



City of Long Beach  
Enhanced Density Bonus Ordinance  
(March 2021)

NEGATIVE DECLARATION

ND 08-20

*Prepared by:*

**City of Long Beach**  
Department of Development Services  
Planning Bureau

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## INITIAL STUDY

**Project Title:**

City of Long Beach Enhanced Density Bonus Ordinance

**Lead agency name and address:**

City of Long Beach  
411 W. Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802

**Contact person and phone number:**

Cynthia de la Torre  
(562) 570-6559

**Project Location:**

City of Long Beach, County of Los Angeles, California

**Project Sponsor's name and contact information:**

City of Long Beach, Long Beach Development Services  
c/o Patricia Diefenderfer  
411 W. Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802  
(562) 570-6261

**General Plan:**

The proposed Municipal Code Amendments would cover all General Plan Land Use Districts ("PlaceTypes") that apply to any zoning district that allows residential uses, Specific Plan area, or Planned Development (PD) district in the City of Long Beach.

**Zoning:**

The proposed Municipal Code Amendments would cover all zoning districts, Specific Plan areas, and all Planned Development districts that allow residential uses in the City of Long Beach.

**Project Description:**

The proposed Enhanced Density Bonus Ordinance would amend several sections of the Long Beach Municipal Code (LBMC) to facilitate the development of mixed income multi-family housing by establishing regulations that offer a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income housing units. The specific extent of the changes to the LBMC are described as follows:

- I. Changes to Title 21 (Zoning Code) of the LBMC consist of the following:
  1. Creation of Enhanced Density Bonus Geographic Tiers and Development Standards

- a. Delineate geographic tiers as follows: Base Areas, and two tiers within the Transit Priority Areas: Major Transit Stop and High Quality Transit Corridor (HQTC).
- b. Establish projects consisting of 5 or more net new units may be eligible for density bonus.
- c. Establish a provision for escalating affordable housing requirements based on eligibility for up to a 70% density bonus in Base Areas, up to 90% along HQTCs, and up to 100% within one-half mile of a Major Transit Stop.
- d. Establish allowable incentives in the form of development concessions, based on the amount of the eligible density bonus in each of the geographic tiers, up to a maximum of 9 incentives per project.
- e. Exempt eligible projects with on-site childcare facilities from Floor Area Ratio (FAR) and parking calculations for that portion of project, and provide an additional incentive.
- f. Establish height incentives limited to a total of two additional stories in Base Areas and three additional stories in High Quality Transit Areas. Each additional story would count as one incentive.
- g. Apply transitional height restrictions such as a step-back of height increases if the proposed building is adjacent to a single-family home or duplex in an R1 or R2 zone.
- h. Establish the allowable density bonus and maximum number of development concessions for which projects subject to the inclusionary housing ordinance are eligible.

## 2. Administrative Procedures

- a. Add Zoning Code provisions that limit applicants to request use of either the City's enhanced density bonus ordinance provisions or Government Code 65915, but not both.
- b. Add Zoning Code provisions that identify no-net-loss provisions that exceed the State requirements and include requirements for replacement of existing affordable units, in addition to the Density Bonus minimum affordable housing requirements.
- c. Amend existing LBMC §21.25.506 (Site Plan Review Findings) to add findings to address physical no-net-loss and housing element no-net-loss state mandates by ensuring that the City does not approve a Housing Development Project, as defined in state law and codified in Long Beach Ord-21-0007, that would result in the demolition of existing housing units or would have the effect of reducing the zoned capacity for housing of the City as it existed on January 1, 2018; unless those units are replaced on at least a one (1) to one (1) basis; and in the case of existing low income units, that such units are only demolished if they are replaced, and that certain conditions related to affordability and tenant protections are met;

- d. Amend LBMC Title 18 to allow a project's very low, low, and moderate affordable units to be eligible for waivers from specified development fees, such as parks and recreation and transportation development fees.
- e. Establish sunset clauses in the Enhanced Density Bonus Ordinance if either of these conditions are met:
  - i. October 1, 2030 unless extended by City Council;
  - ii. If the City fulfills its 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA) requirements for very-low, low, and moderate-income units.

**Surrounding land uses and settings:**

The City of Long Beach is adjacent to the following municipalities: City of Los Angeles (Wilmington, Port of Los Angeles), Carson, Compton, Paramount, Bellflower, Lakewood, Hawaiian Gardens, Cypress, Los Alamitos and Seal Beach. It is also adjacent to the unincorporated communities of Rancho Dominguez and Rossmoor. In addition, the City of Signal Hill is completely surrounded by the City of Long Beach.

**Public agencies whose approval is required:**

Long Beach Planning Commission (recommend City Council adopt Negative Declaration 08-20 and approve the Enhanced Density Bonus Ordinance)

Long Beach City Council (adopt Negative Declaration 08-20 and adopt the Enhanced Density Bonus Ordinance)

California Coastal Commission (find that the Enhanced Density Bonus Ordinance is in conformance with the City's Certified Local Coastal Program)

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact,” as indicated by the checklist on the following pages:

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Public Services
<input type="checkbox"/> Agriculture / Forestry Resources	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Recreation
<input type="checkbox"/> Air Quality	<input type="checkbox"/> Hydrology / Water Quality	<input type="checkbox"/> Transportation
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Land Use / Planning	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Utilities / Service Systems
<input type="checkbox"/> Energy	<input type="checkbox"/> Noise	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Geology / Soils	<input type="checkbox"/> Population / Housing	<input type="checkbox"/> Mandatory Findings of Significance

**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
 Cynthia de la Torre  
 Planner

4/29/21  
 Date

## EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are supported adequately by the information sources a lead agency cites in the parenthesis following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Negative Declaration; Less Than Significant With Mitigation Incorporation” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analysis,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other California Environmental Quality Act (CEQA) process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration (per Section 15063l(3)(D)). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effect were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question;  
and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.



I. **I. AESTHETICS.** Except as provided in Public Resources Code Section 21099, would the project:

a. **Have a substantial adverse effect on a scenic vista?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not result in substantial adverse effects to any scenic vistas. The City topography is relatively flat, with scenic vistas of the ocean to the south and Palos Verdes to the west. In addition, distant views of the San Gabriel and San Bernardino Mountains to the north, as well as the Santa Ana Mountains to the east are occasionally available to the public on days of clear visibility (primarily during the winter months).

The Project involves amendments to the City’s Municipal Code, primarily to Title 21 (Zoning Ordinance). The purpose of the proposed code amendments is to establish regulations to allow for increased density bonuses in excess of those permitted by the State Density Bonus Law (Government Code Section 65915) in exchange for increased levels of affordable housing, in order to facilitate the development of mixed-income, multi-family housing Citywide, with increased density bonuses and incentives focused in high quality transit areas.

Of the proposed code amendments, one of the proposed “Development Standards” would create a menu of incentives, including the following “on-menu” height incentives: a 15% reduction in transitional height requirements; a height incentive allowance of a maximum of two stories in the Base Area and three stories in Major Transit Stop and HQTC areas; each additional story would count as a distinct incentive. These amendments would help facilitate the construction of multi-family residential housing and help fulfill the City’s 6<sup>th</sup> Cycle RHNA, as mandated by State law. The proposed Project could result in larger individual projects than if the proposed Project were not in place; however, the total increase in development Citywide under the proposed Project has already been contemplated in the recently updated General Plan Land Use Element (LUE), adopted in 2019. The LUE anticipated buildout contemplated 28,524 housing units, the impacts of which were already analyzed in the Program EIR for the project. The sunset clauses described in the Project’s Administrative Procedures would take effect if the City were to meet its 6<sup>th</sup> Cycle RHNA housing unit allocation of 26,502 housing units, or by 2030, whichever comes first. Therefore, the scope of development that these incentives may help facilitate does not exceed that which is already contemplated by the recently adopted General Plan Land Use Element Update.

Through implementation of the City's regulatory framework, including the LUE and its companion Urban Design Element (UDE), any future discretionary project would include project-specific conditions of approval that minimize its impact on surrounding areas. The visual character and quality of the City would be preserved and enhanced through the application of goals, policies, strategies, and development standards outlined in the LUE and UDE. Future development facilitated by the Project would be designed according to the development strategies, policies, and standards in the UDE aimed at guiding the aesthetic character of new development in a manner that would not significantly inhibit or obstruct scenic vistas in the City. The UDE of the General Plan includes policies that individual development projects would need to be consistent with to ensure scenic views are maintained, such as:

- STRATEGY No. 18: Improve and preserve the unique and fine qualities of Long Beach to strengthen the City's image and eliminate undesirable or harmful visual elements.
  - Policy UD 18-1: Carefully consider the development of iconic sites with visual corridors or structures of the highest visual and architectural quality.
  - Policy UD 18-2: Expand the existing network of scenic routes to include additional routes, corridors, and sites.
  - Policy UD 18-4: Prioritize aesthetics to enhance the quality of new and existing developments within scenic areas and iconic sites (page 37).

