VdB.[3]

4.2.4 Existing Environmental Setting

4.2.4.1 Existing Planning Area

The existing planning area includes the entire area within the City's jurisdictional limits, as the project involves an update to the City's General Plan Noise Element and the Noise Ordinance. The planning area is currently developed and consists of a mix of residential, commercial, medical, institutional, industrial, and open space and recreation uses.

4.2.4.2 Sensitive Uses in the Project Vicinity

Noise-sensitive receptors in the City include residences, schools, hospitals, churches, and similar uses that are sensitive to noise. Construction and operation activities considered under the proposed Noise Element and Noise Ordinance amendments could adversely affect nearby noise-sensitive land uses. Although CEQA generally does not require analysis or mitigation of the impact of existing environmental conditions on a project, the City, as the Lead Agency, has the authority to require measures to protect public health and safety. Therefore, this section includes a discussion of the proposed project's potential to result in impacts to existing sensitive receptors and future sensitive receptors.

4.2.4.3 Overview of the Existing Noise Environment

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 are also contributors to the

[3] Harris, C.M., 1998. *Handbook of Acoustical Measurements and Noise Control*.

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. Existing noise sources are further discussed below.

Ambient Noise Levels. To assess existing noise levels, the Existing Conditions Noise Report considers noise measurements taken in February 2014 and May 2017 to record the actual existing noise levels at various locations throughout the City. The noise measurements were recorded at different locations within the City based on several criteria used in the site in the site selection process including, but not limited to, the proximity of a measurement site to sensitive land uses as well as its proximity to significant noise generators. Noise measurement data collected during long-term noise level measurements are summarized in Table 4.2.1 and noise measurement data collected during short-term noise level measurements are summarized in Table 4.2.2. The short-term noise measurements indicate that ambient noise in the City ranges from approximately 51.2 dBA to 76.2 dBA L_{eq}.

Existing Roadway Noise Levels. Motor vehicles with their distinctive noise characteristics are one of the primary sources of noise in Long Beach. The amount of noise varies according to many factors, such as volume of traffic, vehicle mix (percentage of cars and trucks), average traffic speed, and distance from the observer. Major contributing roadway noise sources include Interstates 710 (I-710) and 405 (I-405), State Route 91 (SR-91), Pacific Coast Highway (PCH), and local roadways including Long Beach Boulevard, Santa Fe Avenue, Atlantic Avenue, Alamitos Avenue, 7th Street, 2nd Street, Ocean Boulevard, and other arterial and collector roadways throughout the City.

Existing Rail Noise Levels. Currently, three freight rail lines pass through the City, which are operated by Burlington Northern Santa Fe (BNSF) Railway, the Union Pacific Railroad (UPRR), and Pacific Harbor Line Incorporated (PHL). The rail lines run north-south through the west side of the City, and through the northwest corner of the City, around the neighborhood of North Long Beach.

The City is also subject to operational rail noise. The Los Angeles County Metropolitan Transportation Authority (Metro) Rail Blue line (Blue line) passes north to south through Long Beach along Long Beach Boulevard. The Metro service hours are from approximately 4:45 a.m. until 1:00 .m. on weekdays and from 4:45 a.m. until 2:00 a.m. on weekends. Land uses surrounding the rail line include multi- and single-family residential, and commercial uses, the Senior Arts Colony, high-rise office towers, the Pacific Coast Campus of Long Beach City College, and the Long Beach Transit Mall. Seven different Metro stations serve local neighborhoods throughout the City. Activity on the Blue line affects the ambient noise environment along the railroad alignment.

Based on Federal Railroad Administration crossing inventories for various crossings in the City, typical operations along the main rail line include up to 74 trains per day that range in speed from 5 to 25 miles per hour (mph).

Table 4.2.1: Existing Long-Term 48-Hour Noise Level Measurements

Site No.	Start Date	Location	Day 1			Day 2			Average	Source(s) of Noise
			Daytime Noise Level Range (dBA L_{eq})	Nighttime Noise Level Range (dBA L_{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L_{eq})	Nighttime Noise Level Range (dBA L_{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)	
LT-01	5/12/2017	305 Newport Avenue	53.2–61.5	42.2–52.6	58.6	49.9–63.1	43.7–53.1	58.8	58.7	Traffic on Newport and 3rd Street.
LT-02	5/17/2017	3386 Elm Avenue	58.3–64.1	53.4–59.4	64.7	58.7–63.9	52.9–61.6	65.2	64.9	Traffic on I-405 and Wardlow Road and some aircraft.
LT-03	5/17/2017	Orizaba Avenue and East 67th Street	62.0–67.6	61.0–66.4	70.7	62.1–65.6	61.0–66.6	70.8	70.8	Traffic on SR-91.
LT-04	5/17/2017	2603 Studebaker Road	66.4–69.9	52.1–68.0	69.9	66.3–69.6	53.6–67.1	69.7	69.8	Traffic on Studebaker Road and Willow Street.
LT-05	5/17/2017	6463 Bixby Terrace Drive	66.2–67.8	57.3–67.8	71.0	66.2–67.7	58.1–67.1	71.0	71.0	Traffic on 7th Street.
LT-06	5/15/2017	2001 River Avenue	67.0–70.3	59.0–70.5	72.0	65.2–72.1	55.9–64.3	70.2	71.1	Traffic on SR-103 and SR-1, idling trucks, industrial activity, and aircraft.
LT-07	5/15/2017	1222 West Spring Street	67.2–70.8	62.9–69.6	74.0	68.0–70.1	63.5–70.0	73.9	73.9	Traffic on I-710 and aircraft.
LT-08	5/12/2017	151 South Pine Avenue	61.2–66.1	56.3–64.5	68.8	61.3–67.1	56.3–65.3	69.4	69.1	Traffic on Shoreline Drive and Pine Avenue.
LT-09	5/12/2017	215 Granada Avenue	53.6–60.3	45.1–54.4	59.6	51.6–59.4	44.2–54.1	59.6	59.6	Traffic on Granada Avenue and Second Street.
LT-10	5/12/2017	460 Long Beach Boulevard	64.7–71.2	58.3–65.7	71.3	63.1–69.0	56.9–65.7	71.1	71.2	Light rail and traffic on Long Beach Boulevard and 4th Street.
LT-11	5/15/2017	2250 Arlington Street	54.3–60.5	55.1–58.9	64.3	53.8–59.6	48.1–55.8	59.9	62.1	Traffic on I-405 and airplanes.

Table 4.2.1: Existing Long-Term 48-Hour Noise Level Measurements

Site No.	Start Date	Location	Day 1			Day 2			Average	Source(s) of Noise
			Daytime Noise Level Range (dBA L_{eq})	Nighttime Noise Level Range (dBA L_{eq})	Daily Noise Level (dBA CNEL)	Daytime Noise Level Range (dBA L_{eq})	Nighttime Noise Level Range (dBA L_{eq})	Daily Noise Level (dBA CNEL)	Daily Noise Level (dBA CNEL)	
LT-12	5/17/2017	256 East Vernon Street	57.6–65.4	49.2–60.1	62.2	57.8–60.1	49.9–60.5	63.0	62.6	Traffic on Long Beach Boulevard and Willow Street, trains, construction, and aircraft.
LT-13	5/15/2017	Del Mar Avenue and San Antonio Drive	65.3–67.5	58.1–68.4	71.1	65.4–70.8	52.6–65.4	69.6	70.3	Traffic onI-710, trains, and traffic on Del Mar Avenue.
LT-14	5/15/2017	Del Mar Avenue and Avery Place	58.2–66.4	50.9–58.8	63.6	57.6–64.7	48.5–57.5	62.3	63.0	Traffic onI-710, trains, and traffic on Del Mar Avenue.

Source: Existing Conditions Report LSA (2018).
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibel(s)
ft = foot/feet
I-405 = Interstate 405
I-710 = Interstate 710
L_{eq} = average noise level
SR-1 = State Route 1
SR-91 = State Route 91
SR-103 = State Route 103

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-1	2/11/2016	7:27 a.m.	66.6	6857–6909 Atlanti Avenue	Traffic on Atlantic Avenue, faint traffic on I-710, and trucks with trailers turning in nearby lot.	Paused out pedestrian pass-by talking loudly.
ST-2	2/11/2016	7:58 a.m.	70.3	3114 South Street	Traffic on South Street and birds.	None.
ST-3	2/11/2016	8:58 a.m.	63.6	3115 Long Beach Boulevard	Traffic on Long Beach Boulevard, backup beeper across Long Beach Boulevard, and birds.	Airplane: 15 seconds, 70 Leq.
ST-4	2/11/2016	9:35 a.m.	65.7	1940 Long Beach Boulevard	Traffic on Long Beach Boulevard, birds, and distant music.	Paused out pedestrian pass-bys. Train on Long Beach Boulevard: 5 seconds, 68 L_{eq}/3 seconds, 70 L_{eq}.
ST-5	2/11/2016	10:13 a.m.	63.3	614 Locust Avenue	Traffic on 6th Street and birds.	Paused out sirens and pedestrians.
ST-6	2/11/2016	10:51 a.m.	64.0	600 Redondo Avenue	Traffic on Redondo Avenue. Car with loud music pass-by.	Airplane, paused out car in parking lot, motorcycle, helicopter.
ST-7	2/11/2016	2:11 p.m.	62.3	5800–6462 East Marina Drive	Traffic on 2nd Street and birds.	Paused out cars on Marina Drive. 2nd Street level is ~10 ft higher than measurement location level.
ST-8	2/11/2016	1:15 p.m.	66.0	Cal State University Long Beach, Bellflower Boulevard and Beach Drive	Traffic on Bellflower Boulevard, birds, and music in car/horn.	Airplane: 7 seconds, 63 dB/23 seconds, 63 dB.
ST-9	2/11/2016	11:42 a.m.	62.0	3500 Hathaway Avenue	Traffic on Hathaway Avenue and distant music in apartment.	Airplane: 35 seconds, 54 L_{eq}/8 seconds; 58 dB/ 12 seconds; 59 dB, 17 seconds; 56 dB/15 seconds, 55dB.Paused outsiren.Location~10 ft aboveroad levelonthe bermoftheapartment level.
ST-10	2/11/2016	8:31 a.m.	76.2	3245 Cherry Avenue	Traffic on Cherry Avenue.	Airplane: 5 seconds, 82 L_{eq}. Helicopter: 8 seconds, 74 L_{eq} /5 seconds, 76 L_{eq}. Motorcycle: 2 seconds, 96 L_{eq}.
ST-11	2/11/2016	2:47 p.m.	62.5	3401 Studebaker Road	TrafficonWardlowRoad.	None.
ST-12	5/12/2017	10:32 a.m.	55.3	951 Maine Avenue	Traffic on I-710, aircraft, birds chirping constantly.	Helicopter ~75 dBA max. Distanthelicopter. Filtered sirens and dogs.Aircraft,55dBA max,trainhornin low 50s. Aircraft, 63.2 dBA max.Peopletalking in the distancenear playground area.

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-13	5/17/2017	10:15 a.m.	65.0	3402 Clark Avenue	Traffic on Clark Avenue and Wardlow Road.Some aircraft noise.	51 dBA low traffic noise. 74.3/73.0/66.0 dBA/68.7 dBA/71.4 dBA traffic on Clark Avenue, 75.0 dBA with truck. 65.0 dBA aircraft noise with traffic.
ST-14	5/12/2017	12:10 p.m.	70.0	2002 Pacific Coas Highway	Traffic on Pacific Coast Highway and Cherry Avenue.	Filtered parking lot activity. Loud car 83.0 dBA max, filtered emergency vehicle, car door slam (partial filter), plane flyover (max 75.0 dBA), crosswalk has speaker, beeps.
ST-15	5/12/2017	10:07 a.m.	63.3	Scherer Park	TrafficonEastDelAmo Boulevard. Aircraftnoise, leaf blower across the street near the YMCA, and some landscaping activities.	53.0dBAnotraffic,with leaf blower. 66.0 dBA traffic onDelAmo,with leaf blower. 60.0 dBA trafficonDel Amo,with leafblower.78.0/68.0 dBAaircraftnoise.
ST-16	5/17/2017	9:29 a.m.	54.9	Pan-American Park, 5157 Centralia Street	Traffic on Centralia Street and Clark Avenue.	Loud car, airplane 71.4dB,9:32a.m.two people beginpracticing cricketat49.1dBAon the other side of the diamond, airplane 67.7 dBAmaxwithlittletono traffic,61dBAtrafficon Centralia Street, birds chirping, distantaircraft.
ST-17	5/17/2017	9:04 a.m.	56.6	5850 Los Arcos Street	Traffic on Los Arcos Street and Oceana Avenue. Aircraft noise, some landscaping activity.	48.0 dBA no traffic. (Low) ambient noise. 60.0/58.0/57.0/58.0 dBA traffic on Los Arcos Street. 67.0 dBA landscaping noise (part of it filtered out).
ST-18	5/17/2017	9:44 a.m.	56.1	7875 Rosina Street	53.4 dBA low traffic noise. 63.0/62.0 dBA traffic on Rosina Street and Val Verde Avenue.	53.4 dBA low traffic noise. 63.0/62.0 dBA trafficon RosinaStreet andValVerdeAvenue.
ST-19	5/12/2017	11:21 a.m.	61.9	Bixby Park, 130Cherry Avenue	Traffic on Broadway and Cherry Avenue and helicopter flyovers.	Skateboarders near Bixby Park Community Center. Helicopter and loud truck 70.3 dBAmax,loudcar~70 dBA, helicopter flyover 72.5 dBA max. Loud motorcycles 71-plusdBA max,72.5max.Garbage truck on Cherry Avenue.
ST-20	5/12/2017	12:54 p.m.	67.3	1600 Atlantic Avenue at the northwest corner of Martin Luther King Jr. Avenue and 15th Street	Traffic on Martin Luther King Jr. Avenue and skateboarders at skate park across Martin Luther King Jr. Avenue.	Loudcarmid-high70s dBA.Loudcarstereo ~74dBA, loudcars76.8 dBA,84.4dBA.Filtered shouting.1:07–1:08 p.m. distant plane (traffic louder), 1:09 p.m. distant plane (skate park louder).

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-21	5/12/2017	11:46 a.m.	57.6	1085 Orizaba Avenu	TrafficnoiseonOrizaba Avenueand11th Street, aircraftnoise,andnoise from school playground.	51.0 dBA playground noise (no traffic). 71.0 dBA traffic on Orizaba Avenue with playground noise. 65.0 dBA aircraft with playground noise. 61 dBA traffic on 11th Street.
ST-22	5/15/2017	11:09 a.m.	71.5	1700 West Willow Street	Traffic on Willow Street and Santa Fe Avenue.	Aircraft mid 60s dBA, 75.8dBAmax,71.1dBA max. 11:12a.m.,11:16 a.m. traffic louder than distant helicopters. Bus stops at nearby stop. Filtered emergency vehicle and siren.
ST-23	5/17/2017	10:33 a.m.	68.2	2201 North Bellflower Boulevard	Traffic on Bellflower Boulevard and Stearns Street.	Loud motorcycle ~77 dBA. Direct airliner flyover 78.9 dBA. Small planes ~71 dBA, traffic andsmallplane 69.2 dBA. Helicopter ~80 dBA.Plane73.9dBA. Traffic louder than tire service center and dryersat carwashes. Traffic and carwash dryers 68.0 dBA. Traffic high 60s low 70s dBA.
ST-24	5/12/2017	11:06 a.m.	56.3	South Greenway and Bixby Village Drive	Traffic on Bixby Village Drive, some traffic on South Greenway, faint aircraft noise.	42.5 dBA no traffic. 62.0/59.0dBAnotraffic on Greenway. 72.0 dBA traffic, bus. 57.0 dBA traffic on Bixby Village Drive. 68.0 dBA helicopter.
ST-25	5/19/2017	1:38 p.m.	67.0	1802North Studebaker Road	Traffic on Studebaker Road,Atherton Street,and I-405.	Motorcycle on Studebaker Road ~77.9 dBA. Heavy truck on southbound Studebaker Road ~79 dBA. Loud pickup truck on northbound Studebaker Road 77.0 dBA. Traffic on Studebaker Road reaches low 70s dBA intermittently.
ST-26	5/12/2017	10:32 a.m.	58.5	2260thStreet	Traffic on Ocean Boulevard. Some noise from street sweeper.	42.0 dBA no traffic. 57.0 dBA traffic on Ocean Boulevard.70.0 dBAtrafficonOcean Boulevard.
ST-27	5/15/2017	12:27 p.m.	63.2	1147 East South Street	Traffic on Orange Avenue and South Street.	Filteredemergency vehicle.12:40p.m. distantcar alarm.
ST-28	5/15/2017	11:51 a.m.	72.2	6020 Long Beach Boulevard	Traffic on Long Beach Boulevard and Victoria Street. Some trucks pulling into stop.	11:54a.m.plane(heavy truck louder). Filtered mediumtruckpassby directly behind meter. High truckpercentage.
ST-29	5/15/2017	10:33 a.m.	60.0	4974 Oregon Avenue	Traffic on Del Amo Boulevard and some traffic on Oregon Avenue.	54.0dBAlowtrafficon DelAmoBoulevard.63.6 dBA, 65/0dBAtrafficon DelAmoBoulevard.71.0 dBA trafficonDelAmo Boulevardandaircraft noise.