In addition to the requirement that individual development projects be consistent with UDE policies to minimize impacts, individual projects would also be required to submit detailed plans to the City to ensure consistency with the City's design requirements, including those in the UDE. Subsequent development projects may also have to undergo their own environmental review, as required pursuant to CEQA, but the Project as a standalone zoning code amendment does not result in adverse impacts to scenic vistas.

The Project includes the entire area within the City's limits, including the Coastal Zone, which is regulated by the California Coastal Commission (CCC) under the California Coastal Act (CCA; Public Resources Code [PRC] 30000). Section 30251 of the CCA requires development to be located and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, and to be visually compatible with the character of surrounding areas, and where feasible, to restore and enhance visual quality in visually degraded areas.

California Code, Public Resources Code (PRC) Section 21099 required the Office of Planning and Research (OPR) to develop revisions to the State CEQA Guidelines establishing criteria for determining the significance of transportation impacts of projects within Transit Priority Areas, which are areas within 0.5 mile of

a major transit stop. Such criteria are intended to promote a reduction of greenhouse gas (GHG) emissions, the development of multimodal transportation networks, and a diversity of land uses. The Project intentionally provides the greatest density bonuses for infill sites in these Transit Priority Areas in order to incentivize the greatest amount of housing development near high quality transit. Refer to Exhibit A which maps the Transit Priority Areas in the City, as defined by the California PRC. Also consistent with state law aimed at encouraging housing and infill development near transit, within Transit Priority Areas, aesthetic impacts related to residential, mixed-use residential, or employment center projects on an infill site would not be considered significant impacts on the environment. Outside of Transit Priority Areas, if, during the individual project's review process, a potential for an aesthetic impact is identified, the City may request a shade and shadow study and/or other technical analyses as part of the development review process. Lastly, all individual projects proposed as part of the Project would be required to adhere to the transitional height requirements specified in the Project Description, applicable to development projects proposed adjacent to a single-family home or duplex.

While every future development scenario cannot be anticipated at this time, the Project is not anticipated to result in negative impacts to the City's visual environment, and the primary form of anticipated development due to the Project is expected to take place in Transit Priority Areas for which aesthetic impacts are not considered significant, per state law. Subsequent development projects may also have to undergo their own environmental review, as required pursuant to CEQA, but the Project as a standalone zoning code amendment does not result in adverse impacts to scenic vistas. Therefore, no further analysis of this environmental issue is necessary.

**b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

There are no designated scenic highways located within the City. No scenic resources, trees or rock outcroppings would be damaged due to Project implementation. There would, therefore, be no impact to any scenic resource and no further analysis is required.

**c. In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project**

**conflict with applicable zoning and other regulations governing scenic quality?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project applies to all properties that allow residential uses within the City of Long Beach, which is an urbanized area, and is surrounded by other urbanized areas. As discussed in I.a. and I.b., the Project is not anticipated to degrade the existing visual character or quality of public views and is not in conflict with applicable zoning or other regulations governing scenic quality.

**d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Future development facilitated by this project would introduce new sources of light to the City that are typical of development projects. Although the proposed Project could introduce new sources of light that would contribute to the light visible in the night sky and surrounding area, the proposed Project is located within a highly urbanized area that is characterized by significant nighttime lighting. New development that is facilitated by the proposed Project would cause light and glare impacts if it would result in the introduction of highly reflective building materials that create glare or do not conform to applicable regulations related to glare. However, through implementation of the City's regulatory framework, any future discretionary project would include project-specific conditions of approval that minimize its impact on surrounding areas. The City reviews site plans and architectural renderings for new projects with an emphasis on the presence of reflective materials and proposed lighting to minimize potential impacts related to light and glare. A standard condition of approval for development projects requires preparation of a final lighting plan and photometric study detailing all exterior lighting fixtures and light standards as part of a project's building permit submittal. Finally, pursuant to Section 21099 of the Public Resources Code, projects that qualify as infill projects in a Transit Priority Area are exempt from having to evaluate impacts related to aesthetics, and as described above, the Project intentionally provides the greatest density bonuses for infill sites in Transit Priority Areas in order to incentivize the greatest amount of housing development near high quality transit, consistent with state law and the City's adopted General Plan Land Use Element.

Future development facilitated by the Enhanced Density Bonus Ordinance would be required to comply with all applicable regulations, including Title 21 of the Long

Beach Municipal Code (Zoning Ordinance), the design standards established in the UDE, and Planned Development/Specific Plan standards, if applicable. These measures are intended to minimize the impact of new sources of light and glare on adjacent land uses, limit lighting to that necessary for security, and ensure that light is shielded to reduce glare and light spillage effects to residential areas.

Although future development that may be facilitated by the Project would introduce new sources of light that would contribute to the light visible in the night sky and surrounding area, the planning area is located in a highly urbanized area that is currently characterized by significant nighttime lighting. Therefore, the proposed Project's impact related to light and glare would be less than significant and no mitigation would be required.

## II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?**

Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

- b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?**

Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

- c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as**

**defined by Public Resources Code Section 4526), or timberland zoned  
Timberland Production (as defined by Government Code Section  
51104(g))?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

**d. Result in the loss of forest land or conversion of forest land to non-forest use?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

**e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

For Sections II. a., b., c., d. and e. - There are no agricultural zones within the City of Long Beach, which is an urbanized community, surrounded by other urbanized areas. Given that there are no agricultural zones in the City, the Project would have no effect upon agricultural resources within the City of Long Beach or any other neighboring city or within the County.

### III. AIR QUALITY

The South Coast Air Basin is subject to some of the worst air pollution in the nation, attributable to its topography, climate, meteorological conditions, large population base, and dispersed urban land use patterns.

Air quality conditions are affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric forces such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, determine how air pollutant emissions affect air quality.

The South Coast Air Basin has a limited capability to disperse air contaminants because of its low wind speeds and persistent temperature inversions. In the Long Beach area, predominantly daily winds consist of morning onshore airflow from the southwest at a

mean speed of 7.3 miles per hour and afternoon and evening offshore airflow from the northwest at 0.2 to 4.7 miles per hour with little variability between seasons. Summer wind speeds average slightly higher than winter wind speeds. The prevailing winds carry air contaminants northward and then eastward over Whittier, Covina, Pomona and Riverside.

The majority of pollutants found in the Los Angeles County atmosphere originate from automobile exhausts as unburned hydrocarbons, carbon monoxide, oxides of nitrogen and other materials. Of the five major pollutant types (carbon monoxide, nitrogen oxides, reactive organic gases, sulfur oxides, and particulates), only sulfur oxide emissions are produced mostly by sources other than automobile exhaust.

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

**a. Conflict with or obstruct implementation of the applicable air quality plan?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Southern California Association of Governments (SCAG) has determined that if a project is consistent with the growth forecasts for the subregion in which it is located, found in the governing Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), it is consistent with the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP), and regional emissions are mitigated by the control strategies specified in the AQMP. The purpose of the proposed code amendments is to facilitate the development of housing units to help meet the City's Regional Housing Needs Assessment (RHNA) by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units.

The LUE was developed to accommodate the Southern California Association of Government's (SCAG) Integrated Growth Forecast for the 2016/2040 Regional Transportation Plan, which indicates that by 2040 Long Beach will grow nearly four percent to a population of 484,485 residents, which is over 18,000 new persons living in Long Beach. During this same time frame, the City is projected to add 11,700 new households and 28,500 new employees. Given that 12.2% of existing households are experiencing overcrowding, combined with the need to accommodate population growth with new housing units, it is anticipated that a total of 28,524 housing units are needed by 2040 (Land Use Element, p. 31).

The Project is designed both to help implement the LUE and is intended to help address the existing and forecasted need for housing in the City and meet a portion of the 26,502 housing unit RHNA allocation for Long Beach as part of the 6<sup>th</sup> cycle Housing Element update. The project would sunset if the City were to meet its 26,502 RHNA.

Overall, the Project does not introduce uses that are materially different from those otherwise permitted in the respective zoning districts; the Project would allow for mixed-use or wholly residential development projects in zoning districts that allow such uses. While the Project may change allowable density, intensity, or height on individual development sites, overall total development levels and numbers of housing units are not anticipated to exceed those contemplated Citywide under the 2019 LUE. The Project includes a clause that the Enhanced Density Bonus Ordinance would sunset if any of these conditions are met:

- On October 1, 2030 unless extended by City Council
- The City fulfills its 6th Cycle RHNA requirements for Very Low, Low and Moderate-Income Units.

The Project also establishes caps on total bonus (100%) and number of concessions (9), with greater bonuses directed to transit-rich areas to encourage greater density in these areas, consistent with sustainable development strategies laid out in the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that aim to reduce Greenhouse Gas Emissions (GHG) by reducing Vehicle Miles Traveled (VMT).

The total amount of future development was contemplated in both the General Plan and the SCAG RTP/SCS, which informs the AQMP, as it is based on the RTP/SCS. Build-out consistent with the projections within the AQMP does not create impacts beyond those already analyzed in the RTP/SCS and AQMP. Since this Project does not propose any specific developments or increase the height, density, or intensity of land uses in a matter that would conflict with the SCAG growth forecasts, but rather seeks to incentivize development in the areas prioritized by the SCAG RTP/SCS, it would be consistent with the AQMP and, therefore, no further analysis is required.