Table 4.2.2: Existing Short-Term Noise Level Measurements

Monitor No.	Date	Start Time	dBA L_{eq}	Location Description	Noise Sources	Notes
ST-30	5/19/2017	12:51 p.m.	51.2	2339 Curry Street	HVAC at 2380 Curry Street and possible generator, distant aircraft, and traffic, some activity at industrial uses at 2380 Curry Street and 2339 Curry Street, and a wind pump.	Occasional wind pump wheel noise (50.0–51.9 dBA). Aircraft ~50 dBA, aircraft and wheel 54.5/~53 dBA. ~1:00 p.m. cars maneuvering west of 2339 Curry Street, high 50s, low 60s dBA. Car passby mid 60s dBA, pickup truck passby 61.9 dBA, minivan 61.3 dBA. Filtered dogs and distant emergency vehicles.
ST-31	5/17/2017	8:46 a.m.	57.8	Hartwell Park, 5801 Parkcrest Street	Traffic on Carson Street and Woodruff Avenue.	Two low-flying airplanes and traffic 64.2 dBA. Car without muffler low 70s dBA Propeller plane and light traffic 70.9 dBA. Birds chirping. Allen Tire Co. across street, traffic is louder. Filtered sirens.
ST-32	5/12/2017	12:26 p.m.	65.2	Clark Avenue and Atherton Street	Traffic on Clark Avenue and Atherton Street.	None.

Source: Existing Conditions Report LSA (2018).
CNEL = Community Noise Equivalent Level dB = decibel(s)
dBA = A-weighted decibel(s)
ft = foot/feet
HVAC = heating, ventilation, and air conditioning
I-405 = Interstate 405
I-710 = Interstate 710
L_{eq} = average noise level
SR-1 = State Route 1
SR-91 = State Route 91
SR-103 = State Route 103

Existing Stationary Source Noise Levels. A wide variety of existing stationary sources contribute to noise throughout the City of Long Beach, which include heating ventilation and cooling (HVAC) mechanical systems, delivery truck idling and loading/unloading activities, and recreational and parking lot activities (such as slamming car doors and people talking). Of these noise sources, noise generated by delivery truck activity typically generates the highest maximum noise levels. Delivery truck loading and unloading activities can result in maximum noise levels of 75 dBA to 85 dBA L_{max} at 50 ft. Typical parking lot activities, such as people conversing or doors slamming, generate approximately 60 dBA to 70 dBA L_{max} at 50 ft. Other sources of noise include commercial centers and industrial zones that emit noise during operation. Domestic noise sources, such as leaf blowers, and gas-powered lawn equipment, etc., are common stationary noise sources and can produce noise levels measured at 70 dBA to 75 dBA at 50 ft.[4]

Existing Port of Long Beach Noise Levels. Port of Long Beach operations noise levels are generally limited to the areas within the perimeter of the Port. Noise associated with the Port includes cranes, vessel horns, forklifts, and truck activities. Due to the distance between the nearest sensitive receptors from daily Port operations on the coast within the Port boundaries, noise is rarely audible at such a large distance. Heavy truck traffic associated with the transport of cargo along the I-710 corridor is the primary source of noise associated with the Port. Impacts associated with the Port of Long Beach, including noise, were assessed in the *Port of Long Beach Community Impact Study* in July 2016.

Existing Airport Noise Levels. Long Beach Airport is a public airport centrally located in the City, approximately 3 miles northeast of Downtown. This airport has limited passenger flights and is restricted by ordinances that minimize airport-related noise. Although commercial flights are restricted, several charters, private aviation, flight schools, law enforcement flights, helicopters, advertising blimps, and planes towing advertising banners still frequently operate from this airport.

Operations at the Long Beach Airport typically occur within the daytime hours of 7:00 a.m. to 10:00 p.m., with the exception of occasional unscheduled landings that occur after 10:00 p.m., and emergency and police helicopter activities. *The Long Beach Airport Community Guide to Aircraft Noise* presents factual information on the City of Long Beach Airport Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and Long Beach Airport's efforts to minimize aircraft noise over nearby neighborhoods. While the City is not able to control the flight paths, typical operations include approaches from the southeast of the airport and departures taking off in a northwest direction.

Other airports with aircraft activity that affect the ambient noise environment within the City limits include Los Angeles International Airport and John Wayne Airport. Los Angeles International Airport is located approximately 20 miles northwest of the City, and John Wayne Airport is located approximately 30 miles southwest of the City. Although noise from aircraft activity is occasionally audible throughout the City, the City is not located within the 65 dBA CNEL noise contour of these airports.

[4] Noise Free America. *Citizens for a Quieter Sacramento Rebuttal to the CLCA Position on Leaf Blowers.* Website: https://noisefree.org/sources-of-noise/lawn-and-garden-equipment/ (accessed March 25, 2020).

4.2.4.4 Existing Vibration Sources

Vibration Sources. 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. Similar to noise standards, cities can adopt vibration exposure standards regarding the sensitivity of land uses which may be affected. In relation to vibration impacts, there are two factors that are considered to assessing the level of impact expected: the potential for damage to a building or structure and the potential of annoyance to people. Also similar to potential noise impacts, the most efficient actions to help reduce vibration impacts occur during the planning and permitting phases of any project or development.

Construction Activity Vibration. Construction activities can cause vibration that varies in intensity depending on several factors. The use of pile driving and vibratory compaction equipment typically generates the highest construction related ground-borne vibration levels. Because of the impulsive nature of such activities, the use of the PPV descriptor has been routinely used to measure and assess ground-borne vibration and almost exclusively to assess the potential of vibration to induce structural damage and the degree of annoyance for humans. The two primary concerns with construction-induced vibration, the potential to damage a structure and the potential to interfere with the enjoyment of life, are evaluated against different vibration limits. Studies have shown that the threshold of perception for average persons is in the range of 0.2 to 0.3 millimeters per second (0.008 to 0.012 inches per second), PPV. Human perception to vibration varies with the individual and is a function of physical setting and the type of vibration. Persons exposed to elevated ambient vibration levels (e.g., people in an urban environment) may tolerate a higher vibration level. Structural damage can be classified as cosmetic only (e.g., minor cracking of building elements) or may threaten the integrity of the building. Safe vibration limits that can be applied to assess the potential for damaging a structure vary by researcher and there is no general consensus as to what amount of vibration may pose a threat for structural damage to the building. Construction-induced vibration that can be detrimental to a building is very rare and has only been observed in instances where the structure is at a high state of disrepair and the construction activity (e.g., impact pile driving) occurs immediately adjacent to the structure.

Rail Activity Related Vibration. Rail operations are potential sources of substantial ground-borne vibration depending on distance, the type and the speed of trains, and the type of railroad track. People's response to ground-borne vibration has been correlated best with the velocity of the ground. The velocity of the ground is expressed on the decibel scale. The reference velocity is 1 x 10-6 inches per second. RMS, which equals 0 VdB, and 1 inch per second equals 120 VdB. Although not a universally accepted notation, the abbreviation "VdB" is used in this document for vibration decibels to reduce the potential for confusion with sound decibels.

One of the problems with developing suitable criteria for ground-borne vibration is the limited research into human response to vibration and, more importantly, human annoyance inside buildings. The United States Department of Transportation Federal Transit Administration has developed rational vibration limits that can be used to evaluate human annoyance to ground-borne vibration. These criteria are primarily based on experience with passenger train operations (e.g., rapid transit and commuter rail systems). The main difference between passenger and freight

operations is the time duration of individual events; a passenger train lasts a few seconds whereas a long freight train may last several minutes, depending on speed and length.

Heavy Vehicles and Buses. Ground-borne vibration levels from heavy trucks and buses are not normally perceptible, especially if roadway surfaces are smooth. Buses and trucks typically generate ground-borne vibration levels of about 63 VdB at a distance of 25 ft when traveling at a speed of 30 mph. Higher vibration levels can occur when buses or trucks travel at higher rates of speed or when the pavement is in poor condition. Vibration levels below 65 VdB are below the threshold for human perception.

Other Sources of Vibration Annoyance. In addition to sources that have vibration impacts which translate through the ground surface between source and receptor, sources which generate high levels of low-frequency noise may generate vibration through air. These sources may include aircraft and helicopter operations, low-frequency music and other large stationary sources.

4.2.5 Regulatory Setting

The following section summarizes the regulatory framework related to noise, including federal, State and City of Long Beach plans, policies, and standards.

4.2.5.1 Federal Regulations

United States Environmental Protection Agency. In 1972, Congress enacted the United States Noise Control Act. This act authorized the United States Environmental Protection Agency (USEPA) to publish descriptive data on the effects of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels). For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to 70 dBA during a 24-hour period of time. At 55 dBA L_{dn}, 95 percent sentence clarity (intelligibility) may be expected at 11 ft, with no community reaction. However, 1 percent of the population may complain about noise at this level and 17 percent may indicate annoyance. The USEPA cautions that these identified levels are guidelines, not standards.

Federal Vibration Impact Standards. Vibration impact criteria included in the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (September 2018) are used in this analysis for ground-borne vibration impacts on human annoyance, as shown in Table 4.2.3. The criteria presented in Table 4.2.3 account for variation in project types as well as the frequency of events, which differ widely among projects. It is intuitive that when there will be fewer events per day, it should take higher vibration levels to evoke the same community response.

This is accounted for in the criteria by distinguishing between projects with frequent and infrequent events, in which the term "frequent events" is defined as more than 70 events per day.

4.2.5.2 State Regulations

The State of California has established regulations that help prevent adverse impacts to occupants of buildings located near noise sources. Referred to as the *State Noise Insulation Standard*, it

Table 4.2.3: Ground-Borne Vibration and Noise Impact Criteria

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch/sec)		Ground-Borne Noise Impact Levels (dB re 20 micro-Pascals)	
	Frequent [1] Events	Infrequent [2] Events	Frequent [1] Events	Infrequent [2] Events
Category 1: Buildings in which low ambient vibration is essential for interior operations (i.e., vibration-sensitive manufacturing, hospitals with vibration sensitive equipment, and university research operation).	65 VdB[3]	65 VdB[3]	--[4]	--[4]
Category 2: Residences and buildings in which people normally sleep.	72 VdB	80 VdB	35 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime uses.	75 VdB	83 VdB	40 dBA	48 dBA

Source: Federal Transit Administration (FTA). *Transit Noise and Vibration Impact Assessment Manual* (September 2018).

[1] Frequent events are defined as more than 70 events per day.

[2] Infrequent events are defined as fewer than 70 events per day.

[3] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

[4] Vibration-sensitive equipment is not sensitive to ground-borne noise.

dB = decibels
dBA = A-weighted decibels
HVAC = heating, ventilation, and air conditioning
inch/sec = inch(es) per second
re = relative
VdB = vibration velocity decibels

requires buildings to meet performance standards through design and/or building materials that would offset any noise source in the vicinity of the receptor. State regulations include requirements for the construction of new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings that are intended to limit the extent of noise transmitted into habitable spaces. These requirements are found in the California Code of Regulations, Title 24 (known as the Building Standards Administrative Code), Part 2 (known as the California Building Code), Appendix Chapters 12 and 12A. For limiting noise transmitted between adjacent dwelling units, the noise insulation standards specify the extent to which walls, doors, and floor-ceiling assemblies must block or absorb sound. For limiting noise from exterior noise sources, the noise insulation standards set an interior standard of 45 dBA CNEL in any habitable room with all doors and windows closed.

In addition, the standards require preparation of an acoustical analysis demonstrating the manner in which dwelling units have been designed to meet this interior standard, where such units are proposed in an area with exterior noise levels greater than 60 dBA CNEL.

In addition, Chapter 5, Section 5.507 of the California Green Building Standards Code includes nonresidential mandatory measures , which require that buildings exposed to a noise level of 65 dB L_{eq}-1-hour during any hour of operation shall have building, addition, or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite Sound Transmission Class (STC) rating of at least 45 (or Outdoor/Indoor Transmission Class [OITC] 35) with exterior windows of a minimum STC of 40 (or OITC 30).

The State has established land use compatibility guidelines for determining acceptable noise levels for specified land uses in the State of California General Plan Guidelines as shown in Table 4.2.4.[5] The land use compatibility guidelines are intended to be an advisory resource when considering changes in land use and policies, such as zoning modifications, and are included in the proposed Noise Element.

Table 4.2.4: Community Noise Exposure L_{dn} or CNEL (dB)

Normally Acceptable	*Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.*
Conditionally Acceptable	*New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.*
Normally Unacceptable	*New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.*
Clearly Unacceptable	*New construction or development should generally not be undertaken.*

Source: California Office of Planning and Research, General Plan Guidelines (2017), Appendix D.

[5] State of California Governor's Office of Planning and Research, 2017. *State of California General Plan Guidelines*. Appendix D: Noise Element Guidelines. July.

4.2.5.3 Local and Regional Policies and Regulations

City of Long Beach General Plan. The City's General Plan establishes goals, policies, and strategies that combine to serve as a "blueprint" directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space and Recreation, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Urban Design, and Mobility Elements.

> ***Noise Element.*** The City of Long Beach General Plan addresses noise in the Noise Element. The existing Noise Element was adopted in 1975. The Noise Element contains goals and policies for noise control and abatement in the City. The goals and policies contained in the Noise Element address noise in relation to land use planning, the noise environment, transportation noise, construction and industrial noise, population and housing noise, and public health and safety. General noise goals for Long Beach aim to attain a healthier and quieter environment for all citizens while maintaining a reasonable level of economic progress and development.

The proposed project is the adoption of a new General Plan Noise Element to replace the existing Noise Element adopted in 1975. The proposed Noise Element includes strategies and policies that would attain the goals of the proposed Noise Element, which include striving for a more equitable distribution of noise, limiting the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day, and creating allowances for Long Beach to thrive as a dynamic, growing city. The overall objective of the proposed Noise Element is to create and maintain a healthy noise environment in Long Beach.

City of Long Beach Municipal Code. The City of Long Beach addresses noise impacts in Title 8: Health and Safety, Chapter 8.80, Noise, and sets regulations to minimize airport noise in Title 16: Public Facilities and Historical Landmarks, Chapter 16.43, Airport Noise Compatibility.[6] The Municipal Code establishes exterior and interior noise standards at receiving land uses and establishes permitted hours of construction activity noise as described below.

Chapter 8.80, Noise, establishes exterior and interior noise limits for the generation of sound within the City. The maximum noise levels vary based on the receiving land use type and the cumulative duration of noise. The ordinance also limits noise generated by construction. The Municipal Code restricts construction activities to weekdays and federal holidays between the hours of 7:00 a.m. and 7:00 p.m. and on Saturdays, restricts construction to between the hours of 9:00 a.m. and 6:00 p.m., except for emergency work. Construction work on Sundays is prohibited unless the City's Noise Control Officer issues a permit. The permit may allow work on Sundays between 9:00 a.m. and 6:00 p.m. Additionally, Chapter 16.43, Airport Noise Compatibility, establishes cumulative noise limits and noise budgets for properties in the vicinity of the Airport. The Municipal Code establishes a goal that incompatible property in the vicinity of the airport shall not be exposed to noise above 65 dBA CNEL.

Loading and unloading activities are also regulated under the noise ordinance. The ordinance states that loading, unloading, opening, closing, or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects between the hours of 10:00 p.m. and 7:00 a.m. is

[6] City of Long Beach. 2019. Municipal Code. February.

restricted to the noise level provisions of Exterior Noise Limits in Table A in Section 8.80.160 of the Municipal Code and the Interior Noise Limits shown in Table C in Section 8.80.170 of the City's Municipal Code. The proposed project includes amendments to these tables to incorporate mixed-use land uses as shown in Table 3.2, Exterior Noise Limits, and Table 3.3, Interior Noise Limits in Section 3.0, Project Description. No other changes to allowable noise limits are proposed.

Additionally, the ordinance states that operating or permitting the operation of any device that creates vibration, which is above the vibration perception threshold of an individual at or beyond the property boundary of the source if on private property or at 150 ft from the source if on a public space or public right-of-way, is prohibited.

4.2.6 Proposed Noise Element Strategies and Policies

The following proposed Strategies and Policies are applicable to the analysis of Noise and would replace existing goals, strategies, and policies outlined in the City's existing Noise Element following project approval:

Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- **Policy N 1-1:** Integrate noise considerations into the land use planning process in order to prevent new land use noise conflicts.
- **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.
- **Policy N 1-3:** Ensure development and redevelopment is considerate of the natural shape and contours of a site in order to reduce noise impacts.
- **Policy N 1-4:** Encourage developers or landowners to incorporate noise reduction features in the site planning process.
- **Policy N 1-5:** Incorporate urban design strategies such as courtyards, paseos, alleys, plazas and open space areas to provide a buffer to noise sensitive uses.
- **Policy N 1-6:** Ensure that project site design and function minimize the potential adverse impacts of noise.
- **Policy N 1-7:** Encourage educational facilities to locate playgrounds, sports fields, and other outdoor activity areas away from residential areas.
- **Policy N 1-8:** Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit.

- **Policy N 1-9:** Utilize noise barriers after all practical design-related noise measures have been integrated into the project. In instances where sound walls are necessary, they should be incorporated into the architectural and site character of the development and pedestrian access should be integrated.

Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

- **Policy N 2-1:** Ensure that developments located in commercial or entertainment areas do not exceed stationary-source noise standards at the property line of proximate residential or commercial uses.

- **Policy N 2-2:** Require mitigation measures for new high-generating uses adjacent to sensitive receptors.

- **Policy N 2-3:** Require that high-generating uses engage in responsible management and operation to control the activities of their patrons on-site and within reasonable and legally justifiable proximity to minimize noise impacts on adjacent residences.

- **Policy N 2-4:** Develop, update and apply best practices for restaurants, bars and retail establishments with evening activities to ensure compatibility such as limitations on hours, location of trash/recycling, policies for rooftop activities, and communications with neighboring residents and businesses.

Strategy No. 4: Protect and buffer noise sensitive areas and uses through effective building design and material selection.

- **Policy N 4-1:** Encourage developers to utilize noise absorbing building materials.

- **Policy N 4-2:** In mixed-use developments, locate and orient residential units away from noise sources associated with other uses on the site.

- **Policy N 4-3:** In mixed-use developments, locate residential balconies and windows away from the primary street and from other uses on the site.

- **Policy N 4-4:** In mixed-use developments, require techniques to prevent the transfer of noise and vibration to the residential uses on the site.

- **Policy N 4-5:** Encourage building design that incorporates varying and/or angled wall articulation to disperse noise.

- **Policy N 4-6:** Promote building design best practices such as staggering wall studs to minimize transmission of noise between rooms.

- **Policy N 4-7:** Consider use of decorative walls and/or dense landscaping to further buffer noise between uses.

- **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.

- **Policy N 6-2:** Use the "Land Use Compatibility Guidelines" and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification, subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.

- **Policy N 6-3:** Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls.

- **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.

- **Policy N 6-5**: Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.

- **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.

- **Policy N 6-7:** Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard).

- **Policy N 6-8:** Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise.

- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.

- **Policy N 6-10:** Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach. Responsible Department: Development Services

- **Policy N 6-11:** Support and promote the Air Quality Management District's (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles.

Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.

- **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.

- **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.

- **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.

- **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public right-of- way.

Strategy No. 8: Implement street design and maintenance practices to minimize vehicular noise impacts.

- **Policy N 8-1:** Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

- **Policy N 8-2:** Consider traffic calming design, such as “road diets,” traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise.

- **Policy N 8-3:** Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices.

- **Policy N 8-4:** Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed.

- **Policy N 8-5:** Consider using roadway sound attenuation techniques for resurfacing projects that use “quiet” pavement or noise-reducing rubberized asphalt.

Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.

- **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.

- **Policy N 9-2:** Encourage all active railroads within the City to schedule trains during daylight hours when possible.

- **Policy N 9-3:** Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.

- **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.

- **Policy N 9-5:** Require future rail projects under the City's control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design.

- **Policy N 9-6:** Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community.

- **Policy N 9-7:** Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use.

- **Policy N 9-8:** Explore Port to Alameda Corridor "Quiet Zone" implementation.

- **Policy N 9-9:** Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.

Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.

- **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.

- **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.

- **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.

- **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible.

- **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.

- **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.

- **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.

- **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.

- **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.

- **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.

- **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

Strategy No. 12: Minimize construction noise and vibration levels in residential areas and in other locations near noise-sensitive uses where possible.

- **Policy N 12-1:** Reduce construction, maintenance, and nuisance noise at the source, when possible, to reduce noise conflicts.

- **Policy N 12-2:** Limit the allowable hours for construction activities and maintenance operations near sensitive uses.

- **Policy N 12-3:** As part of the City's Municipal Code, establish noise levels standards based on PlaceType and time of day, to which construction noise shall conform.

- **Policy N 12-4:** Encourage off-site fabrication to reduce needed onsite construction activities and corresponding noise levels and duration.

- **Policy N 12-5:** Encourage the following construction best practices:

    - 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 should use equipment that generates lower noise and vibration levels, such as rubber-tired equipment rather than metal-tracked equipment.

    - Construction haul truck and materials delivery traffic should avoid residential areas whenever feasible.

    - The construction contractor should place noise- and vibration-generating construction equipment and locate construction staging areas away from sensitive uses whenever feasible.

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

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

- **Policy N 12-6:** Continue to provide information bulletins dispersing information on municipal code requirements and recommended best practices.

- **Policy N 12-7:** Work together with the AQMD to encourage the retirement of older construction equipment in favor of newer, quieter, and less polluting equipment.

Strategy No. 13: Balance the needs of special events while prioritizing the well-being of residents.

- **Policy N 13-1:** Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins.

- **Policy N 13-2:** Provide an efficient and standardized process for special events permitting in order to increase predictability for residents and applicants.

- **Policy N 13-3:** Implement and enforce procedures related to noise level requirements for large special events.

- **Policy N 13-4:** Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information.

- **Policy N 13-5:** Consider geographic distribution of special events throughout the City by managing frequency and intensity of events.

- **Policy N 13-6:** Stay up-to-date with sound mitigation technology for special events.

Strategy No. 16: Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

- **Policy N 16-5:** Update the Noise Ordinance to carry out the Noise Element and periodically update based on community input and updates in technology and best practices.

- **Policy N 16-6:** Regularly evaluate and update strategies for management of nuisance noise such as:

    - Updating leaf blower requirements to encourage use of electric leaf blowers versus gas-powered machines.

    - Enhancing methods for managing animal noise (such as from dogs and birds).

    - Improving communications and enforcement for house parties and other neighborhood disturbances.

    - Support business owners by providing information on useful tools and best practices and clarifying requirements.

- **Policy N 16-7:** Evaluate the development of a mitigation program to provide sound-attenuating improvements (such as updated windows) to older buildings and residences using funds from noise fines, grants or other sources.

- **Policy N 16-8:** Ensure adequate resources are provided for enforcement of City noise regulations.

4.2.7 Thresholds of Significance

Threshold 4.2.1: **Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;**

Threshold 4.2.2: **Generate excessive ground-borne vibration or ground-borne noise levels; or**

Threshold 4.2.3: **For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.**

A 3 dBA increase is considered to be perceptible by the human ear in an outdoor environment. Therefore, the significance criteria define a significant impact to occur if the project would result in a substantial (3 dBA or greater) permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The proposed project includes the adoption of the new General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80), which are considered policy/planning actions and which do not include or facilitate any physical improvements or development. CEQA generally does not require analysis or mitigation of the impact of existing environmental conditions on a project, including a project's future users or residents. However, as with other laws and regulations enforced by other agencies that protect public health and safety, the City, as the lead agency, has the authority other than CEQA to require measures to protect public health and safety. Therefore, this Draft EIR includes a discussion of the proposed project's potential to result in impacts to existing sensitive receptors and future sensitive receptors.

4.2.8 Project Impacts

Threshold 4.2.1: **Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Short-Term Construction-Related Noise Impacts: Less Than Significant Impact.

Short-Term Construction-Related Noise Impacts. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. The proposed project does not result in any changes to the maximum construction noise criteria (except to update the boundaries of the Noise Districts to better align with higher intensity, mixed-use PlaceTypes in the LUE and to add Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170) (see Chapter 3.0, Project Description, for further discussion and Figure 3-5, Proposed Noise District Map, for a map of the proposed boundaries). The proposed project does not alter the allowable hours of construction. However, since construction noise is regulated by the Noise Ordinance, noise impacts associated with construction activities are discussed below.

Construction activities considered under the proposed Noise Element would occur throughout the planning period to the horizon year of 2040. Construction activities associated with future development could result in substantial temporary or periodic increases in ambient noise levels at development sites throughout the City. The proposed Noise Element includes strategies and policies

that are intended to provide protection for land uses, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City.

Neither the proposed Noise Element nor Municipal Code amendments would result in physical improvements or development. However, future development activities would result in two types of short-term noise impacts would occur during demolition, site preparation, and construction activities. The first type would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the project site. The transport of workers, construction equipment, and materials to the project site would incrementally increase noise levels on access roads leading to the sites of future project. The second type would result from equipment use and activities associated with demolition, site preparation, and construction of future projects. Construction is performed in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These phases would change the character of the noise generated on future project sites and, therefore, the noise levels surrounding the sites as construction progresses.

Table 4.2.5 lists typical maximum noise levels for various pieces of construction equipment, as measured at a distance of 50 ft from the operating equipment. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The site preparation phase, which includes excavation and grading, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as pile driving, backhoes, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings. Typical maximum noise levels during the site preparation phase of construction can range up to 86 dBA L_{max} at 50 ft from multiple pieces of operating equipment.

Construction activities as part of future projects are expected to require the use of earthmoving equipment, dozers, and water and pickup trucks. Besides pile driving, which is not common on most construction sites, a scraper is one of the loudest pieces of construction equipment. The estimated noise level generated by each scraper on future project sites would be approximately 84 dBA L_{max} at 50 ft from the scraper. Each dozer, another common piece of construction equipment, would generate approximately 82 dBA L_{max} at 50 ft. The estimated noise level generated by water and pickup trucks would be approximately 75 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. 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 anticipated future construction would be 86 dBA L_{max} at a distance of 50 ft from the active construction area. In addition, some construction projects could require pile driving, which would have an estimated noise level of approximately 101 dBA L_{max} at 50 ft.

Table 4.2.5: Noise Emission Reference Levels and Usage Factors

Equipment Description	Acoustical Usage Factor[1]	Predicted L_{max} at 50 feet (dBA, slow)[2]	Actual Measured L_{max} at 50 feet (dBA, slow)[3]
All Other Equipment > 5 HP	50	85	N/A[4]
Backhoe	40	80	78
Compactor (ground)	20	80	83
Compressor (air)	40	80	78
Crane	16	85	81
Dozer	40	85	82
Dump Truck	40	84	76
Excavator	40	85	81
Flat Bed Truck	40	84	74
Front-End Loader	40	80	79
Generator	50	82	81
Gradall	40	85	83
Grader	40	85	N/A
Impact Pile Driver	20	95	101
Man Lift	20	85	75
Paver	50	85	77
Pickup Truck	40	55	75
Roller	20	85	80
Scraper	40	85	84
Tractor	40	84	N/A

Source: Federal Highway Administration (FHWA). *Construction Noise Handbook*, Table 9.1 (August 2006).
Note: Noise levels reported in this table are rounded to the nearest whole number.

1 Usage factor is the percentage of time during a construction noise operation that a piece of construction equipment is operating at full power.

2 Maximum noise levels were developed based on Specification (Spec.) 721.560 from the Central Artery/Tunnel (CA/T) program to be consistent with the City of Boston's Noise Code for the "Big Dig" project.

3 The maximum noise level was developed based on the average noise level measured for each piece of equipment during the CA/T program in Boston, Massachusetts.

4 Since the maximum noise level based on the average noise level measured for this piece of equipment was not available, the maximum noise level developed based on Spec 721.560 would be used.

dBA = A-weighted decibel
L_{max} = maximum instantaneous noise level
N/A = not applicable

Noise-sensitive receptors include residences, schools, hospitals, churches, and similar uses that are sensitive to noise. Construction activities as part of future projects could adversely affect nearby noise-sensitive land uses. Proposed changes to the Noise Ordinance maintain current standards for interior noise levels for residential uses and schools and add a "mixed-use" land use type with corresponding maximum daytime and nighttime decibel levels to Table C in Section 8.80.170 of the City's Municipal Code. Changes to exterior standards only consist of the addition of the "Mixed Use" land use type to District 2 in Table A in Section 8.80.160 of the City's Municipal Code and would not result in any changes to the maximum noise criteria outlined in Section 8.80.160. Therefore, any future construction activities and development would be required to adhere to the same exterior and interior noise standards for noise-sensitive receptors as required under the City's existing Municipal Code regulations.

Construction noise is permitted by the City's Municipal Code when activities occur between the hours of 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. Short-term noise impacts would occur during future construction and demolition activities. Construction-related noise levels would be higher than existing ambient noise levels where they occur throughout the City. However, construction-related noise impacts are temporary in nature and would cease once construction is completed.

Additionally, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Policies N 12-1 though N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise.

Construction activities as part of future projects would be subject to compliance with the Noise Ordinance to ensure that noise impacts from construction sources are reduced. Specific construction project data, including location and noise levels at surrounding sensitive receptors, are unknown at this time because future projects are also unknown. Some projects may have unusual or extremely loud construction activities (e.g., pile driving, nighttime construction work, or unusually long construction duration, etc.). However, as discussed above, the construction activities as part of future projects would be required to include measures to minimize construction noise near noise-sensitive areas to reduce potential construction-period noise impacts for nearby sensitive receptors. The proposed Noise Element and amendments to the Noise Ordinance serve to reduce construction-related noise impacts and do not include any physical development. Although the proposed project does not change the exterior and interior noise standards for the various land uses, the boundaries of the Noise Districts have been updated to better align with higher intensity, mixed-use PlaceTypes in the LUE and to add Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170 (see Chapter 3.0, Project Description, for further discussion and Figure 3-5, Proposed Noise District Map, for a map of the proposed boundaries). The proposed project does not alter the hours of construction from that which is currently mandated. Therefore, short-term construction-related noise impacts would be less than significant. No mitigation is required.

Long-Term Stationary-Source Noise Impacts: Less Than Significant Impact.

Long-Term Stationary-Source Noise Impacts. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. However, since the City's overall noise environment is considered by the proposed Noise Element, noise impacts associated with stationary sources are described below.

Future development projects may include the installation or creation of new stationary sources of noise, or could include the development of new sensitive land uses in the vicinity of existing noise sources. For commercial or industrial uses, these noise sources could include loading/unloading operations, generators, and outdoor speakers; for residential uses, stationary noise sources may

include air conditioners or pool pumps. These stationary sources of noise would have the potential to disturb adjacent sensitive receptors.

The proposed Noise Element includes policies and strategies to protect sensitive receptors from stationary noise sources and encourage land use compatibility. Strategy No. 1 applies site planning and other design standards to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes. Policies N 1-1 through N 1-9 integrates noise considerations into the land use planning process to prevent new noise conflicts, requires noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptors, and ensures that project site design and function minimize noise. In addition, any new noise-generating sources would be subject to compliance with Chapter 8.80, Noise (including the amendments proposed as part of the project), which sets exterior and interior noise standards for the various land uses within the City. The proposed project includes amendments to the Noise Ordinance to update the boundaries of the Noise Districts and add Mixed Use as a land use type in existing Table A in Section 8.80.160 and Table C in Section 8.80.170 of the City's Municipal Code; these amendments would establish exterior and interior noise standards for this land use type and better reflect and be consistent with the recently adopted LUE PlaceTypes.

Implementation of the proposed project is not anticipated to result in increased railroad operations within the City. However, the TOD PlaceType included in the LUE allows future multi-family developments to be located along the Metro Blue Line fixed rail route. Locating multi-family developments near the light-rail corridor could expose sensitive land uses to operational rail noise. The proposed Noise Element includes Policy N 9-2, which encourages all active railroads within the City to schedule trains during daylight hours when possible. Policy N 9-7 also requires coordination with affected agencies to evaluate potential locations for Quiet Zone Improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train noise. These policies would reduce the potential for developments near the light-rail corridor to expose sensitive land uses to operational rail noise.

The proposed Noise Element includes policies and strategies that would ensure future development projects incorporate site planning and project design strategies to protect sensitive receptors from stationary noise sources in excess of acceptable levels. Additionally, the proposed project includes amendments to the Noise Ordinance to better reflect and be consistent with the recently adopted LUE PlaceTypes. Finally, although the proposed project does not change the exterior and interior noise standards for the various land uses, the boundaries of the Noise District have been updated to better align with higher intensity, mixed-use PlaceTypes in the LUE and to add Mixed Use as a land use type in the Noise District tables found in Long Beach Municipal Code Sections 8.80.160 and 8.80.170 (see Chapter 3.0, Project Description, for further discussion and Figure 3-5, Proposed Noise District Map, for a map of the proposed boundaries). Therefore, implementation of the proposed project, which includes no physical development, would not expose persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.