**b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Implementation of the Project would not lower air quality standards or contribute to an air quality violation. The Project involves municipal code amendments, and



no development project is proposed at this time. The purpose of the proposed code amendments is to amend several sections of the Long Beach Municipal Code (LBMC) to facilitate the development of multi-family housing by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units. All future development projects must comply with all applicable air quality standards and requirements from the regulatory framework, in order to minimize any potential impacts. Any future discretionary projects will undergo a development review process and, as necessary, will be required to conduct technical analysis to ensure that no additional project level impacts related to air quality must be addressed, as identified through an Air Quality and Greenhouse Gas Emission Analysis using the California Emissions Estimator Model (CalEEMod). Therefore, Project would not impact air quality and no further environmental analysis is required.

**c. Expose sensitive receptors to substantial pollutant concentrations?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The CEQA Air Quality Handbook defines sensitive receptors as children, athletes, elderly and sick individuals that are more susceptible to the effects of air pollution than the population at large. Facilities that serve various types of sensitive receptors, including, schools, hospitals, and senior care centers, are located throughout the City. Generally, the proposed amendments create an Enhanced Density Bonus program that builds upon the State’s Density Bonus Law and specifies the development standards that would apply to projects that propose additional density and/or concessions offered through the Enhanced Density Bonus Ordinance in exchange for providing affordable housing units. The Project does not introduce new uses that vary significantly from those already found within the City and that are permitted in the respective zones; rather the Project allows for new development projects that are wholly residential or mixed-use residential, particularly in zoning districts and PlaceTypes that already allow residential or mixed-use residential uses. Such areas have already been deemed appropriate and, consequently, zoned for such uses. Any future discretionary projects will undergo a development review process and, as necessary, will be required to conduct technical analysis to ensure that no additional project level impacts must be addressed. Projects must comply with all applicable air quality mitigation measures, compliance measures and project design features in the regulatory framework, in order to minimize any potential impacts. Any future development projects would also be subject to operating standards and conditions specific to their use and are not generally anticipated to generate substantial pollutants nor increase exposure by sensitive receptors. Please see Sections III.a. and b. above for further discussion.

**d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Potential sources of odors during construction include use of architectural coatings and solvents, and diesel-powered construction equipment. SCAQMD Rule 1113 limits the amount of volatile organic compounds (VOCs) from architectural coatings and solvents, which lowers odorous emissions. The Project would not allow operations that could directly or indirectly result in any significant adverse odors or intensification of odors beyond those typically associated with construction activities. Additionally, through implementation of the City's regulatory framework, any future discretionary project would include project-specific conditions of approval that minimize its impact on surrounding areas. No further environmental analysis is necessary.

**IV. BIOLOGICAL RESOURCES.** Would the project?

**a. Have a substantial adverse impact, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Wildlife habitats within the City are generally limited to parks, nature preserves, and water body areas. The Project would not promote activities that would remove or impact any existing or planned wildlife habitats. Additionally, individual projects proposed as part of the Project would be subject to their own environmental review, pursuant to the California Environmental Quality Act (CEQA), as applicable. No further environmental analysis is required.

**b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Implementation of the Project would occur in established urbanized areas and would not remove or impact any riparian habitat or other sensitive natural communities. No further environmental analysis is required.

**c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Future implementation of the Project would occur in established urbanized areas and would not promote or involve alteration of any protected wetland areas. No further environmental analysis is required.

**d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The proposed project involves amendments to the municipal code, and no development project is proposed at this time. Project implementation would occur in established urbanized areas and would not alter or adversely impact any native resident or migratory fish or wildlife species, corridors, or nursery sites. No further environmental analysis is required.

**e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Project implementation would be consistent with the General Plan and in conformity with all local policies and regulations. It would not alter or eliminate any existing or future policy or ordinance protecting biological resources. No further environmental analysis is required.

**f. Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not have any adverse effects on any existing or future habitat conservation plans. Please see Sections IV.a. through e. above for further discussion.

**V. CULTURAL RESOURCES.** Would the project:

**a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section §15064.5?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The City of Long Beach is an urbanized community and nearly all properties within the City (except for areas such as protected park lands) have been previously disturbed and/or developed. The Project would not promote, encourage, or enable activities that could remove, degrade, or in any way adversely impact local historic resources. The Project is intended to result in new development projects that are wholly residential or mixed-use residential, particularly along HQTCS or Major Transit Stops. Individual development proposals will be subject to their own environmental review pursuant to CEQA, as applicable. Projects must also comply with all conditions imposed by the regulatory framework through the development review process in order to minimize any potential impacts. No further environmental analysis is required.

**b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section §15064.5?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The project involves municipal code amendments, and no development project is proposed at this time. Implementation of the Project would not result in any specific construction activities involving extensive excavation, and therefore is not anticipated to affect or destroy any archaeological resources due to its geographic location. The proposed municipal code amendments do not lessen existing legal protections of archaeological resources nor tribal consultation requirements on future development projects. Please see Section V.a. above for further discussion.

**c. Disturb any human remains, including those interred outside of formal cemeteries?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project does not propose any activities that would involve extensive excavation that could result in the disturbance of any designated cemetery or other

burial ground or place of interment. Please see Sections V.a. through b. for further discussion.

**VI. ENERGY.** Would the project:

**a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves amendments to the Municipal Code; no development project is proposed at this time. The Project includes amendments to facilitate the development of multi-family housing by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units. Any future development projects and land use activities subject to the provisions of this Project would be required to comply with all applicable regulations, including Long Beach Municipal Code Title 21 (Long Beach Zoning Ordinance) and Part 6 (California Energy Code) of Title 24 (California Building Standards Code). Since Project implementation would not directly or indirectly result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation, no further analysis is required.

**b. Conflict with or obstruct a state or local plan for renewable energy efficiency?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency—see Section VI.a. above.

**VII. GEOLOGY AND SOILS.** Would the project:

**a. Directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving:**

- i) **Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial**

**evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves amendments to the City’s Municipal Code and does not involve any construction.

Per Plate 2 of the Seismic Safety Element of the General Plan, the most significant fault system in the City is the Newport-Inglewood fault zone. This fault zone runs in a northwest to southeast angle across the southern half of the City. All land uses subject to the provisions of this Project would be required to comply with applicable building codes that account for the possibility of seismic events. No further environmental analysis is necessary.

**ii) Strong seismic ground shaking?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The proposed project involves Municipal Code amendments; no development project is proposed at this time. The Newport-Inglewood fault zone could create substantial ground shaking if a seismic event occurred along that fault. Similarly, a strong seismic event on any other fault system in Southern California has the potential to create considerable levels of ground shaking throughout the City. All future development projects must conform to all applicable State and local building codes relative to seismic safety. Please see Section VII.a.i. above for further discussion.

**iii) Seismic-related ground failure, including liquefaction?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Per Plate 7 of the Seismic Safety Element, most of the City is in areas of either minimal or low liquefaction potential. The only exceptions are in the southeastern portion of the City, where there is significant liquefaction potential, and the western portion (most of the area west of Pacific Avenue and south of the 405 freeway), where there is either moderate or significant liquefaction potential. The proposed Project involves amendments to the

Municipal Code and does not propose a development project. Therefore, the proposed Project would not result in a seismic-related ground failure, including liquefaction. Please see Section VII.a.i. above for further discussion.

**iv) Landslides?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Per the Seismic Safety Element, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The State Seismic Hazard Zone map of the Long Beach Quadrangle indicates that the lack of steep terrain (except for a few slopes on Signal Hill and Reservoir Hill) results in only about 0.1 percent of the City lying within the earthquake-induced landslide zone for this quadrangle. The proposed Project involves Municipal Code amendments and does not propose any development project. Therefore, no impact would be expected and no further environmental analysis is required. Please see Section VII.a.i. above for further discussion.

**b. Result in substantial soil erosion or the loss of topsoil?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The proposed Project involves amendments to the Municipal Code. No development is proposed at this time. Future development projects would be required to adhere to all applicable construction standards regarding erosion control, including best management practices to minimize runoff and erosion impacts from earth-moving activities such as excavation, recontouring and compaction. No further environmental analysis is necessary.

**c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact



Please see Section VII.b. above for discussion. All land uses subject to the regulations of the Project would be constructed in compliance with all applicable building code requirements regarding soil stability.

**d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Sections VII.b. and c. above for explanation.

**e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The entire City is served by an existing sewer system and therefore, has no need for septic tanks or any other alternative wastewater disposal systems. No further environmental analysis is required.

**f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves amendments to the City's Municipal Code and does not propose any excavation or construction and, as such, is not expected to adversely impact any paleontological resources or geologic features.