Long-Term Traffic Noise Impacts: Less than Significant Impact.

Long-Term Traffic Noise Impacts. As stated previously, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. However, since the City's overall noise environment is considered by the proposed Noise Element, noise impacts associated with traffic are considered below.

Potential sources causing a permanent increase in ambient noise include noise resulting from increased traffic on roadways in the planning area. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. The significance criteria define a significant impact to occur if the project would result in a substantial (3 dBA or greater) permanent increase in ambient noise levels in the project vicinity above levels existing without the project. For traffic noise to increase by 3 dBA, traffic volumes would have to double. As noted in Section 4.2.4, Existing Environmental Setting, noise increases of 3 dBA or more are generally considered to be the smallest increases in noise levels readily perceptible in suburban or urban outdoor environments. The *Noise and Vibration Impact Analysis* (LSA 2019) prepared for the LUE and UDE General Plan Amendment EIR determined that the traffic noise increase under the recently adopted LUE would be up to 2.1 dBA, which is considered less than the threshold of perceptibility for humans (i.e., 3 dBA). Therefore, traffic noise regulated under the proposed project would not be readily perceptible in suburban or urban outdoor environments.

Figures 4.2-1(a) through 4.2-1(e) show the detailed future traffic noise contours included in the proposed Noise Element. The noise contours would be used as a guide for establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element would include allowable interior and exterior noise exposure levels from transportation sources for various land uses proposed by the Noise Element as shown on Table 3.1, Maximum Allowable Noise Exposure from Transportation Sources, in Section 3.0, Project Description. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise. Adherence to allowable interior and exterior noise exposure levels from transportation sources identified in Table 3.1 would ensure that noise impacts resulting from transportation sources would be less than significant.

Additionally, Strategy Nos. 6 through 8, included in the proposed Noise Element, are aimed at managing traffic-related noise. Strategy No. 6 would minimize vehicular traffic noise in residential areas and near noise-sensitive land uses. Policies N 6-1 through N 6-11 would ensure noise-compatible land uses along existing and future roadways, highways, and freeways, would establish Noise Standards or other measures that are acceptable to the City, and encourage site planning and building design measures that minimize the effects of traffic noise in residential zones. Strategy No. 7 would promote multimodal mobility and reduce noise generated from vehicular traffic. Policies N 7-1 though N 7-4 encourage the use of active transportation modes, micro-mobility, and transit as stipulated in the Mobility Element to minimize traffic noise, and would provide

transportation services that reduce traffic and associated noise. Strategy No. 8 would implement street design and maintenance practices to minimize vehicular noise impacts. Policies N 8-1 through N 8-5 employ noise mitigation practices when designing future streets and highways and consider traffic calming design.

The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies to better reflect the recently adopted LUE PlaceTypes and reduce long-term transportation noise impacts. Therefore, implementation of the proposed project would not allow the exposure of persons to noise levels in excess of applicable standards, and impacts would be less than significant. No mitigation would be required.

Threshold 4.2.2: Would the project generate excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. However, future construction activities considered by the proposed Noise Element could result in the generation of ground-borne vibration. As such, vibration impacts are described below.

As previously described, common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Typically, the main effect of ground-borne vibration and noise is to cause annoyances for occupants of nearby buildings. Future construction activities could result in the generation of ground-borne vibration. However, Chapter 8.80 of the City's Noise Ordinance would continue to limit the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any future construction activities would be required to comply with the Noise Ordinance requirements. Therefore, future construction activities would not result in the exposure of sensitive receptors to excessive ground-borne vibration or noise levels.

The proposed Noise Element also includes policies and strategies that protect sensitive receptors from vibration in excess of acceptable levels including Strategy No. 12, which minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Therefore, implementation of the proposed project would not expose persons to excessive ground-borne vibration and/or ground-borne noise levels, and impacts would be considered less than significant. No mitigation would be required.

Threshold 4.2.3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. As previously described, aircraft noise in the City of Long Beach 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. The proposed Noise Element includes Strategy No. 10, which requires measures to minimize the adverse effects of aircraft-related noise. The proposed Noise Element also includes Policy N 10-1, which ensures that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would have the potential to expose people residing or working in the project area to excessive noise levels. Therefore, the proposed project would not result in the exposure of sensitive receptors to excessive noise levels from aircraft noise sources. No mitigation measures are required.

4.2.9 Level of Significance Prior to Mitigation

There would be no potentially significant impacts related to noise.

4.2.10 Mitigation Measures and Project Design Features

4.2.10.1 Mitigation Measures

The proposed project would not require any mitigation measures related to noise.

4.2.10.2 Project Design Features

The proposed project does not include any project design features related to noise. Although there are no project design features related to noise, the Proposed Noise Element Strategies and Policies, listed in Section 4.2.6, are intended to reduce noise and vibration impacts of future development within the City.

4.2.11 Level of Significance after Mitigation

Project implementation would not result in significant unavoidable adverse impacts related to noise.

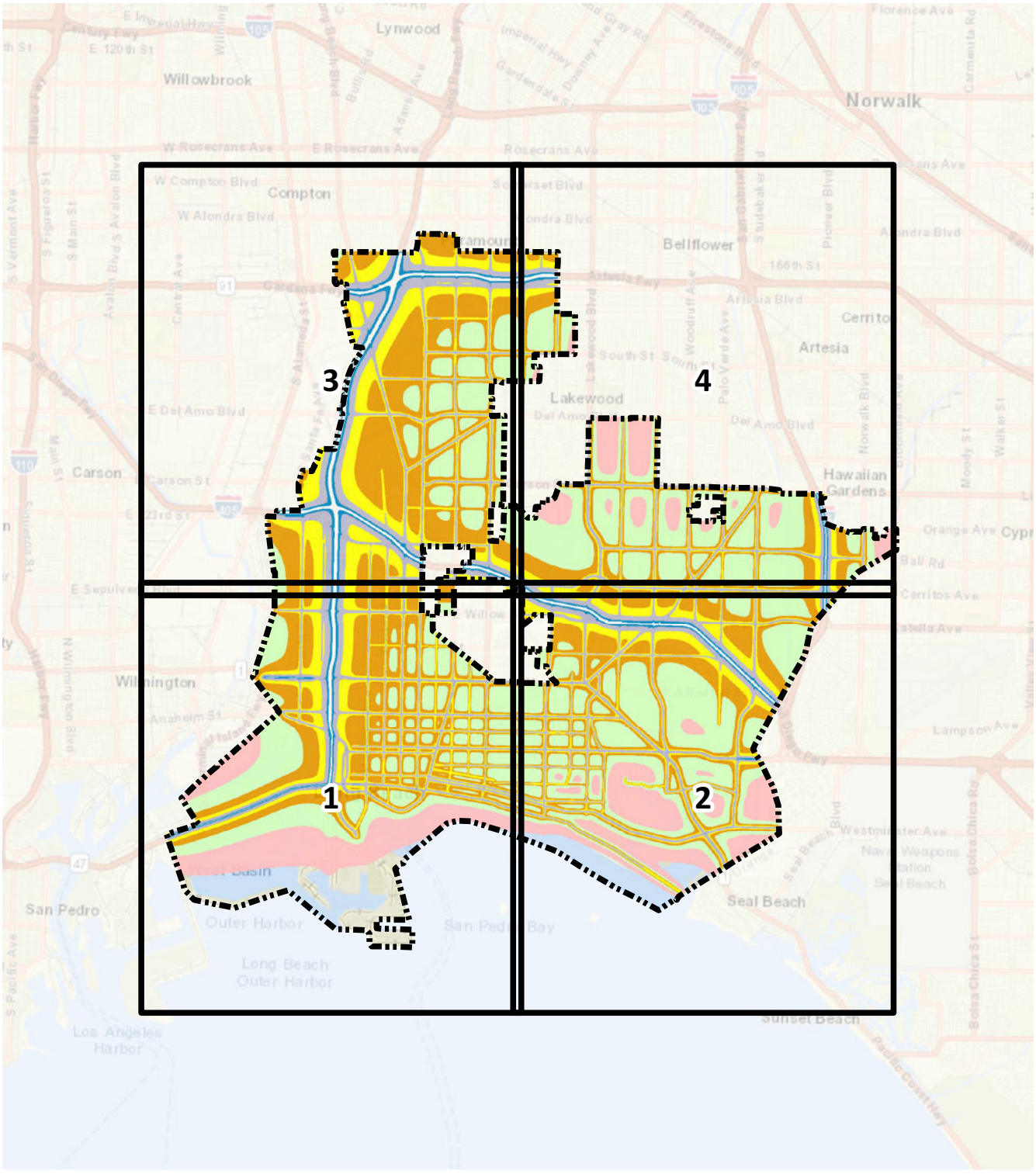
4.2.12 Cumulative Impacts

As defined in the *State CEQA Guidelines*, cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. A cumulative noise or vibration impact would occur if multiple sources of noise and vibration combine to create impacts in close proximity to a sensitive receptor. Therefore, the cumulative area for noise impacts is the planning area and any sensitive receptors within the planning area. However, as noted above, the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development that would result in noise or vibration.

Cumulative growth within the City could result in temporary or periodic increases in ambient noise levels at development sites throughout the City. However, construction-related noise would be temporary and would no longer occur once construction of individual future projects is completed. In addition, future construction activities would be subject to compliance with the City's Noise Ordinance and proposed amendments to the City's Noise Ordinance to ensure that noise impacts from construction sources are reduced. In addition, the proposed Noise Element includes strategies and policies that would reduce construction noise impacts. Strategy No. 12 minimizes construction noise and vibration levels in residential areas and other locations near noise-sensitive uses where possible. Policies N 12-1 though N 12-7 include measures to reduce construction noise at the sources, reduce noise conflicts, limit the allowable hours for construction activities near sensitive uses, establish noise level standards based on PlaceType as part of the City's Municipal Code, and encourage construction best practices that reduce noise. Because implementation of the proposed project does not result in any physical construction activities that would produce noise, the proposed project would not be considered to have a cumulatively considerable contribution to the total noise environment in the City.

The proposed project would not create a cumulatively considerable contribution to regional noise conditions as it does not include any physical improvements or development. For traffic noise to increase by 3 dBA, traffic volumes would have to double. Implementation of the proposed project would not impact traffic volumes and would not generate a significant impact under cumulative noise conditions. Additionally, implementation of the proposed Noise Element strategies and policies would require the City to consider noise and land use compatibility issues when evaluating individual future development proposals. Additionally, the future noise contours and allowable interior and exterior noise exposure levels from transportation sources for various land uses included in the proposed Noise Element as described above are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise.

For the reasons stated above, implementation of the proposed project would not result in a substantial cumulative increase in noise. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, noise impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.



LSA

LEGEND

- Long Beach City Boundary
- Future 2040 Traffic Noise Contours
  - 55 dBA Ldn
  - 60 dBA Ldn
  - 65 dBA Ldn
  - 70 dBA Ldn
  - 75 dBA Ldn
  - 80 dBA Ldn
  - 85 dBA Ldn

N

0 1 2
MILES

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

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FIGURE 4.2-1a

Long Beach General Plan
Noise Element

Detailed Future Traffic Noise Contours

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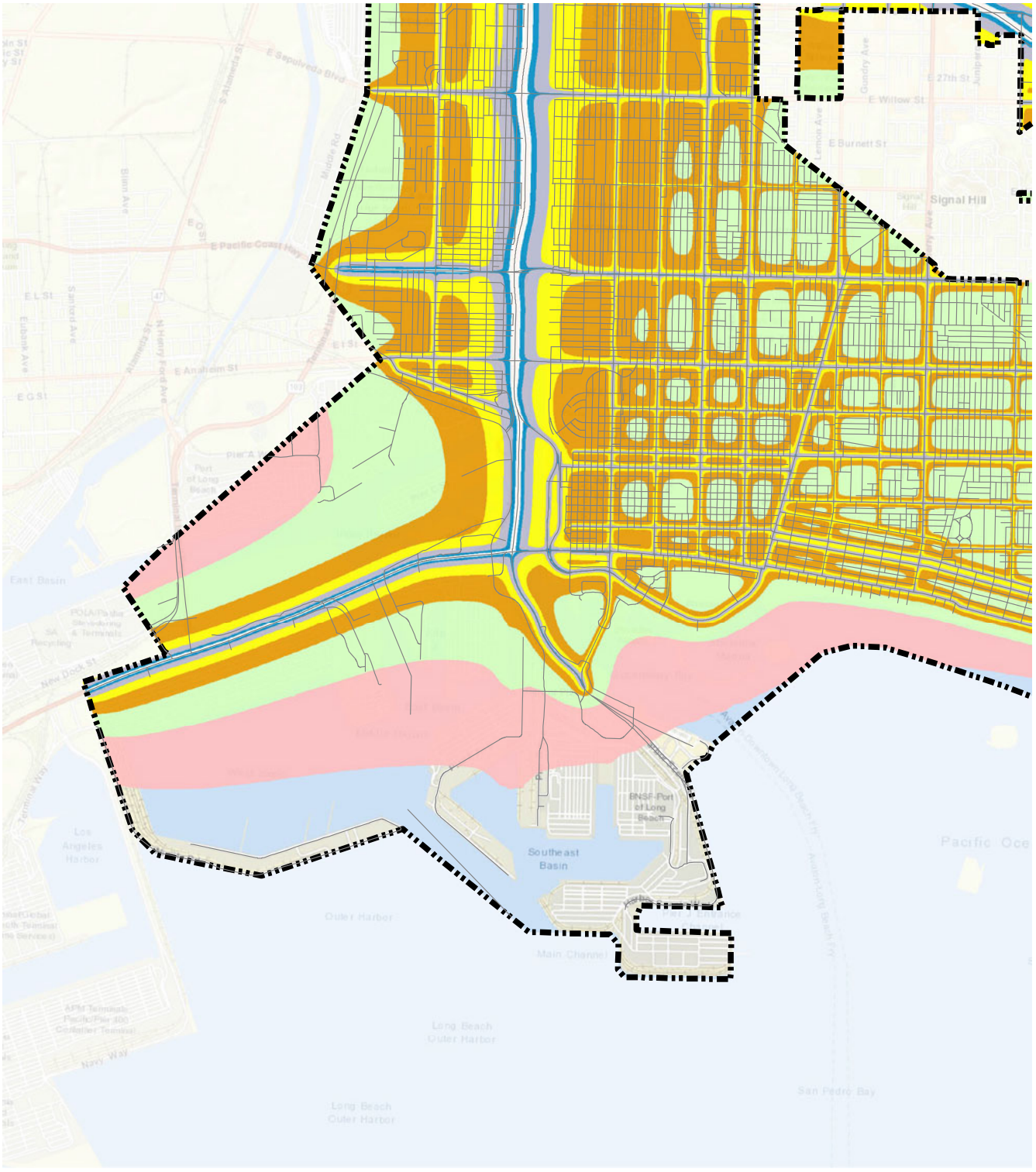