**VIII. GREENHOUSE GAS EMISSIONS.** Would the project?

**a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 400 million tons of carbon dioxide per year. Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The purpose of the proposed code amendment is to facilitate the development of housing units to help meet the City's Regional Housing Needs Assessment (RHNA) by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income housing units. The Project has been designed direct greater bonuses to transit-rich areas to encourage greater density, consistent with sustainable development strategies laid out in the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that aim to reduce Greenhouse Gas Emissions (GHG) by reducing Vehicle Miles Traveled (VMT) by focusing housing development in more transit rich areas closer to jobs.

Specifically, the Project would be consistent with the following strategies on page 49 of the SCAG 2020-2045 RTP/SCS that are intended to be supportive of implementing the regional Sustainable Communities Strategy:

- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods; and
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).

Ultimately, the Project is designed to create opportunity for more people to both live closer to transit and jobs in Long Beach and potentially contribute to an overall reduction in VMT and as such, a reduction in GHG. Additionally, individual projects would be subject to their own environmental review through CEQA, as applicable. No further environmental analysis is needed.

**b. Conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section VIII.a. above for discussion. The Project would not permit any land use operations that would conflict with any plans, policies or regulations related to the reduction of GHG emissions. The Project complies with and furthers the goals and specific policies of the City’s draft Climate Action and Adaptation Plan (CAAP), a plan designed to reduce GHGs. One of the primary strategies of the plan is focusing new housing near transit and jobs. No further environmental analysis is needed.

**IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:**

**a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The proposed Project involves amendments to the Municipal Code and does not propose any development project. Any future land uses or activities subject to the provisions of this Project that involve the handling and disposal of hazardous or potentially hazardous materials would be required to fully comply with Long Beach Municipal Code Sections 8.86 through 8.88, as well as all existing State safety regulations. No further environmental analysis is required.

**b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section IX.a. above for discussion.

**c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section IX.a. and IX.b. above for discussion.

**d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State, local agencies, and developers to comply with CEQA requirements in providing information about the location of hazardous materials release sites. The proposed Project involves amendments to the Municipal Code and does not propose any development project. Any future land uses that would be regulated by the provisions of this Project would not be permitted to create any significant hazards to the public or the environment by operating at a location included in the Cortese List. Please see Section IX.a. above for further discussion.

**e. For a project located within 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 result in a safety hazard for people residing or working in the project area?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Long Beach Airport is located within the City, just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. The Project would not alter air traffic patterns or encourage future developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. All future development near the Long Beach Airport would be in compliance with all applicable local and FAA requirements.

**f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not encourage or otherwise set forth any policies or recommendations that could potentially impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. No further environmental analysis is required.

**g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The City is a highly urbanized community, there are no properties located adjacent to wild lands, and there is no risk of exposing people or structures to a significant risk of loss, injury or death involving wildland fires. No further environmental analysis is required.

**X. HYDROLOGY AND WATER QUALITY.** Would the project:

The Federal Emergency Management Agency (FEMA) has produced a series of Flood Insurance Rate Maps (FIRMs) designating potential flood zones (based on the projected inundation limits as well as the 100-year flood as delineated by the U.S. Army Corps of Engineers).

**a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

While the Project may change allowable density, intensity, or height in certain zoning districts that allow residential units, the Project does not introduce uses that are materially different from those otherwise permitted in the respective zoning districts. Future development facilitated by the Project would be subject to the development review process and regulatory framework to ensure all impacts are

minimized. The Project includes a clause that the Enhanced Density Bonus Ordinance would sunset if any of these conditions are met:

- On October 1, 2030 unless extended by City Council
- The City fulfills its 6th Cycle RHNA requirements for Very Low, Low and Moderate-Income Units.

The Project would be consistent with all chapters of the General Plan, including the Conservation Element. Activities subject to the provisions of this Project would be required to be in full compliance with all applicable federal, State, and local water quality standards and regulations. No further environmental analysis is required.

**b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section X.a. above for discussion. The City is a highly urbanized community with the water system infrastructure fully in place to accommodate future development consistent with the General Plan.

**c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:**

**i) result in a substantial erosion or siltation on- or off-site;**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project does not encourage or enable any alterations to existing draining patterns or to the course of streams or rivers. Please see Section X.a. above for discussion.

**ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Sections X.a. and c. above for discussion. Future development will continue to be subject to all applicable regulations that require new development and redevelopment projects that create, add, or replace 500 square feet or more to comply with Low Impact Development (LID) to manage stormwater runoff.

**iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial sources of polluted runoff; or**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Sections X.a. and c. above for discussion. The City's existing storm water drainage system is adequate to accommodate runoff from any future land uses subject to the provisions of this Project. The Project would not adversely affect provisions for retention and infiltration of stormwater consistent with the City's LID policies.

**iv) impede or redirect flood flows?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section X.a. and c. above for discussion.

**d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

According to Plate 11 of the Seismic Safety Element, most of Long Beach is not within a zone susceptible to tsunami run up or seiche and strong currents. Potential tsunami hazards would be limited to properties and public improvements near the coastline, while harbor and channel areas would be susceptible to seiche and strong currents. While the identified areas can be susceptible to inundation associated with such natural events, any future development project would be subject to the regulations of the zoning district where it is located. Development standards are in place to help mitigate flood risk for development projects located in flood zones, such as measuring height from Base Flood Elevation. The Project itself, which consists of amendments to facilitate the development of multi-family

housing by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units, would not risk release of pollutants due to project inundation; therefore, no further environmental analysis is required.

**e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not directly or indirectly conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan—see Section X.a. above.

**XI. LAND USE AND PLANNING.** Would the project:

**a. Physically divide an established community?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves amendments to the Long Beach Municipal Code. No development is proposed at this time. As such, the Project would not directly or indirectly divide any established community. Overall, the Project does not introduce uses that are materially different from those otherwise permitted in the respective zoning districts. While the Project may change allowable density, intensity, or height in certain zoning districts that allow residential units, it does not change the underlying allowable land uses. The underlying allowable land uses are based on the City’s LUE update, which established PlaceTypes designed to connect rather than divide communities.

Furthermore, the regulatory framework is designed to minimize potential impacts while ensuring development projects exhibit sensitivity to context, such as through UDE policies that require step backs and transitions of buildings to ensure a more cohesive urban fabric. Such UDE policies include:

- Policy UD 14-3: Allow new development projects to respond to their particular context and experiment with alternative development patterns while complementing their PlaceTypes.
- Policy UD 14-6: Ensure new development respects the privacy concerns of adjoining properties and buildings. Building, window, and balcony



orientation should maximize views while preserving the privacy of surrounding neighbors by considering direct sight lines to windows and/or outdoor living spaces on neighboring lots. Minimize obtrusive light by limiting outdoor lighting that is misdirected, excessive, or unnecessary.

- Policy UD 14-7: Utilize building form and development strategies in conjunction with PlaceTypes and the interface between buildings and the streets (Strategy 34-35) to create a comprehensive urban fabric (p. 34).

Additionally, the Project is largely intended for infill sites in Transit Priority Areas—refer to the attached map that shows the Transit Priority Areas in the City. Within Transit Priority Areas, aesthetic impacts related to residential, mixed-use residential, or employment center projects on an infill site would not be considered significant impacts on the environment. Lastly, all future development proposals facilitated by the Project would be required to adhere to the Project’s transitional height requirements specified in the Project applicable to development projects proposed adjacent to a single-family home or duplex.

No further environmental analysis is required.

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

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

See Section XI.a. above for discussion. The Project would not conflict with the City’s General Plan, Local Coastal Program, or any other applicable land use plans and policies. Rather, the Project is consistent with goals and objectives in the Land Use Element, including for accommodating additional housing and focusing housing near transit and along key commercial corridors, and for accommodating a mix of housing types to meet the needs of all income levels. The Project helps further incentivize housing in those same places. The Project is also consistent with specific policies in the Mobility Element pertaining to reduction of Vehicle Miles Traveled (VMT), and Housing State law.

The purpose of the proposed code amendment is to facilitate the development of housing units to help meet the City’s Regional Housing Needs Assessment (RHNA) by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units. The Project has been designed to afford greater bonuses along transit-rich areas to encourage greater density, consistent with sustainable development strategies laid out in the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities

Strategy (RTP/SCS) that aim to reduce Greenhouse Gas Emissions (GHG) by reducing Vehicle Miles Traveled (VMT).

Impacts to existing local regulations would, therefore, be less than significant.

**XII. MINERAL RESOURCES.** Would the project:

Historically, the primary mineral resources within the City of Long Beach have been oil and natural gas. However, oil and gas extraction operations have diminished over the last century as the resources have become depleted. Today, extraction operations continue but on a reduced scale compared to past levels.

**a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project does not propose any alteration of local mineral resource land uses, and there are no mineral resource activities that would be altered or displaced by Project implementation. No further discussion is required.

**b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section XII.a. above for discussion.

**XIII. NOISE.** Would the project result in:

Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence.

Some land uses are considered more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, parks and outdoor recreation areas are more sensitive to noise than are commercial and industrial land uses.

**a. Generation of 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?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves amendments to the City’s Municipal Code and does not propose any construction projects at this time.