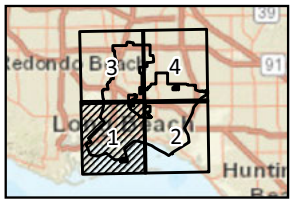
LSA

LEGEND

- Long Beach City Boundary
- Long Beach City Centerlines

Future 2040 Traffic Noise Contours

- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn



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FEET

FIGURE 4.2-1b

Long Beach General Plan
Noise Element

Detailed Future Traffic Noise Contours

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

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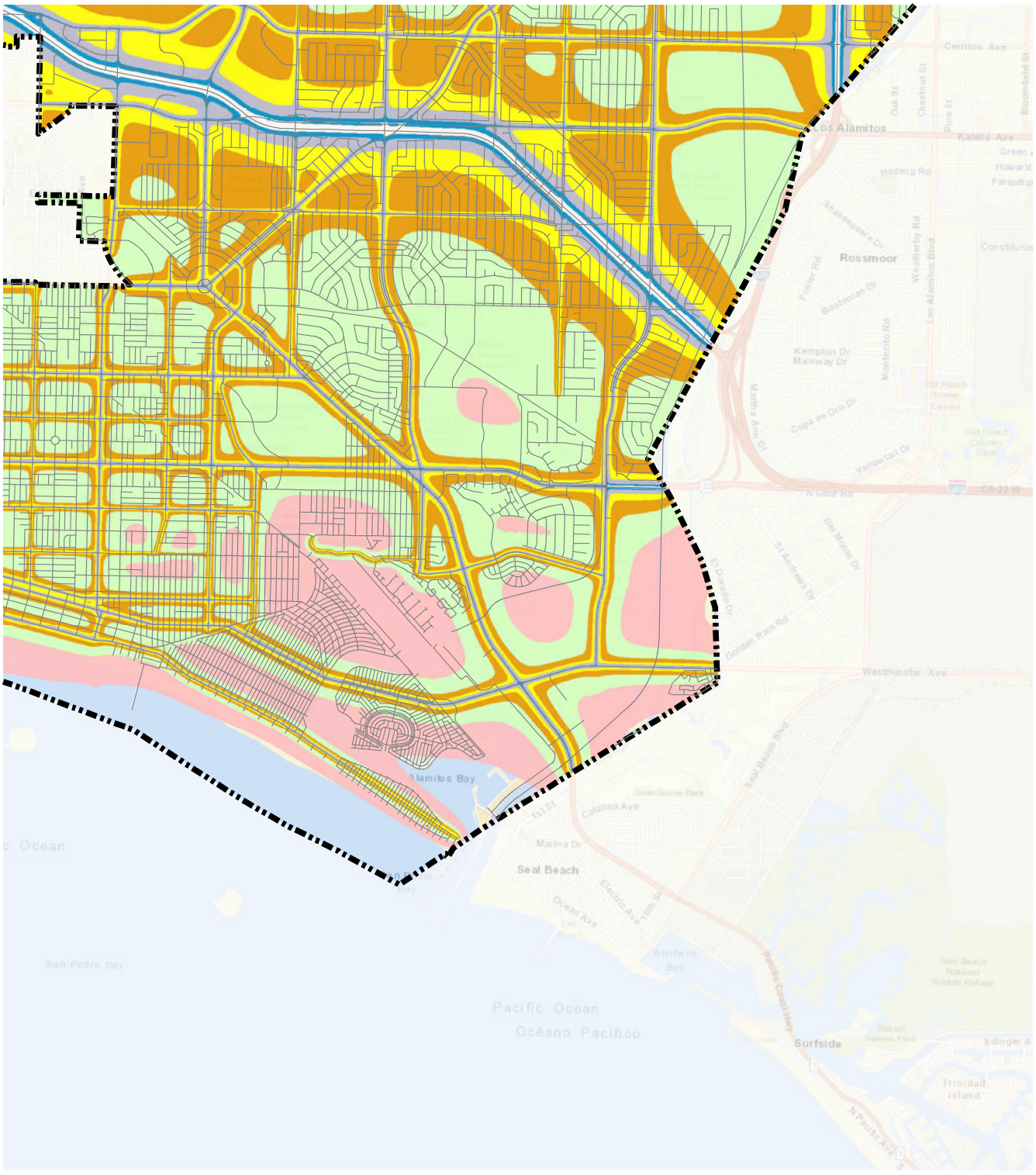

LSA

LEGEND

- Long Beach City Boundary
- Long Beach City Centerlines

Future 2040 Traffic Noise Contours

- 55 dBA Ldn
- 60 dBA Ldn
- 65 dBA Ldn
- 70 dBA Ldn
- 75 dBA Ldn
- 80 dBA Ldn
- 85 dBA Ldn

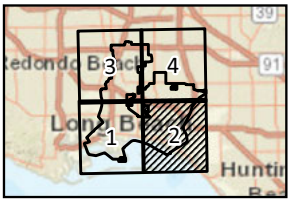

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FIGURE 4.2-1c

Long Beach General Plan
Noise Element

Detailed Future Traffic Noise Contours

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

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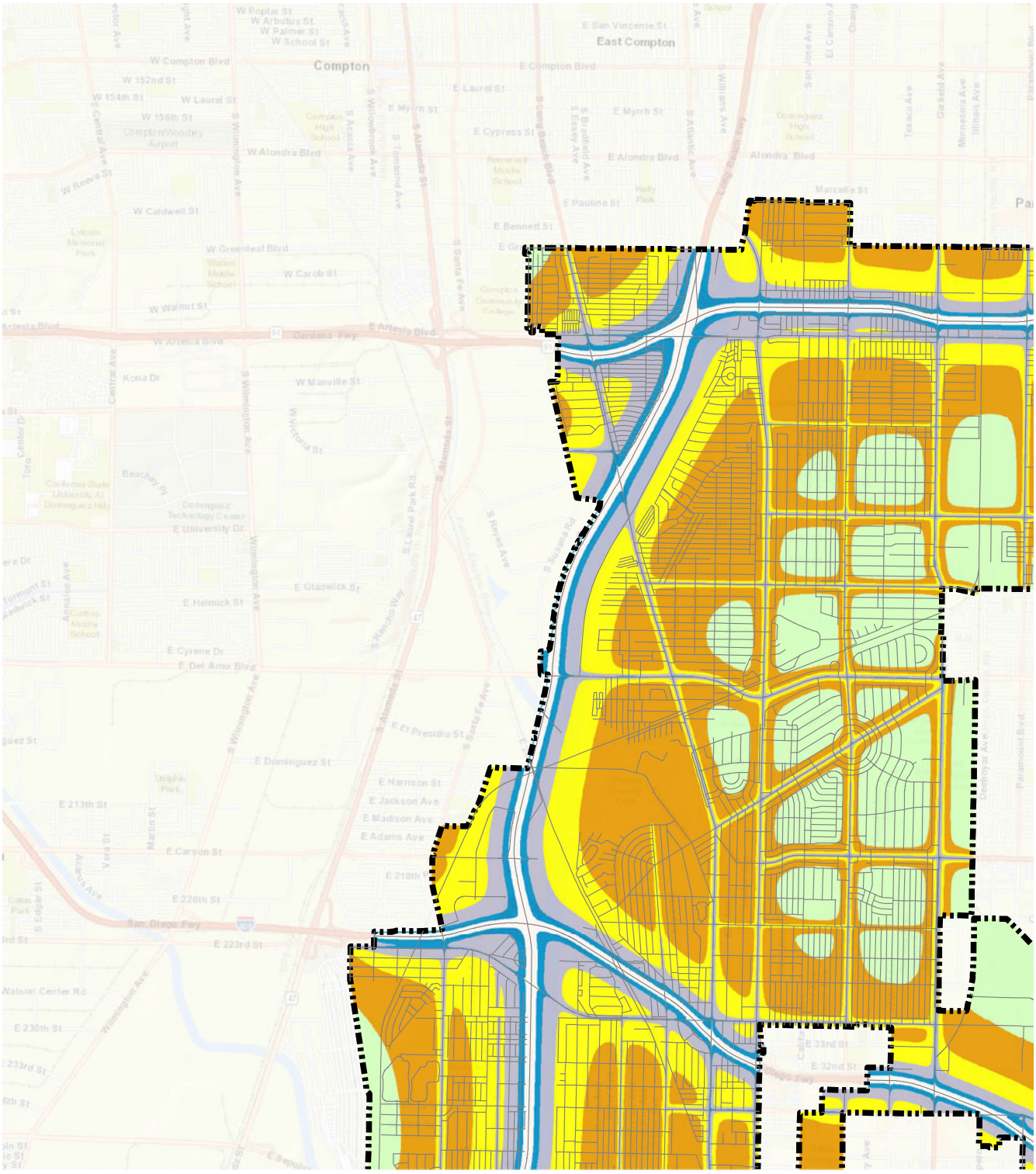


LSA

LEGEND

Long Beach City Boundary

Long Beach City Centerlines

Future 2040 Traffic Noise Contours

55 dBA Ldn

60 dBA Ldn

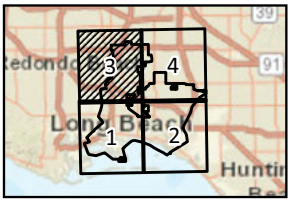
65 dBA Ldn

70 dBA Ldn

75 dBA Ldn

80 dBA Ldn

85 dBA Ldn



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SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

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FIGURE 4.2-1d

Long Beach General Plan
Noise Element

Detailed Future Traffic Noise Contours

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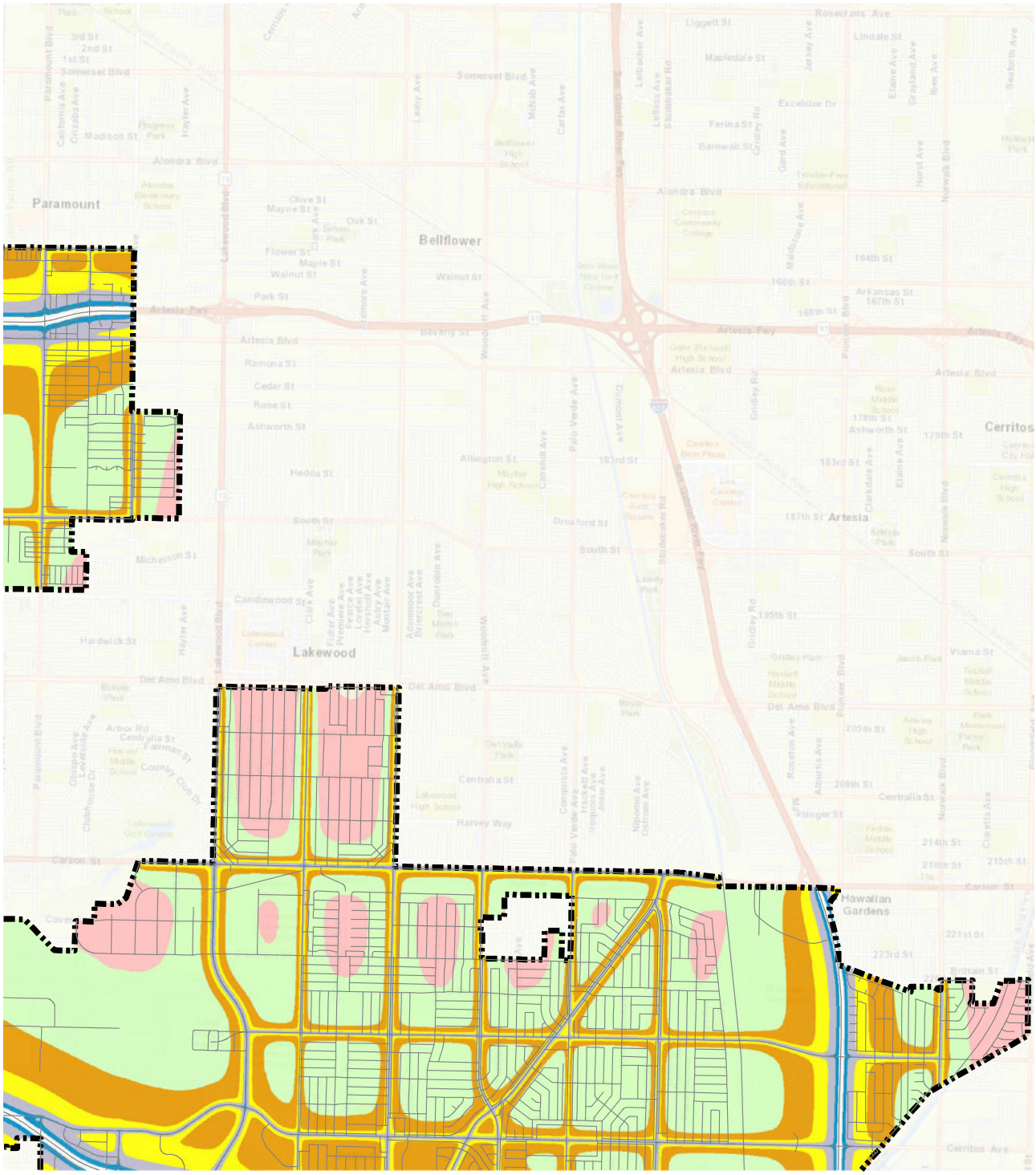

LSA

LEGEND

Long Beach City Boundary

Long Beach City Centerlines

Future 2040 Traffic Noise Contours

55 dBA Ldn

60 dBA Ldn

65 dBA Ldn

70 dBA Ldn

75 dBA Ldn

80 dBA Ldn

85 dBA Ldn

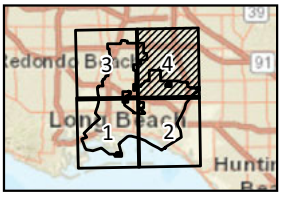

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FIGURE 4.2-1e

Long Beach General Plan
Noise Element

Detailed Future Traffic Noise Contours

SOURCE: City of Long Beach General Plan Noise Element, Dec. 2019

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4.3 TRANSPORTATION

This section analyzes the existing and planned transportation/traffic and circulation conditions for the planning area, and identifies circulation impacts that may result from implementation of the proposed General Plan Noise Element and amendments to the City of Long Beach (City) Noise Ordinance (Long Beach Municipal Code [LBMC] Section 8.80) (proposed project). The key focus of the analysis is the potential for the proposed Noise Element and amendments to the City's Noise Ordinance to conflict with relevant transportation policy and planning documents. The consistency analysis in this section was prepared in accordance with the California Environmental Quality Act (CEQA), specifically *State CEQA Guidelines* Section 15125(d). Information presented in this section is based on information provided in the following documents: the proposed General Plan Noise Element (December 2019) (Appendix B of this Draft EIR) and the City of Long Beach's (City) existing General Plan (as amended).

4.3.1 Scoping Process

The City received a total of 53 public comment letters during the public review period of the Initial Study/Notice of Preparation (IS/NOP). For copies of the IS/NOP comment letters, refer to Appendix A of this Draft EIR. Many of the comment letters received were related to a separate study that was concurrently being prepared regarding noise associated with special events taking place within the City and did not contain comments related to the scope and content of the Draft EIR. Two comment letters included comments related to transportation impacts related to the Draft EIR. Several letters state that the transportation analysis in the Draft EIR should include an analysis of changes to traffic patterns and hours of extended traffic noise related to special events, specifically in the Downtown/ Waterfront area.

Analysis of special events is not within the scope of this Draft EIR. Special events are temporary and often seasonal in nature; as such, they do not represent typical traffic patterns or typical noise sources. This Draft EIR analyzes the impacts associated with adoption of the new Noise Element and amendments to the existing Noise Ordinance as contained in Chapter 8.80 of the Municipal Mode. Neither of these planning/policy documents set specific noise levels for special events. However, the Noise Element includes policies aimed at balancing the needs of special events while prioritizing the well-being of City residents (refer to Strategy No. 13 and Policies N 13-1 through N 13-6 detailed in Section 4.3.6, Proposed Noise Element Strategies and Policies, below).

4.3.2 CEQA Baseline

The City's adopted General Plan Mobility Element (2013) and the Los Angeles County Congestion Management Program (CMP) (Metro, 2010) form the baseline for addressing project-related impacts with applicable transportation planning documents. This provides a baseline that reflects current conditions related to transportation at the time the Draft EIR was prepared.

During the preparation of the Initial Study (IS), the City was in the process of updating and adopting a new proposed Land Use Element (LUE) and Urban Design Element (UDE). Since the time the Notice of Preparation (NOP) was published (May 2019), the Long Beach City Council adopted the new Land Use Element (2019) and Urban Design Element (2019) at a public hearing on December 3, 2019. The new LUE, which replaced the previous 1989 LUE, introduced the concept of "PlaceTypes," which

replaced the previous land use approach of segregating property within the City through traditional land use designations and zoning classifications. The LUE establishes 14 primary PlaceTypes that aim to divide the City into distinct neighborhoods, thus allowing for greater flexibility and a mix of compatible land uses within these areas. The new UDE replaced the 1975 Scenic Routes Element. The UDE defines the physical aspects of the urban environment. Specifically, the UDE aims to further enhance the City's PlaceTypes established in the LUE by creating great places; improving the urban fabric, and public spaces; and defining edges, thoroughfares, and corridors.

The new LUE and UDE have been incorporated into the analysis of the Draft EIR for the purpose of evaluating transportation impacts associated with project implementation.

4.3.3 Methodology

The impact analysis of this section considers the physical impacts of the proposed project related to transportation and considers whether or not there are potential inconsistencies of the proposed project with applicable transportation planning documents from the City and other agencies with relevant plans or policies. However, it should be noted that the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development. Consistency of a project with an applicable plan is made by the Lead Agency when it acts on the project. The analysis in this Draft EIR discusses the findings of policy review and is meant to provide a guide for decision-makers during policy interpretation.

A project's inconsistency with a policy is only considered significant if such inconsistency would cause significant physical environmental impacts. This Draft EIR section determines whether any project inconsistencies with transportation policies and documents, such as the General Plan Mobility or Land Use Elements, would be significant and whether mitigation is feasible. Under this approach, a policy conflict is not in and of itself considered a significant environmental impact. An inconsistency between a proposed project and an applicable plan is a legal determination that may or may not indicate the likelihood of environmental impact. In some cases, an inconsistency may be evidence that an underlying physical impact is significant and adverse, while in other cases such an inconsistency may not result in significant physical impacts.