Future construction activities related to the provisions of this Project could involve various types of short-term noise impacts from trucks, earth-moving equipment, and paving equipment. However, all construction activities and land use operations must be performed in compliance with the City’s Noise Ordinance, and all future projects must comply with all applicable air quality mitigation measures, compliance measures, and project design features in the regulatory framework in order to minimize any potential impacts. Project implementation would not alter the Noise Ordinance provisions or exempt any future land uses or improvements from local noise controls. The local Noise Ordinance would continue to regulate all future land use construction and operational noise levels. No further environmental analysis of this issue is necessary.

**b. Generation of excessive groundborne vibration or groundborne noise levels?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section XIII.a. above for discussion. Project implementation would occur in compliance with local noise and vibration controls.

**c. For a project located within the vicinity of a private airstrip or 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?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Long Beach Airport is located within the City just north of the 405 freeway between Cherry Avenue and Lakewood Boulevard. All future development near the Long Beach Airport would be in compliance with all applicable local and FAA requirements. The Project would not alter air traffic patterns or encourage developments that could conflict with established Federal Aviation Administration (FAA) flight protection zones. No further environmental analysis is necessary.

**XIV. POPULATION AND HOUSING.** Would the project:

The City of Long Beach is the second largest city in Los Angeles County. At the time of the 2000 Census, Long Beach had a population of 461,522, which was a 7.5 percent increase from the 1990 Census. The 2010 Census reported a total City population of 462,257.

**a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

As Long Beach moves toward 2040, the Southern California Association of Government’s (SCAG) Integrated Growth Forecast for the 2016/2040 Regional Transportation Plan indicates that Long Beach will grow nearly four percent to a population of 484,485 residents, which is over 18,000 new persons living in Long Beach. During this same time frame, the City is projected to add 11,700 new households and 28,500 new employees. Given that 12.2% of existing households are experiencing overcrowding, combined with the need to accommodate population growth with new housing units, it is anticipated that a total of 28,524 housing units are needed by 2040 (Land Use Element, p. 31).

The Project is intended to help address the existing and forecasted need for housing in the City and meet a portion of the 26,502 housing units needed per the RHNA for the 6<sup>th</sup> cycle Housing Element update by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units. The Project includes a sunset clause if the City meets its RHNA, or by 2030, whichever comes first.

This proposed Municipal Code amendments do not induce population growth, but rather responds to an existing need for mixed-income housing to accommodate the existing population and projected growth described above, as well as to help address the increased homelessness resulting from a well-documented and chronic housing shortage that exists in the City and the region. The proposed Project could result in larger individual projects than if the proposed Project were not in place; however, the total increase in development Citywide under the proposed Project has already been contemplated in the recently updated General Plan Land Use Element (LUE), adopted in 2019. The LUE anticipated buildout contemplated and analyzed 28,524 housing units. As such, the Project is not expected to directly or indirectly induce population growth. No further environmental analysis is required.

**b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project does not set forth or encourage any policies, activities or implementation measures that would directly or indirectly displace existing residential units in the City. Rather, the Project is intended to work symbiotically with the No-Net-Loss Housing Ordinance approved by City Council in January 2021, which ensures compliance with SB 330 (the “Housing Crisis Act of 2019) and No-Net-Loss provisions specified in Government Code Section 66300. Additionally, the Project includes amendments to the Municipal Code that would address No-Net-Loss through amending the findings in the City’s Site Plan Review process to ensure that a residential development proposal complies with No-Net-Loss provisions. There are also more stringent No-Net-Loss requirements incorporated into the proposed Enhanced Density Bonus Ordinance that require replacement of existing units that are affordable to lower-income households, whether or not the household in the unit was lower-income. This is in addition to the number of affordable units required in exchange for density bonus and other development concessions to ensure that projects taking advantage of the greater local density bonuses and development concessions do not displace existing affordable units. No further environmental analysis is required.

**XV. PUBLIC SERVICES.** Would the project:

Fire protection would be provided by the Long Beach Fire Department. The Department has 23 stations in the City. The Department is divided into bureaus of Fire Prevention, Fire Suppression, the Bureau of Instruction, and the Bureau of Technical Services. The Fire Department is accountable for medical, paramedic, and other first aid rescue calls from the community.

Police protection would be provided by the Long Beach Police Department. The Department is divided into bureaus of Administration, Investigation, and Patrol. The City is divided into four Patrol Divisions: East, West, North and South.

The City of Long Beach is served by the Long Beach Unified School District, which also serves the City of Signal Hill, Catalina Island and a large portion of the City of Lakewood. The District has been operating at or over capacity during the past decade.

**Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could**

**cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:**

**a. Fire protection?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves changes to the City’s Zoning Ordinance to help accommodate existing and projected housing need and are not intended to directly or indirectly induce population growth that could result in increased demand for fire protection services or fire protection facilities. The City’s regulatory framework ensures that future development facilitated by the Project would be reviewed by the City on a project-by project basis and would need to comply with any requirements in effect when the review is conducted, including assessment of project impacts on fire protection services. Prior to the issuance of building permits, future project applicants would be required to pay the adopted fire facilities impact fees. No further environmental analysis is required.

**b. Police protection?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Similar to Section XV.a. above, since the Project is not intended to directly or indirectly induce population growth, the Project would not significantly increase demands for police protection service, nor require provision of new police facilities. New development projects will continue to be subject to the development review process and police facilities impact fees.

**c. Schools?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Since the Project is not intended to directly or indirectly induce population growth, the Project would not result in any significant increased demand for public school services or facilities. New development projects will continue to be subject to School Impact Fees.

**d. Parks?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Since the Project is not intended to directly or indirectly induce population growth, the Project would not generate any significant additional demand for provision of park services or facilities by the City. While the Project would allow for a Park Impact Fee waiver for the affordable units proposed as part of an Enhanced Density Bonus development project, a similar waiver already exists in the Code for certain deed-restricted affordable units and this waiver would narrowly apply to deed-restricted affordable units in a development project. The rest of the development project would still be subject to Park Impact Fees, as applicable.

**e. Other public facilities?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

No other impacts have been identified that would require the provision of new or physically-altered governmental facilities. New development projects will continue to be subject to sewer, and storm water impact fees and review by the applicable departments during the development review process to upgrade facilities, as necessary.

**XVI. RECREATION**

**a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves changes to the City's Zoning Ordinance to help accommodate existing and projected housing need and is not intended to directly or indirectly induce population growth that could result in increased demand for recreational facilities. Future development facilitated by the Project would be subject to the development review process to minimize any potential impacts. No further environmental analysis is required.



**b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section XVI.a. above. No further environmental analysis is required.

**XVII. TRANSPORTATION.** Would the project:

**a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project involves amendments to the Municipal Code to update code regulations consistent with current land use trends and best practices and will not conflict with a program plan, ordinance or policy addressing the circulation system. The purpose of the proposed code amendment is to facilitate the development of housing units to help meet the City's Regional Housing Needs Assessment (RHNA) by establishing an enhanced density bonus incentive program that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units. The Project has been designed to direct greater bonuses to transit-rich areas to encourage greater density, helping implement the LUE, which was designed to further the goals and strategies of the City's Mobility Element, which is the circulation element in the City's General Plan. The Mobility Element and its technical appendices, including the Bicycle Master Plan and Downtown, TOD and CX3 Pedestrian Plans, seek to facilitate a more multi-modal transportation network. People are more likely to walk, bike or take transit if they live closer to their primary destinations, including jobs and shopping. Therefore, the LUE and this Project seek to encourage housing close to transit and create more complete communities with access to both housing and jobs by encouraging housing along commercial and mixed-use corridors.

The Project is also consistent with the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that aims to reduce Greenhouse Gas Emissions (GHG) by reducing Vehicle Miles Traveled (VMT).

Specifically, the Project would be consistent with the following strategies on page 49 of the SCAG 2020-2045 RTP/SCS that are intended to be supportive of implementing the regional Sustainable Communities Strategy:

- Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods; and
- Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations).

Ultimately, the Project could allow more people to both live and work within the City and potentially contribute to an overall reduction in Vehicle Miles Traveled (VMT) and as such, a reduction in GHG.

The Project is intended to implement the City’s Land Use strategies/policies, the Mobility Element, and strategies contained in the draft Climate Action and Adaptation Plan. No further environmental analysis is required.

**b. Conflict with or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section XVII.a. for discussion. Since the Project would not encourage or plan for significant traffic growth, there would be no significant impacts on Vehicle Miles Traveled (VMT). As mentioned above, the Project has been designed to afford greater bonuses along transit-rich areas to encourage greater density nearest to transit, consistent with sustainable development strategies laid out in the SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that aim to reduce Greenhouse Gas Emissions (GHG) by reducing Vehicle Miles Traveled (VMT).

Generally, the Project would encourage more efficient land use patterns that allow a mix of uses that include housing and a wide array of neighborhood-serving commercial uses to locate on the City’s commercial corridors and to improve multi-modal access to such uses by City residents.

**c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not create or encourage any hazardous transportation-related design features or incompatible uses. No further environmental analysis is required.