4.3.4 Existing Environmental Setting

4.3.4.1 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 require support from a greater density of roadways.

4.3.4.2 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). Metro operates fixed-route local and express bus service on a limited number of routes within Long Beach. Metro also operates the Blue Line passenger rail service between downtown Long Beach and downtown Los Angeles. The Blue Line connects to the larger and expanding Metro Rail system, providing a convenient transit link between Long Beach and the larger metropolitan region.

4.3.4.3 Existing Bicycle Network

As previously explained, it is the stated priority of the City to provide alternative modes of transportation in place of private automobiles. As part of this effort, 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,[1] as described further below.

- **Class I:** Variously called a bike path or multi-use trail. Provides for bicycle travel on a paved right of way completely separated from any street or highway.

- **Class II:** Referred to as a bike lane. Provides a striped lane for one-way travel on a street or highway.

- **Class III:** Referred to as a bike route or sharrow. Provides for shared use with pedestrian or motor vehicle traffic.

- **Class IV:** These protected bike lanes provide a physical buffer between vehicle travel lanes and on-street bike lanes.

To provide connections to other transportation modes, bicycle racks are included at several of the transit stops within the City. In addition, the Long Beach Bikestation is located in downtown Long Beach, near the Metro Blue Line. The Bikestation provides valet bicycle parking, bicycle rentals, and other amenities.

[1] City of Long Beach. Bicycle Master Plan Table 3-4. 2017. Website: http://longbeach.gov/globalassets/pw/media-library/documents/resources/general/bicycle-master-plan/bicycle_master_plan (accessed March 25, 2020).

4.3.4.4 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, and signalized intersections that serve the needs of pedestrians.

In recent years, the City has made a concerted effort to improve the walkability of its Downtown and surrounding communities. After adoption of the Mobility Element in 2013, two pedestrian plans were developed as technical appendices to the new element. Adopted in 2016, the Downtown and TOD Pedestrian Master Plan[2] focuses on the transit rich Downtown and around Metro Blue Line transit stops to provide policies, guidelines, and standards that ensure best practices for pedestrian design and identify catalytic infrastructure projects. Adopted in 2016, the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan[3] was developed in collaboration with the Health Department to guide the improvement of the walking environment in low-income neighborhoods within Central and West Long Beach by connecting adopted City policies and plans, best practices, and the community's voce for a safe, healthy, and beautiful City.

Buildings, sidewalk lighting, sidewalks, landscaping, and street furniture have been implemented to encourage walking between the transit stations, housing, shopping, employment centers, and nearby recreation uses.

4.3.5 Regulatory Setting

4.3.5.1 Federal Regulations

There are no relevant federal traffic and circulation regulations applicable to the proposed project.

4.3.5.2 State Regulations

Congestion Management Program. In Los Angeles County, the CMP is the program by which County agencies have agreed to monitor and report on the status of regional roadways. In June 1990, the passage of the Proposition 111 gas tax increase required urbanized areas in the State with a population of 50,000 or more to adopt a CMP. The CMP is intended to link transportation, land use, and air quality decisions, as well as address the impact of local growth on the regional transportation system. State legislation requires that the CMP contain a process to analyze the impacts of land use decisions by local governments on the regional transportation system. For CMP purposes, the regional transportation system is defined by the legislation as all State highways and principal arterials. The identification and analysis of impacts along with estimated mitigation costs are determined with respect to this CMP Highway System.

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2 City of Long Beach. Downtown and TOD Pedestrian Master Plan. 2016. Website: http://www.longbeach.gov/lbds/planning/advance/general-plan/mobility/dt-tod-ped-master-plan/ (accessed March 25, 2020).

3 City of Long Beach. 2016. Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan. Website: http://www.longbeach.gov/globalassets/health/media-library/documents/healthy-living/individual/nutrition-and-physical-activity/cx3-pedestrianplan (accessed March 25, 2020).

As the Congestion Management Agency for Los Angeles County, Metro is responsible for the preparation of the CMP. The latest CMP (Metro 2010) states that a significant impact would occur if intersection level of service (LOS) with the project is LOS F and the proposed project causes a 0.02 or greater increase in volume-to-capacity ratio. The CMP includes 10 monitored intersections within the City of Long Beach.

These intersections are as follows:

- (8) Santa Fe Avenue/Pacific Coast Highway
- (52) Orange Avenue/Pacific Coast Highway
- (54) Alamitos Avenue/7th Street
- (58) Alamitos Avenue/Shoreline Avenue-Ocean Boulevard
- (76) Redondo Avenue/7th Street
- (80) Lakewood Boulevard/Carson Street
- (84) Lakewood Boulevard/Willow Street
- (85) Pacific Coast Highway/Ximeno Avenue
- (92) Pacific Coast Highway/7th Street
- (100) Pacific Coast Highway/2nd Street

SB 743. On December 28, 2018, the California Office of Administrative Law cleared the revised *State CEQA Guidelines* for use. Among the changes to the *State CEQA Guidelines* was removal of vehicle delay and LOS from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on vehicle miles travelled (VMT). Lead agencies are allowed to opt in to the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020.

The City's Mobility Element (discussed in further detail in Section 4.3.5.3, below) began a departure from considering vehicle level of service (LOS) as the only measure of a transportation system's effectiveness. The City is currently in the process of establishing thresholds related to VMT. However, the State law provides guidance to evaluate the proposed project's impacts related to VMT prior to adoption of such thresholds.

California Public Resources Code (PRC) Section 15064.3(b)(4) states (in part) that:

> A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household, or in any other measure.

4.3.5.3 Local and Regional Policies and Regulations

City of Long Beach General Plan. The City's General Plan establishes goals, policies, and strategies that combine to serve as a "blueprint" directing future growth in the City. The current General Plan consists of the Historic Preservation, Open Space and Recreation, Housing, Air Quality, Mobility, Land Use, Seismic Safety, Noise, Public Safety, Conservation, Urban Design, and Mobility Elements. The Land Use Element (2019) and Urban Design Element (2019) are the most recent General Plan

elements to be adopted, as part of the City's larger effort to update older elements of its General Plan.

City of Long Beach General Plan Mobility Element. The Mobility Element, which was adopted in 2013, addresses the movement of people and goods via automobiles, transit, bicycles, and other modes. It addresses key issues such as trip reduction; parking, bicycle, and pedestrian access; traffic flow; transportation improvements and funding; and traffic safety.

The Mobility Element establishes several goals aimed at improving the existing transportation system so that it is responsive to all travel modes. These goals would also be consistent with the intent of Senate Bill (SB) 375 and the Climate Protection Act of 2008, which mandates closer linkage between land use and transportation infrastructure and SB 743, which reduces the emphasis on preserving vehicle level of service in favor of reductions in VMT.

As stated previously, the Bicycle Master Plan (2017), the Downtown and TOD Pedestrian Master Plan (2016), and the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan (2017) are included as appendices to the Mobility Element.

4.3.6 Proposed Noise Element Strategies and Policies

The following proposed strategies and policies contained in the proposed Noise Element are applicable to the analysis of transportation and would replace existing policies and strategies outlined in the City's existing Noise Element following project approval:

Strategy No. 1: Apply site planning and other design strategies to reduce noise impacts, especially within the Founding and Contemporary Neighborhoods, Multifamily Residential—Low and Moderate, and Neighborhood-Serving Centers and Corridors – Low and Moderate PlaceTypes.

- **Policy N 1-2:** Require noise attenuation measures to be incorporated into all development and redevelopment of sensitive receptor uses, including residential, health care facilities, schools, libraries, senior facilities, and churches in close proximity to existing or known planned rail lines.

- **Policy N 1-8:** Require new development to provide facilities which support the use of multimodal transportation, including, walking, bicycling, carpooling and, transit.

Strategy No. 2: Create a balance of business practices within dynamic, active, and engaging areas such as the Transit-Oriented Development – Low and Moderate, Downtown, and Waterfront PlaceType areas to promote activity while respecting adjacent sensitive uses.

Strategy No. 6: Minimize vehicular traffic noise in residential areas and near noise-sensitive land uses.

- **Policy N 6-1:** Ensure noise-compatible land uses along existing and future roadways, highways, and freeways.

- **Policy N 6-2:** Use the "Land Use Compatibility Guidelines" and established Noise Standards or other measures that are acceptable to the City, to guide land use and zoning reclassification,

subdivision, conditional use and use variance determinations and environmental assessment considerations, especially relative to sensitive uses, as defined by this chapter within a line-of-sight of freeways, major highways, or truck haul routes.

- **Policy N 6-3:** Continue to work with the California Department of Transportation (Caltrans) to install, maintain, and update freeway and highway rights-of-way buffers and sound walls.

- **Policy N 6-4:** Work toward understanding and reducing traffic noise in residential neighborhoods with a focus on analyzing the effects of traffic noise exposure throughout the City.

- **Policy N 6-5:** Establish and enforce designated truck routes on specified arterial streets to minimize the negative impacts to noise sensitive uses throughout the City.

- **Policy N 6-6:** For future noise sensitive land uses proposed within the 65 dBA CNEL noise contours, a qualified acoustical consultant shall conduct a noise analysis to determine appropriate measures are implemented to meet the necessary exterior and interior noise standards.

- **Policy N 6-7:** Enforce regulations that address noise generated by motorcycles and support education efforts to create awareness and encourage compliance (such as posting signs along Ocean Boulevard).

- **Policy N 6-8:** Work with transit providers to evaluate and update fleet vehicle characteristics and operations to minimize noise.

- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.

- **Policy N 6-9:** Encourage site planning and building design measures that minimize the effects of traffic noise in residential zones.

- **Policy N 6-10:** Evaluate the tone and pitch of emergency vehicle sirens and truck backup sounds to promote the least impactful approach.

- **Policy N 6-11:** Support and promote the Air Quality Management District's (AQMD) program for retirement of older vehicles, as they tend to generate more noise than newer, more fuel-efficient vehicles.

Strategy No. 7: Promote multimodal mobility to reduce noise generated from vehicular traffic.

- **Policy N 7-1:** Encourage the use of active transportation modes (walking, bicycling), micro-mobility (electric vehicles) and transit as stipulated in the Mobility Element to minimize traffic noise in the City.

- **Policy N 7-2:** Work with local and regional transit agencies and businesses to provide transportation services that reduce traffic and associated noise as stipulated in the Mobility Element.

- **Policy N 7-3:** Evaluate private development proposals to ensure provisions for multimodal mobility where feasible.

- **Policy N 7-4:** Factor multimodal mobility as part of decisions affecting use and priority of public right-of- way.

Strategy No. 8: Implement street design and maintenance practices to minimize vehicular noise impacts.

- **Policy N 8-1:** Employ noise mitigation practices, as necessary, when designing future streets and highways, and when improvements occur along existing road segments. Mitigation measures should emphasize the establishment of buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.

- **Policy N 8-2:** Consider traffic calming design, such as "road diets," traffic control measures, and low-noise pavement surfaces that minimize motor vehicle traffic noise.

- **Policy N 8-3:** Consider the noise impacts on adjacent residential uses associated with establishing stop signs or other traffic control or traffic calming devices.

- **Policy N 8-4:** Maintain roadways so that the paving is in good condition to reduce noise-generating cracks, bumps, and potholes and ensure steel plates are properly installed where needed.

- **Policy N 8-5:** Consider using roadway sound attenuation techniques for resurfacing projects that use "quiet" pavement or noise-reducing rubberized asphalt.

Strategy No. 9: Minimize train noise in residential areas and near noise-sensitive land uses.

- **Policy N 9-1:** Encourage noise-compatible land uses and incorporate noise-reducing design features within transit-oriented, mixed-use development near rail corridors.

- **Policy N 9-2:** Encourage all active railroads within the City to schedule trains during daylight hours when possible.

- **Policy N 9-3:** Encourage the rail operators, both freight and passenger, to minimize the level of noise produced by train movements and horn noise within the City by reducing the number of night time operations, improving vehicle system technology, and developing improved sound barriers where residences exist next to the track.

- **Policy N 9-4:** Work with rail operators to install and maintain noise mitigation features where operations adversely impact existing or planned residential and other noise-sensitive land uses.

- **Policy N 9-5:** Require future rail projects under the City's control to analyze noise impacts and to identify and incorporate noise and vibration reducing features in the project design.

- **Policy N 9-6:** Work with Metro to provide that the design and operation of the Blue Line tracks, crossings, and station area use approaches that will minimize noise impacts associated with train operations on the community.

- **Policy N 9-7:** Coordinate with affected agencies including California Public Utilities Commission, rail operators, and Federal Railroad Administration to evaluate potential locations for Quiet Zone improvements (reduced train horn areas) and implement recommended safety improvements to result in reduced need and frequency of train horn use.

- **Policy N 9-8:** Explore Port to Alameda Corridor "Quiet Zone" implementation.

- **Policy N 9-9:** Continue to assess new methods and apply appropriate technologies to reduce rail-related noise such as application of sound-deadening matting (as opposed to wood) leading to, from and between the rails where public roads cross tracks in residential areas.

Strategy No. 10: While the operations of airports and airport related uses are noisy by nature, the adverse effects of aircraft-related noise should be minimized.

- **Policy N 10-1:** Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards and the airport noise contour maps as guides to future planning and development decisions.

- **Policy N 10-2:** When making land use decisions, give careful consideration to the type and density of land use and its cumulative impacts so that appropriate decisions are made for the airport, its context, and its environment. Specific consideration should be given for all development within two miles of an airport.

- **Policy N 10-3:** Support efforts of the Federal Aviation Administration (FAA) and other responsible agencies to require the development of quieter aircraft.

- **Policy N 10-4:** Utilize information provided by the Long Beach Airport Quarterly Environmental Reports, specifically noise contours, to advise land owners of special noise considerations associated with their development.

- **Policy N 10-5:** Continue to work with the FAA, airport staff and aircraft operators to ensure that future operations are in compliance with the City's noise goals, where possible.

- **Policy N 10-6:** Require private heliports/helistops to comply with the City noise ordinances and Federal Aviation Administration standards.

- **Policy N 10-7:** Work with interest groups to reduce helicopter noise impacts and direct helicopter operators to perform any training exercises over non-populated portions of the City, not over residential areas.

- **Policy N 10-8:** Continue open communications with citizens through continued outreach. Continued use of WebTrak or a similar system will allow the ability for residents to give feedback to the City on noise impacts experienced such that further meaningful communication can continue with Federal and airport staff.

- **Policy N 10-9:** Continue to evaluate potential noise impacts and compatibility through analysis and mitigation required by the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA).

Strategy No. 11: Minimize watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible.

- **Policy N 11-1:** Continue to require the Long Beach Parks, Recreation and Marine Department to enforce the noise requirements within the California Harbors and Navigation Code.

- **Policy N 11-2:** Enforce speed limits near the coastline and on the existing water channels.

- **Policy N 11-3:** Continue communications with the Marine Department on responding to and documenting noise complaints.

- **Policy N 11-4:** Ensure that boat owners receive information on proper noise management practices, especially those leasing City slips or with City-registered docks. Strategies include informational signage and education.

Strategy No. 13: Balance the needs of special events while prioritizing the well-being of residents.

- **Policy N 13-1:** Ensure consistency and clear communication between the various City departments involved in noise. Strategies may include posting an online calendar of special events and providing information bulletins.

- **Policy N 13-2:** Provide an efficient and standardized process for special events permitting in order to increase predictability for residents and applicants.

- **Policy N 13-3:** Implement and enforce procedures related to noise level requirements for large special events.

- **Policy N 13-4:** Communicate regularly with residents about the special events that may impact them through appropriate channels to increase transparency and timely information.

- **Policy N 13-5:** Consider geographic distribution of special events throughout the City by managing frequency and intensity of events.

- **Policy N 13-6:** Stay up-to-date with sound mitigation technology for special events.

Strategy No. 15: Reduce the disproportionate environmental noise burdens affecting low-income and minority populations.

- **Policy N 15-1:** Require that proposals for new sensitive land uses are located adequate distances from freeways and major roadways based on an analysis of physical and meteorological conditions at the project site.

- **Policy N 15-3:** Provide adequate buffers between schools and industrial facilities and transportation corridors.

- **Policy N 15-7:** Support traffic and highway techniques and technologies that reduce noise impacts of vehicular traffic through traffic calming, noise barriers, pavement design and other measures.