**d. Result in inadequate emergency access?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project does not propose or encourage any specific land uses or developments or transportation network modifications that would have the potential to result in deficient or inadequate emergency access routes. Additionally, any future land uses within the City would be evaluated individually and would comply with existing development standards that ensure emergency access. No further environmental analysis is required.

**XVIII. TRIBAL CULTURAL RESOURCES**

**a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, that is:**

**i. Listed or eligible for listing in the California Register of Historic Resources, or in a local register of historic resources as defined in Public Resources Code Section 5020.1(k), or**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section V. (Cultural Resources) above. Project implementation would not result in any specific construction activities involving extensive excavation, and therefore would not be anticipated to significantly affect or destroy any Native American tribal cultural resources. While the probability of encountering a tribal cultural resource or human remains is low, any occurrence or discovery is subject to existing protections under California law. No further environmental analysis is required.

- ii. **A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

Please see Section XVIII.a. above. The City has no substantial evidence of any significant resource impacted by this change to the Municipal Code. During the development review process for future development projects facilitated by the Project, the City will provide locational information to potentially impacted tribal officials and will conduct formal consultation, as may be required. No further environmental analysis is required at this time.

**XIX. UTILITIES AND SERVICE SYSTEMS.** Would the project:

- a. **Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

- b. **Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

- c. **Result in a determination by the waste water treatment provider, which serves or may serve the project that has adequate capacity to serve the project's projected demand in addition to the providers existing commitments?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

**d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

**e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

For Sections XIX.a. through e.: As mentioned prior, while the Project may change allowable density, intensity, or height in certain zoning districts that allow residential units, the Project does not introduce uses that are materially different from those otherwise permitted in the respective zoning districts. Future development facilitated by the Project would be subject to the development review process and regulatory framework to ensure all impacts are minimized. The Project includes a clause that the Enhanced Density Bonus Ordinance would sunset if any of these conditions are met:

- On October 1, 2030 unless extended by City Council
- The City fulfills its 6th Cycle RHNA requirements for Very Low, Low and Moderate-Income Units.

The Project does not introduce uses that are materially different from those otherwise permitted in the respective zoning districts. Overall, the Project is not expected to place an undue burden on any utility or service system.

The City of Long Beach is an urbanized setting with all utilities and services fully in place. Future demands for utilities and service systems have been anticipated in the General Plan goals, policies, and programs for future growth. Additionally, any future discretionary project would be evaluated individually and as appropriate, would require project-specific utilities and service systems modifications. The City's Urban Water Management Plan (UWMP) anticipates a level of population growth in excess of the General Plan, therefore the buildout of the General Plan, including any future development projects, will result in water demand equal to or less than that already anticipated in the UWMP. No further environmental analysis is necessary.

**XX. WILDFIRE**

**If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:**

**a. Substantially impair an adopted emergency response plan or emergency evacuation plan?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

**b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

**c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

**d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

For Sections XX.a. through d.: The City of Long Beach has not been identified as a Very High Fire Hazard Severity Zone Project by CAL Fire, nor is the City in or near a State Responsibility Area. The Project would amend several sections of the Long Beach Municipal Code (LBMC) to facilitate the development of multi-family housing by establishing an enhanced density bonus incentive program in areas already zoned for housing, that offers a density bonus and development concessions in exchange for the provision of on-site, deed-restricted, very low-, low-, or moderate-income units, and would not be expected to impair emergency

plans, exacerbate wildfire risks and expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire place.

The Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Lastly, as discussed in Section VII.iv. above, the City is relatively flat and characterized by slopes that are not high (less than 50 feet) or steep (generally sloping flatter than 1-1/2:1, horizontal to vertical). The Project would not be expected to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability, or drainage changes. No further environmental analysis is necessary.

## XXI. MANDATORY FINDINGS OF SIGNIFICANCE

- a. **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?**

Potentially Significant Impact

Less Than Significant with Mitigation Incorporation

Less Than Significant Impact

No Impact

As determined in Section IV. Biological Resources and Section V. Cultural Resources, the Project would have no significant adverse impacts on biological or cultural resources. The Project would not degrade the quality of the environment, impact any natural habitats, effect any fish or wildlife populations, threaten any plant or animal communities, alter the number or restrict the range of any rare or endangered plants or animals, or eliminate any examples of the major periods of California history or prehistory.

- b. **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?**

- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not contribute to any cumulative growth effects beyond what is anticipated for the City's future in the General Plan.

**c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?**

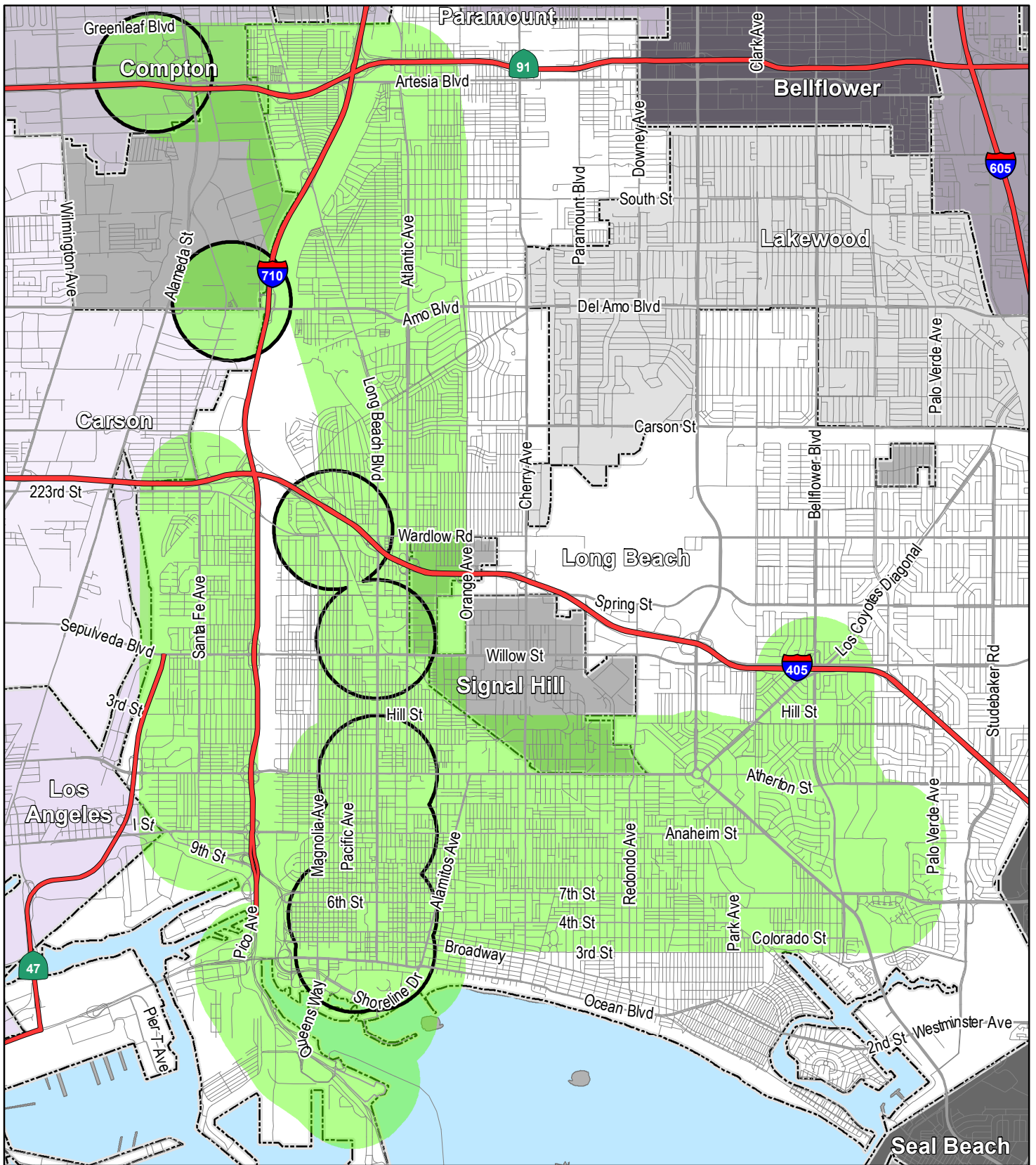
- Potentially Significant Impact       Less Than Significant with Mitigation Incorporation       Less Than Significant Impact       No Impact

The Project would not directly or indirectly cause any substantial adverse effects on human beings. For this reason, the City has concluded that this Project can be implemented without causing significant adverse environmental effects and determined that the Negative Declaration is the appropriate type of CEQA documentation.