4.3.7 Thresholds of Significance

The following thresholds of significance are based on Appendix G of the *State CEQA Guidelines*. Based on these thresholds, implementation of the proposed project would have a significant adverse impact with respect to transportation if it would:

Threshold 4.3.1: Conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

Threshold 4.3.2: Conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b);

Threshold 4.3.3: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

Threshold 4.3.4: Result in inadequate emergency access.

The IS (Appendix A) determined that the approval of the proposed project is considered a policy/planning action and does not include or facilitate any physical improvements or development. Additionally, the proposed project is not considered a land use or transportation project as defined by *State CEQA Guidelines* Section 15064.3 subdivision (b). As such, the IS determined that implementation of the proposed project would result in less than significant impacts related to conflicts with *State CEQA Guidelines* Section 15064.3 subdivision (b) (Threshold 4.3.2), changes in the exposure to hazards due to a design feature (Threshold 4.3.3), and inadequate emergency access (Threshold 4.3.4). Any future discretionary project within the City would be evaluated individually, and project-specific mitigation would be proposed as needed. Therefore, Thresholds 4.3.2 through 4.3.4 will not be discussed further in this Draft EIR.

4.3.8 Project Impacts

Threshold 4.3.1: **Would the project conflict with program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?**

Less Than Significant Impact. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in impacts to traffic. However, since the proposed Noise Element is intended to manage transportation noise, general transportation impacts are discussed below.

The City of Long Beach General Plan Mobility Element and the Los Angeles County CMP, are applicable to the proposed project and consistency with these applicable local and regional plans is discussed below.

General Plan Mobility Element. The 2013 Mobility Element focuses on improving the quality of life for Long Beach residents and visitors through transportation and mobility planning. The planning area includes multiple sources of noise related to mobility, including vehicles, rail, aircraft, and watercraft (see Figure 3-4, Future Traffic Noise Contours (2040), in Chapter 3.0, Project Description, which shows the future traffic noise contours consistent with the Mobility Element assumptions). For more detailed future traffic noise contours, see Figures 4.2-1(a) through 4.2-1(e) in Section 4.2, Noise.

Proposed Noise Element Strategy Nos. 6 through 11 are aimed at managing mobility-related noise. Strategies include minimizing vehicular traffic noise in residential areas and near noise-sensitive land uses; promoting multimodal mobility to reduce noise generated from vehicular traffic; implementing street design and maintenance practices to minimize vehicular noise impacts; minimizing train noise in residential areas and near noise-sensitive land uses; minimizing the adverse effects of aircraft-related noise; and minimizing watercraft noise level impacts to residential areas and in other locations near noise-sensitive uses, where possible. These strategies and their associated policies further the goals of the Mobility Element. Therefore, the proposed Noise Element would be consistent with the overall intent of the City's General Plan Mobility Element.

The proposed project involves the adoption of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance. Proposed amendments to the City's Noise Ordinance are intended to create consistency between the existing Noise Ordinance and the proposed Noise Element. Additionally, the amendments to the Noise Ordinance would regulate noise and implement the policies of the Noise Element. As such, proposed amendments to the Noise Ordinance would not conflict with the Mobility Element because they are consistent with the intent of the proposed Noise Element.

For detailed discussion related to the proposed Noise Element's consistency with adopted applicable elements of the City's General Plan, refer to Section 4.1, Land Use and Planning, for the consistency analysis prepared for the project.

It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions.

Figures 4.2-1(a) through 4.2-1(e) in Section 4.2, Noise, show the detailed future traffic noise contours included in the proposed Noise Element. The noise contours would be used as a guide for

establishing a pattern of land uses that minimizes the exposure of community residents to excessive noise. The future noise contours presented in the proposed Noise Element are consistent with assumptions made in the LUE and the Mobility Element. Additionally, the proposed Noise Element includes allowable interior and exterior noise levels from transportation sources for various land uses, as shown on Table 3.1, Maximum Allowable Noise Exposure from Transportation Sources, in Section 3.0, Project Description. These allowable noise exposure levels from transportation sources are intended to be used as a guide to establish a pattern of land uses that minimizes exposure of residents to excessive noise.

For detailed discussion regarding project-related impacts associated with traffic noise, refer to Section 4.2, Noise, of this Draft EIR.

The proposed Noise Element includes future noise contours, allowable interior and exterior noise exposure levels from transportation sources for various land uses, and strategies and policies aimed at managing long-term transportation noise impacts. Overall, the proposed Noise Element is consistent with assumptions made in, and the intent of, the Mobility Element. Therefore, implementation of the proposed project would not conflict with the Mobility Element.

Congestion Management Program. As stated previously, the CMP is the program by which Los Angeles County agencies have agreed to monitor and report on the status of regional roadways. The CMP is intended to link transportation, land use, and air quality decisions, as well as address the impact of local growth on the regional transportation system. The latest CMP (Metro 2010) states that a significant impact would occur if intersection LOS with the project is LOS F and the proposed project causes a 0.02 or greater increase in volume-to-capacity ratio.

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would result in an increase in traffic or LOS conditions. Since implementation of the project would not result in increases in volume-to-capacity ratio, the proposed project would not result in significant impacts with respect to the CMP. Therefore, implementation of the proposed project would not conflict with the Los Angeles County CMP.

Summary. The proposed project would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

4.3.9 Level of Significance Prior to Mitigation

There would be no potentially significant impacts related to transportation.

4.3.10 Mitigation Measures and Project Design Features

4.3.10.1 Mitigation Measures

The proposed project would not require any mitigation measures related to transportation.

4.3.10.2 Project Design Features

The proposed project does not include and project design features related to transportation.

Although there are no project design features related to noise, the Proposed Noise Element Strategies and Policies, listed in Section 4.3.6, are intended to reduce noise impacts related to transportation.

4.3.11 Level of Significance after Mitigation

Project implementation would not result in significant unavoidable adverse impacts related to transportation. No mitigation is required.

4.3.12 Cumulative Impacts

As defined in Section 15130 of the *State CEQA Guidelines,* cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for transportation. The cumulative impact area for transportation for the proposed project is the planning area. Several development projects are approved and/or pending within the City. Each of these projects, as well as all proposed discretionary development in the City, would be subject to its own transportation consistency analysis and would be reviewed for consistency with adopted programs, plans, ordinances or policies addressing the circulation system. For this reason, cumulative impacts associated with inconsistency of future development with adopted programs, plans, ordinances, or policies addressing the circulation system would be less than significant. Further, the proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered a policy/planning actions and do not include or facilitate any physical improvements or development that would potentially result in cumulatively considerable impacts. Therefore, transportation impacts associated with the proposed project would be considered less than cumulatively significant, and no mitigation would be required.

5.0 ALTERNATIVES

5.1 INTRODUCTION

Section 15126.6(a) of the *California Environmental Quality Act (CEQA) Statute & Guidelines (State CEQA Guidelines*, Section 15126.6) requires that an Environmental Impact Report (EIR) include a discussion of a reasonable range of project alternatives that would "feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any significant effects of the project, and evaluate the comparative merits of the alternatives." CEQA does not require an EIR to consider every conceivable alternative to a project, but rather it must consider a range of feasible alternatives that would assist decision-makers and the public in evaluating the comparative merits of alternatives to a proposed project. Therefore, this chapter identifies potential alternatives to the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (proposed project) and evaluates them as required by CEQA.

Key provisions of the *State CEQA Guidelines* on alternatives (Section 15126.6[b] through [f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR:

- The discussion of alternatives shall focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the Project Objectives or would be more costly (15126.6[b]).

- The specific alternative of "no project" shall also be evaluated along with its impact (15126.6[e][1]). The "no project" analysis shall discuss the existing conditions at the time the Notice of Preparation is published and at the time the environmental analysis is commenced, as well as what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives (15126.6[e][2]).

- The range of alternatives required in an EIR is governed by the "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision-making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent) (15126.6[f]).

- For alternative locations, only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (15126.6[f][2][A]).

- If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project, which must be in close proximity to natural resources at a given location (15126.6[f][2][B]).

- An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative (15126.6[f][3]).

Pursuant to the guidelines stated above, alternatives to the proposed project are considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides:

- A description and analysis of impacts for each of the alternatives considered;

- Conclusions regarding the alternative's: (1) ability to attain the project objectives (as stated below); and (2) merits compared to the merits of the proposed project.[1]

5.2 PROPOSED PROJECT

5.2.1 Project Characteristics

As described in further detail in Chapter 3.0, Project Description, the proposed project includes the approval of an updated Noise Element for incorporation into the City's General Plan. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City. The proposed Noise Element would replace the existing Noise Element that was adopted in 1975.

The proposed project also includes several amendments to the City's Noise Ordinance (Long Beach Municipal Code, Chapter 8.80, Noise). Amendments to the Noise Ordinance would include the following: (1) clarification and expansion of the capacity of the Noise Control Officer, which would streamline departmental responsibilities and administrative processes; (2) update to the Noise District Map, which would expand District Two boundaries to better reflect and be consistent with the recently adopted General Plan Land Use Element (LUE) PlaceTypes; (3) modification to expand the definition of District Two to include mixed-uses; (4) update of interior noise limits to include mixed uses.

[1] Typically, discussion and conclusions regarding the alternative's ability to avoid or substantially lessen the significant and unavoidable impacts of the project would be discussed; however, analysis provided in this Draft EIR did not identify any significant and unavoidable impacts as a result of project implementation. Therefore, this topic is not included in the alternatives analysis.

It should be noted that the proposed project is a policy/planning action and does not include or facilitate any physical improvements or development that would result in physical environmental impacts.

5.2.2 Project Objectives

The City has established the following intended objectives, which would aid decision-makers in their review of the project and its associated environmental impacts:

1. Create and maintain a healthy noise environment in Long Beach.

2. Balance business practices within dynamic, active, and engaging areas to promote activity, including special events, while respecting adjacent sensitive uses.

3. Create allowances associated with noise so that Long Beach can thrive as a dynamic, growing city.

4. Limit the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day.

5. Strive for a more equitable distribution of noise.

6. Apply site planning, building design, street design, and other design strategies to reduce noise impacts.

7. Continue to actively enhance the regulation and management of noise to improve procedures and minimize noise impacts.

8. Generally maintain the current allowable interior and exterior noise thresholds as identified in the City Municipal Code Chapter 8.80, while better accommodating mixed land uses as contemplated by the recently updated General Plan Land Use Element.

5.2.3 Project-Related Impacts

As described further in Chapter 2.0, Introduction, the proposed project would result in either no impacts or less than significant impacts related to the following topics: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, tribal cultural resources, utilities and service systems, and wildfire.

As described in Chapter 4.0, Existing Environmental Setting, Environmental Analysis, Impacts, and Mitigation Measures, the proposed project would result in less than significant impacts related to land use, noise, and transportation. No mitigation measures would be required to reduce project-related impacts, and the proposed project would not result in any significant unavoidable impacts.

5.3 ALTERNATIVES ANALYSIS

5.3.1 Alternatives Rejected from Further Consideration

5.3.1.1 Alternative Planning Area

Section 15126.6(c) of the *State CEQA Guidelines* suggests that EIRs identify any alternatives that were considered by the Lead Agency but were rejected during the scoping process and briefly explain the reasons underlying the Lead Agency's determination. An alternative involving implementing the proposed project within a different planning area was determined to be infeasible during the scoping process for the reasons discussed below.

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location that are capable of avoiding or substantially lessening any significant impacts of the project. The key question and first step in the analysis is whether any of the significant impacts of the project would be avoided or substantially lessened by relocating the project. Only developments or locations that would avoid or substantially lessen any of the significant impacts of the project need be considered for inclusion in the EIR (*State CEQA Guidelines*, Section 15126.6[f][2][A]). If it is determined that no feasible alternative locations exist, the EIR must disclose the reasons for this conclusion (*State CEQA Guidelines*, Section 15126.6[f][2][B]).

The proposed project is the implementation of an updated General Plan Noise Element and amendments to the City's Noise Ordinance for the entire planning area of the City of Long Beach. The planning area encompasses the entire boundaries of the City and cannot be located in a different planning area because the project has been draft/designed for incorporation in the City of Long Beach. Additionally, as the Lead Agency, the City would not have the authority to implement the proposed project within an alternative planning area because they do not have discretionary power to make decisions for another jurisdiction. Because the City does not have jurisdiction over areas outside of its boundaries and cannot impose General Plan policies and Municipal Code ordinances on such areas, no alternative planning areas are feasible. Further, an alternative site or project location would be inconsistent with all Project Objectives. Therefore, this alternative was rejected from further consideration and is not analyzed further in this Draft EIR.

5.3.1.2 Reduced Project Alternative

This alternative considers a reduced project in which the proposed Noise Element would be included but amendments to the Noise Ordinance would not be included. Under this alternative, the current Noise Ordinance would continue to guide and regulate the City's noise environment. This alternative is infeasible because the City's Noise Ordinance regulates noise within the planning area, and proposed amendments to the Noise Ordinance would implement the strategies and policies contained in the proposed Noise Element. As such, the amendments to the Noise Ordinance as proposed by the project are necessary in order to create consistency between the two regulatory documents.

No other reduced project alternatives exist as this project is the adoption of a new General Plan Noise Element. It is not feasible to adopt only portions of the proposed Noise Element; all components contained in the Noise Element work together to balance goals to maintain a healthy

noise environment with the ability to achieve the objectives contained in the recently updated LUE, which includes sustainable development patterns and economic development derived from mixed land uses and accommodating an array of regional and visitor-serving uses. In addition, the Noise Element, as a whole, is designed to establish and ensure internal consistency with the other General Plan Elements, as required by Government Code Section 65300.5. Further, a reduced project alternative would be inconsistent with all Project Objectives. Therefore, reduced project alternatives were rejected from further consideration and are not analyzed further in this Draft EIR.

5.3.2 Selection of Alternatives

Section 21100 of the Public Resources Code and Section 15126.6 of the *State CEQA Guidelines* require an EIR to identify and discuss a No Project Alternative and a reasonable range of alternatives to the proposed project that would feasibly attain most of the basic objectives of the proposed project and that would avoid or substantially lessen any of the significant environmental impacts. As described above, there are no feasible alternatives other than the No Project Alternative, which is required by CEQA Guidelines Section 15126.6[e][1]). The following alternative is considered in this Draft EIR:

- **Alternative 1: No Project Alternative.** This alternative would involve no amendments to the City of Long Beach's (City) General Plan or the Long Beach Municipal Code Noise Ordinance. The existing General Plan Noise Element (1975) and the current Noise Ordinance would continue to guide and regulate the City's noise environment.

Overall, environmental impacts with regard to land use, noise, and transportation associated with the proposed project were found to be less than significant. No mitigation was required to reduce impacts to less than significant levels, and no significant and unavoidable impacts would result from project implementation. The main objective of an alternatives analysis is to consider a range of alternatives that would substantially lessen any significant effects of a project. Since the proposed project would not result in any significant impacts, the No Project Alternatives is presented even though it does not represent a significant reduction in project-related impacts.

Table 5.1 provides a summary of the anticipated impacts and feasibility of the alternative and the proposed project. A complete discussion of the No Project Alternative is provided below.

5.3.3 Alternative 1: No Project Alternative

5.3.3.1 Description

Consistent with Section 15126.6 of the *State CEQA Guidelines*, the No Project Alternative assumes continued implementation of the existing General Plan Noise Element (1975) instead of the proposed Noise Element update. The No Project Alterative would also not include any amendments to the Long Beach Municipal Code Noise Ordinance. The existing General Plan Noise Element and the current Noise Ordinance would continue to guide and regulate the City's noise environment.

Table 5.1: Summary of Project and Alternative

Alternative	Description	Basis for Selection and Summary Analysis
Proposed Project	● Approximately 50-square-mile planning area ● Updated Noise Element ● Amendments to LBMC Chapter 8.80, Noise Ordinance	● Meets all Project Objectives ● Requires General Plan Update/Amendment, and amendments to LBMC Chapter 8.80, Noise Ordinance ● No significant and unavoidable project-related impacts ● Consistent with all Project Objectives ● Refer to Chapters 3.0 and 4.0 of this Draft EIR
Alternative 1: No Project Alternative	● Continuation of the City's existing General Plan Noise Element (1975) ● No amendments to the current LBMC Chapter 8.80, Noise Ordinance	● Required by CEQA ● Does not require General Plan Update/ Amendment and amendments to LBMC Chapter 8.80, Noise Ordinance ● Would increase project-related land use impacts because no changes to the General Plan or Municipal Code would occur, resulting in internal inconsistency with the General Plan Land Use Element, updated in 2019 ● Would have slightly greater project-related noise impacts because new strategies and policies aimed at minimizing noise impacts would not be adopted ● Inconsistent with all of the Project Objectives

LBMC = Long Beach Municipal Code

5.3.3.2 Environmental Analysis and Impacts

Land Use. The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance.

The No Project Alternative would not include updates to the Noise Element or Noise Ordinance as proposed under the project. As such, the No Project Alternative would result in an inconsistency between the existing Noise Element, adopted in 1975, and the Land Use Element, updated and adopted in 2019, which is the guiding land use document for development within the City. Therefore, the No Project Alternative would be inconsistent with an existing land use plan for the planning area. As discussed in Section 3.2.2 in Chapter 3.0, Project Description, State law mandates that General Plan Elements be internally consistent. This internal inconsistency between General Plan Elements would remain under the No Project Alternative. As such, the No Project Alternative would conflict with State law.

Because no changes to the General Plan or Municipal Code would occur, it should be noted that this alternative would also result in conflicts with State recommendations provided by the State Office of the Attorney General. Specifically, the No Project Alternative would conflict with the State's

recommendation that General Plans be updated "periodically" (typically every 10 to 20 years) in order to address changes to State law; reflect current community values; update technical information (e.g., Census data); and respond to changing conditions in the environment, economy, and community. Specifically, the proposed project includes amendments to the Noise Ordinance to better reflect and be consistent with PlaceTypes established with the recently adopted Land Use Element (LUE) (December 2019); without amendments to the Noise Ordinance proposed as part of the project, the existing Noise Ordinance would not reflect current land use regulation envisioned under the LUE and the two regulatory documents would be internally inconsistent. For the reasons above, land use and planning impacts would be greater under the No Project Alternative as compared to the proposed project.

Land use impacts associated with the proposed project were determined less than significant. Under the No Project Alternative, impacts related to land use would be greater than those identified for the proposed project.

Noise. The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance. Sources of noise within the planning area would remain substantially similar to existing conditions or incrementally increase as growth occurs, with the primary source remaining vehicle roadway noise.

Under the No Project Alternative, short-term and long-term noise impacts would remain unchanged as analyzed under the proposed project. Since development of future projects is not controlled by the proposed project or the No Project Alternative, construction noise would continue to be produced as new projects are developed. Construction activities as part of future projects would continue to have the potential to adversely affect nearby noise-sensitive land uses, including residences, schools, hospitals, churches, and similar uses that are sensitive to noise. Any future construction activities and development would be required to adhere to the same exterior and interior noise standards for noise-sensitive receptors as required under the City's existing Municipal Code regulations. However, strategies and policies aimed at reducing construction noise impacts, including Strategy No. 12 and Policies N 12-1 through N 12-7 as proposed under the project, would not exist under the No Project Alternative.

Under the No Project Alternative, future development projects may include the installation or creation of new stationary sources of noise, or could include the development of new sensitive land uses in the vicinity of existing noise sources. These stationary sources of noise would have the potential to disturb adjacent sensitive receptors. Although stationary sources of noise would remain unchanged, strategies and policies aimed at protecting sensitive receptors from stationary noise sources, including Strategy No. 1 and Policies N 1-1 through N 1-9 as proposed under the project, would not exist under the No Project Alternative.

Potential sources causing a permanent increase in ambient noise include noise resulting from increased traffic on roadways in the planning area. Under both the proposed project and the No Project Alternative, it is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently approved LUE. This increase in traffic volumes would result in increased traffic noise levels compared to existing conditions. Similar to the

proposed project, traffic noise under the No Project Alternative would not be expected to exceed 3 dBA and therefore would not be readily perceptible in suburban or urban outdoor environments. However, strategies and policies aimed at managing traffic-related noise, including Strategy Nos. 6 through 8 and Policies N 6-1 through N 6-11, N 7-1 through 7-4, and N 8-1 to N 8-5 as proposed under the project, would not exist under the No Project Alternative. Additionally future traffic noise contours provided under the project would not be available for use as a guide to minimize the exposure of residents to excessive noise.

Common sources of ground-borne vibration and noise include trains and construction activities such as blasting, pile driving, and operating heavy earthmoving equipment. Under the No Project Alternative, similar to the proposed project, future construction activities could result in the generation of ground-borne vibration. However, Chapter 8.80 of the City's Noise Ordinance would continue to limit the operation of any device that creates vibration, including pile driving, that is above the vibration perception threshold. Any future construction activities would be required to comply with the Noise Ordinance requirements, similar to the proposed project. Although vibration impacts would remain unchanged, strategies and policies aimed at protecting sensitive receptors from vibration in excess of acceptable levels, including Strategy No. 12 as proposed under the project, would not exist under the No Project Alternative.

Under the No Project Alternative, similar to the proposed project, aircraft noise in the City of Long Beach would continue from aircraft operations at Long Beach Airport, Los Angeles International Airport, and John Wayne Airport. Although impacts from aircraft noise would remain unchanged, strategies and policies aimed at minimizing the adverse effects of aircraft-related noise, including Strategy No. 10 and Policy N 10-1 as proposed under the project, would not exist under the No Project Alternative.

Noise impacts associated with the proposed project were determined less than significant. Under the No Project Alternative, impacts related to noise would be similar to, although slightly greater than, those identified for the proposed project because new strategies and policies aimed at minimizing noise impacts would not be adopted.

Transportation. The No Project Alternative would allow for noise regulation within the planning area to remain unchanged, consistent with the existing Noise Element and Noise Ordinance. It is projected that traffic volumes on some streets within the City would increase due to the growth envisioned under the recently adopted LUE. This increase in traffic volumes would result in increased traffic and associated noise levels compared to existing conditions, similar to the proposed project.

The No Project Alternative would not result in impacts related to transportation. The No Project Alternative would not conflict with the General Plan Mobility Element, as the existing General Plan Noise Element is required to be consistent with all other existing General Plan Elements. Since the No Project Alternative would not result in transportation impacts, it would not conflict with the Los Angeles County Congestion Management Program (CMP) (Metro 2010). Therefore, the No Project Alternative would not conflict with existing transportation programs, plans, ordinances, or policies addressing the circulation system, similar to the proposed project.

Transportation impacts associated with the proposed project were determined less than significant. Under the No Project Alternative, impacts related to transportation would be similar to those identified for the proposed project.

5.3.3.3 Project Objectives

The No Project Alternative would not achieve any of the eight Project Objectives. Because the No Project Alternative would not include the various strategies and policies proposed by the Noise Element, this alternative would not achieve any of the following Project Objectives: help the City achieve its goal of creating a healthy noise environment in Long Beach (Project Objective 1); balance business practices within dynamic, active, and engaging areas to promote activity, including special events, while respecting adjacent sensitive uses (Project Objective 2); create allowances associated with noise so that Long Beach can thrive as a dynamic, growing city (Project Objective 3); limit the exposure of the community to excessive noise levels in noise-sensitive areas and at noise-sensitive times of day (Project Objective 4); strive for a more equitable distribution of noise (Project Objective 5); apply site planning, building design, street design, and other design strategies to reduce noise impacts (Project Objective 6); actively enhance the regulation and management of noise to improve procedures and minimize noise impacts (Project Objective 7); nor would it generally maintain the current allowable interior and exterior noise thresholds as identified in the City Municipal Code Chapter 8.80, while better accommodating mixed land uses as contemplated by the recently updated General Plan LUE (Project Objective 8). Therefore, as compared to the proposed project, the No Project Alternative would not meet any of the project objectives.

5.3.4 Identification of Environmentally Superior Alternative

CEQA requires the identification of an Environmentally Superior Alternative. *State CEQA Guidelines* Section 15126.6(e)(2) states that if the No Project Alternative is the Environmentally Superior Alternative, then the EIR shall also identify an Environmentally Superior Alternative among the other alternatives. Table 5.2 provides, in summary format, a comparison of the level of impacts for each alternative to the proposed project.

Table 5.2: Comparison of the Environmental Impacts of the Proposed Project to the No Project Alternative

Environmental Topic	Proposed Project Level of Impacts	Alternative 1: No Project Alternative Impacts
Land Use	Less Than Significant Impact	Greater impacts
Noise	Less Than Significant Impact	Similar, but slightly greater impacts
Transportation	Less Than Significant Impact	Similar impacts
Attainment of Project Objectives	Meets all of the Project Objectives	Meets none of the Project Objectives

The No Project Alternative has greater land use impacts than the proposed project because, without amendments to the Noise Ordinance proposed as part of this project, the existing Noise Ordinance would be inconsistent with land use regulation envisioned under the LUE and would conflict with State recommendations provided by the State Office of the Attorney General related to the update of General Plans. Additionally, the No Project Alternative has slightly greater noise impacts than the

proposed project because new strategies and policies aimed at minimizing noise impacts would not be adopted. Overall, the No Project Alternative would have slightly greater impacts as compared to the proposed project. Additionally, the No Project Alternative would not achieve any of the eight Project Objectives.

With the exception of the No Project Alternative, the Environmentally Superior Alternative would be the proposed project, which results in fewer impacts than the No Project Alternative and meets all eight of the project objectives.

6.0 OTHER CEQA CONSIDERATIONS

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines (*State CEQA Guidelines*) requires that all phases of a project must be considered when evaluating its impact on the environment, including: planning, acquisition, development, and operation. This chapter discusses these CEQA considerations associated with the implementation of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance (proposed project). According to Section 15126 of the *State CEQA Guidelines*, an Environmental Impact Report (EIR) must include the following as part of its analysis, as addressed in this chapter:

1. Significant short- and long-term environmental effects associated with project implementation (Section 6.1, Short-and Long-Term Implications);

2. Significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources (Section 6.2, Energy Impacts);

3. Significant environmental effects that cannot be avoided if the proposed project is implemented (Section 6.3, Significant and Unavoidable Impacts);

4. Significant irreversible environmental changes that would result from implementation of the proposed project (Section 6.4, Significant Irreversible Environmental Changes); and

5. Growth-inducing impacts resulting from implementation of the proposed project (Section 6.5, Growth-Inducing Impacts).

6.1 SHORT- AND LONG-TERM IMPLICATIONS

Section 15126.2(a) of the *State CEQA Guidelines* requires that an EIR identify and focus on the significant effects of the proposed project on the environment. Specifically, Section 15126.2(a) states that an EIR shall:

> "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects. The discussion should include relevant specifics of the area, the resources involved, physical changes, alterations to ecological systems, and changes induced in population distribution, population concentration, the human use of the land (including commercial and residential development), health and safety problems caused by the physical changes, and other aspects of the resource base such as water, historical resources, scenic quality, and public services. The EIR shall also analyze any significant environmental effects the project might cause or risk exacerbating by bringing development and people into the area affected."

The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development. The proposed Noise Element, together with

the recently adopted General Plan Land Use Element (LUE) and Urban Design Element (UDE), would serve to guide the overall development and urban form of the entire City through the horizon year 2040. The proposed project would not include any physical changes, alterations to ecological systems, or induce changes in population distribution, population concentration, and the human use of the land. The proposed project would not result in or exacerbate any significant environmental effects by bringing development and people into the area affected because the project does not regulate land use. The proposed project would only serve to regulate the noise environment within the City and would not include or facilitate any new physical improvements or development. Therefore, implementation of the proposed project would not create potential short-term or long-term direct or indirect significant effects.

6.2 ENERGY IMPACTS

According to Section 15126.2(b) of the *State CEQA Guidelines*, "[i]f analysis of the project's energy use reveals that the project may result in significant environmental effects due to wasteful, inefficient, or unnecessary consumption use of energy, or wasteful use of energy resources, the EIR shall mitigate that energy use."

As described in the Initial Study/Notice of Preparation (IS/NOP) (Appendix A of this Draft EIR), the proposed project would not result in significant impacts related to energy use. The proposed project involves the adoption of the General Plan Noise Element and amendments to the City's Noise Ordinance, which are considered policy/planning actions and do not include or facilitate any physical improvements or development that would require energy consumption. Therefore, no energy impacts would occur and no mitigation is required.

6.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Section 15126.2(c) of the *State CEQA Guidelines* requires that an EIR describe any significant impacts that cannot be avoided. Specifically, Section 15126.2(c) states that an EIR shall:

> "Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."

Chapter 1.0, Executive Summary, of this Draft EIR contains a detailed summary that identifies the proposed project's environmental impacts as compared to existing conditions, proposed mitigation measures, and the level of significance of any impacts after mitigation. All environmental issues analyzed in this Draft EIR were determined to result in less than significant impacts. Therefore, as determined in the contents of this Draft EIR, implementation of the proposed project would not result in any significant and unavoidable adverse impacts. Further, no mitigation measures are required to reduce project-related impacts.

6.4 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2 (d) of the *State CEQA Guidelines* requires that an EIR consider and discuss significant irreversible changes that would be caused by implementation of the proposed project. Specifically, Section 15126.2 (d) states:

> "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

Generally, a project would result in significant irreversible environmental changes if the proposed consumption of resources is not justified, if the project would involve a large commitment of nonrenewable resources, or if the project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project.

The proposed General Plan Noise Element and amendments to the City's Noise Ordinance are considered planning/policy actions and do not include or facilitate any physical improvements or development. The commitment of limited, slowly renewable, and nonrenewable resources required for construction and operation of future development would limit the availability of these resources for future generations or for other uses during the life of the project. However, the proposed project would not result in an irreversible commitment of these resources, as the proposed project would not, in itself, result in any direct physical improvements or development. Therefore, the proposed project would not result in a commitment of limited, slowly renewable, and nonrenewable resources, and thus, would not result in significant irreversible changes.

6.5 GROWTH-INDUCING IMPACTS

Sections 15126(d) and 15126.2(e) of the *State CEQA Guidelines* require that an EIR analyze growth-inducing impacts and state that an EIR should discuss the ways in which the proposed project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. *State CEQA Guidelines* Section 15126.2(d) also requires a discussion of the characteristics of projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. A project that meets any of these criteria may be considered growth-inducing. The potential growth-inducing impacts associated with the proposed project are evaluated below.

It should be noted that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment (*State CEQA Guidelines*, Section 15126.2(d)). This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment beyond the direct consequences of implementing the proposed project as described in earlier sections of this Draft EIR.

Approval of the proposed General Plan Noise Element and amendments to the City's Noise Ordinance is considered a planning/policy action and does not include or facilitate any physical improvements or development. The proposed Noise Element includes strategies and policies intended to provide protection for land uses, as identified in the LUE, from excessive noise and vibration sources, as well as to implement the vision of a healthy, livable noise environment in the City. The Noise Ordinance regulates the noise environment in the City and implements the policies of the proposed Noise Element. The proposed project would not, in itself, facilitate or allow any physical improvements or development that would induce population, housing, or employment growth. Implementation of the proposed project would not remove obstacles to growth or foster growth because the Noise Element and Noise Ordinance do not facilitate or allow physical development. Additionally, the proposed project does not include any policies or regulations which would directly foster economic growth and would not involve any characteristics that could encourage and facilitate other activities that could significantly affect the environment. For the reasons stated above, the proposed project is not considered to be growth-inducing, and therefore, the proposed project would not result in any growth-inducing impacts.

7.0 LIST OF PREPARERS AND PERSONS CONSULTED

7.1 CITY OF LONG BEACH

The following individuals from the City of Long Beach were involved in the preparation of the Draft Environmental Impact Report (EIR):

- Patricia Diefenderfer, Advance Planning Officer, Development Services Department
- Jennifer Ly, Planner, Development Services Department

7.2 CONSULTANT TEAM

The following firms were involved in the preparation of the Draft EIR and/or the proposed General Plan Noise Element. The nature of their involvement is summarized below.

7.2.1 LSA Associates, Inc.

The following individuals were involved in the preparation of the Draft EIR and/or the proposed General Plan Noise Element:

- Ashley Davis, Principal in Charge
- Shelby Cramton, Project Manager/Senior Environmental Planner
- J.T. Stephens, Associate/Senior Noise Specialist
- Marlene Watanabe, Assistant Environmental Planner
- Gary Dow, Associate, Graphics
- Lauren Johnson, Technical Editor
- Chantik Virgil, Senior Word Processor

7.2.2 RRM Design Group

The following individuals were involved in the preparation of the proposed General Plan Noise Element:

- Jami Williams, Principal
- Diane Bathgate, Principal
- Lance D. Wierschem, Associate Designer

7.3 PERSONS CONSULTED

The following individuals were consulted during the preparation of this Draft EIR:

- Andrew Salas, Gabrieleno Band of Mission Indians – Kizh Nation
- Anthony Morales, Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Robert Dorame, Gabrieleno Tongva Indians of California Tribal Council
- Sandonne Goad, Gabrieleno/Tongva Nation
- Charles Alvarez, Gabrieleno-Tongva Tribe

- Joseph Ontiveros, Soboba Band of Luiseno Indians
- Michael Mirelez, Torres Martinez Desert Cahuilla Indians
- Linda Candelaria, Gabrielino-Tongva Tribe

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