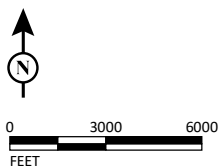
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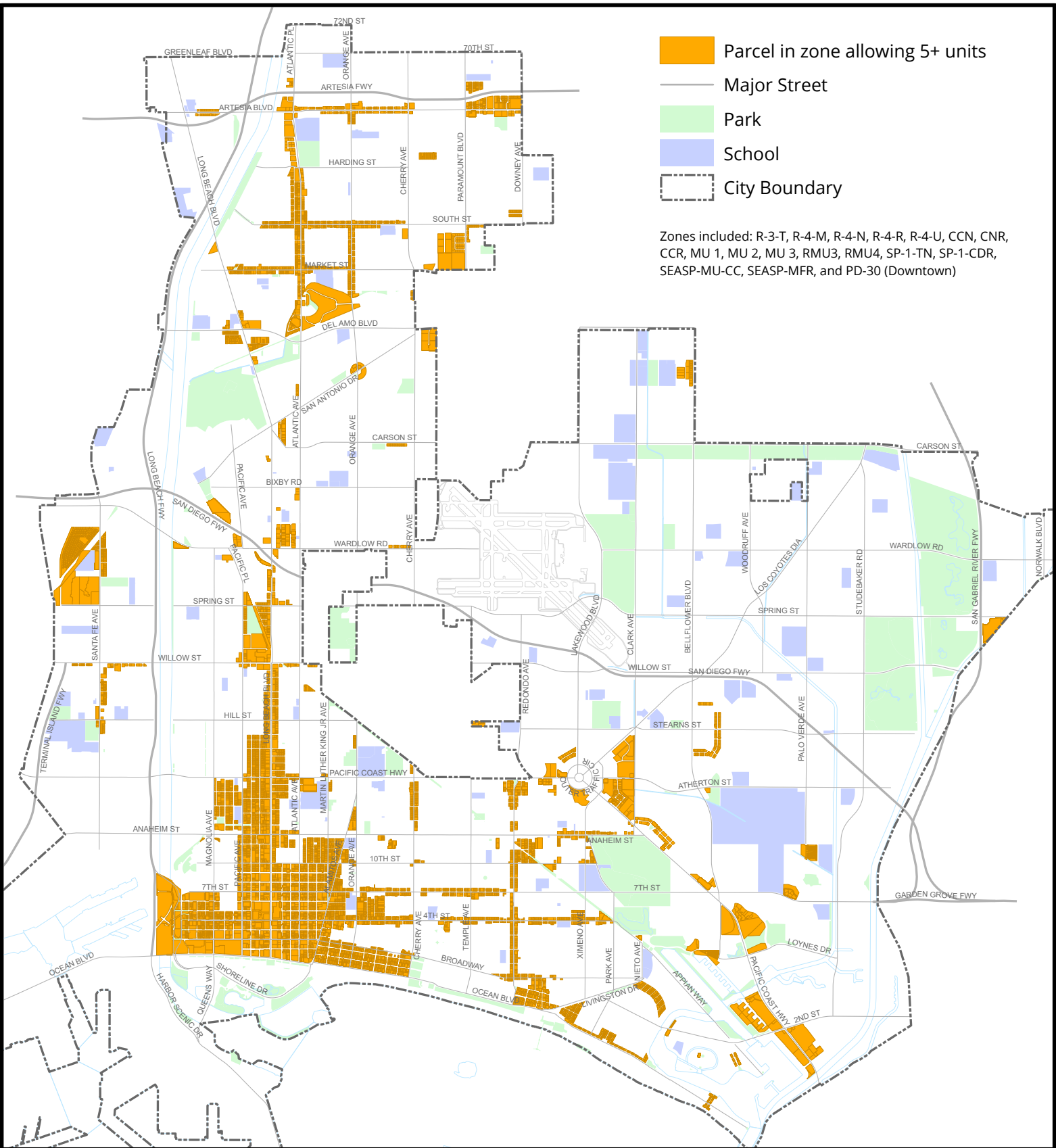
LEGEND

- Half mile from High Quality Transit Corridor or Major Transit Stop
- Half mile from Major Transit Stop



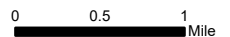
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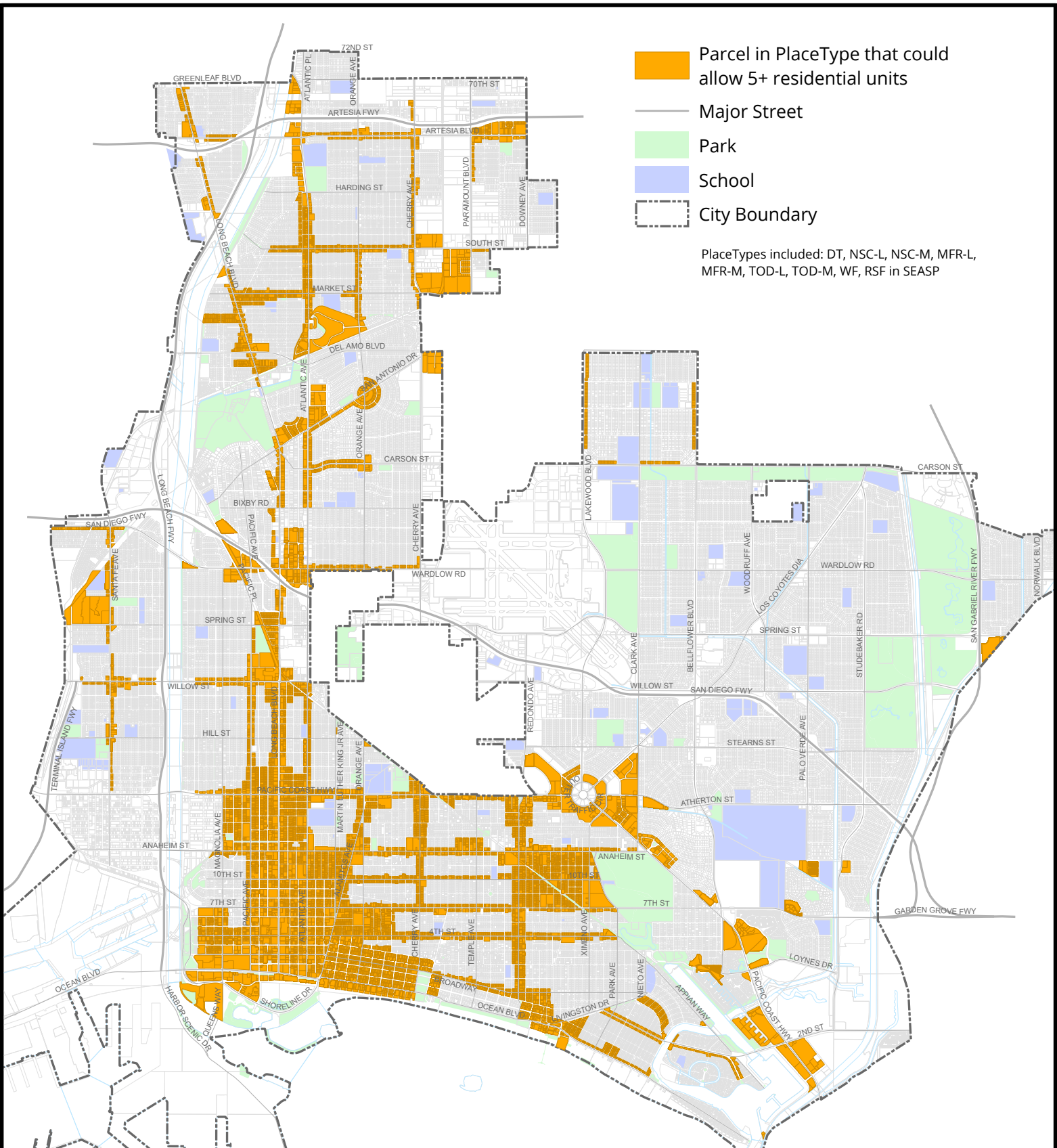
FIGURE 4



# Enhanced Density Bonus

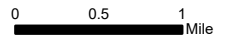
Parcels are eligible if construction of 5 or more units is allowed. Parcels shown on this map could allow construction of 5 or more units based on underlying zone. Exact determination of eligibility will depend on parcel size and other factors.





# Enhanced Density Bonus

Parcels are included if construction of 5 or more units may be allowed by the underlying General Plan Land Use Element PlaceType. Exact determination of eligibility will depend on zoning requirements, parcel size, and other factors.



# Enhanced Density Bonus

## Major Concepts

This document summarizes the major concepts that comprise the proposed Enhanced Density Bonus (EDB) ordinance. The proposed Enhanced Density Bonus Ordinance would amend Title 21 of the Long Beach Municipal Code to establish regulations to allow for increased density bonuses in excess of those permitted by the State Density Bonus Law (Government Code Section 65915) in exchange for increased levels of on-site, deed-restricted affordable housing, in order to facilitate the development of mixed-income, multi-family housing Citywide, with increased density bonuses and incentives focused in high quality transit areas.

The goal of the EDB ordinance is to increase housing production outside of Downtown, provide an incentive structure adequate of supporting inclusionary housing, and implement Mayor's Study recommendation 1.4 and Everyone Home recommendations 2a and 2e to expand the number of rent-stabilized units in the City.

Residential properties on which five (5) or more housing units can be built based on the zoning code and site area are eligible to apply for the EDB for the base area. There are two additional geographic tiers where higher quality transit is available, as defined by State law. These transit priority areas are called Major Transit Stop and High Quality Transit Corridor. A map that illustrates these areas is attached.

### Definitions

**Major Transit Stop:** a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods, as defined by California Public Resources Code 21064.3. The stations or bus routes may be existing, under construction or included in the most recent Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP).

**High Quality Transit Bus Corridor:** A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours, as defined by California Public Resources Code 21155.

### Procedures

An applicant may request use of the EDB ordinance provision or the Government Code 65915 State Density Bonus but may not utilize both programs.

#### *Deed-restricted affordable units*

The affordable units shall be deed-restricted for a minimum of 55 years.

#### *Approval Process:*

All EDB projects must undergo Site Plan Review.

*Total Bonus and Concession Maximums:*

Total density bonus pursuant to EDB shall not exceed 100%. Total number of EDB concessions shall not exceed nine (9).

*No-net-loss requirements for EDB projects:*

EDB projects will be subject to no-net-loss provisions that exceed the State requirements and include requirements for replacement of existing affordable units, in addition to the Density Bonus minimum affordable housing requirements. The number and affordability levels of the replacement units required shall be determined by the number of units on the site that are affordable to lower-income households whether or not the household in the unit was lower-income. The policy goal is to stabilize the amount of 'naturally occurring' affordable housing regardless of the incomes of the households who resided within them. That way all projects would result in a net increase in units with affordable rents.

Documentation to establish current rent and affordability levels of previously existing units on a site shall be provided and shall include evidence of rents charged over the preceding five years. Rent levels will be compared to average median income (AMI) to establish the units' affordability levels. The requirement to provide rents for the last five years applies retroactively to demolished units. Upon the effective date of this ordinance, no demolition permits shall be issued for multifamily development consisting of five or more dwelling units until the aforementioned documentation is provided and an application is submitted to the City for a project that incorporates both replacement and density bonus units.

*Rounding and Calculations:*

All calculations for affordable requirements and bonuses granted shall be rounded up to the next whole number.

**Density Bonus Eligibility and Percentages**

The tables below clarify the percentage of affordable units in a proposed EDB project and the eligible density bonus that can be attained based on level of affordability for each of three geographic tiers, the Base Area, High Quality Transit Corridors, and Major Transit Stops, as defined above.

*Base Area*

Affordable Component	Bonus for VLI	Bonus for LI	Bonus for Mod
3 (*)	15	3	
4 (*)	20	4	
5	25	5	
6	30	10	6
7	35	15	7
8	40	20	8
9	45	25	9
10	50	30	10
11	55	35	15
12	60	40	20
13	65	45	25

14	70	50	30
15		55	35
16		60	40
17		65	45
18		70	50
19			55
20			60
21			65
22			70
23			
24			
25			
26			
27			
28			

(\*) use of 3% and 4% affordability component only permissible when total affordable across multiple restricted income levels equals or exceeds 12%. For example, an applicant may propose 3% Very Low Income (VLI) in the base area and be eligible for a 15% density bonus; however, the 3% can only be used in conjunction with one or more affordable components that total a minimum of 12% affordable units in a project.

*High Quality Transit Corridors*

Affordable Component	Bonus for VLI	Bonus for LI	Bonus for Mod
3 (*)	20	5	
4 (*)	25	10	
5	30	15	
6	35	20	6
7	40	25	7
8	45	30	10
9	50	35	15
10	55	40	20
11	60	45	25
12	65	50	30
13	70	55	35
14	75	60	40
15	80	65	45
16	85	70	50
17	90	75	55
18		80	60
19		85	65
20		90	70
21			75
22			80
23			85
24			90

(\*) use of 3% and 4% affordable components only permissible when total affordable across multiple restricted income levels equals or exceeds 12%. For example, an applicant may propose 3% Very Low Income (VLI) in the High Quality Transit Corridor and be eligible for a 20% density bonus; however, the 3% can only be used in conjunction with one or more affordable components that total a minimum of 12% affordable units in a project.



*Major Transit Stop*

Affordable Component	Bonus for VLI	Bonus for LI	Bonus for Mod
3 (*)	35	15	
4 (*)	40	20	
5	45	25	6
6	50	30	10
7	55	35	15
8	60	40	20
9	65	45	25
10	70	50	30
11	75	55	35
12	80	60	40
13	85	65	45
14	90	70	50
15	95	75	55
16	100	80	60
17		85	65
18		90	70
19		95	75
20		100	80
21			85
22			90
23			95
24			100

(\*) use of 3% and 4% affordable components only permissible when total affordable across multiple restricted income levels equals or exceeds 12%. For example, an applicant may propose 3% Very Low Income (VLI) in a Major Transit Stop eligibility area and be eligible for a 35% density bonus; however, the 3% can only be used in conjunction with one or more affordable components that total a minimum of 12% affordable units in a project.

**Concessions**

*Number of Concessions (for Non-Inclusionary Projects)*

The following table will determine how many concessions a project is eligible for based on the percent density bonus a project qualifies for (*see above, Density Bonus Eligibility and Percentages*).

Concession	Eligible Density Bonus
1	20
2	30
3	40
4	50
5	60

6	70
7	80
8	90
9	100

*Number of Concessions for Inclusionary Projects*

For projects that are subject to the [Inclusionary Housing Requirements of Section 21.67](#) of the Long Beach Municipal Code, including projects in Downtown (PD-30) and Midtown (SP-1), the following table shall be used to calculate the number of concessions a project is eligible for.

% of VLI units (2021)	% of VLI units (2022)	% of VLI units (2023 and beyond)	# of Concessions
5%	6%	11% or more per Inclusionary Housing Requirement	2 (up to one story of height*)
9%	10%	15% – 19%	3 (up to two stories of height*)
13%	14%	20%	5 (Allows up to three stories of height concession*)
17%	18%	25%	6

\* Any height increases on a lot sharing a lot line or across an alley from a R1 or R2 zone, occupied by a single-family home or duplex, shall step-back any height increase over 12 feet at least 10 feet from the exterior face of the ground floor of the building face.

**Eligible Concessions**

The following are the eligible concessions that an EDB project may request based on the number of concessions the project is eligible per the concession tables above.

*On-Menu Concessions:*

- Floor area ratio (FAR) increase of 40% per concession;
- 15% Reduction in non-residential parking per concession;
- 30% Reduction in open-space per concession;
- Allowance for all shared/public (in lieu of private) open space;
- Averaging of FAR, Density, Parking, Open Space or Access across zones (one incentive per regulation averaged);
- 15% Reduction in transitional height requirements;
- 30% Reduction in an individual setback per concession (Maximum one incentive per side or front yard, maximum of two incentive on the rear yard).

*On-Menu Height Concessions (except for projects subject to Inclusionary Housing Requirements, see Concessions Calculations for Inclusionary Projects table above):*

- 1 Story Per Incentive (story shall not exceed 12-feet);
- Max 2-Story increase in Base Area, 3-Stories in Major Transit Stop and HQTC areas;
  - Any height increases on a lot sharing a lot line or across an alley from a R1 or R2 zone, occupied by a single-family home or duplex, shall step-back any height increase over 12 feet at least 10 feet from the exterior face of the ground floor of the building face.

*Off-Menu Height Concessions:*

Applicant may request an off-menu incentive. Each off-menu incentive shall count double (40% bonus required) and shall be reviewed by the Planning Commission based on the physical necessity of the incentive for the provision of the affordable units. No concessions related to signage shall be granted.

**Special Bonuses for Large Units and Childcare**

*Additional 20% Bonuses for Large/Family Units*

Projects with large/family units, as stipulated below, are eligible for additional density bonuses. Projects must contain affordable units and mix of affordable units must include some proportion of the large units. Bonuses are additive; however, total incentives cannot exceed nine (9).

- More than 25% 2-bedroom units of 970 sq ft or larger
- More than 5% 3-bedroom units of 1140 sq ft or larger

*On-site Childcare Facilities*

Projects with affordable units that equal or exceed 12% that also provide an on-site childcare facility are exempt from floor area ratio (FAR) and parking calculations. Such projects are also eligible for one additional on-menu incentive.

**Parking Requirements**

*Parking* – EDB projects shall be subject to the parking provisions in the State Density Bonus Law or the lesser of either the parking requirements in Chapter 21.41 of the Zoning Code or the table below:

0-1 Bedrooms	0.75 space/unit
2 Bedrooms	1.00 space/unit
3 Bedrooms	1.25 space/unit
Guest Parking	1 space / 8 units
Commercial Parking	First 6,000 square feet exempt; zoning code parking requirements apply beyond 6,000 square feet

EDB projects comprised of 100% affordable units shall not be required to provide on-site parking.

## **Administrative Provisions**

### *Related Impact Fee Adjustments:*

An EDB project's very low, low, and moderate affordable units would be eligible for waivers from specified development fees, such as parks and recreation and transportation development fees.

### *Sunset Clause*

The EDB ordinance shall sunset if any of these conditions are met:

- On October 1, 2030 unless extended by City Council
- The City fulfills its 6<sup>th</sup> Cycle RHNA requirements for Very Low, Low and Moderate-Income Units